



DRAFT

**Data Infrastructure
Survey Result**

**Nevada 511 Advanced
Second Generation Traveler
Information System**

**Atkins Project
No. 10022068**

FINAL

ATKINS

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Table of Acronyms

ATIS	Advanced Traveler Information System
ATMS	Advanced Traffic Management System
AVL	Automatic Vehicle Location
CAP	Common Alert Protocol
CCTV	Closed-Circuit Television Camera
CAD	Computer-Aided Dispatch
ConOps	Concept of Operations
COTS	Commercial Off The Shelf
CSS	Central System Software
DMS	Dynamic Message Sign
FAST	Freeway and Arterial System of Transportation
FCC	Federal Communications Commission
FMS	Freeway Management System
FSP	Freeway Service Patrol
HAR	Highway Advisory Radio
HRR	Highway Restriction Reporting
IRIS	Integrated Roadway Information System
ITS	Intelligent Transportation Systems
IVR	Interactive Voice Response
Meridian	Meridian Environmental Technology Inc.
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation
NHP	Nevada Highway Patrol
NNROC	Northern Nevada Road Operations Center
NOAA	National Ocean and Atmospheric Administration
NWS	National Weather Service
O&M	Operations and Maintenance
ODV	Over Dimensional Vehicle
Ops-Centers	Operations Centers
PDA	Personal Digital Assistant
RTC	Regional Transportation Commission
RWIS	Road Weather Information System
TMC	Transportation Management Center
USDOT	United States Department of Transportation
WAV	Waveform Audio File

1 Overview

1.1 The Nevada Advanced Second Generation 511 Project

511 is the national short dialing code established by the Federal Communications Commission (FCC) in 2000 to be used exclusively for traveler information. To date, over fifty 511 systems in 37 states are accessible through an interactive voice response (IVR) system, website, and/or mobile devices. The traveler information systems deployed over the years range from basic touch tone IVR systems that provide information on a limited number of roads, to sophisticated systems that offer a high level of personalization to the user via the phone system, website, and through “push” methods such as email and text alerts.

Nevada Department of Transportation (NDOT) was an early adopter of 511, deploying a statewide system with its vendor Meridian Environmental Technology Inc. (Meridian) in 2006. The service has been operational for over five years and NDOT is now in the process of planning an advanced, second generation traveler information system, to be available to the traveling public in and through Nevada. The public will access the new 511 system through a more sophisticated IVR telephone system, an enhanced and highly interactive web site, via mobile devices and possibly additional channels. The new 511 system is intended to serve as a one stop shop for multi-modal traveler information in the state of Nevada.

Once the second generation traveler information system is implemented and deployed it will be managed and operated by the selected vendor or project team, under the ITS project management of NDOT.

1.2 The Need for Data

Travelers rely on accurate, timely information about road, traffic and transit conditions along their route of travel. Real time as well as predictive traveler information is essential for improving safety on the roadways and increasing the efficiency of the road system. Nevada has an extensive network of traffic surveillance devices that gather data on road conditions, traffic speeds, highway and arterial congestion and the presence of incidents affecting the flow of traffic. Nevada also keeps track of planned construction on the major roadways and is generally aware of any unplanned construction usually within minutes of a road crew being deployed to the site. The Nevada Highway Patrol (NHP) is a rich source of incident data that is available to Nevada for inclusion into the traveler information system.

NDOT also maintains and operates major interstate East-West and North-South routes heavily used by commercial truckers. NDOT services over 30,000 requests annually for Over Dimensional Vehicle (ODV) travel on its roads and is responsible for routing those loads safely and efficiently. The primary tool used to approve and route an over dimensional vehicle is the Highway Restriction Reporting (HRR) system which is generated by each of the three NDOT districts using similar (but not identical) formats. Current and planned road construction information contained in the HRR needs to be up-to-date and can change after an over dimensional vehicle has started on its assigned

route, so the traveler information system must be able to accept real time changes to the HRR from the field.

The concept for the new 511 system is to have all the necessary road conditions data in a central repository for a contractor to access in real time and disseminate to the public. It is essential to conduct a data survey and document the current sources of data and identify any additional data needed that could be used to generate accurate, reliable real time traveler information.

1.3 Document Purpose

This document presents the results of the data infrastructure survey based on inputs received from NDOT District 1, District 2, District 3 and the Regional Transportation Commission (RTC) of Nevada. The document is broken up into four parts.

1. A definition of how the NDOT coverage area is broken up into districts, and features of each district;
2. Identification of the various data sources in NDOT districts;
3. Description of how the data from the various data sources are processed into the various systems currently available and how the data is modified; and,
4. An illustration of how the modified data is disseminated as traveler information to the public and other NDOT departments.

The ITS infrastructure as a whole, described throughout this document, is illustrated in Figure 1. The items indicated in red represent data that can presumably be made available to the 511 system, but is not currently being used for that purpose. In addition, there are elements represented in this diagram such as the C-Cure security system in Districts 2 and 3 that currently interface with systems that run ITS applications, but are not expected to be part of the second generation 511 system.

The elements that comprise communications, equipment, and data flows depicted in the diagram are discussed in subsequent sections of this document.

