

# D. TSM&O Examples

## TSM&O Background

Transportation Systems Management and Operations (TSM&O) refers to a performance-based approach that aims to maximize the efficiency of existing transportation infrastructure. TSM&O is an alternative to the traditional approach of adding more roadway lanes to solve congestion. TSM&O shifts the focus from adding physical capacity to improving the operational effectiveness of the existing transportation infrastructure.

TSM&O can be thought of as a precise, targeted approach to solving transportation challenges. While adding a new lane can take a decade of environmental studies and construction, TSM&O strategies like Smart Signals or Dynamic Message Signs can be deployed much faster to effectively remedy the challenge. This focus on traffic operations often involves the use of real-time data to respond to traffic issues before they escalate into gridlock.

Dollar for dollar, TSM&O provides mobility benefits at a much lower cost than a roadway widening project. The approach focuses on implementing technology and policy changes that require only a fraction of the investment needed for large-scale construction projects, yet yield significant improvements in travel time reliability. TSM&O improvements are oftentimes focused on improving travel time reliability. For most commuters, knowing exactly how long a trip will take is more important than reducing predictable travel time.

## Local Approach

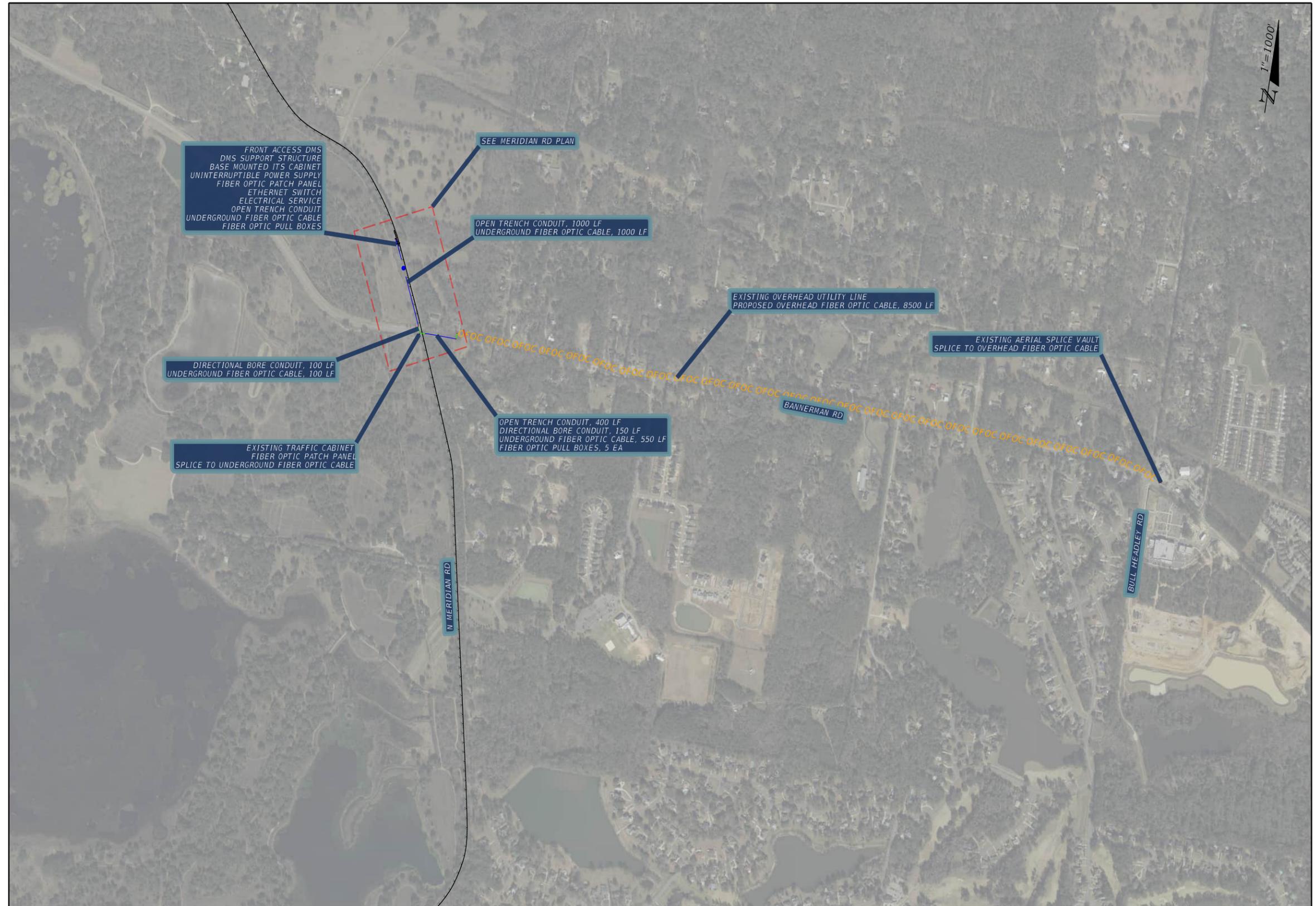
For the CRTPA region, travel time reliability cannot be addressed by constructing a twelve-lane highway through the heart of Tallahassee. More effective solutions include deployment of Adaptive Signal Control Technology (ASCT) along high-volume corridors like Monroe Street or Mahan Drive. The signal system can continue to transition from pre-timed lights to a system that reacts in real-time with fluctuating traffic volumes. Coupling this with a robust Traffic Incident Management (TIM) program ensures that a single fender-bender doesn't paralyze the morning commute, affecting thousands of commuters. For the region's unique mix of state government commuters and university traffic, these TSM&O strategies transform the daily drive into a predictable routine, prioritizing the consistency of the trip over the theoretical top speed of the road.

Three corridors were identified for analysis regarding the implementation of TSM&O strategies and projects aimed at alleviating both recurring and incident-based congestion. The specific limits of each corridor have not been determined, as a range of factors will be considered for device placement, ensuring that suitable locations are not unnecessarily restricted.

## Meridian Road

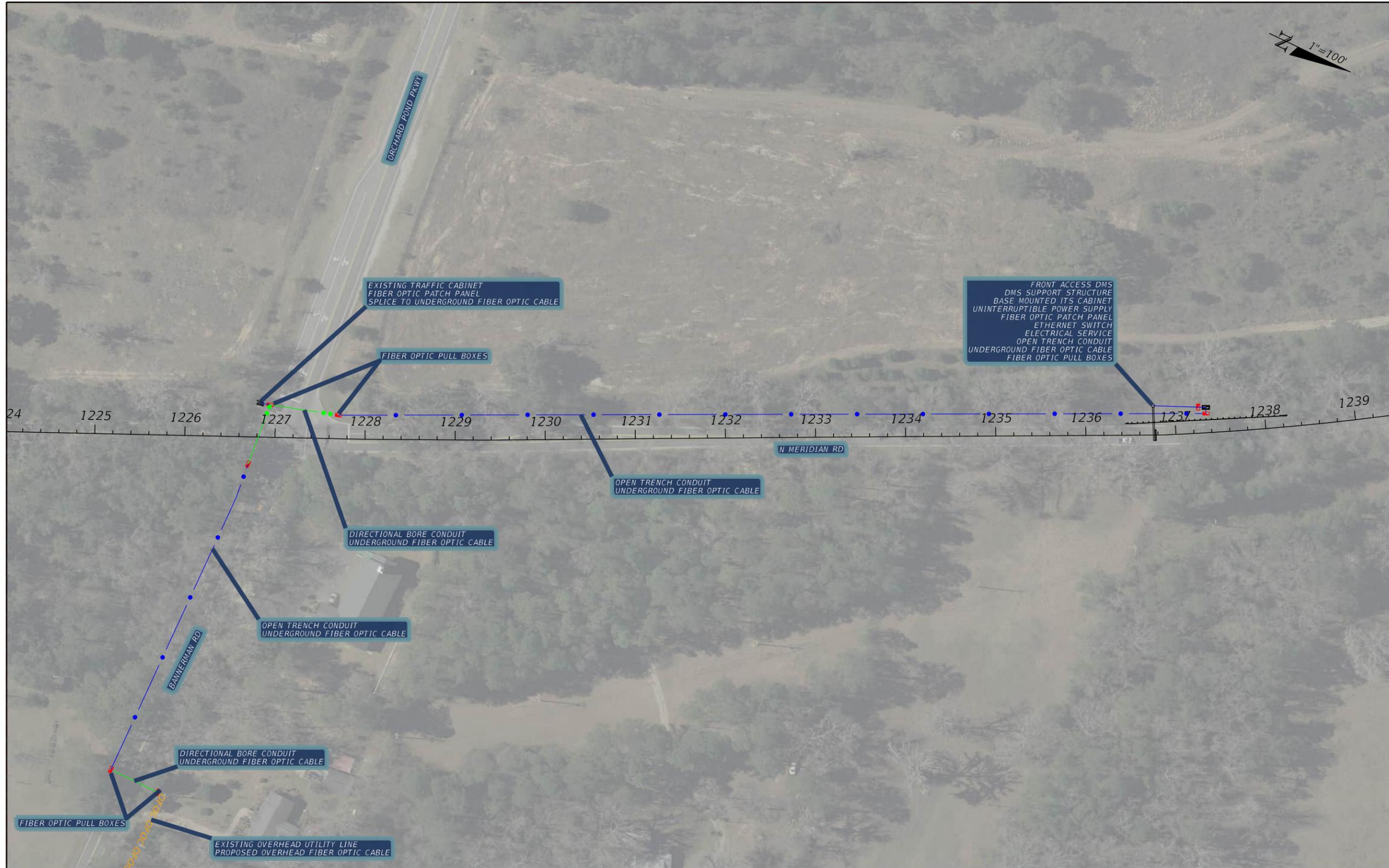
The first corridor under consideration is Meridian Road, with particular focus on the portion north of Orchard Pond/Bannerman Road. In the morning commuters travel south along this corridor into Tallahassee and return traveling north in the evenings. Meridian Road is a two lane Canopy Road with higher levels of traffic than it can accommodate. This location presents an opportunity to disseminate congestion messages, providing commuters from northwest Tallahassee the option to utilize Orchard Pond or those from northeast Tallahassee the choice to use Bannerman Road. The primary objective is to explore potential solutions for addressing congestion along a Canopy Road. Physical constraints on Meridian Road limit the road's carrying capacity. **Figure D-1** details existing ITS infrastructure in this corridor and **Figure D-2** details the potential improvements. **Table D-1** provides unit and overall installation costs.

Figure D-1. Meridian Road Layout



REVISIONS				 HALFF ASSOCIATES, INC. 2255 KILLEARN CENTER BLVD, SUITE 200 TALLAHASSEE, FLORIDA 32309	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<b>MERIDIAN RD LAYOUT</b>	SHEET NO.  10
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				MERIDIAN RD	LEON				

Figure D-2. Meridian Road TSMO Plan



REVISIONS				 HALFF ASSOCIATES, INC. 2255 KILLEARN CENTER BLVD, SUITE 200 TALLAHASSEE, FLORIDA 32309	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			MERIDIAN RD PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		11
					MERIDIAN RD	LEON			

Table D-1. Meridian Road TSMO Cost

PREPARED BY: HALFF

TSMO PLANS LEON COUNTY  
 MERIDIAN ROAD  
 PRE-DESIGN OPINION OF PROBABLE COST

OPINION OF PROBABLE COST

PAY ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBERS				TOTAL THIS SHEET		GRAND TOTAL		COST TOTAL
			SIGNAL		PLAN	FINAL	PLAN	FINAL	PLAN	COST PER	
			PLAN	FINAL							
0536 1 1	GUARDRAIL - ROADWAY, GENERAL TL-3	LF	180				180		180	\$ 32.27	\$5,808.60
0630 2 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	1040				1040		1040	\$ 20.05	\$20,852.00
0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	77				77		77	\$ 42.20	\$3,249.40
0630 2 14	CONDUIT, FURNISH & INSTALL, ABOVEGROUND	LF	20				20		20	\$ 54.54	\$1,090.80
0633 1113	FIBER OPTIC CABLE, F&I, OVERHEAD, 49-96 FIBERS	LF	8710				8710		8710	\$ 4.52	\$39,369.20
0633 1121	FIBER OPTIC CABLE, F&I, UNDERGROUND, 2-12 FIBERS	LF	1617				1617		1617	\$ 4.77	\$7,713.09
0633 3 15	FIBER OPTIC CONNECTION HARDWARE, F&I, PRETERMINATED PATCH PANEL	EA	2				2		2	\$ 2,126.67	\$4,253.34
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	5				5		5	\$ 1,806.39	\$9,031.95
0635 2 12	PULL & SPLICE BOX, F&I, 24" x 36" COVER SIZE	EA	2				2		2	\$ 3,184.65	\$6,369.30
0635 2 13	PULL & SPLICE BOX, F&I, 30" X 60" RECTANGULAR OR 36" ROUND COVER SIZE	EA	2				2		2	\$ 6,541.34	\$13,082.68
0639 1122	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER PURCHASED BY CONTRACTOR	AS	1				1		1	\$ 5,890.76	\$5,890.76
0639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	LF	1617				1617		1617	\$ 15.31	\$24,756.27
0639 3 11	ELECTRICAL SERVICE DISCONNECT, F&I, POLE MOUNT	EA	1				1		1	\$ 2,773.56	\$2,773.56
0641 2 12	PRESTRESSED CONCRETE POLE, F&I, TYPE P-11 SERVICE POLE	EA	1				1		1	\$ 2,809.56	\$2,809.56
0676 2143	ITS CABINET, FURNISH & INSTALL, BASE MOUNT, 334, 24" W X 66" H X 30" D	EA	1				1		1	\$ 14,266.66	\$14,266.66
0684 1 1	MANAGED FIELD ETHERNET SWITCH, FURNISH & INSTALL	EA	1				1		1	\$ 6,965.85	\$6,965.85
0685 1 11	UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, LINE INTERACTIVE	EA	1				1		1	\$ 6,213.81	\$6,213.81
0700 9137	WALK-IN DYNAMIC MESSAGE SIGN, FURNISH & INSTALL - WITH UPS FULL COLOR, 201-300 SF	EA	1				1		1	\$ 152,304.13	\$152,304.13
0700 10123	DMS SUPPORT STRUCTURE, CANTILEVER 31-40 FT	EA	1				1		1	\$ 153,732.72	\$153,732.72

