Michigan DOT: Focusing on Operations

National Rural ITS
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Organizational Milestones

- **Strategic Planning** – 2007
  - Work Zone Safety and Mobility
- **Operations Section** – 2009
- “Early Retirements” – 2010
- **Reorganization / Reinvention** - 2011
Operations Org Chart

Intelligent Transportation Systems (ITS)
Matt Smith EML 4(15)

Connected Vehicles
EML 3(14)
Colin Castle

Field Deployment, Standards & Support
TE A(12)
(vacant)

Staff Engineer
TE 12

System Operations Section
EML 4(15)
Hilary Owen

ITS Operations
TE 12
Lee Nederveld

Structure Technical Section
EML 4(15)
Pete Jansson

Traffic Incident & Work Zone Management
EML 3(14)
Angie Kremer

Congestion & Mobility
EML 3(14)
Jason Firman

Signal Operations
EML 3(14)
Paula Conlett

Structural Steel Fabrication
EML 3(14)
Matt Ploek

Experimental Studies
EML 3(14)
Steve Kahl

Incident Management
TE E(9,10,P11)
Brandon Boatman

Dept Analyst P11
Cheryl Benjamin

Work Zone Safety & Mobility
TE - A(12)
Chris Brookes

Trans Tech 12 (vacant)
TE E(9,10,P11)

Signal Systems Analysis
EML 2(13)
Tom Fisher

Signal System Design
EML 2(13)
Doug Adelman

Field Operations
Elec Super 1(11)
(vacant)

Elec Lin. A(10)

Machinist A.10
Jon Todd
Reinventing MDOT

- Reorganizing to:
  - Leverage what we’ve accomplished
  - Sustain mobility
  - Support business and economic growth
  - Stay customer-focused
  - Motivate highly-qualified staff
  - Make the most of limited resources
  - Be transparent and accountable
  - Ensure MDOT stays a national leader
...Faster...

- Using technology to address traffic incidents
  - SE Michigan: 11.5 million hours delay avoided in 2010
  - Grand Rapids: addressed 1100 incidents in 2010
- Reduced auditing time on small contracts 70%
- Automated environmental classification to double speed of project classification over the course of implementation
- Saving $8 million in staff time annually through process improvements made in the past year

9 Mile Road Bridge over I-75: From disaster to ribbon cutting in 5 months
Focus Areas

- Design & Standards
- Traffic Management
- Road Weather Management
- Connected Vehicles
- Special Projects
Statewide ATMS
Corridor Performance Target

Maximum 40 minutes TTD
Measured by three segments, split at key nodes

Indiana Border to I-69
Max 15 min

I-69 to I-75
Max 15 min

I-75 to Canada
Max 10 min
I-94 Corridor in 2012
16 Projects But **ONE Corridor Focus!**
2012 Predicted Performance

7 Projects  
25.0 Miles of WZ  
9.4 minutes TTD in Peak  
6.1 min. TTD in Off-Peak

6 Projects  
56.0 Miles of WZ  
43.2 minutes TTD in Peak  
48.7 min. TTD in Off-Peak

3 Projects  
23.0 Miles of WZ  
12.7 minutes TTD in Peak  
3.1 min. TTD in Off-Peak

Indiana Border to I-69  
Max 15 min

I-69 to I-75  
Max 15 min

I-75 to Canada  
Max 10 min

Mobility Impact
- Green: Traffic moving at/near the posted speed
- Yellow: Reduced capacity during non-peak travel periods
- Red: Reduced capacity during peak travel periods
Performance Measurement & Monitoring

- Implement PM Software
QUESTIONS ?