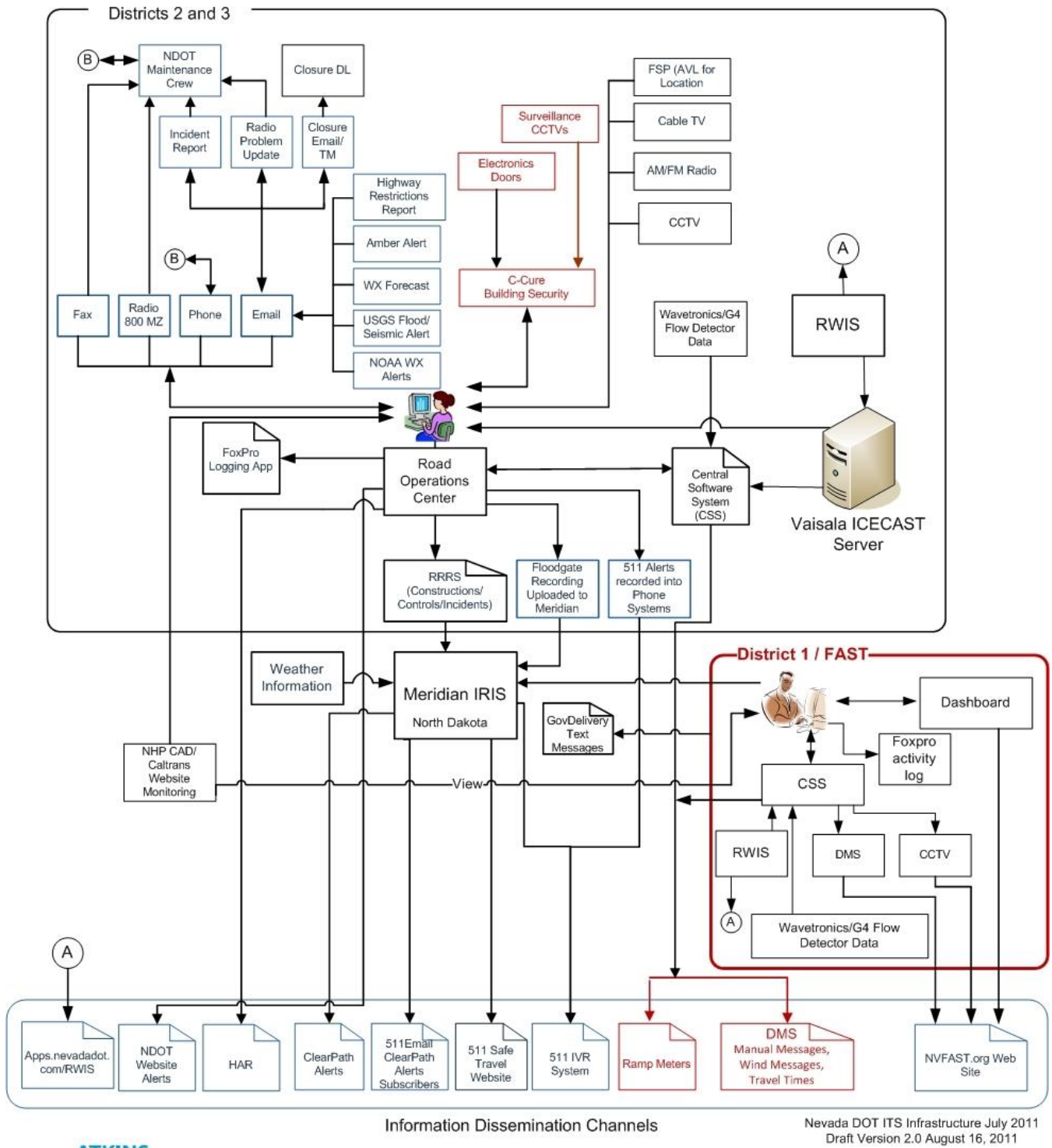


Figure 1 Nevada ITS Data Infrastructure

2 NDOT Districts

The Nevada Department of Transportation is divided into three Districts. Figure 2 depicts the geographical boundaries of operational responsibility for each District.

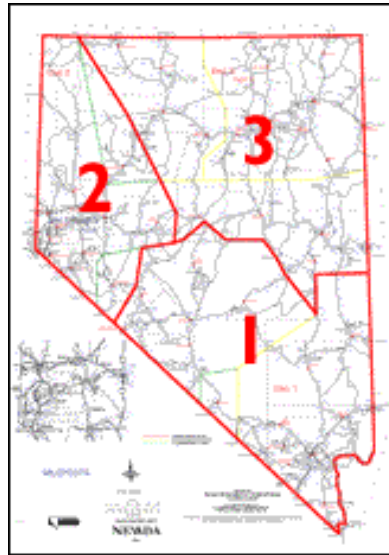


Figure 2 Nevada DOT Districts

2.1 District One – Southern Nevada

District One’s Office is located at the TMC in Las Vegas, housing the Freeway and Arterial System of Transportation (FAST). The District encompasses the Southern half of Nevada including Las Vegas which is the state’s largest urban area, as well as a significant amount of rural area. District 1 includes the California state line to the west and Utah and Arizona to the east. District 1 is further divided into five jurisdictions for more localized control and roadway monitoring. It should be noted that District 1 provides services to one Metropolitan Planning Organization (MPO).

All roadway operations are handled together by NDOT and FAST, which is a division of the Regional Transportation Commission (RTC). While FAST began as an urban entity, it currently has an agreement with NDOT to maintain and operate all NDOT-owned interstate and state highways as well as the ITS infrastructure in Southern Nevada. FAST staffs its TMC between 5:00 am and midnight each day. During the hours there are neither NDOT nor FAST staff on the TMC floor, the Nevada Highway Patrol, located on the floor in the same TMC, will post messages to Dynamic Message Signs (DMS).

Along with the FAST TMC staffing hours, NDOT also has staff located in the TMC from Thursday to Monday, 8:00am to midnight. Those staff use the closed circuit television cameras (CCTV) and input from NHP staff to enter pertinent information into the interface that provides information to 511. In addition to traveler information duties, NDOT staff at the TMC provides dispatching

services for NDOT service trucks and construction crews. When NDOT staff is not at the center, the Las Vegas operations phone is forwarded to Reno Roads to cover.

NDOT has access to the freeway management system (FMS) to monitor and post messages when FAST staff is not present.