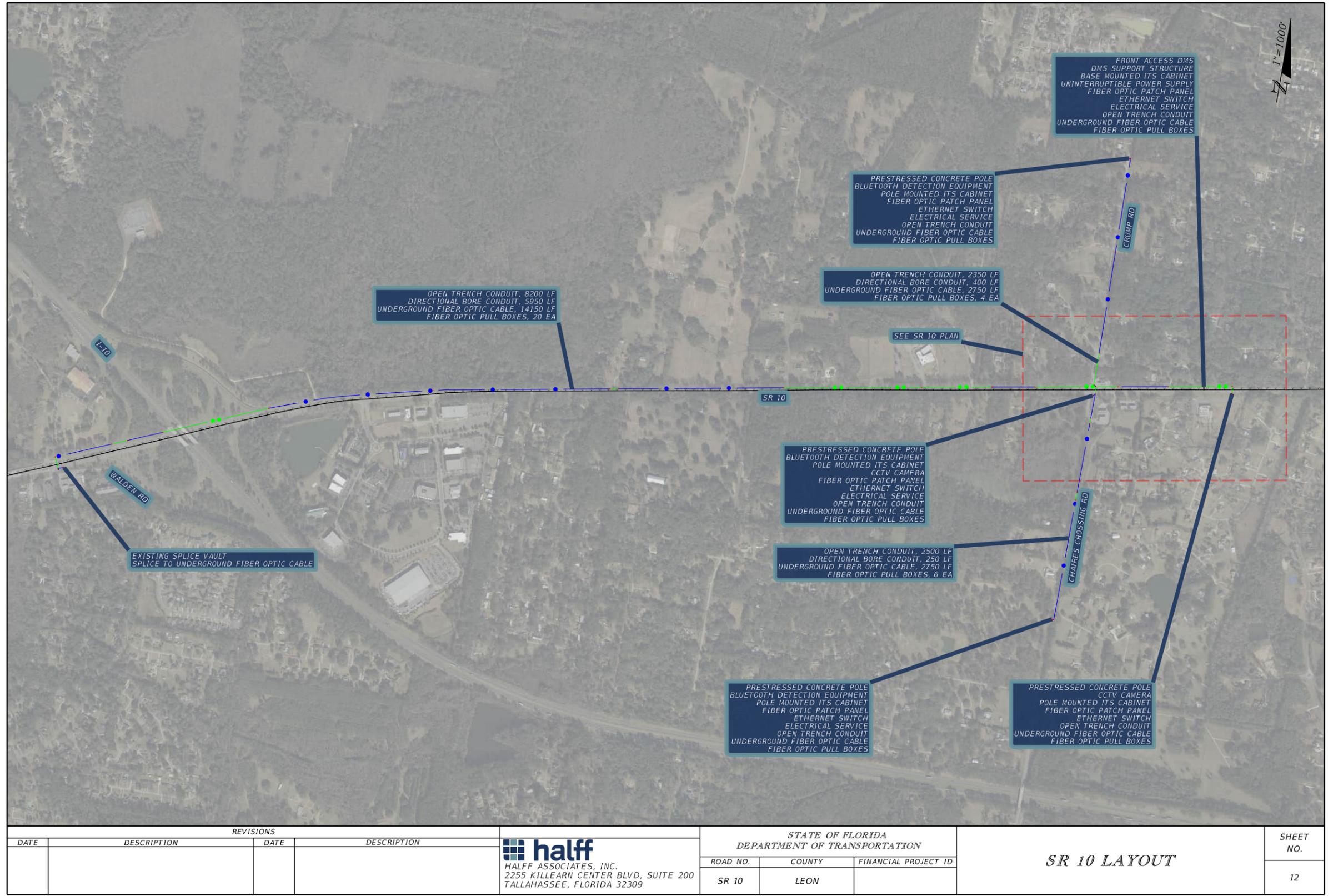
NOTE: The "Cost Per" prices were derived as the maximum between the prices for FDOT Historical Cost Reports for Market Area 3 (Gadsden, Jefferson, Leon, and Wakulla) for a 12-month average ending on 06/30/2025 and the prices for FDOT's 12-month Statewide Averages ending on 06/30/2025.

<b>TOTAL</b>	<b>\$474,725.08</b>
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## Mahan Drive (SR 10/US 90)

The second corridor is US 90. Travel time reliability on Mahan Drive is poor west of Chaires Crossroad and worsens on the portion of Mahan Drive closer to the Interstate. Unreliable travel times double the travel time, in comparison to average conditions, to traverse this segment of Mahan Drive. This corridor is viewed as an opportunity for a congestion shift strategy with the distinct goal to offer commuters information on travel times. The strategy involves offering an alternative parallel route that could accommodate future capacity projects or serve as an overflow option. Along US 90, the plan is to disseminate information near the Chaires Crossroad area, allowing drivers the choice to use Chaires to Buck Lake Road to travel into town. Additionally, installing Bluetooth readers along Buck Lake Road is proposed, as the current City of Tallahassee Bluetooth system does not extend the entire length of Buck Lake Road due to limited signal availability and mounting options. Expanding Bluetooth coverage along this corridor would facilitate future data collection to determine the existing usage of Buck Lake Road and changes in usage following the display of congestion messages. **Figure D-3** details existing ITS infrastructure in this corridor and **Figure D-4** details the potential improvements. **Table D-2** provides unit and overall installation costs.

Figure D-3. Mahan Drive Layout



REVISIONS				 HALFF ASSOCIATES, INC. 2255 KILLEARN CENTER BLVD, SUITE 200 TALLAHASSEE, FLORIDA 32309	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<b>SR 10 LAYOUT</b>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 10	LEON			12

Figure D-4. Mahan Drive TSMO Plan



REVISIONS				 HALFF ASSOCIATES, INC. 2255 KILLEARN CENTER BLVD, SUITE 200 TALLAHASSEE, FLORIDA 32309	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 10 PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		13
					SR 10	LEON			



## US 319 Crawfordville Rd

The third corridor is US 319, which approaches Tallahassee from Wakulla County. Crawfordville is the fastest growing area in the region, with growth outpacing the infrastructure's carrying capacity. Throughput is affected by physical roadway constraints and unreliable travel conditions. This project or strategy envisions a fiber/coordinated signal initiative that could incorporate additional beneficial technologies. Proposed enhancements include vehicle presence detection for continuous traffic counts, closed circuit television (CCTV) cameras for monitoring and incident management, and dynamic message signs (DMS) for travel time and congestion information. These installments will facilitate quicker incident response times and provide travelers with information to empower their route choice. The primary goal is to connect the signals in Crawfordville to establish a coordinated system with the City of Tallahassee and the regional traffic monitoring center. **Figure D-5** through **Figure D-10** detail existing ITS infrastructure in this corridor and **Figure D-11** through **Figure D-13** detail the potential improvements. **Table D-3** provides unit and overall installation costs.

Figure D-5. Crawfordville Road Layout (1)

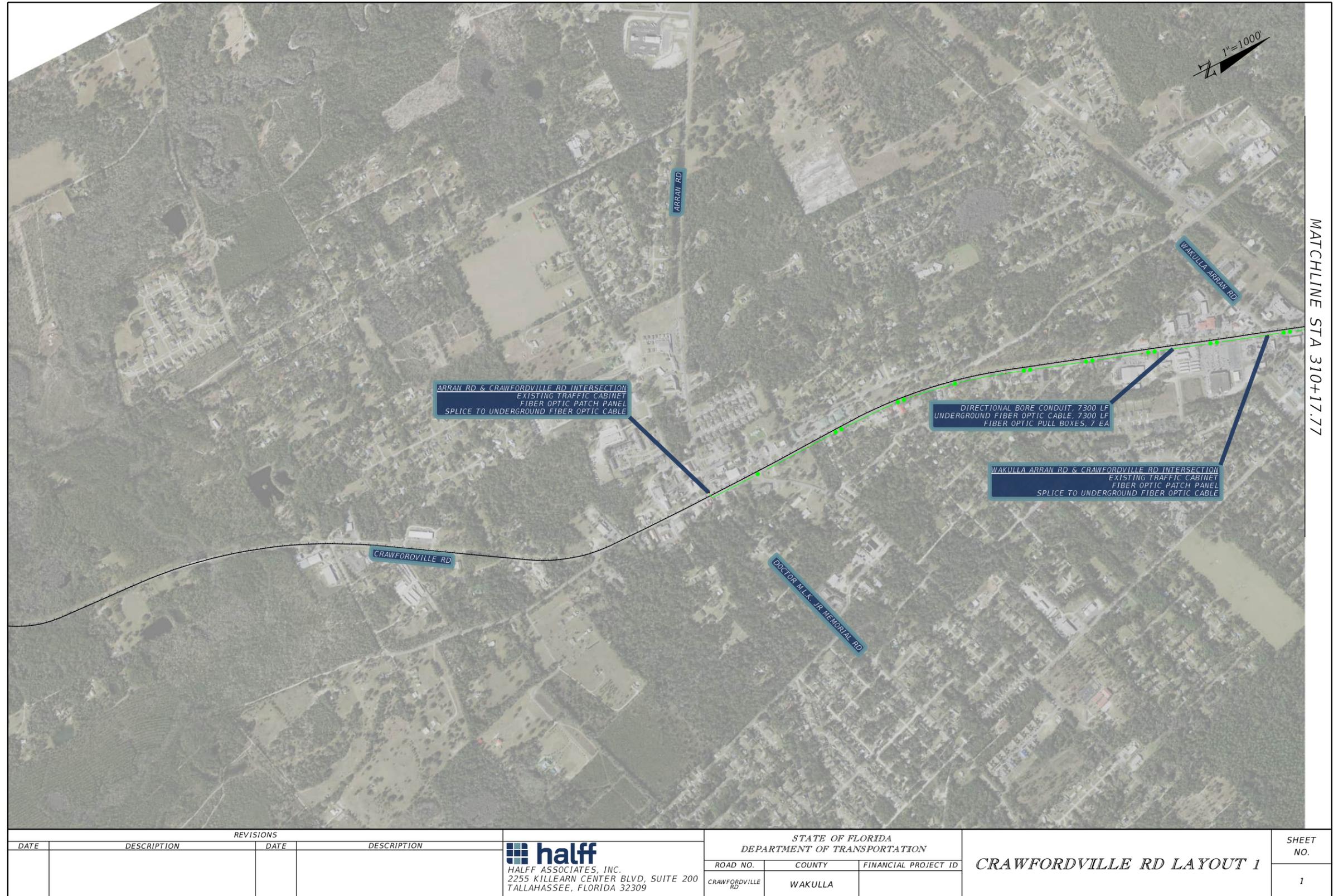
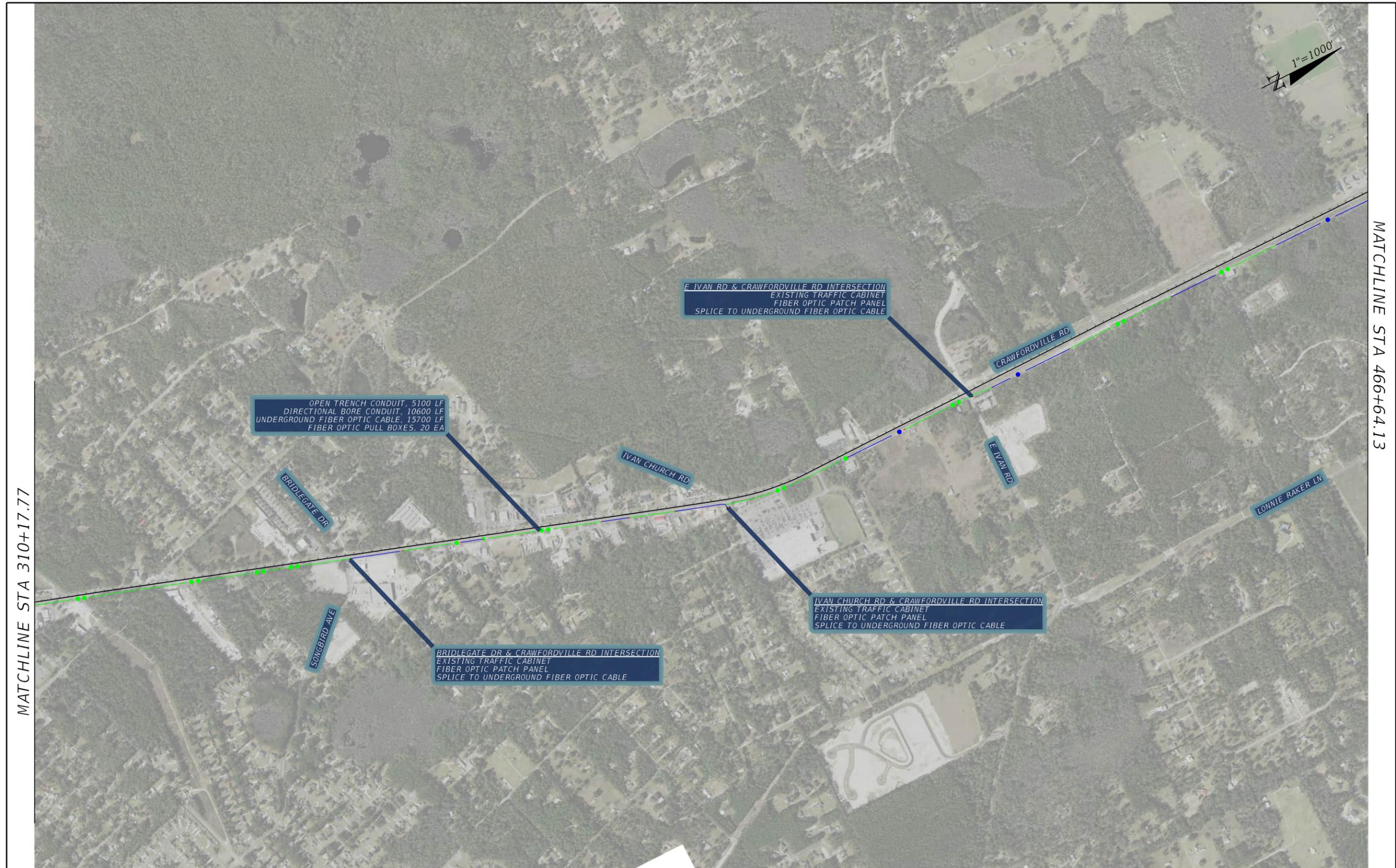


Figure D-6. Crawfordville Road Layout (2)



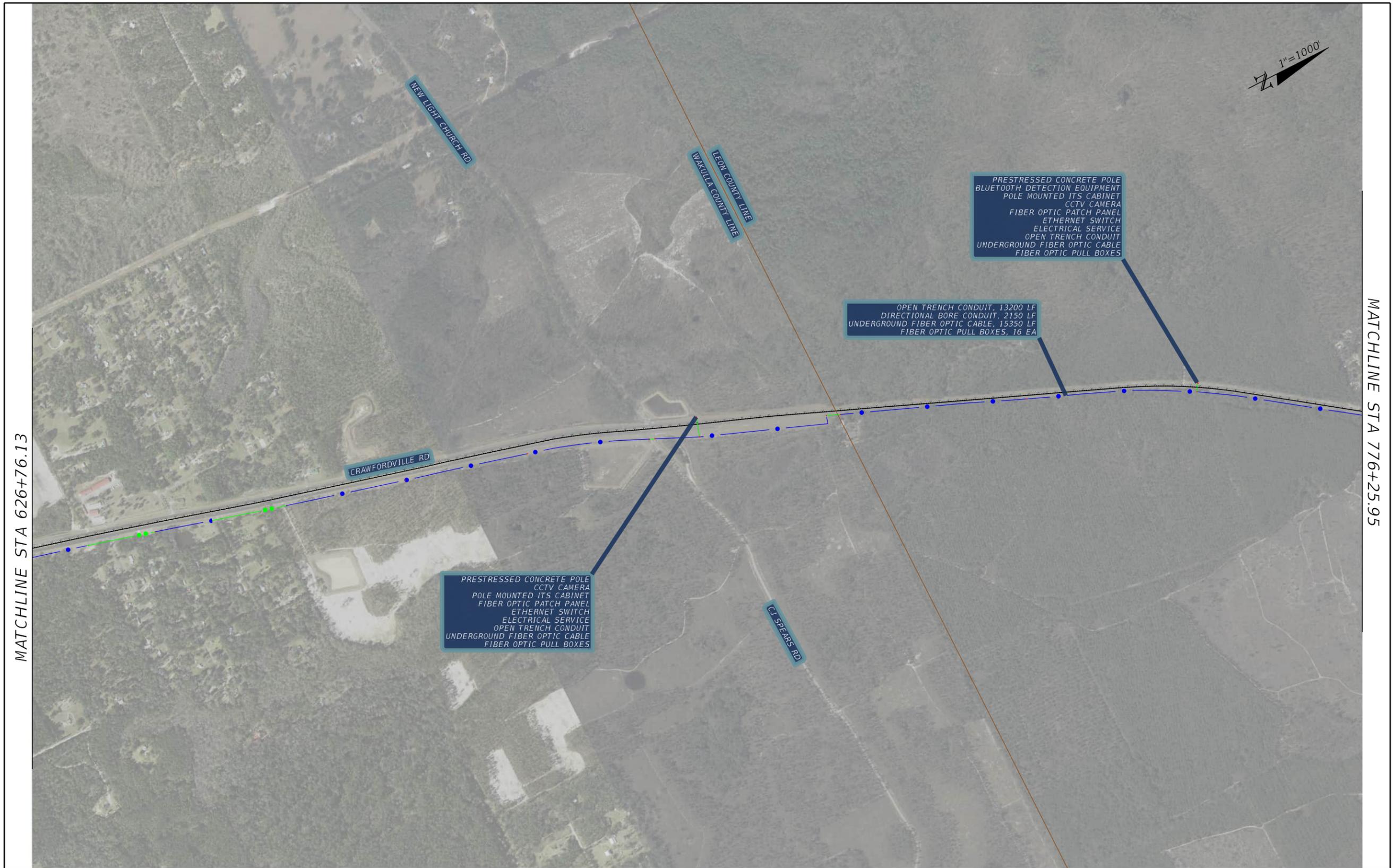
REVISIONS				 HALFF ASSOCIATES, INC. 2255 KILLEARN CENTER BLVD, SUITE 200 TALLAHASSEE, FLORIDA 32309	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		CRAWFORDVILLE RD LAYOUT 2	SHEET NO.	
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY		FINANCIAL PROJECT ID	2
					CRAWFORDVILLE RD	WAKULLA			

