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The *SunGuide Disseminator*
is a publication of:

Florida Department of Transportation (FDOT)
Traffic Engineering and Operations Office
605 Suwannee Street, M.S. 90
Tallahassee, Florida 32399-0450

August 2005 Edition

[Link to Florida's Statewide ITS
General Consultant](#)

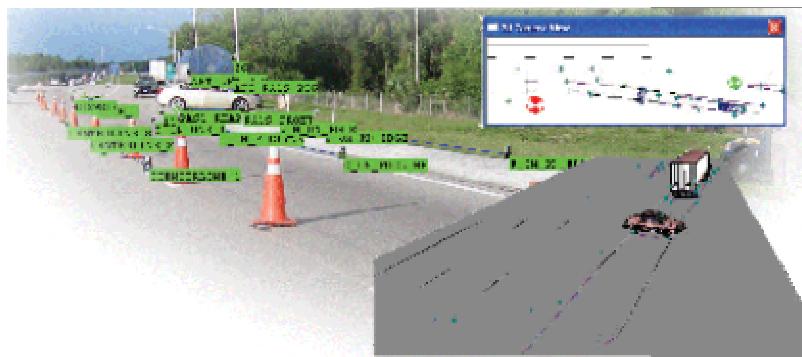
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Traffic Incident Management—A Picture is Worth—Less Delay?

I recently started working as FDOT's Statewide Traffic Incident Management Program Manager and, boy, has the learning curve been steep. I have been traveling the state and attending different meetings trying to determine ways to help lessen the effects of nonrecurring incidents statewide. The research shows that approximately 25 percent of roadway congestion is caused by what is classified as nonrecurring congestion (crashes and disabled vehicles), and in some areas in the state this percentage is even higher.

One of the ways to help lessen congestion when an incident occurs is to limit the time on-scene. This is a difficult task, especially when dealing with a traffic fatality. Law enforcement officers must ensure that they have all of the critical measurements and data needed to provide a thorough and accurate investigation. It takes time for officers to gather this information, and during this time you have the possibility of secondary crashes due to lane closures for these investigations.

Recently, 13 Florida Highway Patrol (FHP) officers, assigned to Traffic Homicide statewide sections, came to Tallahassee and participated in a 2-week train-the-trainer class to help lessen the time on-scene during incidents. They were trained on how to use iWitness, a photogrammetry-based software.



iWitness is an image-based, 3-dimensional (3-D) measurement software used for accident reconstruction. It uses a digital camera to create accurate 3-D measurements that allow for object modeling. The officer in the field takes overlapping pictures of the

accident scene from different angles. Once back in the office, the officer imports the photos into the iWitness software, marks the same overlapping image locations in two or more photos, and iWitness processes the 3-D modeled points and lines. Okay, it's a little more complicated than that, but you get the idea.

But what iWitness really does is cut down the on-scene time for officers, allowing the roadway to be cleared at a much faster rate; thereby, lessening congestion. Here are some additional benefits:

- Improves officer safety
- Reduces roadway closure times

- Reduces secondary collisions
- Improves the quality of investigations
- Enhances the database for future mapping
- Reduces cost (equipment and manpower)
- Reduces incident-related congestion
- Improves response and clearance times
- Improves traffic flow and air quality
- Decreases the economic impacts of incidents
- Improves overall safety



FHP has plans to train 193 officers statewide in the use of iWitness and photogrammetry. The training begins in July 2005. What this means to motorists in the state is faster processing of traffic homicides and less congestion on the roadways.

This article was provided by Paul Clark, FDOT Traffic Engineering and Operations, Traffic Incident Management Section. For more information, please contact Mr. Clark at (850) 410-5631 or email Paul.Clark@dot.state.fl.us. If you would like additional information on iWitness software, visit their Web site at www.iwitnesphoto.com. Also, thanks to Jennifer Heller with FDOT District Five and Sergeant Steve Ashburn with FHP for their contributions to this article.

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Cingular Sensational Faux Pas

The devil is in the details...

And with 511 there certainly are a lot of details!! Over the past few months, the iFlorida Carrier Coordination has progressed so as to "turn on" 511 in areas of



Florida that do not already have coverage, and “carve out” the areas where proper coverage already exists. The target date for completion of new programming was June 1, 2005, to allow time for testing before the new system turns on. Just before the Memorial Day weekend, Cingular announced that they had completed their programming.



As we later discovered, programming had been completed, but not exactly as requested.