Housed at the FAST TMC is a traffic management software system called the Central System Software (CSS) that is used to put messages on DMS and to control the CCTV that are owned and operated by NDOT District 1. CSS is primarily freeway management system software. The software was designed to support the dissemination of traveler information; however that functionality is not used in CSS. Instead, NDOT staff at FAST developed a new operator interface called “FAST Dashboard” and database. The new interface extracts data from the CSS, however the operators still use the CSS to put messages on the DMS and control the cameras. Putting alerts on the highway advisory radio system (HAR) is currently done through a standalone system provided by the HAR manufacturer. In the future the NDOT will be developing a new HAR system that is integrated within the 511 system.

2.2 District Two – Northwestern Nevada

District Two is Nevada’s smallest district, and encompasses Northwestern Nevada including the moderately sized metro areas of Reno, Sparks and Carson City, as well as much rural area. The District office / operations center is called the Northern Nevada Roadway Operations Center (NNROC) and is located in Sparks. While the operations center is staffed 24 hours a day, 7 days a week, the NNROC is similar in function but on a smaller scale than District 1’s TMC in Las Vegas. District 2 serves three MPOs.

The NNROC receives data from California in order to report conditions on Interstate 80 to the west up to Sacramento.

CSS is used in District 2 as well, as there is a CSS server at the NNROC.

District 2 also uses a FoxPro database to track all events that come through the operations center. The application was first developed to track calls into the operations center, but the requirements have since expanded to include a tracking of all events that come through the location; incoming phone calls and faxes, HRR reports, events that are input (separately) into Meridian’s Integrated Roadway Information System (IRIS) system.

Information of interest to travelers is communicated to NNROC through telephone communications with state & local law enforcement, e-mail, fax, and occasionally via radio traffic with NDOT field units.

2.3 District Three – Northeastern Nevada

District 3 encompasses Northeastern Nevada and has the most lane miles of all districts, and rural metro areas such as Elko, Winnemucca, West Wendover and Wells. Traffic operations are handled by NDOT staff working from the Elko traffic management center that operate 24 hours a day, 7 days a week.

District 3 works closely with District 2 to manage Interstate 80. Interaction between the two Districts is not automated and relies on personal contacts through the telephone, e-mail and fax.

District 3 also uses a FoxPro database to track all events that come through the operations center. The application was first developed to track calls into the operations center, but the requirements have since expanded to include a tracking of all events that come through the location; incoming phone calls and faxes, HRR reports, events that are input (separately) into Meridian's IRIS system.

There is a CSS module in District 3 and staff there use the software to control the ITS infrastructure in their district such as cameras, and DMS. Input into 511/IRIS feeds HAR.

3 Data Collection

It is important to state that this report is intended to document and illustrate as completely as possible all ITS data sources in Nevada, with the ultimate goal of determining what information and data might be made available to a second generation 511 system. Much of the data sources covered in this section are not currently being utilized for 511. The goal of NDOT is to design and develop a robust and user friendly traveler information system, using as much available data as possible, to ensure that the travelers using the new 511 system receive the most robust, complete, accurate and up to date information possible.

3.1 CCTV

Hundreds of closed circuit television cameras are used statewide, in all three districts, to monitor highway and arterial conditions. District 1/FAST maintains over 100 cameras on area highways and arterials, with approximately 1 mile spacing in urban areas and 5 mile spacing in suburban areas. A map of CCTC locations in District 1 was last updated on May 27, 2011. Of those cameras, 54 provide live video streams and are available for public viewing on the RTC website at <http://www.nvfast.org/trafficcmeras.html>. The video feed is managed by a relatively new system developed by vendor ICX.