Figure D-7. Crawfordville Road Layout (3)



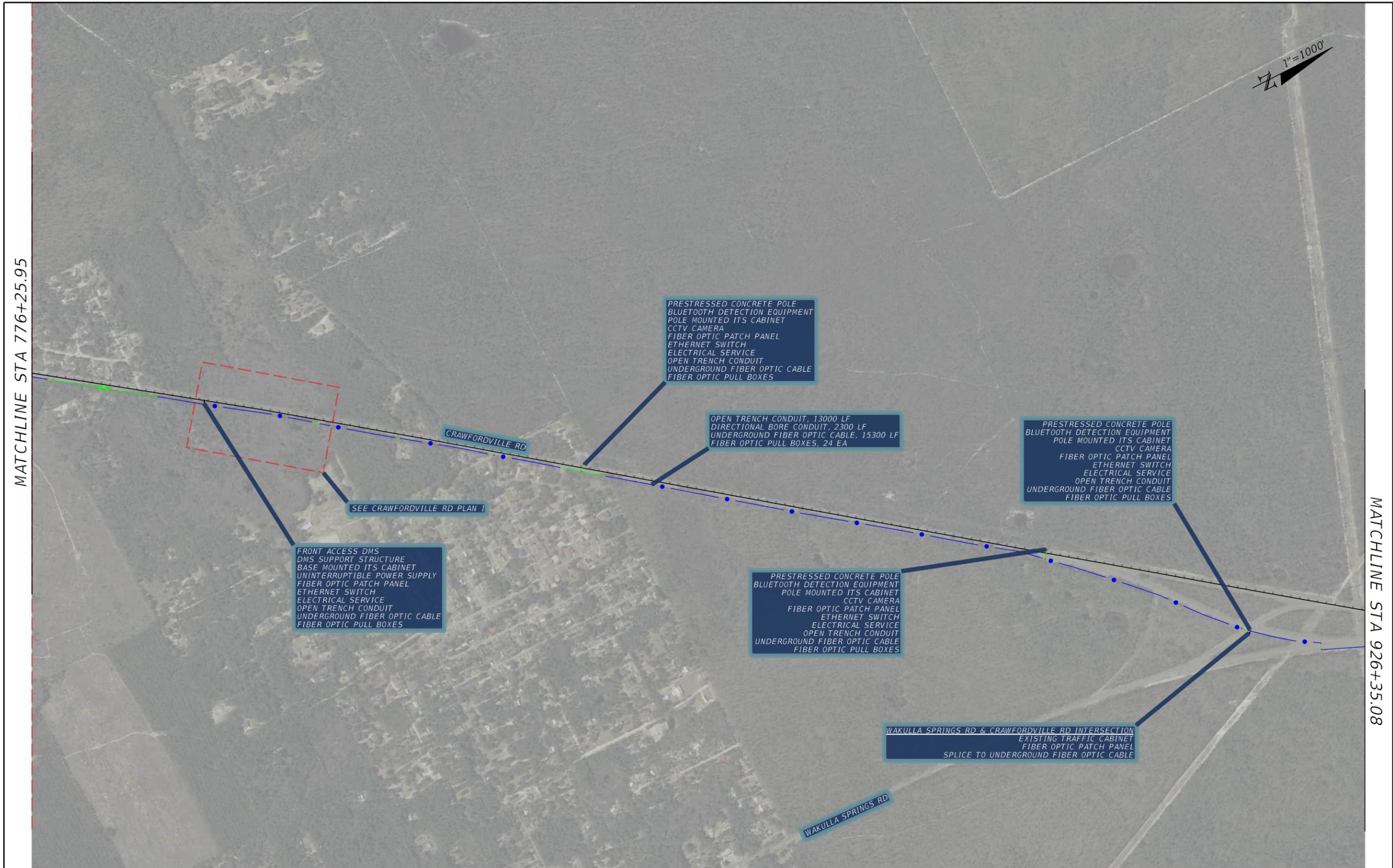
REVISIONS				 HALFF ASSOCIATES, INC. 2255 KILLEARN CENTER BLVD, SUITE 200 TALLAHASSEE, FLORIDA 32309	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CRAWFORDVILLE RD LAYOUT 3	SHEET NO. 3
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CRAWFORDVILLE RD	WAKULLA			

Figure D-8. Crawfordville Road Layout (4)



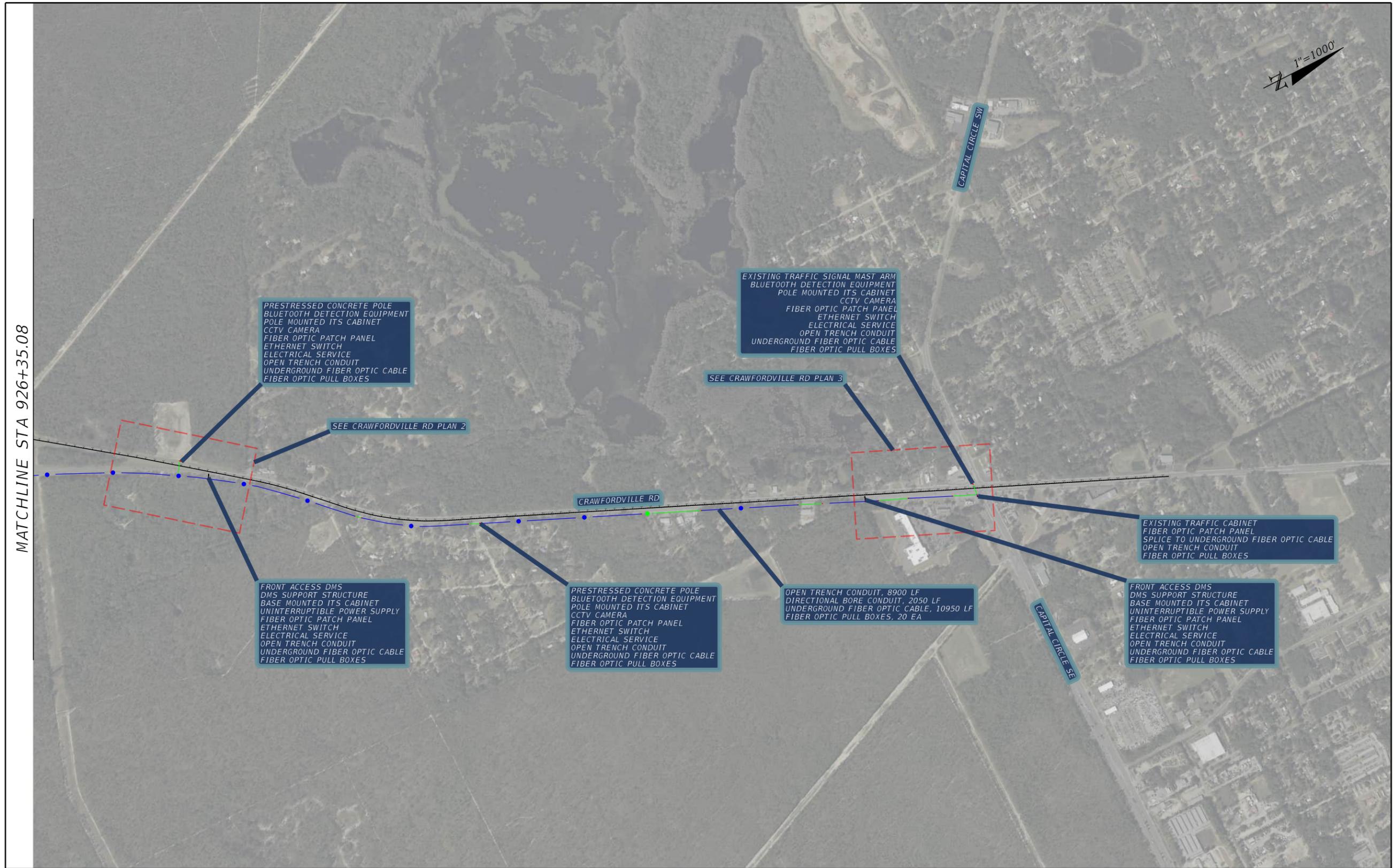
REVISIONS				 HALFF ASSOCIATES, INC. 2255 KILLEARN CENTER BLVD, SUITE 200 TALLAHASSEE, FLORIDA 32309	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CRAWFORDVILLE RD LAYOUT 4	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4
					CRAWFORDVILLE RD	DISTRICTWIDE			

Figure D-9. Crawfordville Road Layout (5)



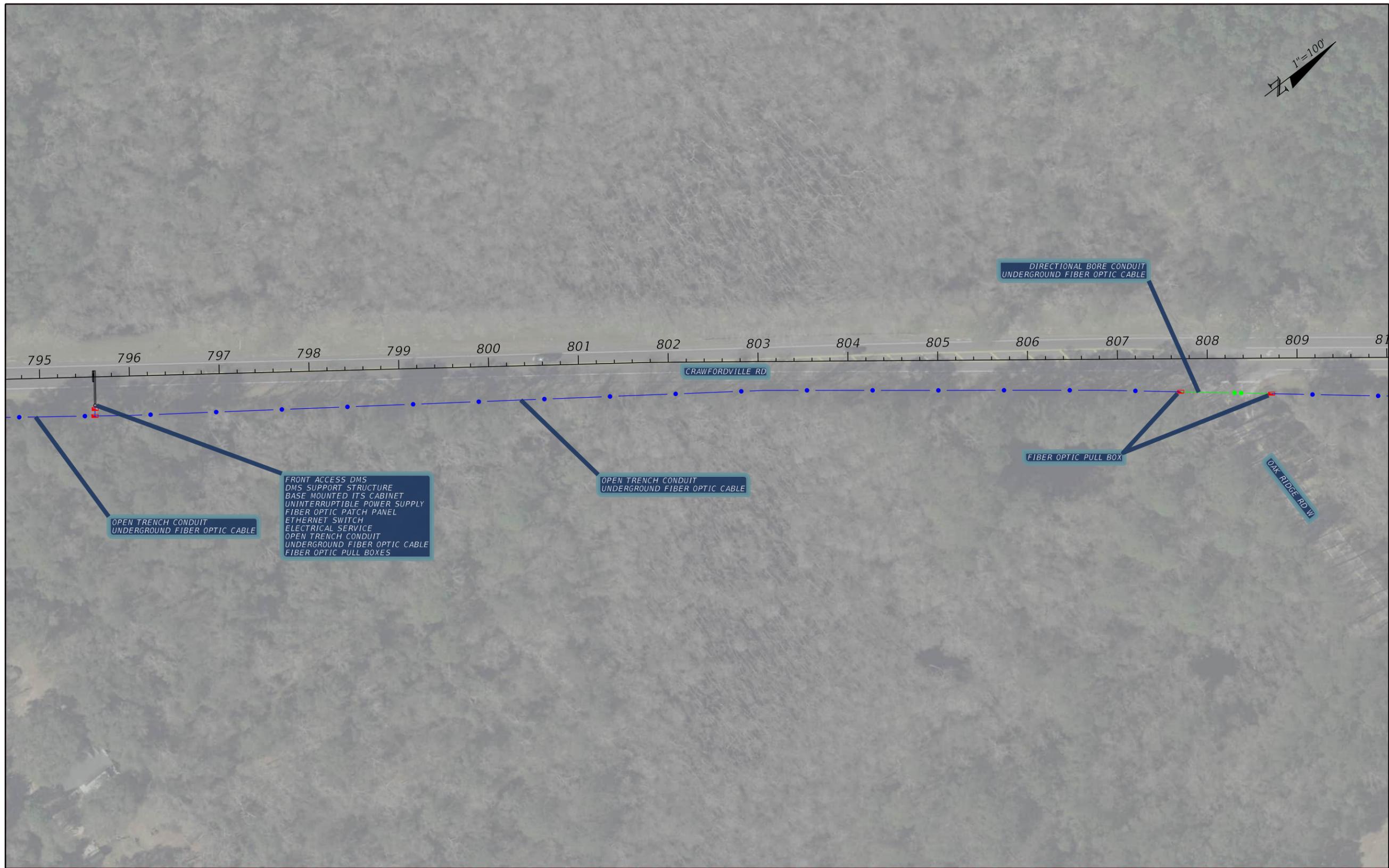
REVISIONS				 HALFF ASSOCIATES, INC. 2255 KILLEARN CENTER BLVD, SUITE 200 TALLAHASSEE, FLORIDA 32309	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CRAWFORDVILLE RD LAYOUT 5 SHEET NO. 5
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					CRAWFORDVILLE RD	LEON		

Figure D-10. Crawfordville Road Layout (6)



