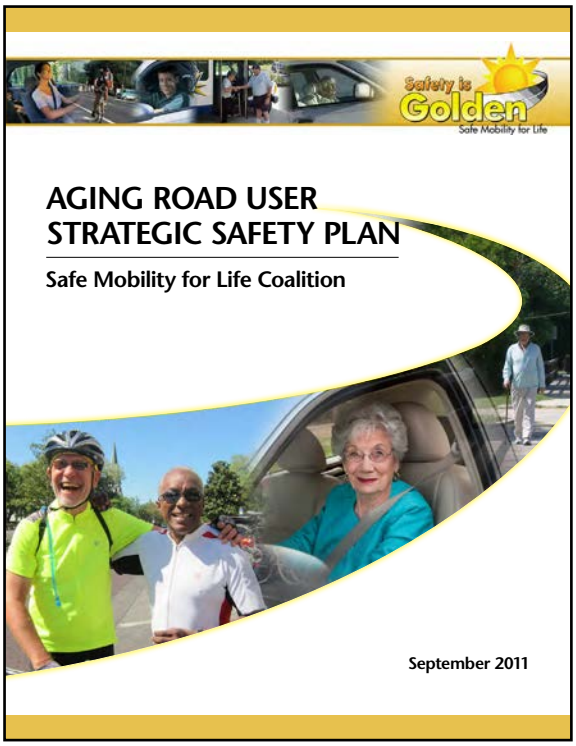
SUNGUIDE® DISSEMINATOR

Florida Department of Transportation's Traffic Engineering and Operations Newsletter

Conducting Human Factors Studies to Help Support Aging in Place

By Gail Holley, FDOT Traffic Engineering and Operations

When the Florida Department of Transportation began to make changes to our roadway system to compensate for the age-related changes to Florida's senior population, our decision was based on findings in the Transportation Research Board *Special Report 218: Transportation in an Aging Society: Improving Mobility and Safety for Older Persons*. Today, our Safe Mobility for Life Coalition continues to take the lead by incorporating research findings in our decision making as we work together to implement our strategic safety plan with a common goal to reduce the crash, injury, and fatality rates of our aging road users. Florida defines an aging road user as someone who is a driver, passenger, pedestrian, bicyclist, transit-rider, motorcyclists, or operator of non-motorized vehicles who is 50 years of age or older, with a special focus on the 65 years or older age group.



By now it is no surprise to know that Florida has one of the oldest state populations in the United States. According to U.S. Census figures for 2010, slightly over 17 percent of Florida's population is over the age of 65, compared to 13 percent for the rest of the nation. It is also projected that in 2030, over 27 percent of our population will be over the age of 65. In order to be ready for this "grey tsunami," we must plan and prepare our roadways and communities to support aging in place.

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For the past several years we have been working with Dr. Neil Charness and his team at Florida State University's College of Psychology to conduct both lab and field human factors studies to study both driver and pedestrian behavior in three different age groups; younger (21-35); middle (36-64); and older (65 and older). Results from the studies conducted will be used to develop or enhance our standards and guidelines as we implement the Aging in Place emphasis area in our *Aging Road User Strategic Safety Plan*.

Results from one of our human factors studies revealed that headlamp intensity (low versus high beams) produced different sign legibility resulting in a task for naming signs using both fluorescent sheeting and standard sheeting. Generally, accuracy was very high for older drivers (94 percent); however, they had a slight, but significant disadvantage compared to younger and middle-aged drivers (99 percent). For low beams, the fluorescent yellow sheeting was superior to the standard sheeting, providing a greater viewing distance of an additional 40 feet. For high beams, the two different sheeting types were equivalent in terms of viewing distance (and equivalent to that of fluorescent sheeting at low beam intensity). The expected age differences were found with younger drivers, who were able to identify the sign information at a greater distance than the middle-aged and older drivers, who did not differ. The study concluded that warning signs with fluorescent sheeting are preferred to those with standard sheeting for better visibility at night, assuming that drivers are likely to be using low beams as their preferred night driving mode. Since low beams seem more likely to be used in urban environments at night and high beams in rural settings, it may be best to deploy fluorescent sheeting signs in urban environments.

We are currently proposing to modify the *Traffic Engineering Manual* to address the findings of this study. The Safe Mobility for Life Coalition also plans to enhance opportunities to educate aging drivers on high and low beams into our outreach materials. This study is just one of many human factors studies we have completed or are currently under experimentation. If you are interested in learning more, completed reports and findings are posted online at www.SafeandMobileSeniors.org/Roadway.htm when they become available.

