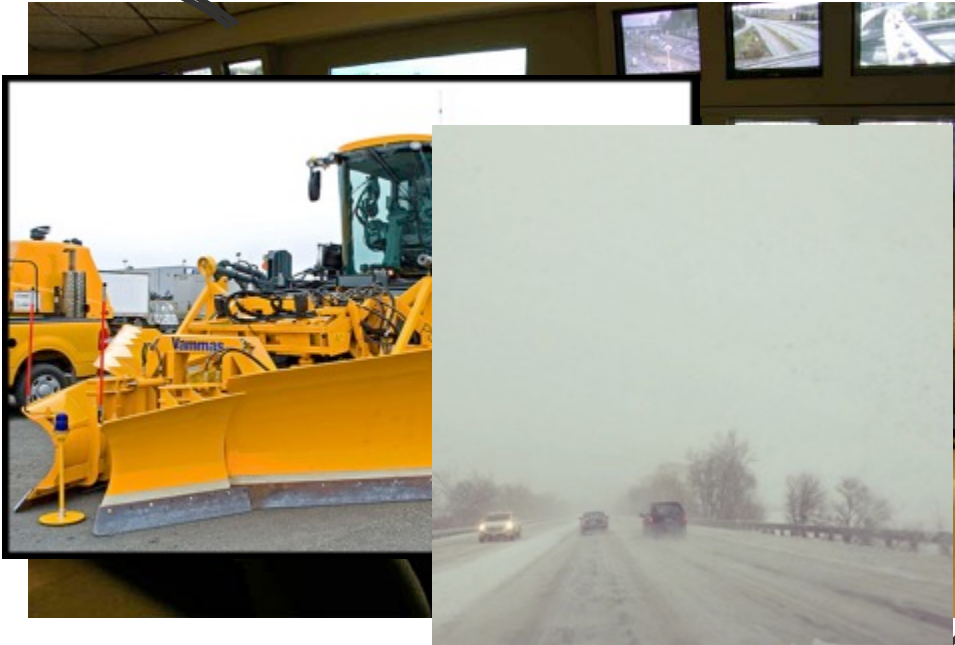


Linking Traffic Management and Maintenance Together for Winter Operations Planning, Response and Evaluation

**Panel Discussion
2015 National Peer Exchange
09/23/2015**

Two Worlds

Different Pictures



**Traffic
Operations**

**Maintenance
Professionals**



Two Worlds

Different Acronyms and Buzzwords

- **ATMS**
- **TSMO**
- **ICM**
- **ATDM**
- **Crowdsourcing**
- **Reliability**

- **MDSS**
- **Pre-Treatment**
- **Anti-Icing**
- **RWM**
- **RCRS**
- **MADIS**
- **Time to Normal**
- **WSI**

**Traffic
Manager**



**Maintenance
Professional**



Quiz

- **Question 1 – Do you know your traffic management counterpart in the region?**

YES

NO

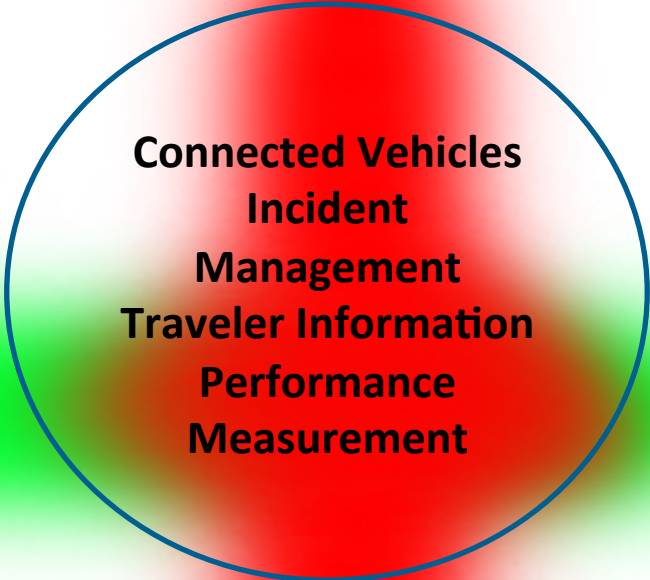
- **Question 2 – Have you worked together on a project/initiative/program beyond a particular major event response?**