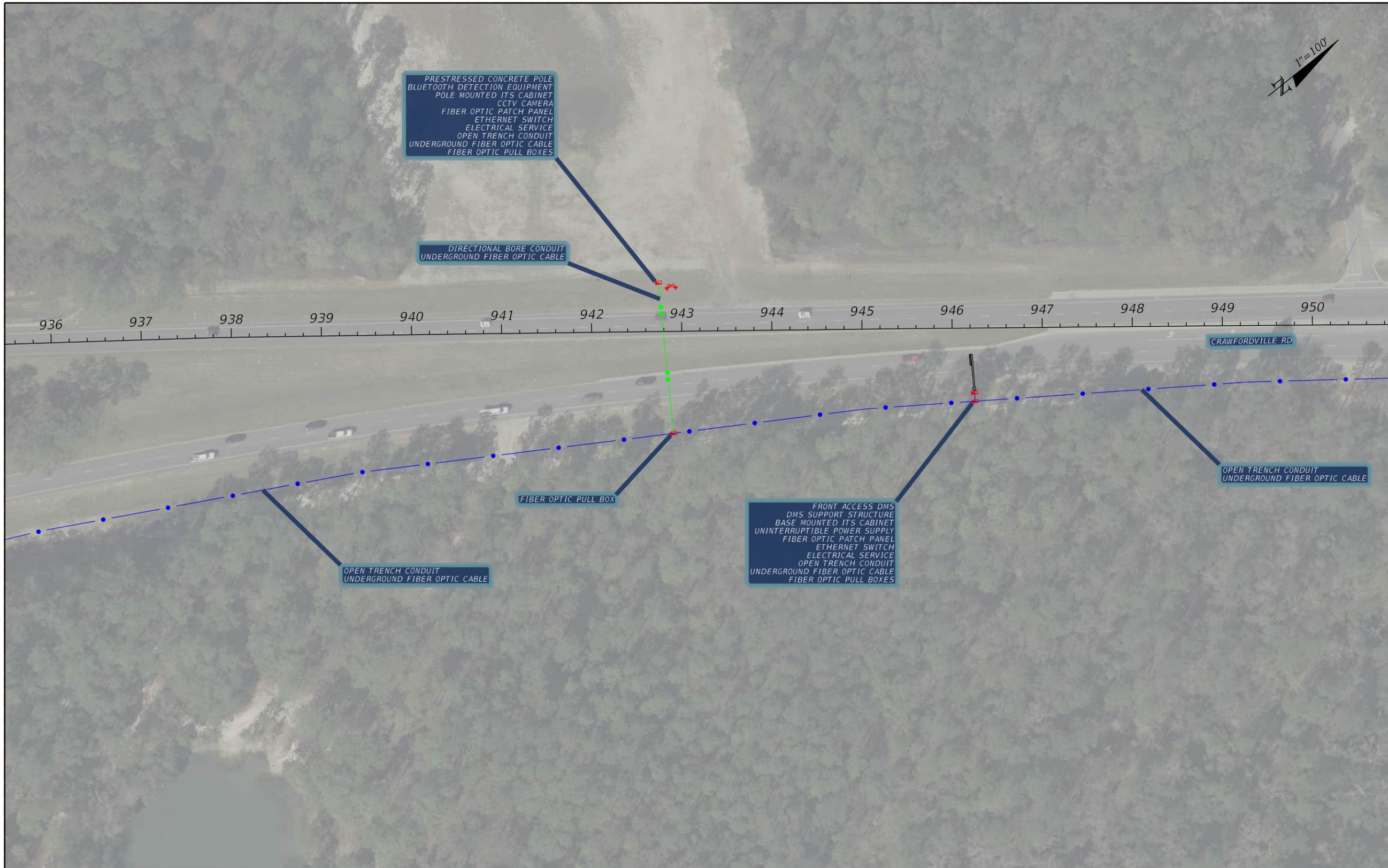
REVISIONS				 HALFF ASSOCIATES, INC. 2255 KILLEARN CENTER BLVD, SUITE 200 TALLAHASSEE, FLORIDA 32309	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CRAWFORDVILLE RD LAYOUT 6 SHEET NO. 6
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					CRAWFORDVILLE RD	LEON		

Figure D-11. Crawfordville Road TSMO Plan (1)



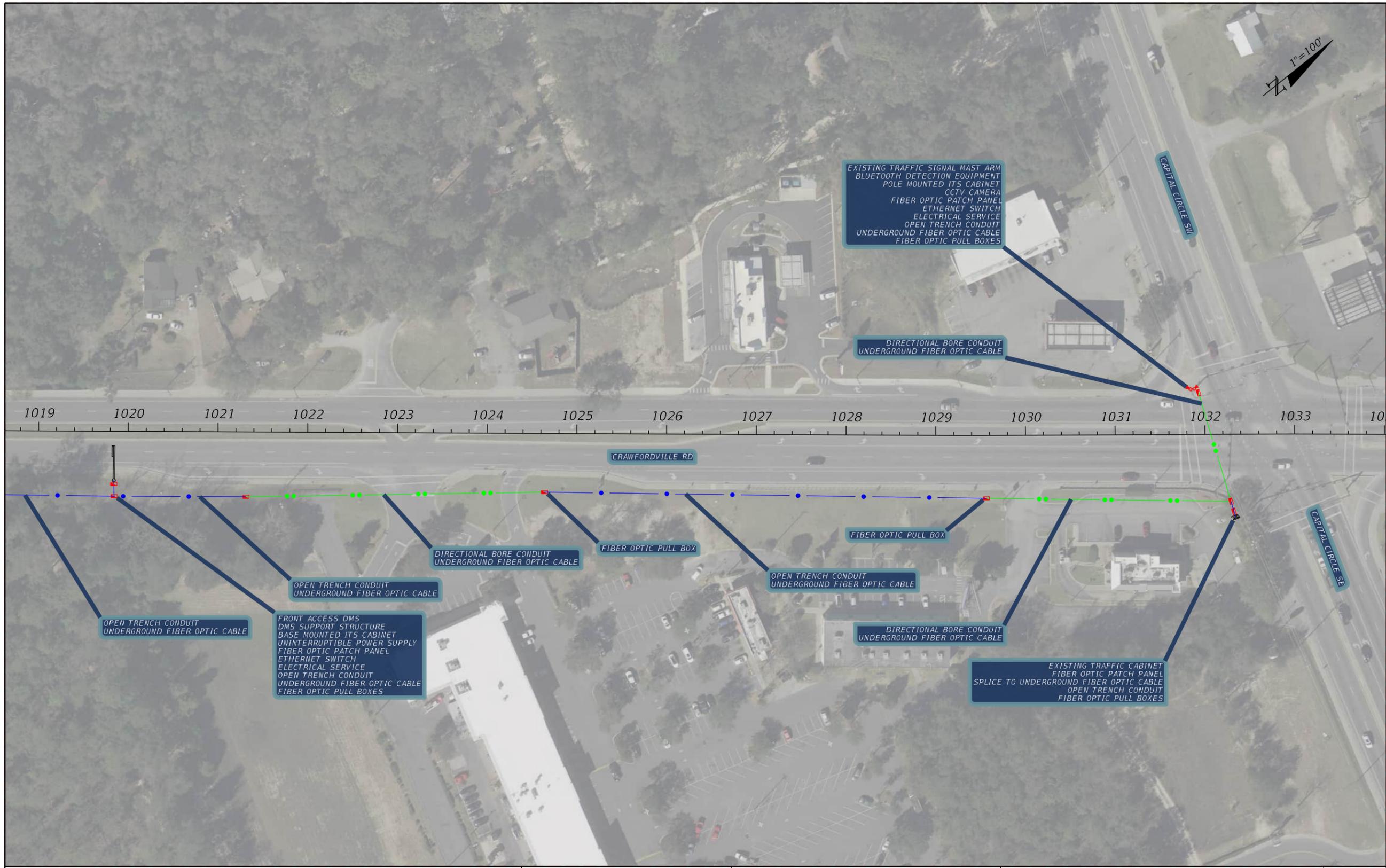
REVISIONS				 HALFF ASSOCIATES, INC. 2255 KILLEARN CENTER BLVD, SUITE 200 TALLAHASSEE, FLORIDA 32309	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CRAWFORDVILLE RD PLAN 1	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		7
					CRAWFORDVILLE RD	LEON			

Figure D-12. Crawfordville Road TSMO Plan (2)



REVISIONS				 HALFF ASSOCIATES, INC. 2255 KILLEARN CENTER BLVD, SUITE 200 TALLAHASSEE, FLORIDA 32309	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CRAWFORDVILLE RD PLAN 2	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		8
					CRAWFORDVILLE RD	LEON			

Figure D-13. Crawfordville Road TSMO Plan (3)



REVISIONS				 HALFF ASSOCIATES, INC. 2255 KILLEARN CENTER BLVD, SUITE 200 TALLAHASSEE, FLORIDA 32309	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CRAWFORDVILLE RD PLAN 3	SHEET NO. 9
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CRAWFORDVILLE RD	LEON				



**Table D-1** provides a list of potential TSM&O improvements at other specified locations, which are mapped in **Figure D-14** through **Figure D-22** showing locations for the specific recommended improvements.

**Table D-4. TSM&O Strategies**

CRTPA 2050 RMP TSM&O STRATEGIES AND SOLUTIONS

TSMO Strategies	Definition	Implementation	Corridors	Reasonings	Estimated Cost	Priority
<b>Traffic Signal Coordination</b>	Improves the progression of vehicles traveling through a series of closely spaced signalized intersections to facilitate platooning and movement through the corridor.	Review signal timing and synchronize groups of traffic signals so that vehicles on a primary route can travel through multiple traffic signals without stopping.  Install Transit Signal Priority at signalized intersections to give priority to transit vehicles approaching the signalized intersection.	Thomasville Rd from Bannerman to Village Square Blvd (new signal coming at Velda Dairy Rd)	This high volume corridor brings traffic from north Tallahassee and southern Georgia into town for work and special events. This corridor will benefit from signal timings that will manage time of day traffic patterns and special event patterns. New traffic signals added to this corridor will need to be integrated in the overall traffic patterns.	\$98,000 - \$118,000	1A
			Thomasville Rd from Village Square Blvd to I-10	Crucial location for a coordination plan to work to get traffic to and from the interstate to north and south of I-10. High volume traffic with traffic moving in various direction at the multiple intersections in this small area would greatly benefit from continuously optimized signal timing.	\$16,000 - \$26,000	1D
			Thomasville Rd from I-10 to N Monroe St	Frequently traveled corridor from I-10 to Midtown Tallahassee through residential and business areas. Transit signal priority and updated signal timing will benefit traffic getting to and from residential areas, businesses, and Midtown Tallahassee.	\$100,000 - \$120,000	1E
			Meridian Rd from Maclay Rd to Thomasville Rd	This canopy road frequently gets congested from residential traffic and traffic traveling to and from North Tallahassee. Synchronizing the signals along this corridor will provide less traffic congestion between Midtown Tallahassee and North Tallahassee.	\$110,000 - \$130,000	1C
			Orange Ave from Springhill Rd to S Monroe St	Major cut-through congested traffic during peak hour and non-peak hour daily traffic. Multiple schools on this section will cause delays. High bus traffic can benefit from transit signal priority and vehicle traffic will benefit from synchronized traffic signal timings.	\$35,000 - \$45,000	1B
<b>Traffic Incident Management</b>	Planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible.	Install Closed-Circuit Television (CCTV) cameras and Microwave Vehicle Detection Systems (MVDS) along roadway corridors to provide video coverage of the corridor and monitor the density and speed of traffic. Install communications to the local Traffic Management Center (TMC) using fiber optic cable or cellular modems.  Install or utilize existing Dynamic Message Signs (DMS) along roadway corridors to disseminate traffic incidents and travel time delays. Install or utilize existing CCTV cameras upstream of DMS to provide verification of DMS variable messages.	Crawfordville Rd from Leon CO line to Capital Circle SW	Create the ability to view, manage, and communicate to traffic entering and leaving Tallahassee from Crawfordville. Can mitigate delay caused by congestion or incidents/accidents at major points of the corridor.	\$850,000 - \$1,050,000	2E
			Crawfordville / S Adams from Capital Circle SW to Orange Ave	Busy location in and out of the center of town. Incident management will help mitigate the flow of traffic in and out of town by quick response time for incidents.	\$382,500 - \$462,500	2D
			Woodville / S Monroe from Capital Circle SE to Orange Ave	Busy location in and out of the center of town. Incident management will help mitigate the flow of traffic in and out of town by quick response time for incidents.	\$382,500 - \$462,500	2C
			SR 10 from I-10 to Chaires Crossing	East Tallahassee traffic entering and exiting the town. Provide CCTV visibility and a DMS to the east rural areas of the city to mitigate traffic congestion during peak hours.	\$710,000 - \$850,000	2A
			Centerville Rd from Welaunee Blvd to I-10 bridge	Provide visibility of the canopy road and monitor the speed and density of traffic to this congested corridor.	\$323,000 - \$383,000	2B
<b>Traveler Information</b>	Traveler information services use personal, connected devices to provide travelers with real-time and customizable information that is relevant to their specific travel needs. This can include location-based information about delays, incidents, weather-related messages, travel times, emergency alerts, route guidance, and more.	Install Dynamic Message Signs (DMS) along roadway corridors and before major decision points to provide traveler info to assist in route decisions and provide travel time or delays. Install or utilize existing CCTV cameras upstream of DMS to provide verification of DMS variable messages.  Install Bluetooth Detection Systems along roadway corridors to gather traffic data for Traveler Information. Inductive loops can be installed at intersections to gather traffic data entering and leaving an intersection.  Traffic Incident Management devices can be used to collect and provide supplemental traffic data for Traveler Information.  Disseminate traffic information to 511 systems to enhance the systems and provide real-time updates.	WB SR 10 east of Chaires Crossing	Provide travelers coming into Tallahassee from the east with information on upcoming traffic and promote alternate routes to their destination. This will decrease overall traffic congestion and incidents along westbound SR 10 into town by giving drivers awareness and spreading the traffic out.	\$450,000 - \$540,000	3A
			SB Meridian Rd north of Bannerman Rd	Provide travelers coming into Tallahassee on Meridian Rd north of Bannerman Rd with information on upcoming traffic and promote alternate routes to their destination. This will decrease overall traffic congestion along Meridian Rd by giving drivers awareness and spreading the traffic out.	\$450,000 - \$540,000	DEFINED CORRIDOR
			NB Crawfordville Rd south of Capital Circle SW	Provide travelers coming into Tallahassee on Crawfordville Rd with information on upcoming traffic. This will decrease likelihood of incidents, promote driver awareness, and possibly divert traffic to alternate routes and reduce traffic congestion.	\$450,000 - \$540,000	DEFINED CORRIDOR
			NB Crawfordville Rd south of Oak Ridge Rd	Provide travelers coming into Tallahassee from Crawfordville with information on upcoming traffic and possible congestion or travel delays. This will promote use of alternate route on Oak Ridge Rd and disseminate traffic to other roads into Tallahassee such as Woodville Hwy.	\$450,000 - \$540,000	DEFINED CORRIDOR
			WB SR 10 east of Capital Circle NE & west of Buck Lake Rd	Provide travelers coming into Tallahassee from the east with traveler information on SR 10 west into the center of Tallahassee. Information regarding traffic congestion, delays, or no delays will help drivers in making decisions on taking alternate routes on Capital Circle.	\$450,000 - \$540,000	DEFINED CORRIDOR
			EB SR 10 east of Capital Circle NE & west of Buck Lake Rd	Provide travelers exiting Tallahassee with information on SR 10 congestion to the east. This will promote alternative routes to their destinations and alleviate traffic congestion on SR 10.	\$450,000 - \$540,000	3G
			SB Thomasville Rd north of Maclay Rd	Provide travelers from North Tallahassee and South Georgia in a high volume and highly congested area with real-time information on upcoming traffic and assist with traffic decisions.	\$450,000 - \$540,000	3B
			SB Thomasville Rd south of I-10	Provide travelers coming from North Tallahassee, South Georgia, and I-10 with traveler information to Midtown/Downtown Tallahassee. Will be beneficial during special events, football season, and incident management.	\$450,000 - \$540,000	3F
			NB Thomasville Rd south to I-10	Provide travelers leaving Midtown / Downtown Tallahassee with information on upcoming traffic on Thomasville Rd and I-10. This is also a Hurricane Evacuation route and can disseminate weather information to the traveling public.	\$450,000 - \$540,000	3C
			SB N Monroe St north of I-10	Provide travelers coming into Tallahassee from the northwest with information on upcoming traffic such as congestion, travel delays, or incidents. This will assist with travelers determining alternate routes to their destinations.	\$450,000 - \$540,000	3D
<b>Integrated Corridor Management</b>	Integrated Corridor Management (ICM) is a transportation management approach that aims to improve mobility, reduce congestion, and enhance safety by coordinating and integrating transportation systems across a corridor.	Install an ITS system with fiber optic communications, CCTV cameras for roadway coverage, Bluetooth Detection Systems to collect traffic data, DMS for disseminating traveler information, and connections with traffic signals for integration with the Tallahassee Traffic Management Center (TMC).	Crawfordville Rd / US-319 from Capital Circle SW to the Leon County Line	There is no ITS infrastructure on this important roadway corridor between the City of Crawfordville and Tallahassee. Providing ITS infrastructure would promote multiple TSMO strategies and provide communication and improve mobility to the corridor. This would include full ITS infrastructure deployment including fiber optic cable, conduit, CCTV, Bluetooth, DMS, and connections with traffic signals.	\$1,800,000 - \$2,160,000	4A
			Crawfordville Rd / US-319 from the Leon County Line to the City of Crawfordville	Install fiber optic communications between the City of Crawfordville traffic signals and the City of Tallahassee's existing or proposed fiber optic network for integration with the Tallahassee TMC. This would include fiber optic cable, conduit, pull boxes, and connections with traffic signals.	\$1,500,000 - \$1,800,000	4B
			SR 10 from Walden Rd to Chaires Crossing	Extend City of Tallahassee's existing ITS infrastructure to Chaires Crossing in East Tallahassee to provide fiber optic communications, CCTV coverage, and a DMS for westbound traffic into town for this busy corridor. This would include fiber optic cable, conduit, pull boxes, connection with existing traffic signals, CCTV's, DMS, and Bluetooth..	\$1,150,000 - \$1,380,000	4C
			Meridian Rd North of Bannerman Rd	Extend City of Tallahassee's aerial existing fiber optic cable on Bannerman Rd from Bull Headley Rd to Meridian Rd. Provide CCTV coverage and DMS dissemination for southbound traffic into Tallahassee. Includes aerial and underground fiber optic cable, conduit, pull boxes, CCTV, DMS, and Bluetooth.	\$535,000 - \$635,000	4D