For information, view www.SafeandMobileSeniors.org/FloridaCoalition.htm, or contact Ms. Holley at (850) 410-5414 or email to Gail.Holley@dot.state.fl.us.

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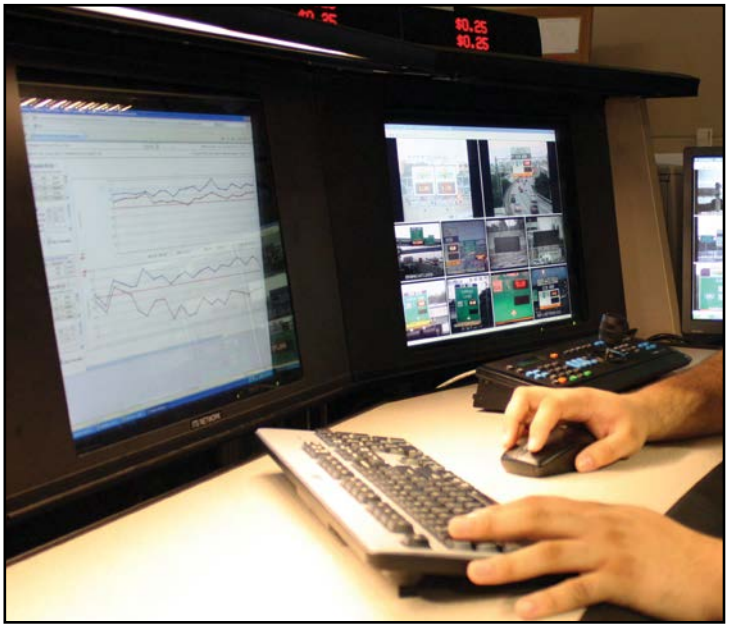
District Six Enhances Operations and Improves Traffic Conditions During Fiscal Year 2011/2012

By Javier Rodriguez, FDOT District Six

The Florida Department of Transportation District Six Intelligent Transportation Systems (ITS) Program continued moving forward with its goal of optimizing operations to improve traffic conditions during fiscal year 2011/2012 (FY 11/12). District Six implemented new service contracts, enhanced software applications, and established new initiatives to improve efficiency. As a result of their efforts, District Six reduced average roadway clearance times to 27.5 minutes, which is an 8.3 percent improvement compared to the last fiscal year. This improvement yielded a benefit to the public of approximately $36.04 for every dollar invested.

To achieve these results, District Six assessed internal operations and improved existing procedures. They enhanced the Operations Task Manager (OTM) software with several modules to increase efficiency. These included the General Log and ITS Maintenance Modules as well as the Roadway Playlist feature. They also upgraded radio communications to the 800 MHz Statewide Law Enforcement Radio System and procured a new automatic vehicle locator contract to improve field coordination with emergency responders and Road Ranger service patrols. These improvements allowed transportation management center (TMC) operators to be more proactive in their incident management and detection efforts. As a result,



TMC operators are more proactive in their incident management and detection efforts.

they managed 3,000 more lane blocking events compared to the last fiscal year (13,000 events total).The District's Road Rangers also provided more than 71,000 assists in FY 11/12 (a 5 percent increase over the last fiscal year).

The ITS Program's traveler information efforts were another contributing factor to this success. ITS Program staff coordinated with partner agencies and construction project teams to enact a comprehensive messaging plan that covered all active events. This close coordination led TMC operators to post 97 percent more messages on the District's dynamic message signs. This improvement, coupled with the alerts posted on FL511, Florida's traveler information system, helped drivers stay informed on the District's roadway conditions and contributed to reduced clearance times.

This combination of operational improvements helped promote the benefits delivered to the public in FY11/12. These enhancements also sustained the District's 95 Express Project and are helping promoting the ITS Program's overall benefits. As a result of these improvements, the District was recognized by the Intelligent Transportation Society of America as well as by the Intelligent Transportation Society of Florida during the World Congress on Intelligent Transportation Systems in October 2011 for its outstanding contributions to the ITS Program.

For information, please contact Mr. Rodriguez at (305) 407-5341 or e-mail to Javier.Rodriguez2@dot.state.fl.us.

* * * *

Moment of Humor!

Dad ~ When are you going to upgrade that old brick phone?

Florida's Turnpike Signing Improvements to Aid Incident Response

By Carolyn Perry, Florida's Turnpike TMC Operations

In an effort to improve Florida's Turnpike Enterprise's (FTE) incident management effectiveness, two recent projects involved implementation of additional hydrant accessibility markers and enhanced milepost signs along the roadway.