YES

NO

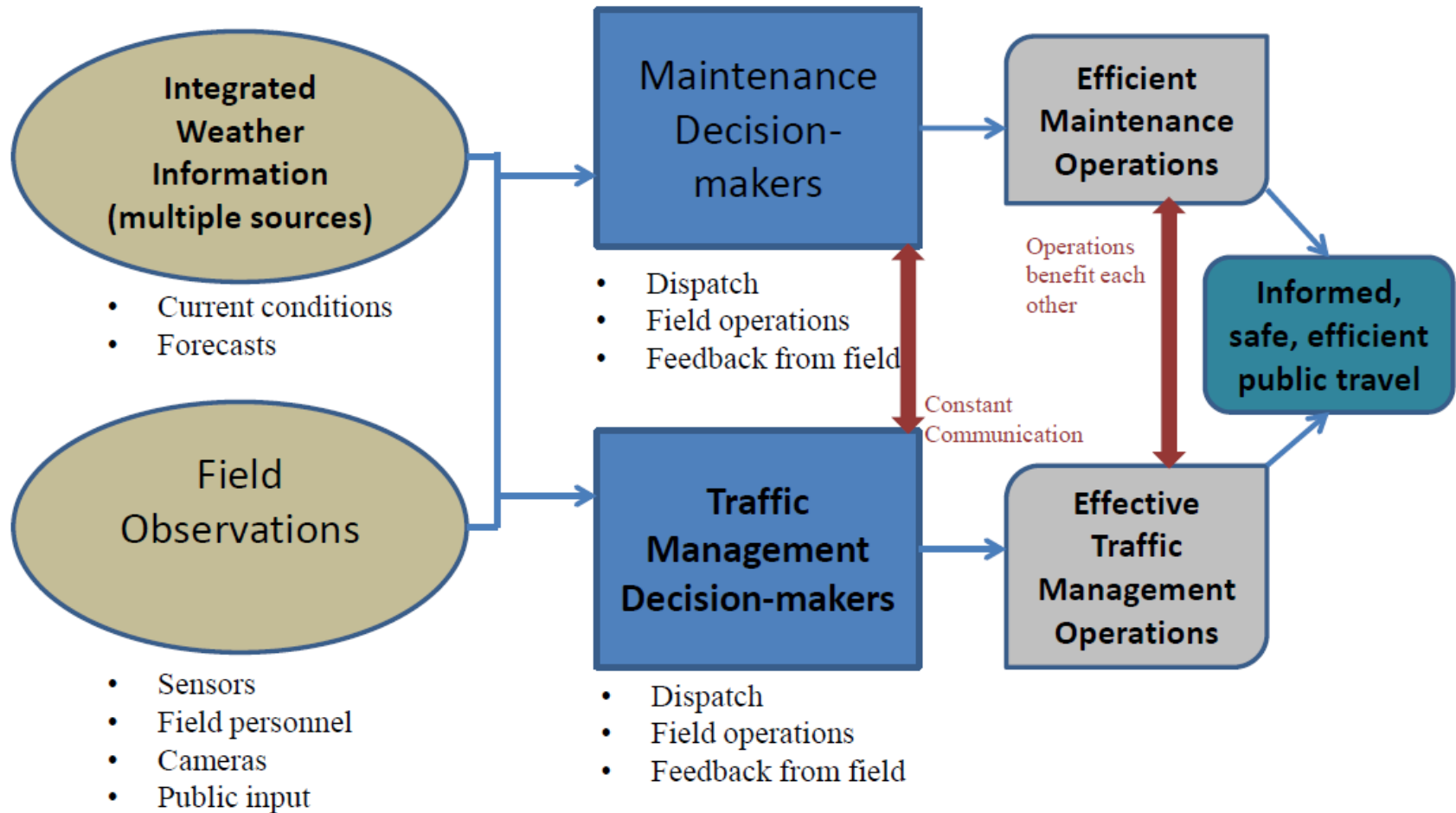
However, the Lines are Blurring

**Traffic
Operations**



Maintenance

Ideally



Continuing Issues

- Lack of knowledge and understanding of each group's activities and needs
- Perceived differences in weather data needs
- Little sharing of related information
- Poor communication and lack of coordinated response to weather events
- Inconsistent or inaccurate traveler information dissemination

Progress and Ongoing Capability Maturity

- In Utah, meteorologists provide information to traveler information and maintenance staff. Both sets of staff are then able to review prediction, road conditions, and make determinations about what they need to do based on the precipitation forecasts. In addition they package a sub-set of this information for the public information office and set targets for reduction in traffic flows.
- In Missouri, new maintenance crews are brought into the TMC to see operations in action. MoDOT is working to relay a team environment and open the dialog early.
- South Dakota DOT relies on their MDSS to determine what roads will close and traffic management staff works based on what the model is able to tell them about. The MDSS is the glue that holds everything together.
- In Oregon, maintenance, operations, and dispatch are all co-located in the transportation operations center. This setup has worked well for ODOT, there are no coordination issues.
- The Delaware Transportation Incident and Event Management Plan has become a critical document in defining roles and establishing coordination amongst agency staff.

Speakers Today

- **Dean Gustafson (Virginia DOT)**
 - Role of Traffic Management Centers in Winter Operations
- **Tim Boyer (Ohio DOT)**
 - Performance Measures utilizing RWIS and Traffic Operations Data
- **Justin Droste (Michigan DOT)**
 - Maintenance Perspective on Traffic Operations Role

Discussion: The Next Steps

Discussion Questions

- Are the data needs really different?
- Do both groups understand each other's operations? Is this at the core of the issues?
- Does lack of collocation of dispatching cause any problems?
- What are some other issues that prevent better coordination?