Table D-4 cont'd. TSM&O Strategies

TSMO Strategies	Definition	Implementation	Corridors	Reasonings	Estimated Cost	Priority
<b>Connected and Automated Vehicle Deployment</b>	Using advanced communication technologies to connect vehicles to each other or roadside infrastructure to enhance safety, mobility, and efficiency in the transportation system.	Install Connected Vehicle (CV) technologies at signalized intersections along a roadway corridor to facilitate traffic signal communications with vehicles and pedestrians.	Expansion of existing CV system on US 90 to Stadium Dr on the west end and Chaires Crossing Rd on the east end	Expand the City's existing CV System on US 90 to further the limits of traffic signal communication to connected vehicles and pedestrians.	\$45,000 - \$60,000 per intersection	5A
			Thomasville Road between N Monroe St and Bannerman Rd	Install a new CV system on Thomasville Rd to increase the City's Connected Vehicle capabilities onto a major roadway corridor between Downtown Tallahassee and North Tallahassee.	\$45,000 - \$60,000 per intersection	5B
<b>Smart Work Zone Traffic Management</b>	Managing impacts caused by temporary work zones and maintenance activities to minimize traffic delays, maintain motorist and worker safety, complete roadwork in a timely manner, and maintain access for businesses and residents.	Implement smart work zone devices at temporary work zones such as CCTV cameras, portable changeable message boards, dynamic lane merge systems, and temporary variable speed limit signs.  Establish Smart Work Zone (SWZ) standard details to standardize the implementation of SWZ devices in typical project areas.	Any work zone expecting to have a significant impact to the roadway corridor.	The implementation of SWZ technology to roadway projects offers real time monitoring of project status and the ability to disseminate crucial project information to roadway users. Informed drivers have more time and information to form decisions before reaching the project site, ultimately leading to fewer accidents, reduced delays, and more alert drivers.	\$50,000 - \$75,000 per work zone	6B
			Establish SWZ standard details for small, medium, and large typical project areas.	Establishing SWZ standard details by project size ensures that ITS technology is deployed in a consistent and cost effective way. This will improve the safety for crews working on these projects and ensure that the SWZ is deployed efficiently.	\$15,000 - \$25,000	6A
<b>Road Weather Management</b>	Road weather information systems (RWIS) monitor local roadway and weather condition information and alert an agency and the traveling public about inclement weather conditions. It can be highly customized to the specific weather conditions and detection needs of a given location.	Install RWIS on or at bridges and areas susceptible to flooding, icing, or other hazardous weather conditions. Install RWIS in low elevation areas to detect and disseminate presence of fog.	Bridges and Pedestrian Bridges throughout Tallahassee	Bridges tend to freeze before other road surfaces. It is critical to monitor weather conditions at these locations to ensure a safe roadway and to alert drivers when such conditions are present. RWIS can detect such conditions to keep drivers off of the roadway until proper maintenance is performed / conditions return to normal.	\$145,000 - \$175,000	7C
			Jake Gaither Community Center	The Jake Gaither Community sits on low lying topography on a basin to the East of the Munson Slough. This makes the Jake Gaither community a very flood prone area, particularly during hurricane season and heavy rain events. Installation of RWIS can provide detection to give real time alerts in the event of such flooding. Furthermore, collection of rainfall data and water levels can be used to design alternatives for the currently failing drainage system.	\$145,000 - \$175,000	7A
			Munson Slough	As aforementioned, the low lying topography of the Munson Slough has led to increased flooding in the surrounding areas. Monitoring water levels and rainfall data at specific landmarks around the lake can proactively warn of upcoming floods, allowing residents more time to prepare.	\$145,000 - \$175,000	7B
<b>Safety Enhancements</b>	Implement pavement markings, roadway, lighting, and signalization features to prioritize the safety of the traveling public.	Install mid-block crosswalks with Rectangular Rapid Flashing Beacons (RRFB) in speed zones of 35 mph or less or with Pedestrian Hybrid Beacons (PHB), also known as High-Intensity Activated Crosswalk (HAWK) beacons, in speed zones greater than 35 mph. Install crosswalks with median crossing islands.  Install new traffic signals with retroreflective backplates and ensure existing traffic signals have retroreflective backplates.	School zone crossings	High volume of pedestrian traffic in and around school zones. RRFB and PHB systems demand the vehicle users attention and force them to stop. Creates a safer crosswalk for students rather than the crossing guard system.	\$68,500 per RRFB \$320,000 per HAWK \$2000 per Backplate	8A
			High pedestrian areas in Midtown Tallahassee, Downtown Tallahassee, Monroe St, Tennessee St, Orange Ave, Lake Bradford Rd	State capital attracts visitors for work. During the work week, these areas are heavy with foot traffic with commuters and visitors. Morning peak hour, lunch hour and afternoon peak hour all busy with work traffic.	\$68,500 per RRFB \$320,000 per HAWK \$2000 per Backplate	8C
			In and around College Campuses	FSU, FAMU, and TSC all experience high volumes of foot traffic during the school year. Gamedays, Homecoming and Graduation are events that all elevate pedestrian traffic. Distracted and drunk driving more common around college campuses, which RRFB and PHB systems help alert such drivers more directly.	\$68,500 per RRFB \$320,000 per HAWK \$2000 per Backplate	8B
<b>Special Event Management</b>	Synchronizing groups of traffic signals to favor traffic entering and exiting a planned special event area in order to minimize traffic congestion. Special Event Management can also be used to divert traffic around an unplanned event, such as an incident or a regionwide evacuation.	Review signal timing and synchronize groups of traffic signals to favor traffic entering and exiting a special event area or to divert traffic around a planned or unplanned event.  Establish Special Event Maintenance of Traffic standards for planned special events to promote the most optimal detour routes for traffic efficiency. Establish Interstate and Major Corridor Maintenance of Traffic standards to detour freight vehicles onto dedicated truck routes and move traffic efficiently during traffic incidents.  Establish special event training documentation for personnel involved in maintenance of traffic for the strategies, equipment, and standards used.	Traffic to and from FSU and FAMU sporting events	Develop standard traffic control strategies with roads to utilize, roads to close, and updated traffic signal timing to move traffic to and from FSU and FAMU sporting events.	\$30,000 - \$50,000	9A
			Diverting traffic around Springtime Tallahassee event	Develop standard traffic control strategies with roads to utilize, roads to close, and updated traffic signal timing to move traffic to and from Downtown Tallahassee.	\$30,000 - \$50,000	9B
			Regionwide emergency evacuation routes due to a hurricane or weather event	Develop traffic signal timing and traffic control for hurricane or weather related events to move traffic in and out of Tallahassee.	\$30,000 - \$50,000	9C
			Standards for detouring freight trucks onto dedicated truck routes	Develop standard detour routes for freight trucks in and through Tallahassee for incidents along I-10 and on freight corridors within town.	\$30,000 - \$50,000	9D
			Standards for detouring traffic efficiently through Tallahassee	Identify best routes for detouring vehicles off of major roadway corridors within Tallahassee due to traffic incidents or special events.	\$30,000 - \$50,000	9E
			Training documentation for police officers, volunteers, and other maintenance of traffic personnel	Develop training documents for personnel that may not be familiar with traffic control or traffic management to teach best practices, City standards, and roads to close or utilize during incidents or special events.	\$30,000 - \$50,000	9F
<b>Active Transportation and Demand Management</b>	Active traffic management (ATM) includes a broad range of strategies for managing traffic dynamically based on current or expected conditions in order to improve the efficiency and safety of the transportation system. ATM strategies include ramp metering, variable speed limits, queue warning, and traveler information systems.	Install Variable Speed Limit (VSL) signs along congested and weather affected corridors to control vehicle speeds during certain time periods, special events, or weather events.  Widen existing roadway shoulders and establish Hard Shoulder Running (HSR) corridors to utilize the use of shoulders as travel lanes during peak hours for congested areas.	VSL on Monroe St between FAMU Way and John Knox Rd	Control vehicle speeds in Downtown Tallahassee during special events, dangerous weather conditions, and traffic congestion to promote safety and reduce the risk of incidents.	\$16,000 - \$20,000	NOT RECOMMENDED
			VSL on SR 10 between Franklin Blvd and Stadium Dr	Control vehicle speeds in and around FSU during special events, sporting seasons, and traffic congestion to promote safety and reduce the risk of incidents.	\$16,000 - \$20,000	
			HSR on Crawfordville Rd between Capital Circle SW and Leon County line	Install a wider shoulder to utilize as an additional travel lane during peak hours to improve traffic flow and reduce congestion.	\$1.2 million - \$4.4 million / Mile	10A
			HSR on Woodville Hwy south of Capital Circle	Install a wider shoulder to utilize as an additional travel lane during peak hours to improve traffic flow and reduce congestion.	\$1.2 million - \$4.4 million / Mile	10B
			HSR on Meridian Rd	Meridian Rd is a narrow Canopy Road and would be difficult to widen for additional travel lanes. Installing a wider shoulder instead and promoting hard shoulder running during peak hours would improve traffic flow and reduce traffic congestion while limiting impact to the tree canopies.	\$1.2 million - \$4.4 million / Mile	10C
			HSR on Centerville Rd	Centerville Rd is a narrow Canopy Road and would be difficult to widen for additional travel lanes. Installing a wider shoulder instead and promoting hard shoulder running during peak hours would improve traffic flow and reduce traffic congestion while limiting impact to the tree canopies.	\$1.2 million - \$4.4 million / Mile	10D
			HSR on I-10 Off-Ramps	Traffic can become congested on Interstate off-ramps during peak hours. Utilizing hard shoulder running would assist in moving traffic off of the interstate onto the off-ramps.	\$1.2 million - \$4.4 million / Mile	10E
			HSR on Capital Circle NW between I-10 and N Monroe St	This corridor is a two-lane two-way corridor and is congested during peak hours with limited maneuvers available. Installing hard shoulder running would alleviate traffic congestion due to peak hours and incidents and provide travelers with abilities to move around slower vehicles or roadway incidents.	\$1.2 million - \$4.4 million / Mile	10F