The utilization of sound walls is effective in minimizing noise pollution in neighboring residential areas. However, these structures have presented a challenge by limiting the ability of the fire department to quickly and efficiently locate fire hydrants in adjacent communities.

To alleviate potential delays in fire hydrant access, FTE has incorporated signs to assist in locating fire hydrants in nearby neighborhoods.

Continued on next page...

Hydrant accessibility marker.

Location reference marker.

These signs are located on the sound walls near small access holes designated for hoses covered by a plastic material. The hydrant location signs are reflective, visible from the roadway, and accompanied by a cluster of reflective pavement markers installed on the roadway shoulder.

FTE Traffic Operations coordinated closely with the Tamarac Fire Department to identify the corresponding locations between Atlantic Boulevard and Sunrise Boulevard along the Turnpike mainline as well as on the northbound Sawgrass Expressway/Toll 869 between Commercial Boulevard and Atlantic Boulevard. Installed as a part of the Mainline Broward Widening Project, these signs will ultimately aid fire rescue in locating fire hydrant access within sound walls, essentially expediting incident response in Broward County on the Turnpike Mainline and Sawgrass Expressway.

In addition to the hydrant accessibility markers, there has been a similarly crucial concern in traffic incident management detection efforts on other parts of the Turnpike system. Identifying the location of motorists who need assistance by using closed-circuit television surveillance is a significant disadvantage when motorists are unaware of their precise location.

FTE's Roadway Maintenance has installed enhanced location reference markers every half mile on the Mainline northbound and southbound between West Palm Beach and Kissimmee (milepost 88 to 236). The new markers also confirm for motorists that they are on Florida's Turnpike and the direction that they are traveling. Instead of milepost references being every mile, motorists will be able to convey reference points closer to their incident site. The new reference markers will also provide a benefit in times of any storm or emergency evacuation activities that FTE may be supporting. With more immediate and detailed location information, emergency or highway operations resources can respond more effectively, thus minimizing delay.

This initiative is in line with the Federal Highway Administration's Office of Operations, which has identified "frequent or enhanced roadway reference markers… (used) to support accurate identification of incident location by motorists or response personnel" as one of the best practice tools and strategies enhancing traffic incident management efforts in detection and verification. Safety is FTE's priority, and this supplementary resource will facilitate motorists and first responders to accurately pinpoint their location.

For information, please contact Mr. Michael Washburn at (954) 934-1621 or e-mail to Michael.Washburn@dot.state.fl.us.

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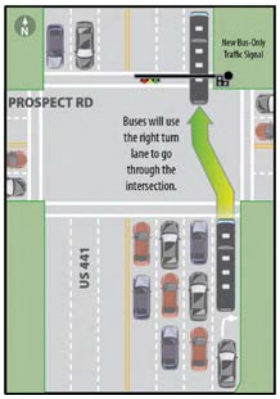
Bus Queue Jumpers for Broward County Transit Pilot Project

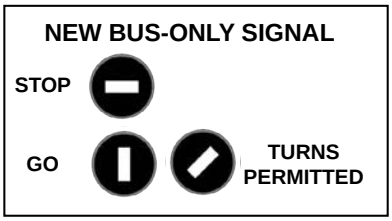
By Marjorie Hilaire, FDOT Office of Modal Development, and Jonathan M. Overton, District Traffic Management Systems Engineer

Florida Department of Transportation District Four recognized the importance of transit mobility and started to align objectives with the transit focused Metropolitan Planning Organizations (MPO) *2035 Long Range Transportation Plan*. Considering this new direction prescribed by our partnership with the MPOs and the transit agencies, a pilot project was conceptualized as a preliminary step to serve as a proof-of-concept test for operating bus queue jumpers for Broward County Transit (BCT) express and limited-stop bus routes and to gauge all the implications of applying this technology on a state road.



Intersection diagram with bus queue jumpers

Long traffic queues at an intersection usually stem from traffic congestion and become a hindrance to transit mobility along an arterial. Bus queue jumping is an intelligent transportation systems (ITS) means that was identified through traffic simulation and national implementation to be helpful in reducing delay and improving bus schedule adherence. The concept helps to minimize bus delay by buses using right turn lanes and special signal phases to bypass the traffic queue at intersections.



At the US 441 and Prospect Road intersection, transit vehicles can use the northbound right turn lane to proceed with a northbound through movement before the vehicular queue in the adjacent lanes. Light rail transit signal displays, transit priority equipment, and signal controller modifications have been designed consistent with the *Manual on Uniform Traffic Control Devices* (*MUTCD*) to provide a special phasing with 6 to 10 seconds allowing transit vehicles to move ahead of standing queues of northbound through traffic. Some of the features of the intersection that support the concept include a long northbound right turn lane and no far side bus stop.