The process of this programming involved two spreadsheets, and a color-coded map showing the desired coverage areas. On memos, emails, and spreadsheets, the admonition was placed as blatantly as possible... DO NOT TOUCH EXISTING PROGRAMMING!

History and Process

Cingular had already programmed 511 translations for the Southeast Florida, Central Florida, and Tampa Bay 511 systems—a task that involved programming 893 towers covering 21 counties. The remaining 631 Cingular towers would be programmed to cover the remaining 47 counties in the iFlorida coverage area.

The Cingular compliance manager in charge of the process transferred the data from the format in which it was received, onto the forms required for Cingular’s programmers. And then she went one extra step...

Too Much Information

The information “required” for the programmers, is the name of the county that is to be programmed. But since Cingular had already gone through one very precise process when programming the split of Polk County between the Central Florida and Tampa Bay 511 systems, the manager decided to “help” the programmers by also listing the switch associated with each county they would work on. For example, the list she provided told the programmers: “Bay County – Panama City Switch” and “Highlands County – Tampa Switch.” Unfortunately, this extra bit of help made things too easy for them... so they took the easy way out.

Measure Twice, Cut Once

Programmers reading the notes about which switch was to be programmed for each county simply programmed the entire switch! Since many of these switches serve the 511 systems already programmed, that meant that portions of the regional systems were reprogrammed to the iFlorida terminating number instead of their proper system. Callers to areas of the Tampa Bay and Southeast Florida 511 systems heard the message:

“Welcome to the future home of the iFlorida statewide traveler information service.”

...And were told that the system would be operational in July! Not exactly a message they wanted to hear while trying to retrieve information for the Memorial Day weekend!

Backpedaling as Fast as They Can

By early Tuesday morning, there was a flurry of emails and phone calls to and from Cingular about the error. Programmers were told of their error and they worked feverishly trying to roll back the changes they had made, and a new “coming soon” message was posted on the

iFlorida terminating number, providing the back-door numbers for the regional systems so that users would not be left out in the cold.

In the end, Cingular had five programmers working side-by-side, pulling all the changes, and going back to the “last good-saved” setup from the previous week. By Tuesday evening, a notice was sent out that the re-programming process was complete. Fortunately (yes, this part is fortunate), Cingular users in the FDOT District 7 Office were able to check and respond that the problem was not fixed! After two days of programming, all systems were finally back where they should have been, except that the iFlorida programming had to start all over again.

We have been assured that the programmers will be more careful this time around, and since their work is associated with tower-level programming, we can be certain that they will be working tower-by-tower this time through.

This article was provided by Eli Sherer, PBS&J. For more information, please contact Mr. Sherer at (203) 421-7915 or email EliSherer@pbsj.com. Additional information may also be obtained from Gene Glotzbach, FDOT, at (850) 410-5616 or email Gene.Glotzbach@dot.state.fl.us.