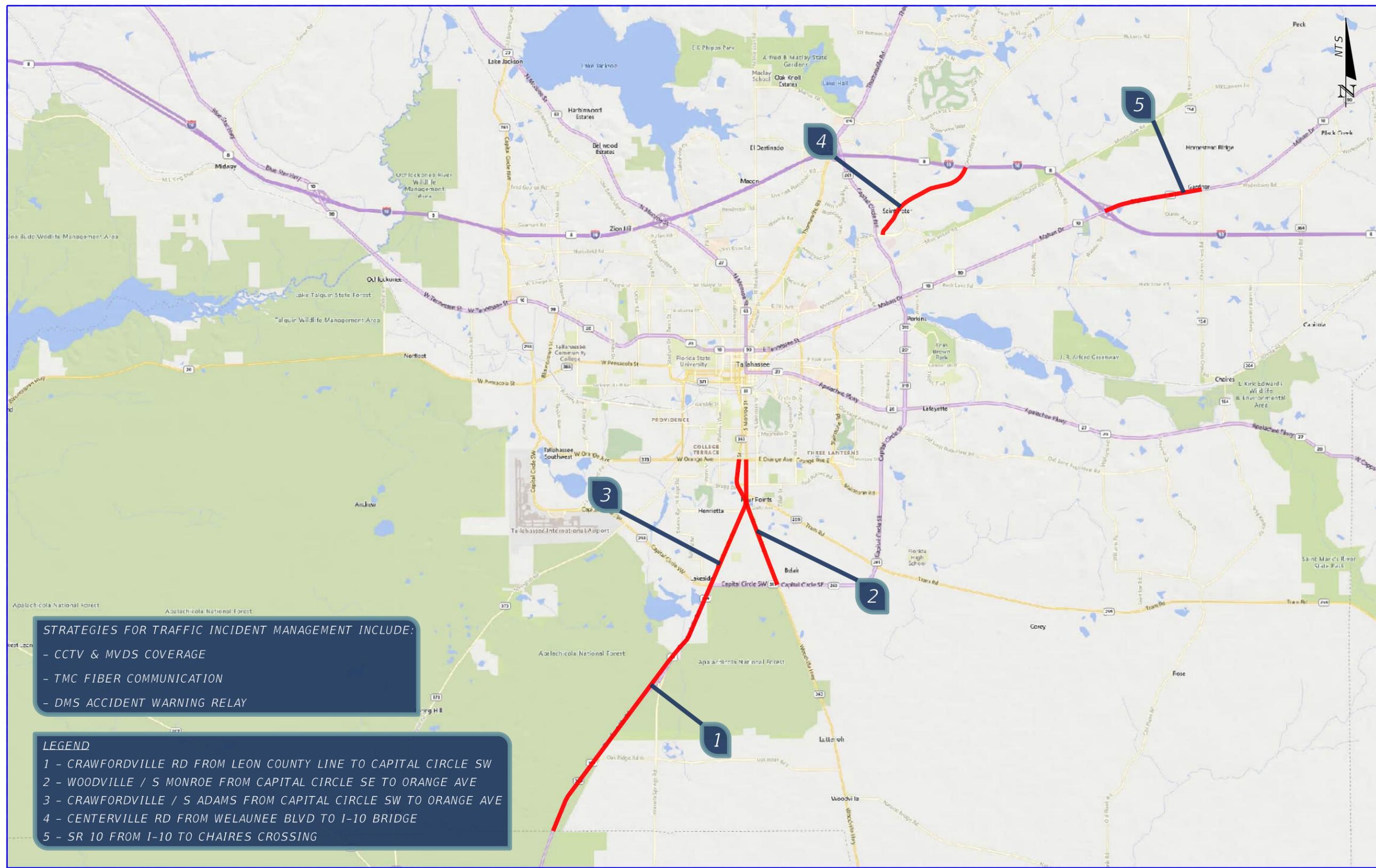
Table D-4 cont'd. TSM&O Strategies

TSMO Strategies	Definition	Implementation	Corridors	Reasonings	Estimated Cost	Priority
Expanding Multimodal Alternatives and Mobility Services	Planning that considers various modes of travel (walking, cycling, automobile, public transit, etc.) to manage travel demands.	<p>Develop policies to manage forms of transportation allowed in particular locations.</p> <p>Install shared-use paths and multi-use trails to promote other forms of travel.</p> <p>Install bulb-out areas for buses to pull out of traffic at bus stops.</p> <p>Install Bus Rapid Transit (BRT), or dedicated bus lanes, to improve transit speed and reliability.</p> <p>Install bike boxes, or designated space for bicyclists to wait, at signalized intersections to improve the conspicuity of cyclists. Install dedicated bicycle lanes and bicycle signals to give priority to different bicycle movements and facilitate safe bicycle crossings.</p> <p>Install passive pedestrian detection in high volume pedestrian areas to improve the efficiency and safety of signalized intersections and pedestrian crossings.</p>	Install multi-use trail on Crawfordville Rd	Crawfordville Road is the major thoroughfare for travelers to drive between Tallahassee and the communities south of it (Crawfordville, Wakulla Springs, Panacea, etc.). Crawfordville Road experiences heavy traffic from work commuters and provides no sidewalk or bike lane on many segments. This discourages bikers and pedestrians from using this corridor. The establishment of a multi-use trail along Crawfordville Road would protect these users from the stream of regular traffic and interconnect communities along the corridor, creating a safer roadway that encourages green infrastructure.	\$680,000 - \$800,000 / mile	11A
			Develop routes for golf cart communities to access businesses in the vicinity of the communities	Designated golf cart routes improve roadway safety of golf car users, vehicle users, and pedestrians. By creating a specific stream for golf cart users, this minimizes interference and accident probability with other vehicle users and pedestrians. Furthermore, keeping golf carts off of the main roadway improves the flow of traffic and reduces travel time. Golf cart users often can not match the speed of the regular flow of traffic and cause congestion.	NO RECOMMENDATIONS	
			Install shared-use paths between park-and-ride facilities and nearby business, parks, or community areas.	With the establishment of a park-and-ride system, a new stream of pedestrian traffic is created in the drop off / pick up areas. Drivers who use these roads frequently are accustomed to the regular flow of traffic, and may not be prepared for the new influx in pedestrians. A shared use path from the park and ride areas will stream the pedestrians from point A to point B in the most efficient way possible, as well as protect these pedestrians from roadway users while the new system is being adjusted and acclimated to.		
			Install BRT along major roadway corridors	The current Tallahassee bus transit system has limited destinations and frequent delay. Buses move slowly through traffic and are late to arrive at stations, causing further delay. A designated Bus Rapid Transit system would provide a fast and efficient method for commuters to travel throughout the city through a relatively inexpensive and non intrusive transit system solution.		
			Install bulb-out areas at bus stops in congested areas	A bulb out area allows for a bus to quickly pick up and drop off passengers through a curb extension. In heavily congested areas, bus drivers struggle to re-enter the flow of traffic from bus stations. Bulb out areas eliminate this cause of delay and effort, as bus drivers can quickly flow in and out of the travel lane adjacent to the bulb out.		
			Install bike boxes, dedicated bicycle lanes, and dedicated bicycle signals in the Downtown area and in and around college campuses	The influx in students around FAMU, FSU, and TSC lead to heavy bicycle traffic. A well developed system of bicycle lanes and bicycle signals would reduce accident rate, create a smoother flow of traffic between vehicles and bicycles, and promote a healthier and more sustainable outlet for transit growth for the city.		
			Install passive pedestrian detection in Midtown, Downtown, and in and around college campuses and student housing	Passive pedestrian detection will provide an extra level of safety for heavy pedestrian areas throughout Tallahassee. Technical malfunction, human error, and weather conditions are all reasons for failure with an active pedestrian detection system. Passive pedestrian detection will provide detection and alert drivers in the event of failure of the active pedestrian detection system.		
Transportation Demand Management	Includes all the activities and initiatives to provide a balanced transportation system that works for all users. Strategies include education, incentives, and disincentives to reduce the need for vehicle trips, and to shift to higher occupancy modes like transit and ridesharing.	<p>Add shuttle options from the Tallahassee International Airport (TIA) to various locations to provide alternate modes of travel to and from the airport.</p> <p>Add programs for FSU and FAMU students to schedule shuttles to transport them between campuses and the Airport.</p> <p>Add shuttle options between Thomasville, Georgia, and various locations in Tallahassee.</p> <p>Coordinate shuttle, ridesharing, and other forms of transit with park-and-ride locations.</p>	Between TIA and C.K. Steele Plaza Bus Depot / Greyhound Bus Station	Provide shuttle options from the Airport to the bus station to assist with transporting people from around and out of town to the Airport.	NO RECOMMENDATIONS	
			Between TIA and select Hotels	Provide shuttle options to assist transporting people coming into and out of Tallahassee from the Airport to select hotels.		
			Between TIA and FSU	Provide shuttle options or programs to assist with transporting students to and from the Airport.		
			Between TIA and FAMU	Provide shuttle options or programs to assist with transporting students to and from the Airport.		
			Between Thomasville, GA, and Bannerman Crossing	Thomasville is frequently visited by people living in Tallahassee and shuttle options can promote tourism to and from North Tallahassee and South Georgia. This can reduce number of vehicles on the roadway and promote ridesharing.		
			Between Thomasville, GA, and Downtown Tallahassee	Promote tourism of Downtown Tallahassee and Thomasville, Georgia, by creating shuttle transportation options. This can reduce the number of vehicles on the roadway, increase parking availability, and promote ridesharing.		
Between Thomasville, GA, and FSU Stadiums	Traffic in Tallahassee gets congested during FSU sporting events. Providing shuttle between FSU and Thomasville can reduce traffic congestion, number of vehicles on the road, and promote ridesharing opportunities.					
Parking Management	Active parking management strategies using new parking technology with flexible pricing methods to better utilize the available parking inventory.	Create park-to-ride parking lots to create additional parking near congested areas and promote other forms of last-mile travel.	Midtown Tallahassee	The combination of restaurants, housing and bars in the Midtown area make it difficult to find parking during peak hours. Many of these establishments do not have the parking capacity available to accommodate to its visitors. Designated park-to-ride lots eliminate this dilemma.	NO RECOMMENDATIONS	
			Downtown Tallahassee	Parking is very limited throughout downtown Tallahassee with the tight grid of office and government buildings. Many workers are forced to resort to on street parking, which can be expensive and hard to find. Designated park-to-ride lots eliminate this dilemma.		
			FSU and FAMU sports complexes	Parking is very limited around these venues for sporting events and university events. A park-to-ride system eliminates the stress and time needed to find parking during such events, as well as discourages drunk driving.		
			Proposed Shuttle Locations between Thomasville, GA, and Tallahassee	Park-to-ride lots placed at the new shuttle stations will accommodate for the new influx in travelers. Park-to-ride lots can ensure that shuttle users arrive to their station on time, with the time needed to find parking being eliminated.		
			Neighborhood Trolleys	Neighborhood Trolleys are high congestion points with Trolley users searching for parking. Park-to-ride lots will eliminate this congestion.		
			Weekend Events	Strategically planned park-to-ride lots can be used for different weekend events throughout the year. The same parks, venues, and areas are frequently booked for concerts, festivals and events. The consistent flow of people to these areas for such events creates a need for parking that would not exist otherwise.		

Table D-4 cont'd. TSM&O Strategies

TSMO Strategies	Definition	Implementation	Corridors	Reasonings	Estimated Cost	Priority
<b>Freight Management</b>	Management of the freight transportation system to move goods safely, efficiently, and reliably throughout the region.	Establish dedicated truck routes and a wayfinding system to move trucks through Tallahassee. Implement DMS strategies to move trucks from corridor to corridor in case interstate closes.	Thomasville Rd	Heavy freight traffic for vehicles travelling between Tallahassee and cities to the north (Bradfordville, Thomasville ,etc.)	NO RECOMMENDATIONS	
			Capital Circle	Heavy freight traffic for vehicles commuting within Tallahassee (Airport, Village Square, Costco, Walmart, etc.)		
			Monroe St	Heavy freight traffic for vehicles commuting within Tallahassee (Walmart, FAMU, etc.)		
			Woodville Hwy	Heavy freight traffic for vehicles travelling between Tallahassee and cities to the south (Woodville, St Marks,etc.)		
			Crawfordville Rd	Heavy freight traffic for vehicles travelling between Tallahassee and cities to the south (Crawfordville, Apalachicola, Carrabelle,etc.)		
			Orange Ave	Heavy freight traffic for vehicles commuting within Tallahassee (COE, FAMU, etc.)		
			SR 10	Heavy freight traffic for vehicles commuting within Tallahassee (Walmart, FSU, Costco, Amazon , etc.)		
			SR 20	Heavy freight traffic for vehicles commuting within Tallahassee (State Capitol, Governor's Square, etc.)		
			Blair Stone	Heavy freight traffic for vehicles commuting within Tallahassee (TMH, Governor's Square, etc.)		
<b>Traffic Management Centers (TMC)</b>	Centralized hubs that monitor and manage traffic signals, incidents, and road conditions in real-time	Update or expand the existing Tallahassee Public Safety Complex (PSC) / TMC and Emergency Operations Center (EOC) with newer, improved, or desired technology and infrastructure.	Tallahassee PSC / TMC	Newer, faster technology for traffic monitoring will improve conditions for all roadway users.	NO RECOMMENDATIONS	
			Tallahassee EOC	The Tallahassee EOC is the physical hub for personnel from different agencies to meet in the event of disaster. It is important that this EOC is outfitted with up to date technology and accommodations in order to provide a response in an adequate and timely manner.		
<b>Access Management</b>	Access management allows agencies to manage vehicle access points, like driveways and intersections, to help road users safely and efficiently access desired locations like residences and businesses.	No proposed implementations at this time.	N/A	N/A	N/A	N/A
<b>Ramp Management</b>	Management of freeway ramps, including ramp metering and ramp closures, to control vehicles entering and exiting the freeway to keep vehicles moving more efficiently.	No proposed implementations at this time.	N/A	N/A	N/A	N/A
<b>Congestion Pricing</b>	Congestion pricing involves charging drivers to drive in an area based on the level of congestion in that area. This encourages people to shift to other modes, routes or travel times, which reduces congestion and improves mobility. Fees can be collected through tolls, per-mile charges, or location-based charges.	No proposed implementations at this time.	N/A	N/A	N/A	N/A

Figure D-14. TSM&O Traffic Incident Management



**STRATEGIES FOR TRAFFIC INCIDENT MANAGEMENT INCLUDE:**

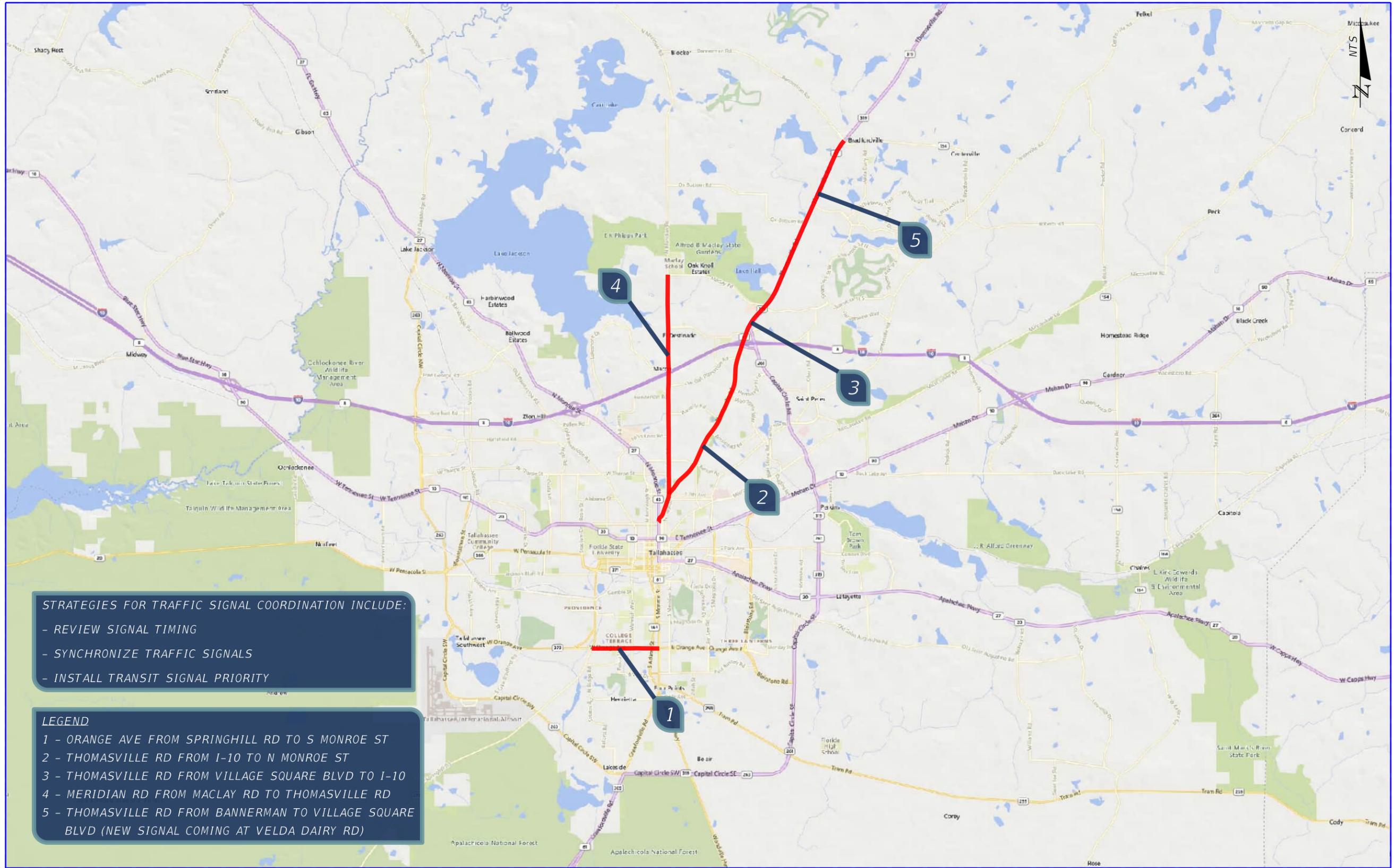
- CCTV & MVDS COVERAGE
- TMC FIBER COMMUNICATION
- DMS ACCIDENT WARNING RELAY

**LEGEND**

- 1 - CRAWFORDVILLE RD FROM LEON COUNTY LINE TO CAPITAL CIRCLE SW
- 2 - WOODVILLE / S MONROE FROM CAPITAL CIRCLE SE TO ORANGE AVE
- 3 - CRAWFORDVILLE / S ADAMS FROM CAPITAL CIRCLE SW TO ORANGE AVE
- 4 - CENTERVILLE RD FROM WELAUNEE BLVD TO I-10 BRIDGE
- 5 - SR 10 FROM I-10 TO CHAIRES CROSSING