After deployment, a performance assessment test will be conducted consisting of a "before and after study "covering a two-week period. The study will report general observations, traffic queue length, bus delay, and traffic signal phase failures for the peak-hours of the bus signal operation.

This project presented unique challenges from concept to construction because this transit priority strategy has never been implemented on a Florida state road. Fortunately, all the stakeholders involved, acknowledged the importance of using ITS to efficiently manage our transportation system and collaborated to overcome those challenges. More transit focused projects soon to be deployed in District Four include the Broward Boulevard transit mobility project featuring bus queue jumpers at three other intersections and Downtown Fort Lauderdale's planned streetcar system, know as the Wave.

For information, please contact Ms. Hilaire at Marjorie.Hilaire@dot.state.fl.us. or Mr. Overton at Jonathan.Overton@dot.state.fl.us

* * * *

Systems Engineering for Intelligent Transportation Systems Workshop

By Gene Glotzbach, FDOT Traffic Engineering and Operations

The Florida Department of Transportation (FDOT) hosted three the Federal Highway Administration (FHWA)-sponsored Systems Engineering Workshops around the state in September to provide systems engineering training. These workshops were a tag team effort with Dr. Rob Jaffe (ConSysTec) and Emiliano Lopez (FHWA) providing the primary training. David Binkley (Locheed Martin) was the facilitator for the workshops.

Why do Systems Engineering?

Federal regulations require projects to go through a systems engineering process if they utilize federal funds. But aside from the fact that it is required, it is a good idea and can reduce the problems faced when implementing complex systems. Research by the Standish Group International indicated that for information technology projects, the success rate in 2004 was only 34 percent. From a project level, success was measured as being completed within budget, on time, and with all the functionality delivered. Unfortunately, the success rate on technology-based projects seems to be poor based on the review of projects by the Standish Group International.

What is Systems Engineering?

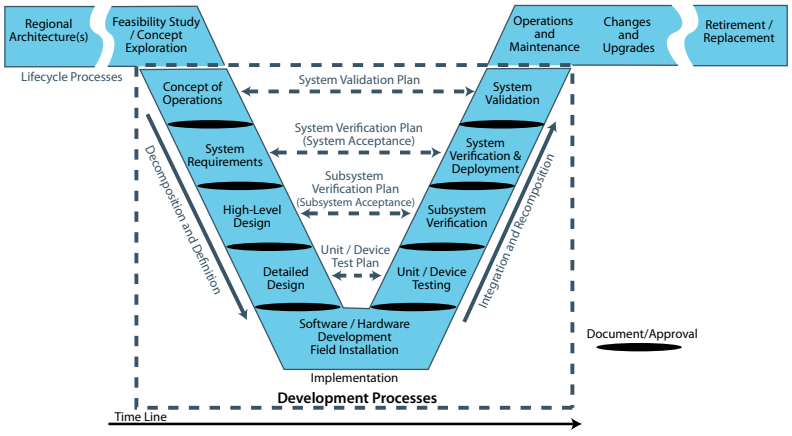
From information provided at the workshop, systems engineering is an **inter-disciplinary approach** and a means to enable the realization of successful systems. Systems engineering focuses on defining customer needs and required functionality early in the development cycle, documenting requirements, and then proceeding with design, implementation, and system validation. The benefits of using systems engineering are the reduction of risk regarding schedule and cost overruns, increased likelihood that implementation will meet the user's needs, improved stakeholder participation, more adaptable and resilient systems, verification of functionality and fewer defects, higher level of reuse, and better documentation.

The workshops were held in Tallahassee on September 11 and 12, Orlando on September 17 and 18, and Pompano Beach on September 20 and 21. The workshop used the *Systems Engineering for Intelligent Transportation Systems Handbook*, which can be found at http://ops.fhwa.dot.gov/publications/seitsguide/index.htm, as a primary reference. The workshop provided information needed to apply general systems engineering guidance to an organization and project delivery process. The workshop moved participants from general concepts to the specifics of how systems engineering is being used for actual transportation projects.

FDOT has always utilized a systems engineering-like process in its deployment of intelligent transportation

Continued on next page...

systems. The workshop did a good job of tying all the elements of system engineering together and distinguished between low- and high-risk projects. With low risk projects, performance of products and materials are well understood; requirements are well defined; technology is proven; and designs are well documented. This process follows a more traditional design that is characterized by the elements of planning; preliminary engineering; plans, specifications, and estimates (PS&E); construction; project closeout; and operations and maintenance.