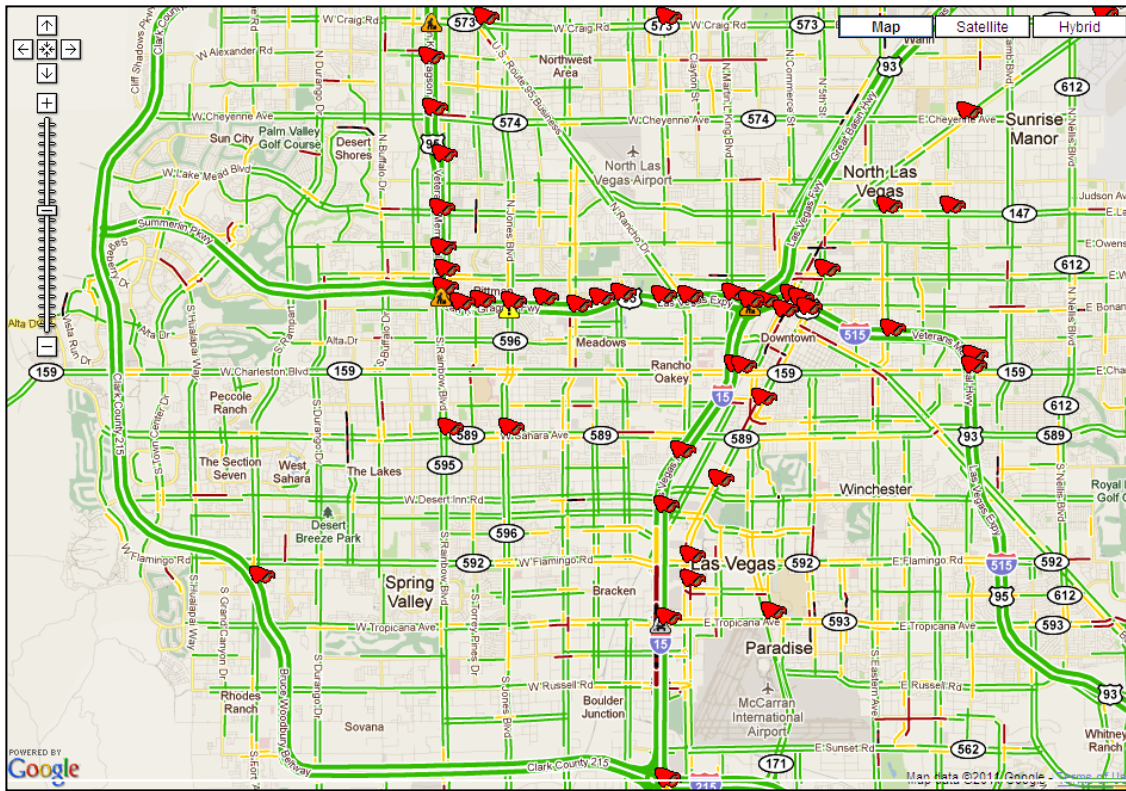


Figure 3 Screenshot of FAST CCTV Locations

District 2 has 24 CCTVs. Currently all but 2 utilize temporary radio communications to monitor traffic within the construction limits of freeway projects that include permanent installation of the CCTVs (and other ITS devices) via fiber communication. First-responder partner agencies can view some of the CCTVs but not control them. Near term plans include allowing these agencies limited control of CCTVs as well as making the images available to the public. Other contracts are underway to incorporate CCTVs in outlying areas to communicate via data-cell modem, and in some cases solar power for more cameras.

District 3 has 5 cameras at various summits and tunnels, with plans to bring in up to 20 additional cameras over the next year to 18 months. Current camera locations are:

- Lamoille summit on SR 227
- Two cameras on I-80,
- Two cameras at Carlin Tunnel, west of Elko, one on each side

Data streams from the 5 cameras are available to District 3 operators; however they are not yet available to the public. The data is brought back to the TMC in Elko and stored locally.

3.2 Road Weather Information Systems

Nevada DOT currently operates many Road Weather Information System (RWIS) stations statewide. District 1 has 6 RWIS units, District 2 has 42 RWIS stations and District 3 has 30 RWIS stations. Vaisala, NDOT's RWIS vendor, has installed servers in all three NDOT districts to which weather data gathered from the region's units are sent.

Information provided by RWIS stations include real time:

- Atmospheric Readings (Wind, Temp, Humidity, Dew Point and Precipitation Rate)
- Surface and Pavement Temperatures, Surface State (Dry or Wet) and Surface Freezing Point based on the presence of chemical treatment
- Visibility (2 sites in Washoe Valley)

RWIS Data (excluding surface temps) is available to the public on the internet at <http://apps.nevadadot.com/RWIS/>.

Both Districts 2 and 3 Ops-Centers use the ICECAST system developed by Vaisala to monitor conditions. Contract meteorologists in Seattle utilize RWIS data to generate local weather and pavement forecasts that are sent twice a day by email. Ops-Center technicians fax those reports to maintenance stations without internet. These forecasts along with real time data is utilized in the winter by maintainers for resource planning of snow and ice removal and the timing of brine applications. The same information is used during non-winter months for timing the paving and the pouring of concrete.

While some maintenance supervisors and managers have mobile access to the internet, progress is being made to provide this capability to other maintainers.

Southern Nevada RWIS data is not directly sent to Districts 2 or 3 and is not believed used by the ICECAST system.

3.3 Sensors

While no single accounting was made available to the project team, it is understood that there are loop detectors, many provided by Transcore, installed on the interstates statewide. Data from those detectors is fed back to CSS in Las Vegas.

In the Las Vegas metro area, a view of the sensor network is available on the RTC website and is illustrated in Figure 4.

information from operations center staff by radio or phone, while less urgent info can be emailed to them.

District 2 employees with email can elect to be on the distribution list to receive twice-daily weather reports from the meteorology firm on contract. Most of the maintenance staff however, don't have email/PC access, so District 2 staff fax the weather reports to the maintenance stations.

District 2 receives automated emails for Amber Alerts, Flood and Seismic Alerts (via USGS) and NOAA Weather Alerts.

3.4.2 Other Data Sources - Automatic Vehicle Location

Automatic Vehicle Location (AVL) of Freeway Service Patrols (FSP) is displayed in the District 2 Ops-Center.

3.4.3 Other Data Sources - Building Security

Each building housing NDOT staff uses the C*Cure Building and Perimeter Security system that monitors closed circuit TV cameras and electronic doors opened by special badges. The C*Cure system is currently a part of the data infrastructure and so is documented in this report. However, this system is not a part of 511 and is not expected to be part of the new system deployment.

3.4.4 Other Data Sources - FoxPro activity logging software

NDOT has created an activity logging application using the FoxPro database application. That database was initially developed to archive calls into the TMC, but is now used to archive all events entered into the system. Aside from not being integrated with other systems (CSS or 511), another shortfall of the database is the lack of search functionality, which is restricted to date & time only.

4 Data Entry and Fusion

Data entry and processing is affected by the duplication of efforts within districts and statewide. Similar or identical information can be entered two and sometimes three times depending on the data and the location where the data is being entered. This section documents the independent and sometimes overlapping methods to enter and process ITS and traveler information data.

4.1 Integrated Road Information System (IRIS)

Data entry for 511 is completed IRIS. The data entry client is installed on computers at all three Districts, and staff at the respective TMCs use the interface to enter road conditions/controls, events - such as accidents parades etc, construction and work zone information. Construction, controls and event data is entered into Meridian via IRIS. Meridian servers are located in North Dakota. Weather data is generated external to NDOT and entered into the Meridian system. The information entered through IRIS populates the 511 phone system as well as the safe travel website and ClearPath email alerts and HARs. While IRIS has a search function, the design is poor and key archived information is not easily obtained.

4.2 FoxPro NNROC Log

One of the major issues in the duplication of effort in data entry is that a relatively old and inflexible FoxPro interface was developed and deployed to log phone calls and actions taken by the Ops-Center Staff. Traveler information events ultimately entered into the IRIS for 511 are also logged in the FoxPro system which is referred to simply as the Road Log.