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		1
					LEON				

Figure D-15. Traffic Signal Coordination



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DATE	DESCRIPTION

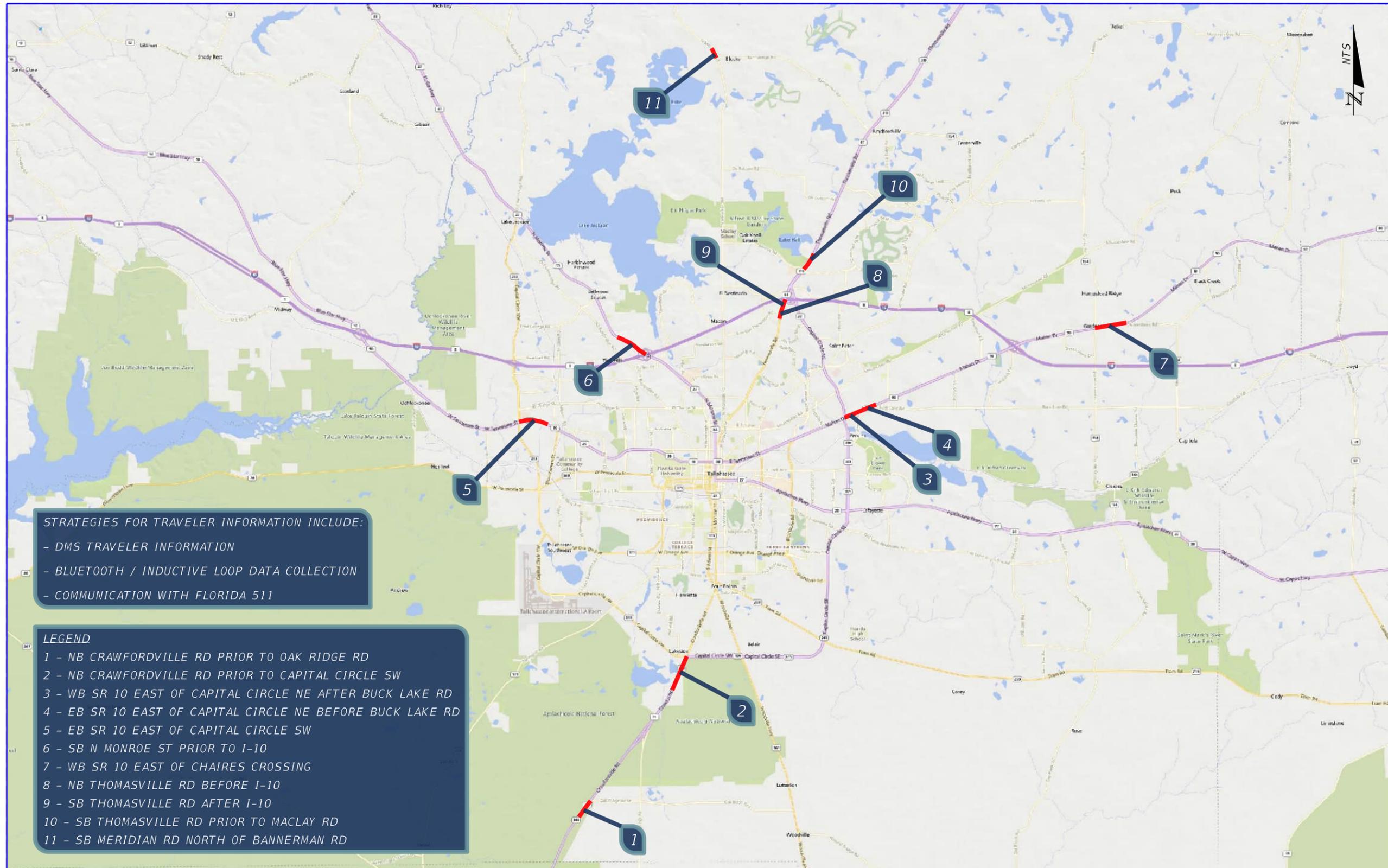
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**TSM&O STRATEGIES:  
 TRAFFIC SIGNAL  
 COORDINATION**

SHEET NO.
2

Figure D-16. Traveler Information



**STRATEGIES FOR TRAVELER INFORMATION INCLUDE:**

- DMS TRAVELER INFORMATION
- BLUETOOTH / INDUCTIVE LOOP DATA COLLECTION
- COMMUNICATION WITH FLORIDA 511

**LEGEND**

- 1 - NB CRAWFORDVILLE RD PRIOR TO OAK RIDGE RD
- 2 - NB CRAWFORDVILLE RD PRIOR TO CAPITAL CIRCLE SW
- 3 - WB SR 10 EAST OF CAPITAL CIRCLE NE AFTER BUCK LAKE RD
- 4 - EB SR 10 EAST OF CAPITAL CIRCLE NE BEFORE BUCK LAKE RD
- 5 - EB SR 10 EAST OF CAPITAL CIRCLE SW
- 6 - SB N MONROE ST PRIOR TO I-10
- 7 - WB SR 10 EAST OF CHAIRES CROSSING
- 8 - NB THOMASVILLE RD BEFORE I-10
- 9 - SB THOMASVILLE RD AFTER I-10
- 10 - SB THOMASVILLE RD PRIOR TO MACLAY RD
- 11 - SB MERIDIAN RD NORTH OF BANNERMAN RD

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

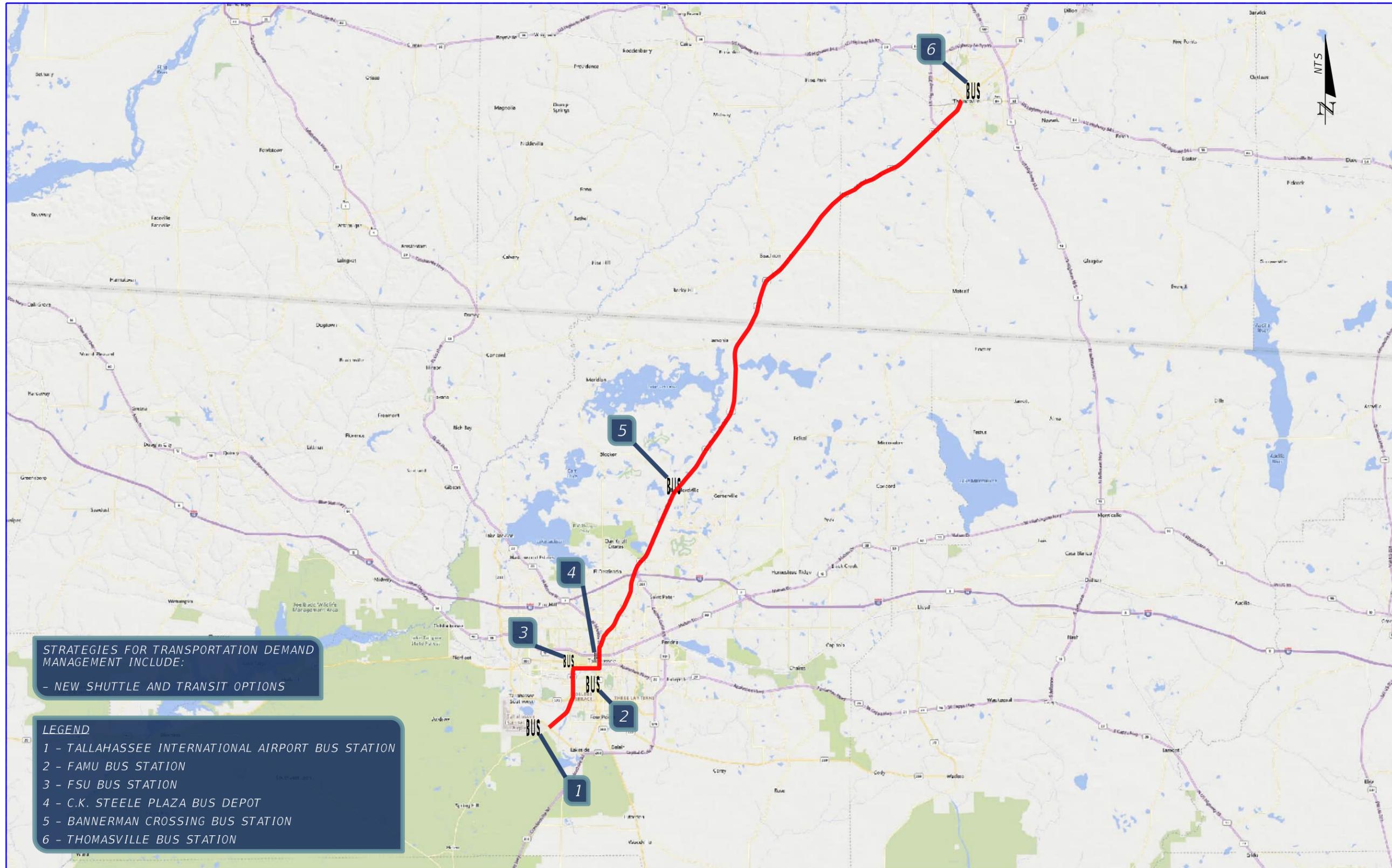
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**TSM&O STRATEGIES:  
 TRAVELER INFORMATION**

SHEET NO.
3

Figure D-17. Transportation Demand Management



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

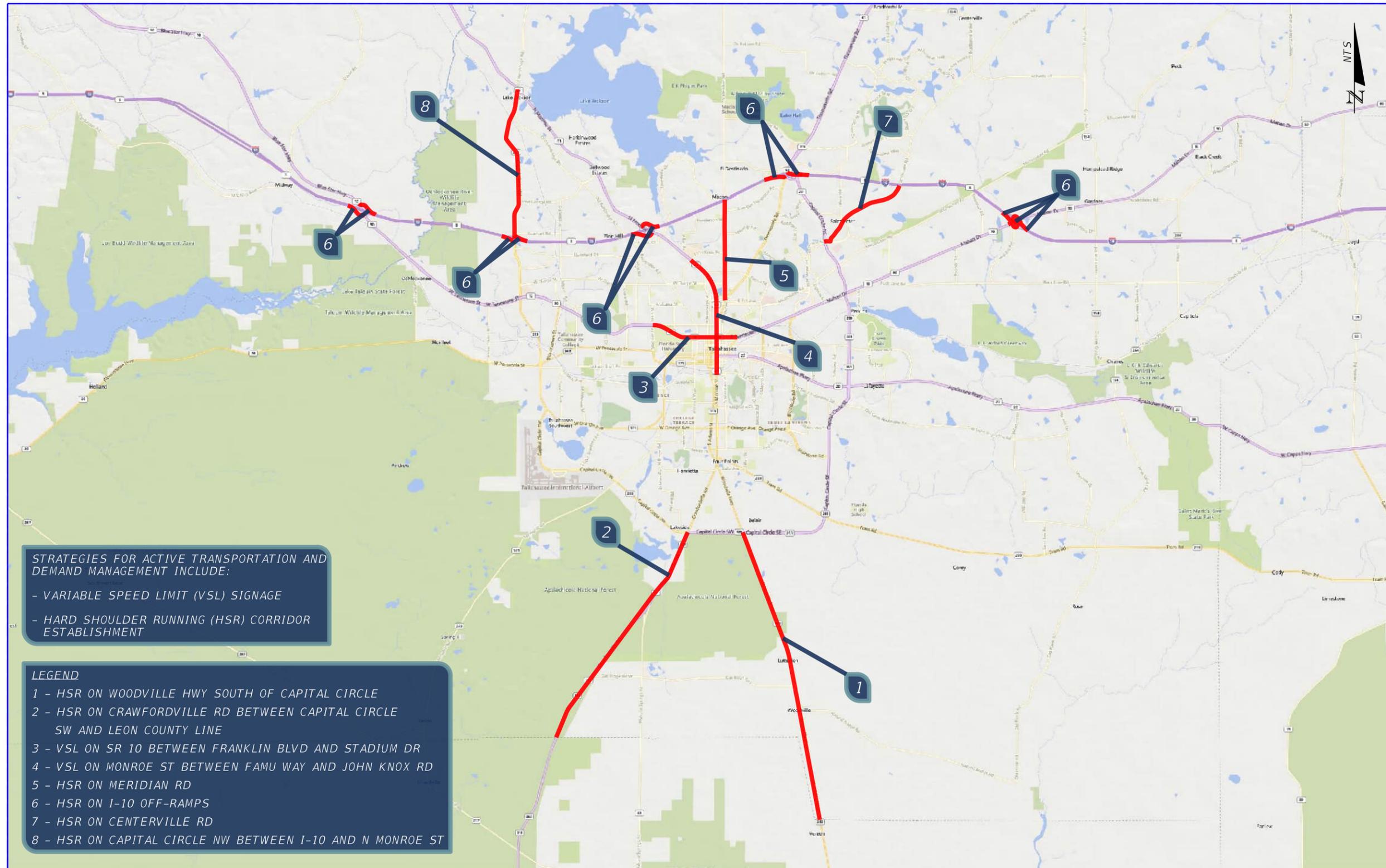
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	DISTRICTWIDE	