The "V" process.

However, the workshop concentrated on high-risk projects, where systems engineering follows the "V" process. The left side of the "V" would equate to planning, preliminary engineering, and PS&E of the traditional design process and encompass the development of the feasibility study, concept of operations, development of systems requirements, and high-level and detailed design. The right side of the "V" would equate to construction, closeout, and operations and maintenance of the traditional design process and encompass software/hardware development, testing, verification and validation, and operations and maintenance. The workshop participants were walked through the "V" process element by element, and although many in the workshop were familiar with the "V" process, it was a good refresher.

The workshop also covered activities described as crosscutting. These activities, although not directly alluded to in the "V" process, are necessary for the successful completion of a complex project. These activities are project management, configuration management, traceability, and risk management. The workshop discussed planning activities and development of metrics to monitor the project progress; the importance of configuration management to control change; traceability and the need to link requirements to needs; and lastly, the need to establish the project risks in order to avoid and mitigate those risks that can't be avoided early on.

The workshop was very good and well worth attending. One theme the workshop covered, which is worth mentioning, is that FHWA recognizes that all projects are not alike and vary in size and complexity. The systems engineering effort can be tailored to be commensurate with the size and complexity of the project. This allows the project developers the latitude to tailor their systems engineering effort to only that needed for the project.

For information, please contact Mr. Glotzbach at (850) 410-5616 or email Gene.Glotzbach@dot.state.fl.us.

* * * *

FDOT's Container Number Database Project – Providing Benefits to CVISN

By Paul Clark, FDOT Traffic Engineering and Operations

As the Florida Department of Transportation's (FDOT) Commercial Vehicle Information Systems and Networks (CVISN) program manager, I have the opportunity to work with a great group of stakeholders with the same goal of improving safety on our roadways with the focus on commercial vehicles. The CVISN program supports the Federal Motor Carrier Safety Administration's goals by focusing safety enforcement on high-risk operators; integrating systems to improve the accuracy, integrity, and verifiability of credentials; improving efficiency through electronic screening of commercial vehicles; and enabling online application and issuance of credentials.

One of our on-going projects, the container number database, will provide an additional deployment to further enhance the Florida Department of Agriculture and Consumers Services (DACS) license plate reader (LPR)/ container number reader system and FDOT's remotely operated compliance station system. In the original project, funded by the Department of Homeland Security, the DACS LPR system added the capability to read container numbers. This information had been maintained by DACS, but there was no container number database against which other agencies could query the captured container numbers. Currently the container number is being run against the DACS be-on-the-lookout (BOLO) list, the National Crime Information Center, and the Florida Crime Information Center databases to check for criminal activity.

The existing system photographs the front truck tag, the container number (if there is one), and either the driver or the driver side of the vehicle. Optical character recognition is done on the tag/container at the local station site, and that information is sent to the server in Tallahassee along with other data containing the date, time, station, and originating lane. When the data reaches the DACS server, it is checked against an Agricultural Law Enforcement BOLO list. If there is no entry in the BOLO list, then the tag/container number is sent to Florida Department of Law Enforcement via a dedicated circuit. If a hit occurs, the system sends an alert to the officer at the originating site, and the officer is asked to verify by sight that the tag number and the photograph of the tag are in fact the same (same numbers, correct state, etc.).

The container number database project will be a database system that stores commercial vehicle identification numbers (CVIDN), including container numbers, license plate numbers, and United States Department of Transportation (USDOT) numbers read at FDOT weight stations and DACS agricultural interdiction stations. It will provide retrieval and display of this data to users authorized by FDOT's Commercial Vehicle Operations (CVO) Program.

Another portion of the effort will be to provide a software solution for querying the USDOT's Performance and Registration Information Systems Management (PRISM) database for out-of-service vehicles. The FDOT CVO Program is coordinating this joint effort with the Florida DACS and the FDOT Motor Carrier Size and Weight (MCSAW) offices to design, build, and operate a database and a software application to query the PRISM system. The container number database will:

- Receive CVIDNs, including license plate numbers, USDOT numbers, and container numbers read from the Florida DACS and MCSAW systems;
- Store the CVIDNs into a database;
- Provide a query interface along with a tabular and graphical display of the query results on a map;
- Query the federal PRISM database for a daily out-of-service watch list;
- Provide a software interface that can be used at local weigh stations to determine if the vehicle is out-of-service; and
- Notify the weigh station operator of the observed out-of-service vehicle via a graphical user interface.