4.3 CSS

CSS, developed by Kimley-Horn and Associates, is the primary freeway management system (FMS) used statewide. The CSS server is located in District 1, and modules are used in Districts 2 and 3 as well as partner agencies. All ITS equipment described in *Section 3; Data Sources* send data via fiber, microwave, wireless and other methods to the central server at the FAST TMC.

Most data entry to the CSS is made automatically, with data from various ITS devices brought back to the central server via fiber, wireless communication, dial up, and other methods. The CSS software has data entry capabilities, however the project team was advised that the CSS data entry interface is not used. Instead, a customized in-house interface was created, and is covered in the next section.

4.4 “FAST Dashboard”

Also called “Bergotti” based on the name of the server where it is housed, the FAST Dashboard is a system created entirely by resident engineer Gong Xie to provide to FAST operator’s greater flexibility in managing incidents and providing traveler information.

District 1 ITS field devices are commanded and controlled by FAST operators using this Dashboard, which has a map based operator interface and shows summary average speed on the covered roadways as well as other performance data for the roadway system in District 1.

A portion of the FAST Dashboard, available on the RTC website, is illustrated in Figure 5.

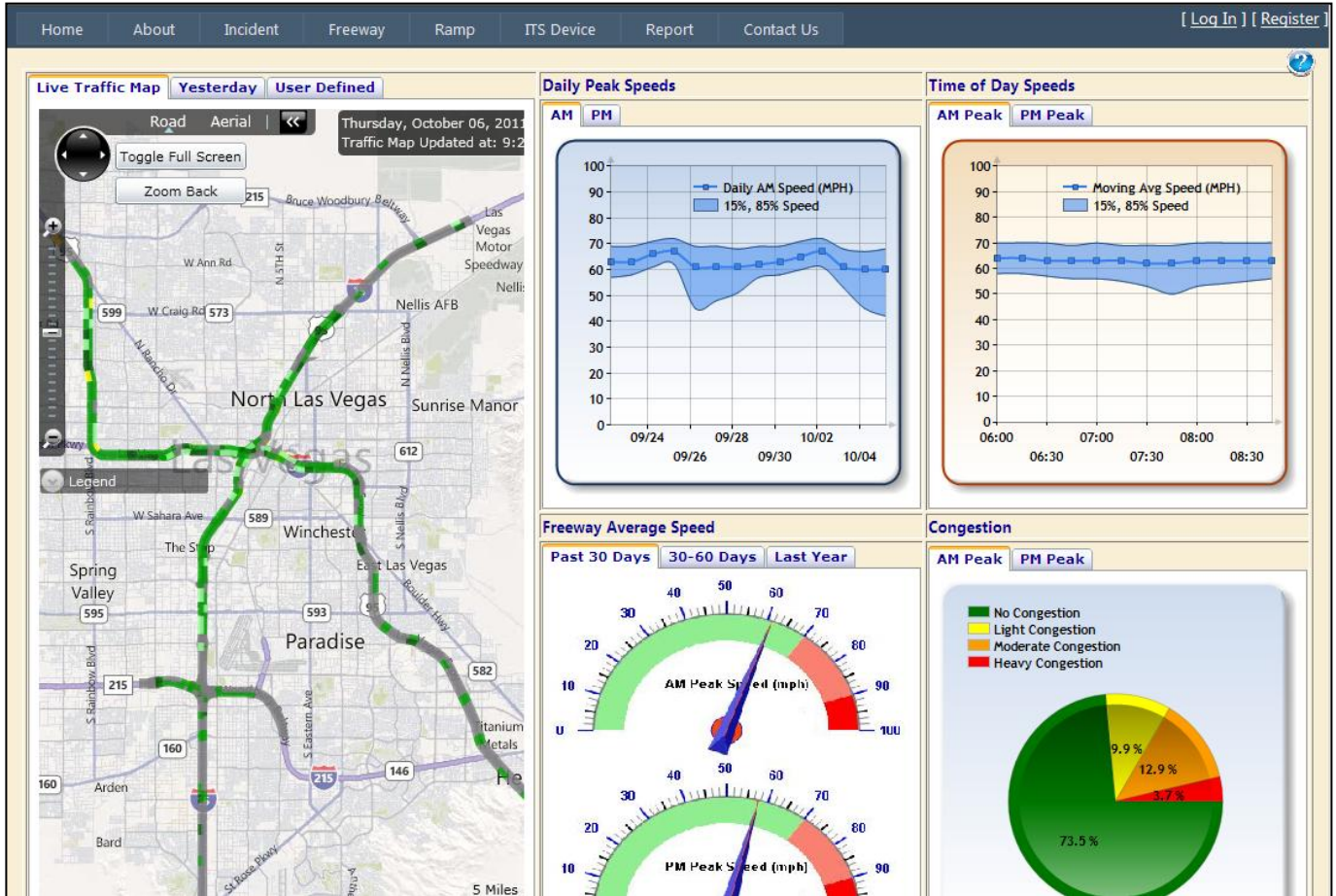


Figure 5 FAST Dashboard

5 Data Dissemination

5.1 511

Data dissemination of the information input into Meridian’s IRIS system in all three districts is achieved through the following channels and includes the following components: IVR, Website, and via “ClearPath” email and text alerts.

The interactive phone system is accessible by calling 877-687-6237 or 511 locally. Via phone, the system is capable of accepting both limited spoken and touchtone input. Using one or both inputs, the system offers callers traveler information in the categories of highway conditions, and backdoor phone numbers to reach 511 in neighboring states.

Online, 511 in Nevada is accessible by internet browser at <http://www.safetravelusa.com/nv/>. The website offers map and text-based traveler information, including road weather conditions, incidents, events, planned construction, atmospheric weather conditions, wind speed and temperatures, covering various roads in the state of Nevada.