**TSM&O STRATEGIES:  
TRANSPORTATION DEMAND  
MANAGEMENT**

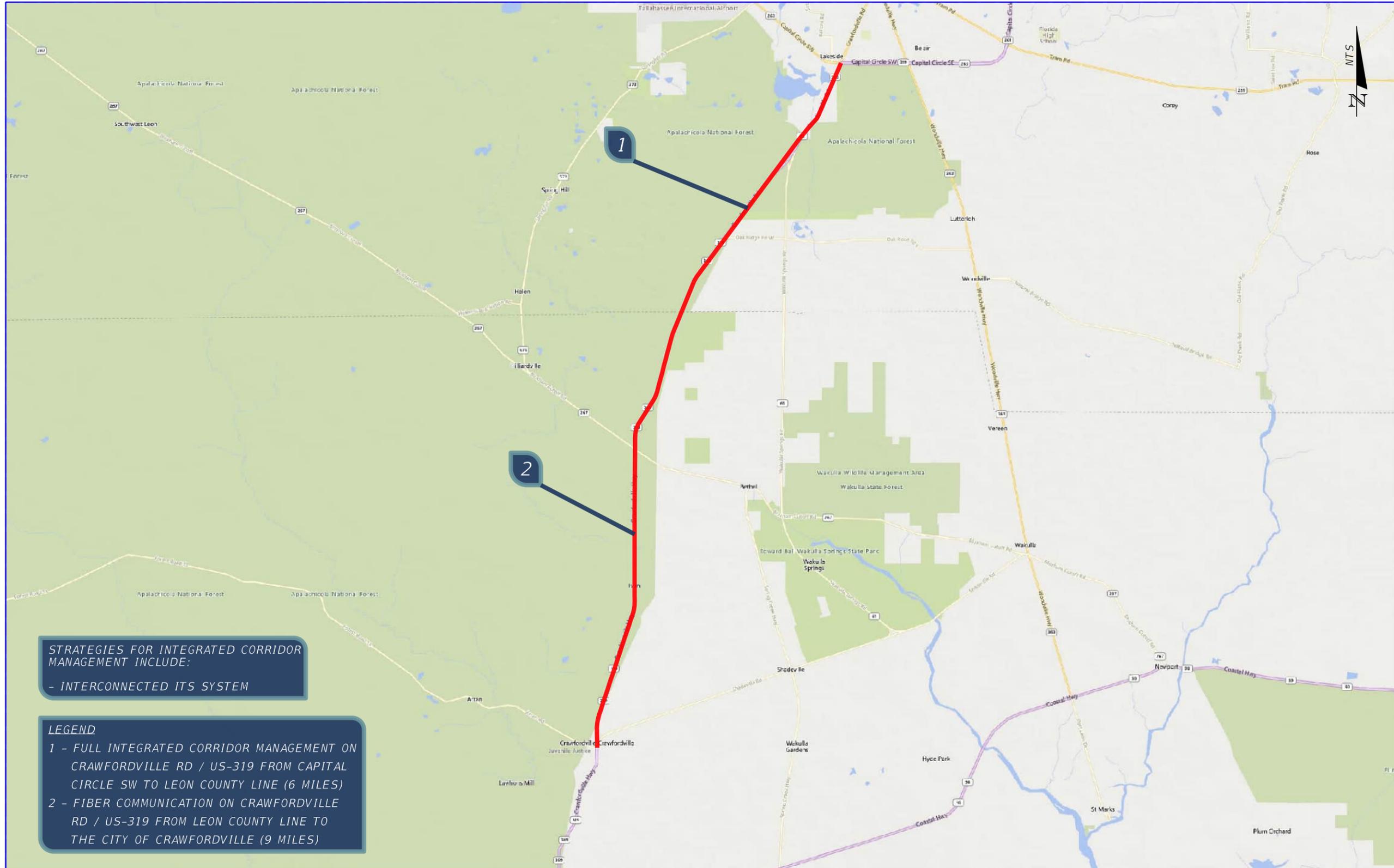
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Figure D-18. Active Transportation and Demand Management



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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5
					LEON				

Figure D-19. Integrated Corridor Management



STRATEGIES FOR INTEGRATED CORRIDOR MANAGEMENT INCLUDE:  
 - INTERCONNECTED ITS SYSTEM

**LEGEND**  
 1 - FULL INTEGRATED CORRIDOR MANAGEMENT ON CRAWFORDVILLE RD / US-319 FROM CAPITAL CIRCLE SW TO LEON COUNTY LINE (6 MILES)  
 2 - FIBER COMMUNICATION ON CRAWFORDVILLE RD / US-319 FROM LEON COUNTY LINE TO THE CITY OF CRAWFORDVILLE (9 MILES)

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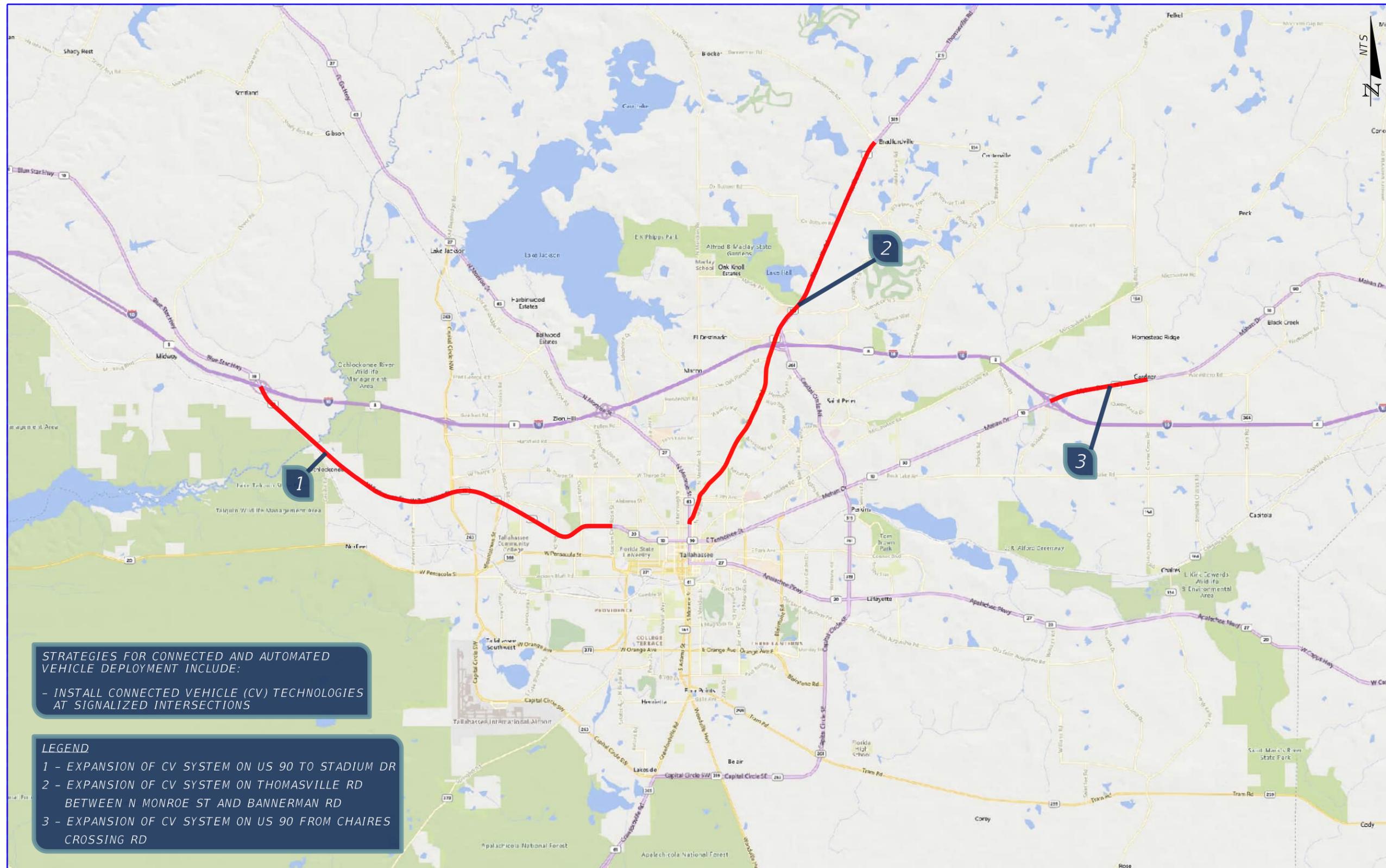
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*TSM&O STRATEGIES:  
 INTEGRATED CORRIDOR  
 MANAGEMENT*

SHEET NO.
6

Figure D-20. Connected and Automated Vehicle Deployment



**STRATEGIES FOR CONNECTED AND AUTOMATED VEHICLE DEPLOYMENT INCLUDE:**

- INSTALL CONNECTED VEHICLE (CV) TECHNOLOGIES AT SIGNALIZED INTERSECTIONS

**LEGEND**

- 1 - EXPANSION OF CV SYSTEM ON US 90 TO STADIUM DR
- 2 - EXPANSION OF CV SYSTEM ON THOMASVILLE RD BETWEEN N MONROE ST AND BANNERMAN RD
- 3 - EXPANSION OF CV SYSTEM ON US 90 FROM CHAIRES CROSSING RD

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

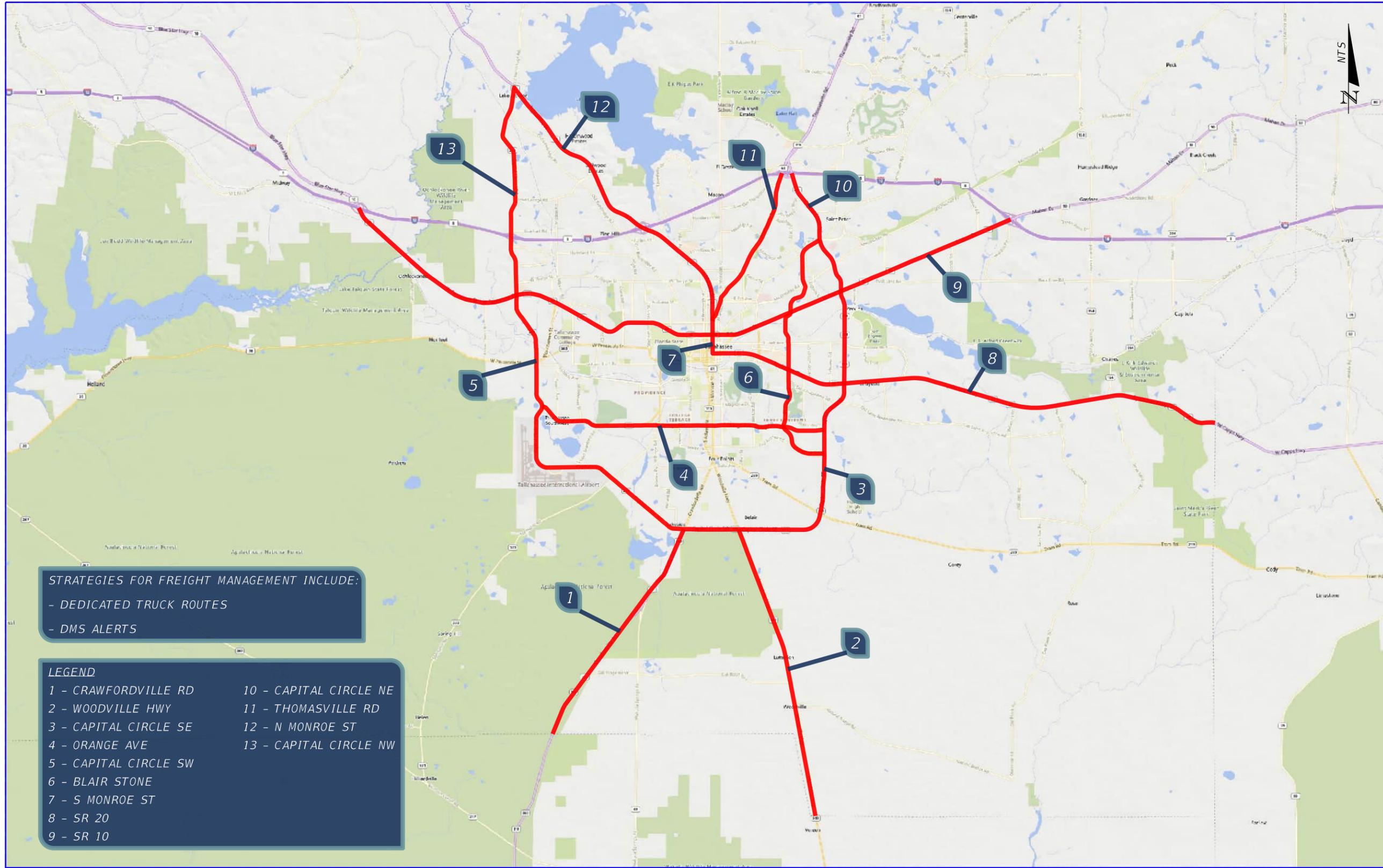
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**TSM&O STRATEGIES:  
 CONNECTED AND AUTOMATED  
 VEHICLE DEPLOYMENT**

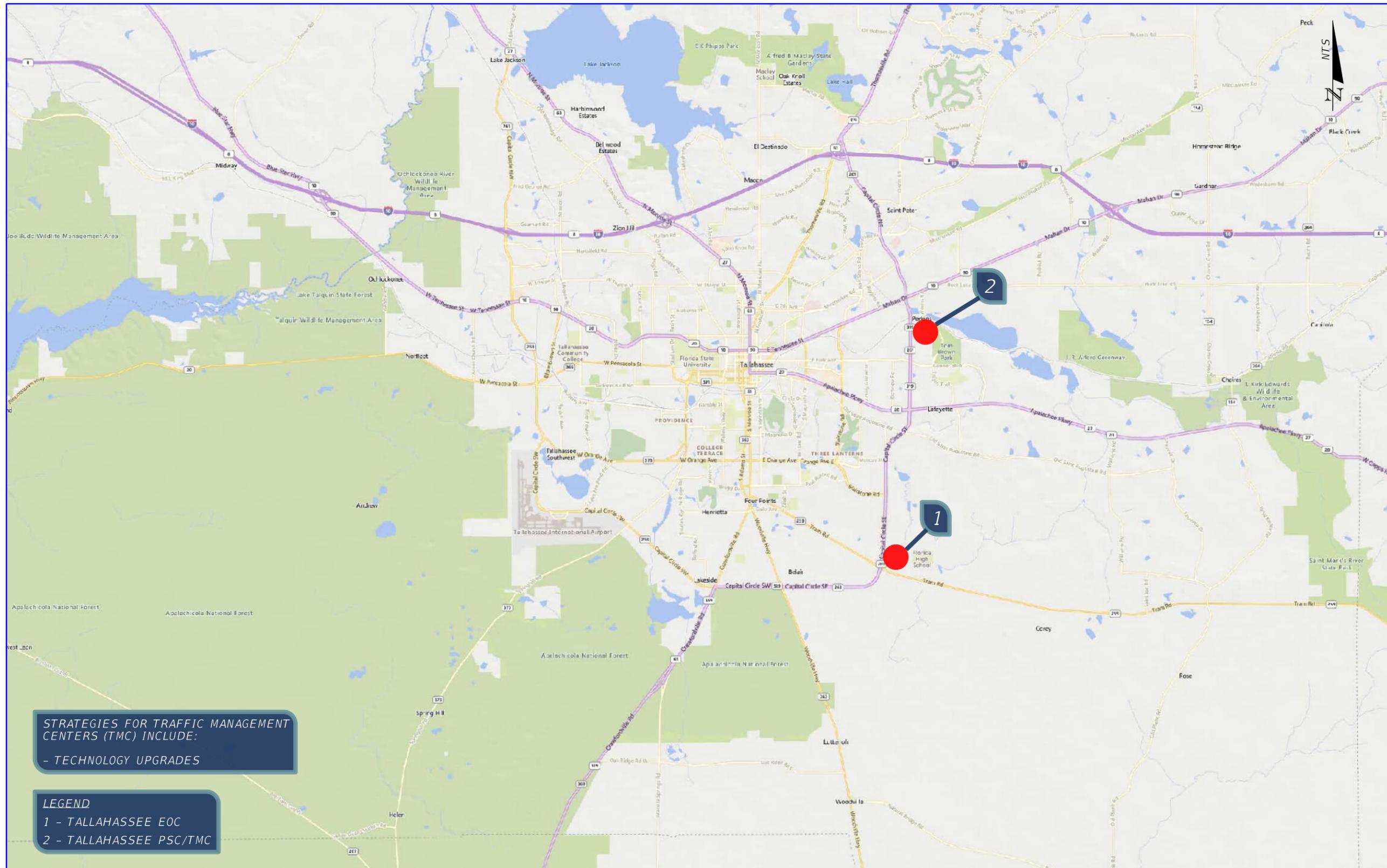
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Figure D-21. Freight Management



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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					LEON				

Figure D-22. Traffic Management Center



**STRATEGIES FOR TRAFFIC MANAGEMENT CENTERS (TMC) INCLUDE:**  
 - TECHNOLOGY UPGRADES

**LEGEND**  
 1 - TALLHASSEE EOC  
 2 - TALLHASSEE PSC/TMC

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	LEON	

**TSM&O STRATEGIES:  
 TRAFFIC MANAGEMENT  
 CENTERS**

SHEET NO.
9