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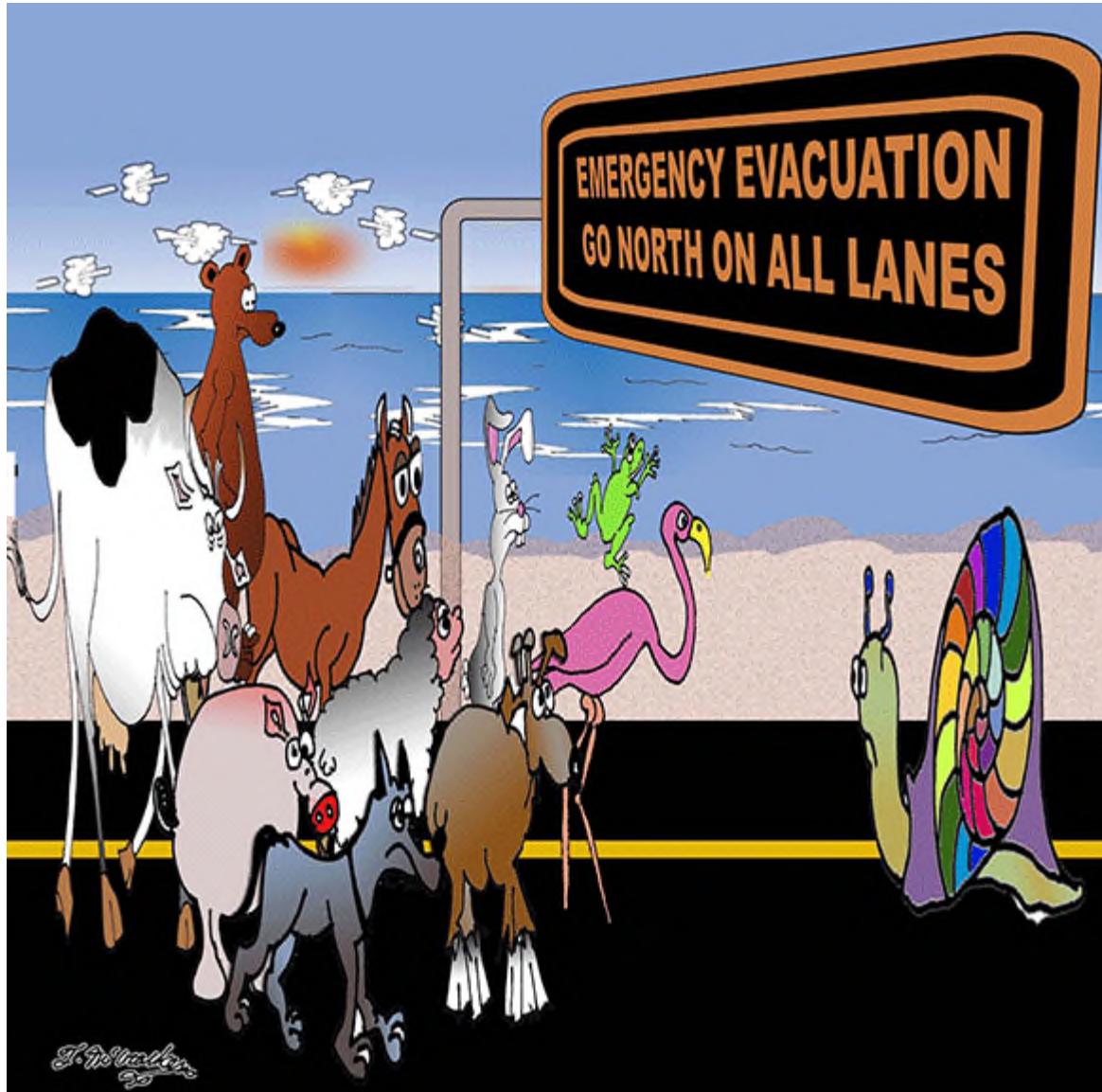
We invite you to have some fun and complete the *SunGuide Disseminator Word Challenge!*

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.

An answer guide follows the Announcements.

Enjoy and Good Luck!



S E T I N S W I



3-D software used to reconstruct accidents.

G O N E T O S N I C



Excessive traffic causes this.

R O A D R B W



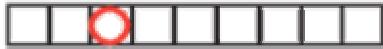
A District 4 county.

L A R C U G N I



One company providing programming for iFlorida's Carrier Coordination.

S I G C R A T E T



Intermodal System.

R O F A I D I L



An FHWA grant initiative.

It's easier to go with

<input type="checkbox"/>						
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Five Million Calls For 511!

The Southeast Florida SunGuide 511 Service (SunGuide 511), a joint venture between FDOT and SmartRoute Systems which launched in July 2002, has received its five millionth call. SunGuide 511 is ranked second by the 511 Deployment Coalition, a national organization guiding the implementation of 511.

As usage continues to rise, customer satisfaction also remains high. According to customer surveys, SunGuide 511 has one of the highest customer satisfaction ratings in the country. Jesus Martinez, FDOT District 6 ITS Administrator, states, "We are excited that our customers have embraced this valuable service. We look forward to rolling out enhancements later this summer."

For more information, please contact Jesus Martinez at (305) 499-2446 or email Jesus.Martinez@dot.state.fl.us.

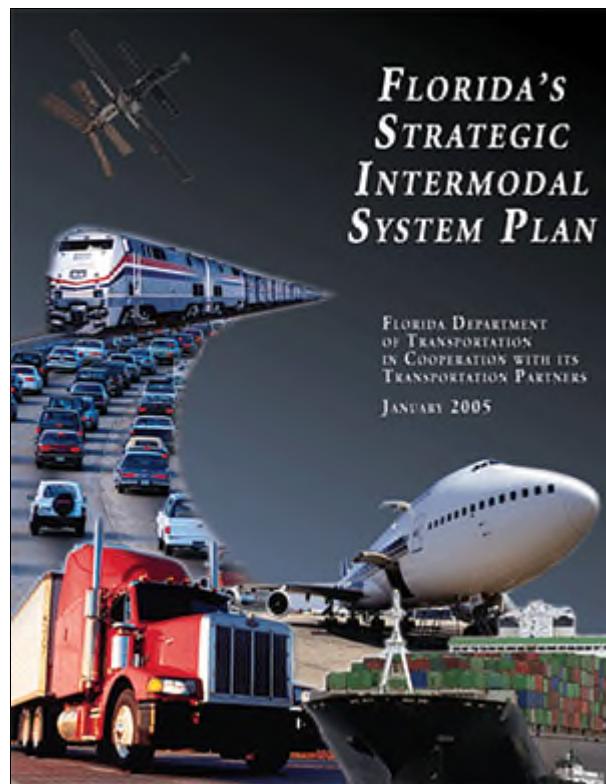
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FDOT's Strategic Intermodal System and ITS