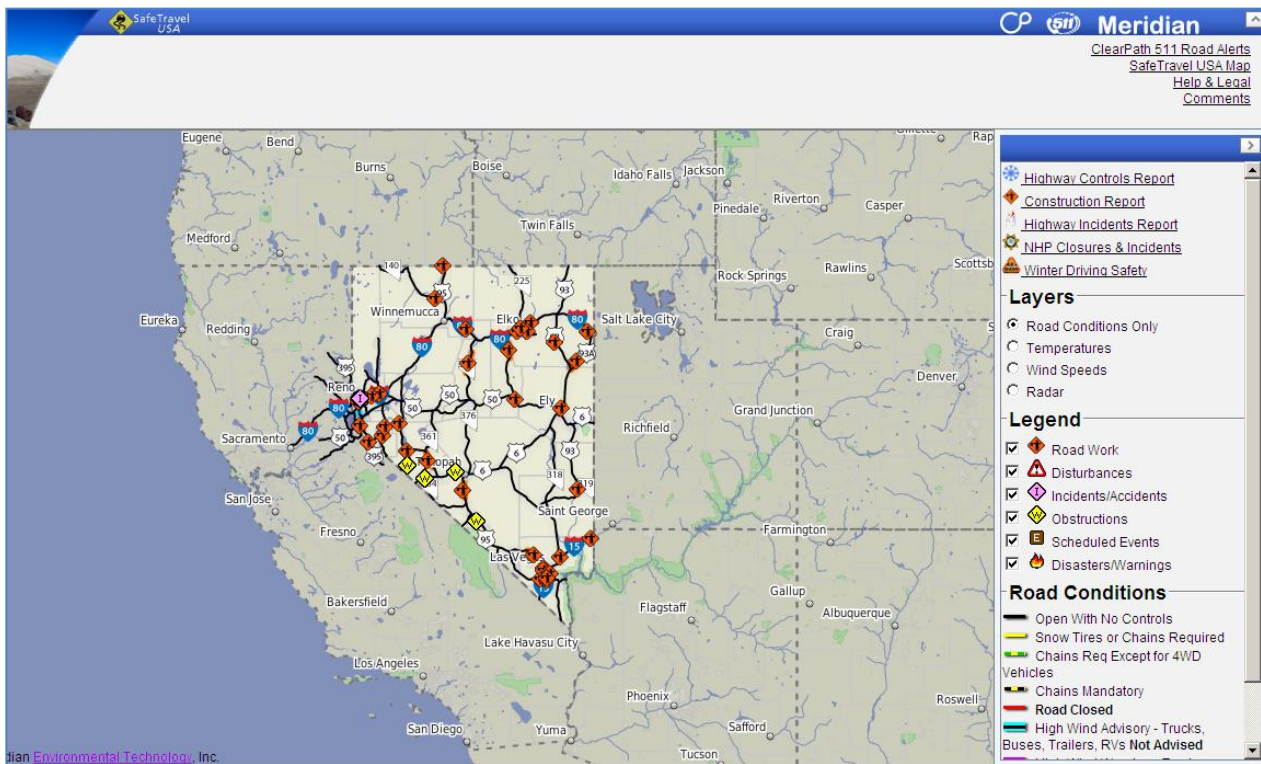


Figure 6 Nevada 511 Website Landing Page

Specific road conditions reported are:

- Highway Controls Report
- Construction Report
- Highway Incidents Report
- NHP Closures & Incidents
- Winter Driving Safety

The road conditions are displayed on the website as a map of the state of Nevada where the user can filter the data displayed on the map by:

- Road Conditions Only (note that road conditions along specific routes are reported based on route segments).
- Temperatures
- Wind Speeds
- Radar

The traveler information is provided through the following outlets:

- Voice Reports on 511 IVR phone system
- Text/Email messages based on subscription on 511 website
- Messaging for Personalized Alerting Service
- Messaging for State Twitter feed

RWIS data is also disseminated via the SafeTravel 511 website, accessible at <http://www.safetravelusa.com/nv/>. Two layers; “Wind Speed” and “Temperatures” are available for the user to toggle on and off, and provide weather information.

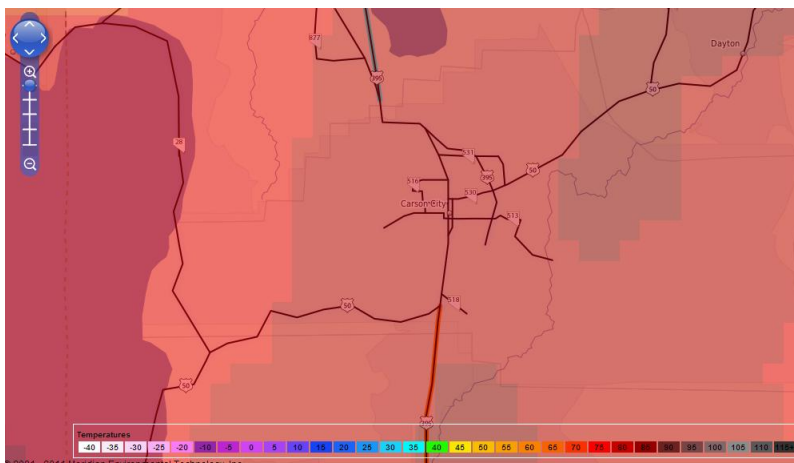


Figure 7 SafeTravel Website with Temperature Layer Enabled

5.2 DMS

DMS is used statewide to provide en-route travel and traffic conditions on both limited access highways and arterials. FAST in District 1 operates several DMS signs in the Las Vegas metro area. Data that feeds the DMS signs is generated in CSS, with operator input to write the exact messages that post to the signs.

Travel times are posted to Las Vegas DMS, as well as a few signs in District 2.

District 1 has over 100 Trailblazer signs operating on batteries which cover arterials in sections of Las Vegas. In District 1, the equipment data feed in the field comes to FAST through fiber, wireless and dial up connections. FAST shares this data feed with agencies such as the Las Vegas Police Department through a direct fiber connection.