The database will also allow users to query container numbers and ancillary data, and develop software for tracking the container movements and presenting this data graphically. Ancillary data will include location of the container and a time-stamp. This information will show how containers move from one point to the next in the state, providing a graphical representation of container movements. In the future, interaction with the PRISM system could provide information on how commodities are transported and the routes they take for planning purposes. Additional capabilities for the container reader system will involve links to other databases, such as Florida's Electronic Freight Theft Management System, to check for stolen cargo activity and aid recovery.

While the container number database project is just getting started, the future benefits are evident. The completion will enhance Florida's ability to determine if a carrier is out of service, has unpaid citations, or if the container has been identified as stolen cargo and so on. All while helping the state simplify operations, improve efficiency and freight mobility, and improving security.

For information, please contact Mr. Clark at (850) 410-5607 or email Paul.Clark@dot.state.fl.us.

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District Four: Transportation Management Academy

By Daniel Smith, FDOT District Four

It was "back to school" in September for five members of the Florida Department of Transportation (FDOT) District Four Intelligent Transportation Systems (ITS) Unit who participated in the second Transportation Management Academy. The first-of-its-kind in Florida training program provided a comprehensive insight to incident management, traffic engineering, roles of partner agencies, and ITS developments with the objective of improving job performance and providing better customer service.

Eric Andert, Broward County Traffic Engineering Sign Shop Supervisor, addresses the Transportation Management Academy students on the art of street sign production.

A number of disciplines within the ITS Unit were represented by the "students," including project administration, severe incident response vehicle (SIRV) and traffic incident management programs, and transportation management center (TMC) operations. The two-week curriculum included both classroom work and outside field trips.

Students had the opportunity to engage in informative question and answer sessions with Mark Plass, District Four Traffic Operations Engineer, and Florida Highway Patrol Troop L Sgt. Mark Wysocky. They learned about active traffic management and received an introduction to transportation systems management and operations (TSM&O) and upcoming TSM&O projects in District Four. Florida International University (FIU) associate professor Dr. Mohammed Hadi provided a unique presentation on "ITS for the non-engineer."

Field trips took the students to FIU's Lehman Center for Transportation Research; the Broward County Emergency Operations Center; the Broward Sheriff's Office 911 Communications Center; the City of Boca Raton Traffic Management Center; and the Broward County Traffic Engineering sign shop. They visited the District Six SunGuide® TMC and had the opportunity to view I-95 Express Lanes operations, which will be coming to District Four in 2014.

As part of the comprehensive learning activities, the students completed the FDOT maintenance of traffic (MOT) course; participated in MOT tabletop exercises; viewed demonstrations by the District Four Road Ranger service patrol and SIRV team and spent time with an ITS maintenance crew in the field.

Tom Dickson, District Four SIRV Manager, demonstrates tabletop TIM scenario. Students are then tasked with solving the traffic problem.

In their evaluation of the program, students indicated the academy gave them a better understanding of the SunGuide software, the statewide traffic management software, and the functions of the various ITS devices along the interstates. They also said they learned more about the roles and responsibilities of Road Rangers and SIRV in the incident management process.

TMC managers hope this initiative will provide with confidence to make sound and competent decisions during out-of-the-ordinary events as well as a better understanding of the partnerships needed to develop a strong operations program.

Students from the Transportation Management Academy pose in the Broward Emergency Operations Center press room. The Broward Emergency Operations Center develops emergency planning, response, mitigation and recovery activity for Broward County.

For information, please contact Mr. Smith at (954) 847-2785 or email Daniel.Smith@dot.state.fl.us.

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Editorial Corner: Florida's Guide for Aging Drivers

By Gail Holley, FDOT Traffic Engineering and Operations

Do You Consider Yourself to be a Safe Driver?

What about in three or five years? Most people experience a steady decline in some of the skills needed to safely drive as they get older; however, these changes do not affect all drivers at the same age or in the same way. It is important for everyone to understand the impact that aging can have on their driving and learn the warning signs and resources that are available to help make the transition when driving may no longer be a safe option.

Florida's Guide for Aging Drivers is a handy book available at no cost to senior drivers, compliments of the Florida Safe Mobility for Life Coalition (Coalition). The Coalition is a group comprised of professionals from 28 organizations who created the guide to give aging drivers a comprehensive resource with the most up-to-date information available.

What Kind of Information Will You Find in this Guide?

