FDOT District Six
Adaptive Signal Control Technology (ASCT)
Pilot Project on SR 90/SW 8th Street
Florida Section Institute of Transportation Engineers (FSITE) Conference 2018
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Agenda

- About FDOT District Six
- Project Overview
- Adaptive Signal Control Technology (ASCT)
- Operations
- Maintenance
- Before/After Evaluations
About FDOT District Six

- Miami-Dade and Monroe Counties
  - 700 centerline miles
  - 270 centerline miles of ITS coverage
- Miami Dade is One of the Most Congested Counties in the U.S.
  - 2.75 million residents in 2017
  - 15.86 million visitors in 2017
District Six TSM&O Program

- **SunGuide® Transportation Management Center**
  - 32,000 square foot facility
  - Multi-agency co-location
  - 7 Actively Managed Limited Access Facilities and Roadways

- **Major Services**
  - Incident Management
  - Traveler Information
  - Traffic Management
  - Arterial Management
District Six TSM&O Program

- Infrastructure
  - Closed Circuit TV (CCTV) Cameras - 331
  - Dynamic Message Signs – 177
  - Detector Stations – 394
  - Ramp Signals – 22
  - Traffic Signal Devices – 53
  - ASCT Devices – 29 Intersections
**SR 90/SW 8 ST ASCT Pilot Project Overview**

- **First Project of its Kind in District Six**
  - 29 signalized intersections
  - Approximately 7.5 miles (SW 67th Avenue to SW 142nd Avenue)
  - Construction Ended/Operations Began: April 2017
  - Construction Cost: $3,877,962.73
  - Operations Cost: $358,279.60 per year (2 year pilot)
Adaptive Signal Control Technology (ASCT)

- Uses real-time data to adjust signal timing based on demand & operational needs.
- Rhythm Engineering’s InSync ASCT software:
  - Operates within ‘Fixed’ Period
    - 140 – 190 seconds
  - Prioritizes the main street (SW 8th St) for signal coordination.
  - Serves various green phase pairs based on real-time demand.
Operations

- **SunGuide TMC**
  - Two Arterial Operators
    - Monday – Friday, 6 a.m. – 7 p.m.
    - Special/Weather Events
  - Arterial Operations Program Manager
    - Monday – Friday, 9 a.m. – 6 p.m.
    - On-Call
- Freeway Operators
  - Night/weekend coverage
Monitor Daily Operations Using:
- InSync Software
- Miami-Dade County (MDC) Signal Software System (KITS)

Troubleshooting Failure/Issue Resolution
- ASCT Devices and Software

Coordination
- MDC Traffic Operations Center (planned/unplanned traffic events)
- District 6 ITS Maintenance Contractor
- Rhythm Engineering

Performance Reporting
Maintenance

- Joint Effort between FDOT D6 TSM&O and Local Maintaining Agency
  - FDOT D6 ITS Maintenance Contractor (ASCT Components)
  - MDC DTPW Traffic Signal and Signs Division (Signalization)
Hurricane Irma

- Adaptive Operations stopped prior to landfall
  - Time of Day operation during and after hurricane
- ASCT components repairs completed April 2018
- Adaptive Operations restarted May 2018

Source: https://weather.com
Before/After Evaluation

- Ongoing (FIU)
  - Data Collection
  - Performance Dashboards
  - Interim Evaluation Report (6 months)
  - Year 1 Report (July 2019)
Before/After Evaluation

Interim Evaluation Report Findings

Cross Street and Off-peak Directions Improved Significantly

- 12.2% Overall Reduction in Total Delay (for both cross street and main street)
- ~ 5.8 mins (30%) Travel Time Decrease – WB, AM Peak
- ~ 2.5 mins (10.4%) Travel Time Decrease – EB, PM Peak

Small Deterioration in Peak Direction Performance

- ~ 0.43 mins (1.3%) Travel Time Increase – WB, PM Peak
- ~ 1.5 mins (5%) Travel Time Increase – EB, AM Peak
Lessons Learned

- Dedicated Arterial Operations Staff is Critical
  - Active Monitoring by Arterial Operators
- Inter-agency Coordination is Key
  - Miami-Dade County Traffic Signals and other partners
- Traffic Engineering Support by Vendor is Necessary
  - Configuration Adjustments to address operational issues
Contact Information

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