District 1 has static Travel Time signs with dynamic time slots meaning the origin/destination pairs on the signs are permanent but the travel times are electronically displayed and change as the traffic conditions change.

5.3 HAR

Each NDOT district utilizes HAR to alert motorists of changing road conditions. A full inventory of HAR units statewide was conducted in 2008 and is available through the FAST office. District 1 in Las Vegas has three portable HAR systems that are deployed in support of large construction projects. District 2 has permanent HAR sites in Reno-Sparks, Carson City, Spooner Summit and Sand Harbor that are utilized for construction and weather advisories. District 3 currently operates eight permanent HAR sites in central and eastern Nevada along Interstate 80 to advise motorists of road and weather conditions.

District 2 has near-term plans to install 8 more HAR in rural areas utilizing newer hardware technology.

HAR messages can be generated using the FAST Dashboard interface, or manually in Districts 2 and 3 by creating voice messages that are converted into .wav files and downloaded to the appropriate unit.

5.4 NDOT Website

Nevada DOT maintains an agency website at <http://www.nevadadot.com/>. The website provides several links and deep links to the SafeTravel 511 website, but the NDOT website also provides unique traffic, weather and travel information. The output of the state's RWIS devices is available on this website, as per Figures 8 and 9.

On NDOT's website at <http://apps.nevadadot.com/RWIS/>, locations are viewable both by a text listing as well as a statewide map. The website allows users to view details of specific RWIS and filter by region of Nevada, Reno Area (North West Nevada), Elko Area (North East Nevada), and Las Vegas Area (Southern Nevada).

Station Name	Station Info	Gauge Display	Date / Time (pst)	Atmospheric Readings								
				Wind Speed (mph)	Wind Dir (compass)	Gust Speed (mph)	Gust Dir (compass)	Air Temp (°F)	Rel. Humid (%)	Dew Point (°F)	Rain? (y/n)	Rain Rate (in/hr)
180 - Battle Mountain			8/8/2011 12:30 PM	9.18	SSW	18.14	W	87.30	9	20.50		0
180 - Carlin Road EB			4/6/2011 7:19 PM					50	28	18.10		0
180 - Carlin Road WB			6/14/2011 4:46 PM					74.10	26	37		
180 - Carlin Tunnel EB			4/6/2011 7:18 PM	3.58	ESE	9.41	SW	50	27	17.60		0
180 - Carlin Tunnel WB			6/14/2011 9:45 AM	6.50	WSW	15.23	NNE	72.50	26	36.10		
180 - Elko West			7/27/2011 4:04 AM	1.12	N	2.91	E	46.80	42	25.20		0
180 - Emigrant Summit			8/8/2011 12:42 PM	4.03	S	13.44	NW	81.10	9	17.80		0
180 - Golconda Summit			8/8/2011 12:39 PM	11.20	WSW	17.02	WSW	84.90	10	22.80		0
180 - Halleck			8/8/2011 12:42 PM	2.46	WSW	8.96	NE	85.30	10	23		0
180 - Humboldt House			8/8/2011 12:43 PM	10.98	SSE	22.18	SW	87.60	11	25.90		0
180 - Moor/Wells Summit			8/30/2010 12:21 PM	7.17	SW	18.82	WNW	55	37	29.30	No	0

Figure 8 RWIS Text Display on NDOT Website

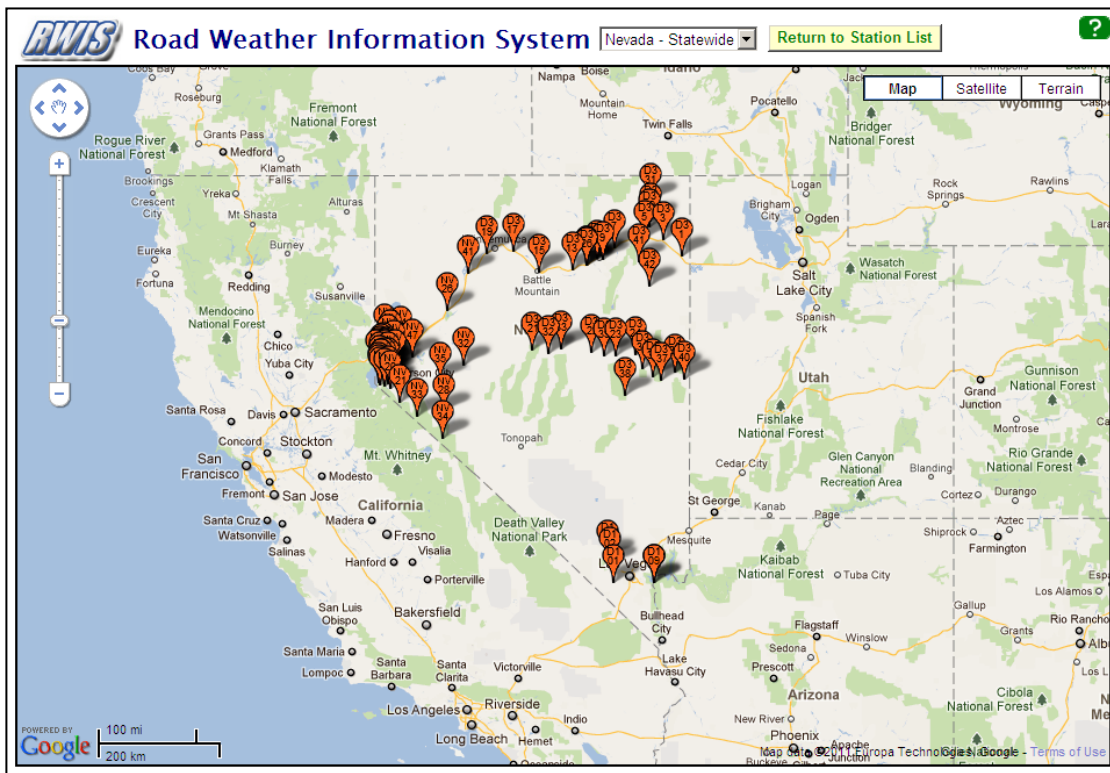


Figure 9 RWIS Map on NDOT Website

The NDOT website also offers a link to the Dashboard display of the RTC website, documented in the next section.