Early this year, FDOT and its partners adopted the first *Strategic Intermodal System (SIS) Strategic Plan*, laying the groundwork for a fundamental shift in Florida's transportation policy. The SIS will change the relationship between FDOT and its partners, promote a new multimodal perspective in transportation planning, and allow greater flexibility in the way transportation is funded. The *SIS Strategic Plan* reaffirms FDOT's commitment to ITS solutions by encouraging FDOT and its partners to increase "the efficiency of SIS facilities and services using appropriate technologies and operational strategies," including ITS.

The SIS is a network of Florida's highest-priority transportation corridors, hubs and connectors. SIS facilities support transportation between regions within Florida as well as between Florida and other



states and nations. The SIS includes the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, and passenger rail and intercity bus terminals as well as its most important interregional and interstate rail, waterway, and highway corridors. Intermodal connectors also have been designated as part of the SIS to provide safe, secure, efficient, reliable, and direct access between SIS hubs and corridors.

Florida's first *SIS Strategic Plan* provides policy direction for implementing the SIS and serves as the foundation for a new way of planning and managing Florida's transportation system. The *SIS Strategic Plan* was developed by FDOT in cooperation with nearly 40 statewide transportation partners, as well as numerous regional and local partners.

The *SIS Strategic Plan*:

- Redefines the state's primary role in transportation as focusing on international, interstate, and interregional travel of passengers and goods, with emphasis on the SIS. At the same time, stronger regional partnerships will identify and invest in regionally significant transportation facilities, while local governments will have more flexibility to address purely local transportation needs.
- Advances a multimodal approach to planning to increase mobility for people and freight on complete end-to-end trips. Rather than focusing on individual modes and facilities, state funding will be used to improve connectivity among individual modes, eliminate bottlenecks and unnecessary delay, improve travel time reliability and expand options available for interregional travel. ITS solutions will play a key role in meeting these needs.
- Links the state's transportation planning and investment decisions to statewide economic policies, with emphasis on Florida's Strategic Plan for Economic Development. The SIS will address interregional, interstate, and international transportation services that support the diversification of Florida's economy by reducing transportation and logistics costs, improving access to markets from urban and rural areas, and supporting growth in trade and tourist flows.
- Shifts from reactive to proactive planning of future transportation investments. In the past, transportation investments too often have responded to development instead of proactively advancing statewide goals related to economic growth, rural development, urban revitalization, and environmental preservation. The SIS will provide a foundation for managing growth in the future by focusing the state's transportation investments in the most cost-effective solutions, including ITS.

When developing the *SIS Strategic Plan*, FDOT and its partners identified more than \$450 million in ITS needs on SIS and Emerging SIS facilities. The *SIS Strategic Plan* calls for further development of FDOT's Ten-Year ITS Cost Feasible Plan to address non-interstate highway corridors and connectors, and also potential ITS applications on non-highway modes, as part of a collaborative effort between FDOT's District offices, Metropolitan Planning Organizations, and other regional partners.

Before the *SIS Strategic Plan* was even adopted, the Florida Legislature appropriated \$100 million in additional SIS funding to FDOT in Fiscal Year 2004. FDOT used a portion of the funding for ITS infrastructure on several facilities, including:

- Griffin Road in Dania, a designated SIS connector between I-95, a SIS corridor, and the Fort Lauderdale Airport Tri-Rail Station, a SIS hub;

- Hollywood Boulevard between I-95 and the Hollywood Tri-Rail station; and
- The connector between I-95 and the Port of Fernandina to coordinate traffic signals between Gum Street and TJ Courson Road.

ITS projects on SIS facilities are already included in FDOT's *Five-Year Work Program* to be funded in future years, and other owners and operators of SIS facilities have included ITS projects in their respective plans. ITS projects on any designated SIS or Emerging SIS hub, corridor, or connector are eligible for SIS funding, not just projects on state-maintained highway corridors. A project may be funded entirely by FDOT, entirely by one of FDOT's partners, or through a funding partnership between FDOT and the operator of a SIS facility, depending on the level of public benefit derived from the project.