You will find safe driving tips, warning signs, licensing information, lists of resources to keep you safe while driving, and community contacts for every county in the state to help prepare for retirement from driving. Basically, the guide offers just about everything an aging driver needs to be more proactive about staying safe on the road. This book is a printed version of the information that is already available on the web site at www.SafeandMobileSeniors.org, and is just the right size for the car's glove box.

If you are interested in staying safe and mobile and would like a copy of the guide, please write:

Safe Mobility for Life Resource Center
636 West Call Street
Tallahassee, FL 32306
Email: safe-mobility-for-life@fsu.edu

The Safe Mobility for Life Coalition is working hard to help aging drivers strike a balance between safety and the mobility needs for independence. We hope that users of the guide will take the time to consider their driving abilities, take steps to improve their driving skills, explore other transportation options, if needed, and start making a plan for retirement from driving if it becomes necessary in the future to remain active and engaged in their communities.

For information, please contact Ms. Holley at (850) 410-5414 or email to Gail.Holley@dot.state.fl.us.

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Word Challenge Answer

Don't go BATTY! Avoid congestion by checking FL511. Know before you go.

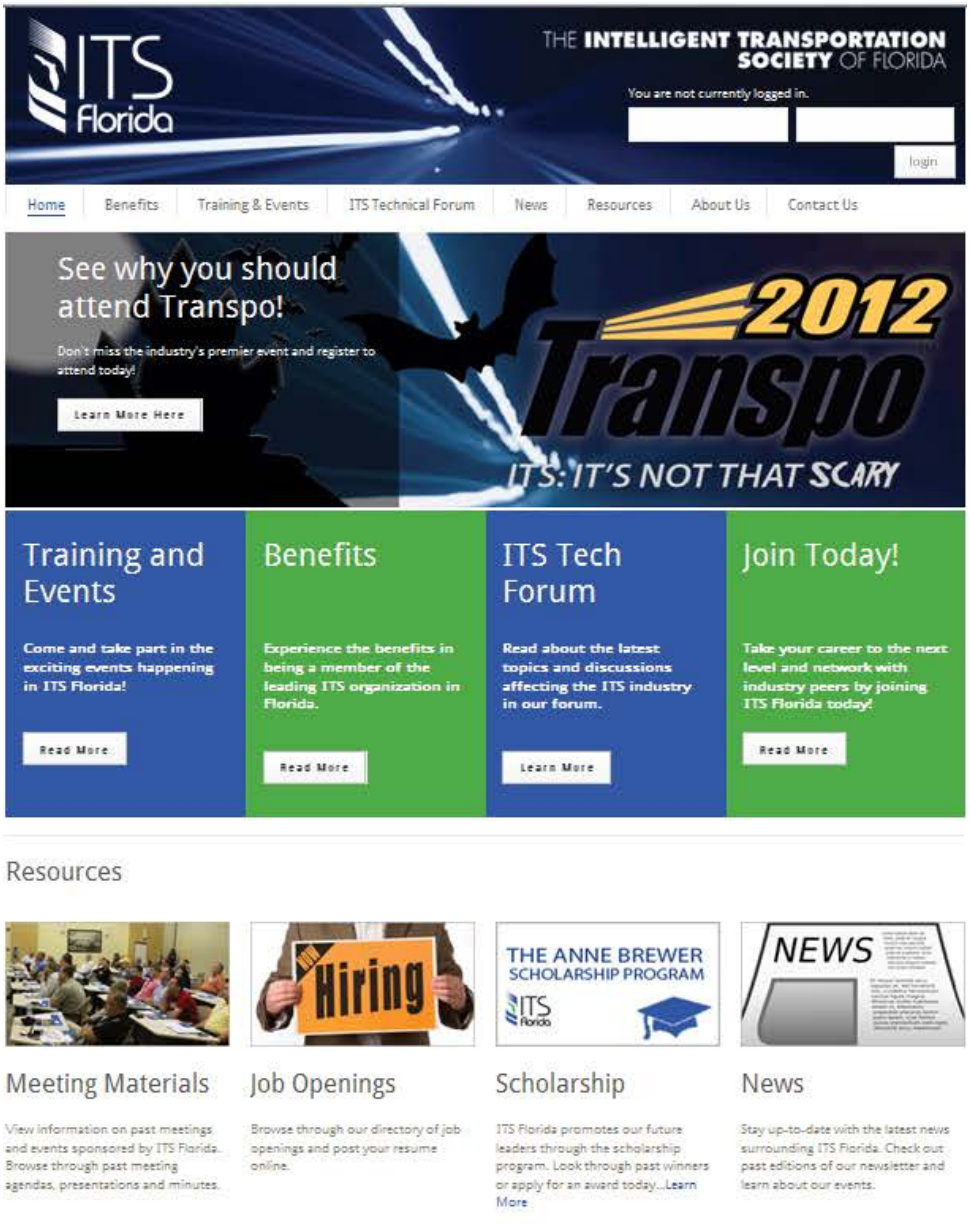
OPERATIONAL
BUS
FIRE HYDRANT
DATABASE

ITS Florida Re-Launches Web Site!