5.5 RTC Websites

The website of the RTC of Southern Nevada, accessible at <http://www.rtcsonthernnevada.com/> is a highly interactive website with a great deal of information about the RTC in general. In terms of traveler information, content can be divided into roadway and transit information. For transit, the website offers such information as an interactive transit stop locator, fares and schedules, and information about carpooling.

Roadway information is supported by data collected by the ITS equipment in southern Nevada that go to the CSS, as well as input from the FAST Dashboard. Available on RTC's website are travel times and a series of dashboards that illustrate historical speed and congestion data, as illustrated in Figure 10. In addition, the interface allows users to specify a time and date range, and see a graphical display of historical incidents during that range.

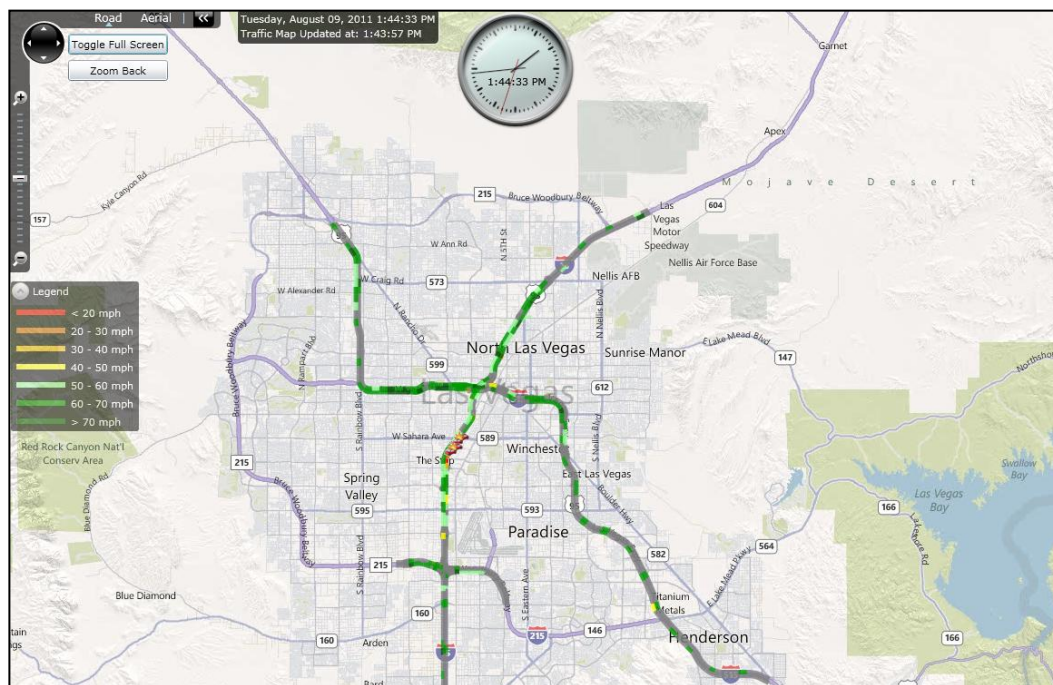


Figure 10 RTC Website Live Traffic Map

Traffic camera images, streaming video (where available), and DMS locations and the messages currently displayed are available on the RTC website. A list of ramp meter locations and an explanation of how ramp metering works can be found at the same website.

In addition to the Southern Nevada agency, RTC is also present in District 2 and has a separate website at <http://rtcwashoe.com/>. RTC in the northern regions manage 70 buses, and are currently developing a NextBus service for two routes. Currently, RTC in District 2 is developing a data feed intended for third parties and 511. The data feed is expected to be ready for developers in November, 2011.

5.6 Social Networking

NDOT maintains a traveler information Twitter feed, located online at <http://twitter.com/#!/nevadadot>. There users can follow NDOT to receive up to date traffic alerts statewide. Often NDOT's tweets direct users to access additional information by calling 511 or visiting the SafeTravel website. NDOT also maintains a Facebook page, accessible at <http://www.facebook.com/pages/Nevada-DOT/85863592889>.

5.7 Traveler Alerts

Both District 2 and 3 manually record Floodgate messages and provide the WAV files to the Meridian IRIS system located in North Dakota. Staff in District 1 use the "FAST Dashboard" interface to enter information that is sent to GovDelivery, who in turn provides email alerts to the public.

The 511 website offers users the ability to sign up for alerts on designated routes. The service is called "ClearPath 511" and is accessible at the following link: <http://www.safetravelusa.com/login/index.pl?destination=%2Fnv%2Fcp511%2F>. Users who sign up for email or text alerts receive a brief output from the IRIS system with information relevant to the routes for which they have signed up.

5.7.1 Links to Traveler Information Systems Related to NDOT

Other traveler information links outside of NDOT are available through the NDOT web sites and include:

- Public Transit
- Aviation
- Safety
- Maps
- Freeway Service Patrol
- Travel Nevada
- Las Vegas Freeway Travel Times: Interactive Dashboard
- Trucker Services (Over-Dimensional Vehicle Permits and Restrictions)

NDOT web sites also provide links to agencies and other sites that might be of interest to the traveling public. These sites available through the NDOT web pages include:

- Bicycle Nevada
- Walk Nevada
- Nevada Rail Plan
- Neighboring State Freeway Road Conditions for the following States:
 - California

- Oregon
- Idaho
- Utah
- Arizona