By Alicia Torrez, ITS Florida Member

The Intelligent Transportation Society of Florida (ITS Florida) is revamping its web site just in time for Transpo 2012.

The site has been redesigned with a new look and feel to reflect the organization's mission of advancing industry growth through its people and members. The new site retained some of the design elements from the previous version, such as the logo and banner, but refreshed the overall look with new concepts and features to reenergize user experience.



The site features an ITS Technical forum to serve as an information hub where group leaders and members can discuss the latest topics impacting the industry today. This may be used to explore lessons learned on past projects or raise awareness for new services. The site also more prominently features a "Training & Events" section to promote participation in the society's sponsored events. If users miss an event, they can still remain up-to-date on what happened by accessing meeting minutes, presentations, and agendas under the site's "Meeting Materials" section. Visitors can also monitor and post employment opportunities through the "Job Openings" feature, read past news items, and communicate with current organization members.

The new ITS Florida web site will be updated regularly to showcase all of the organization's latest news and events. New sections may be added in the future, so visit www.itsflorida.net and become a member today!

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SunGuide® Disseminator Word Challenge

Don't go □□□□□!

Avoid congestion by checking FL511. Know before you go.

L A T O N R E I P O A

□□□□□□□□□□□□

District Six made these types of improvements to promote benefits to the public.

R E I F T A N D H Y R

□□□□ □□□□□□□□

Florida Turnpike placed signs in sound walls to facilitate locating these.

U B S

□□□

District Four is implementing a proof-of-concept test for this vehicle.

S A D A T E B S

□□□□□□□□

FDOT CVISN Program is enhancing this for container numbers.

Unscramble the letters to complete the word for the clue found under the boxes.
Use the letters in the red circles to complete the final puzzle.
The answers can be found on the page 9.

Inside the TERL

By Jeff Morgan, FDOT Traffic Engineering and Operations

The Florida Department of Transportation (FDOT) Traffic Engineering Research Lab (TERL) continually evaluates and adds new products to the FDOT Approved Product List (APL). Since May 2012, a number of approvals have been issued, including the following:

- The CX06 Series surge protective device (SPD) from Emerson Network Power became the first video SPD to be approved and listed on the FDOT APL. The TERL also approved and listed the Emerson Network Power SHA-1230FS-T SPD for 120V controller cabinet applications.
- The VideoTrak IQ Series video vehicle detection system from Peek Traffic Corporation was approved and added to the APL.
- The Road Spot 320 Series in-roadway light system from Spot Devices was approved and added to the APL.
- Two types of SpeedCheck electronic warning signs, an advisory speed limit sign and a slow down alert sign, from Information Display Company were approved and added to the APL.
- Multiple cabinet assemblies from RTC Manufacturing were approved and added to the APL.
- Retroreflective traffic signal backplates from Temple, Inc. were approved and added to the APL.
- Several DuraLight model traffic signals from TraStar, Inc. were approved and added to the APL.
- The PTL2.4x portable traffic signal for work zone use from North America Traffic, Inc. was approved and added to the APL.

Continued on next page...

- Several Sky Bracket sign, signal, and camera mounts from Sky Bracket (Olson Aluminum Castings) were approved and added to the APL.
- The VMS-136 Series front-access dynamic message signs from Ledstar, Inc. (full-color and monochrome) were approved and added to the APL.
- The i5110-D video decoder from Impath Networks, Ltd. was approved and added to the APL.
- The VM-1020 Series embedded dynamic message signs from Daktronics (white, amber, and tri-color) were approved and added to the APL.
- Retroreflective traffic signal backplates from Econolite were approved and added to the APL.
- Traffic signal and sign mounting hardware from Cost Cast, Inc. was approved and added to the APL.

Congratulations to these companies!

For information, please contact Mr. Morgan at (850) 921-7354 or email to Jeffrey.Morgan@dot.state.fl.us.

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FDOT Traffic Engineering and Operations Mission and Vision Statements

Mission:
Provide leadership and serve as a catalyst in becoming the national leader in mobility.

Vision:
Provide support and expertise in the application of Traffic Engineering principles and practices to improve safety and mobility.

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