The SIS represents an exciting opportunity to expand the role of ITS in improving Florida's transportation system. Along with a more multimodal, holistic approach to planning and funding transportation improvements, the SIS will encourage investments in ITS as a cost-effective alternative to improving the efficiency of Florida's transportation system.

This article was provided by Terry Kraft, FDOT Office of Policy Planning. For more information, please contact Mr. Kraft at (850) 414-4801 or email Terry.Kraft@dot.state.fl.us. Detailed information regarding the SIS is available at www.dot.state.fl.us/planning/SIS.

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Return to Open Road Tolling: The Sawgrass Expressway

As you know, Florida's Turnpike Enterprise (FTE) currently operates nearly 600 miles of toll facilities. One small piece of that system is the Sawgrass Expressway in Broward County. What you may not know is that the Sawgrass Expressway will be the site of our next major step in electronic toll collection.



Thanks to the tremendous success of the SunPass® program launched just six short years ago, the possibilities are endless. Thanks to SunPass, we have two million transponders in the marketplace, and well over 50 percent of all transactions are electronic. Dedicated lanes, high speed express lanes, and now we are on the brink of open road tolling (ORT)—no stopping, no toll plazas, no cash collected at the roadside.

As defined by FTE, ORT is multilane free flow, all electronic toll collection. ORT exists today in several locations around the



world, but the Sawgrass Expressway will be the first existing toll facility converted to ORT.

The success of SunPass and the evolution of tolling technology have paved the way to ORT. Thanks to the efforts of an enterprise-wide, cross-functioning team, we are poised to implement ORT. The Sawgrass Expressway was selected as the first facility to be converted for several reasons:

- Tremendous SunPass participation (over 70 percent in the peak hour)
- Primarily a commuter facility
- Can operate as a stand-alone prototype facility within the system
- Significant fixed capital outlay savings



In preparation for this next step in the evolution of FTE's tolling system, tremendous effort has been placed in evaluating best practices, industrywide. Site visits to existing facilities, such as Toronto's ETR 407, Chile's Costanera Norte, Melbourne's Citylink, and Houston's Westpark, have been performed by the Sawgrass ORT team. A Request for Information (RFI) was solicited last year from leading vendors in the tolling industry to gain additional input and knowledge. Providing cash payment off the system is being considered via a reverse debit system, similar to that being used in Puerto Rico on the AutoExpreso.

A key component to the success of the conversion of the Sawgrass Expressway to an ORT facility is an extensive public outreach campaign. To date, FTE has briefed local government officials, performed telephone surveys, delivered countless project presentations, conducted numerous focus groups, performed a kiosk-based visitor's survey, created a project video, and, most importantly, created an on-going dialogue with our customers.

Key findings of the public outreach indicate that the public is generally receptive to the ORT concept; cash customers are still unsure; and there is support for video tolling.

FTE is committed to an ongoing dialogue with our customers to better understand their expectations.

In addition, the Sawgrass Team is developing a concept that treats everyone like a customer and allows “open access” for all potential users even after conversion. Cash payment off the system and video tolling are under consideration. As we move forward toward 2008, toll rate increase hearings will be conducted, a video infomercial will be created, and local briefings will continue.

The Sawgrass ORT team is currently developing a conversion strategy to ensure that we continue to operate efficiently, collect revenue, and serve our customers during the conversion process. A procurement plan has been established and we are currently on schedule to open to traffic in June 2008!

Stay tuned for additional updates.

This article was provided by Ingrid Birenbaum, Florida's Turnpike Enterprise. For more information, please contact Ms. Birenbaum at (954) 975-4855 ext. 1290 or email Ingrid.Birenbaum@dot.state.fl.us.

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Dedication of the District 4 SMART SunGuide Transportation Management Center



The new Broward County Traffic Engineering Division (BCTED) and Transportation Management Center (TMC) dedication was held on Thursday, June 9, 2005. Jihad El Eid, Director BCTED, was the Master of Ceremonies. Other speakers included Ilene Lieberman, Broward County Commissioner District 1; Jim Wolfe, Secretary, FDOT District 4; Representative Irv Slosberg; and Richard Brossard, Director, Broward County Public Works and Transportation Department.

The National Anthem was sung by Howard Levings, Traffic Operations Superintendent BCTED. After the raising of the flags and official dedication and ribbon cutting, visitors were given a tour of the building and an overview of the services performed. The event was featured later that day on four area television newscasts and in local newspapers.

BCTED and FDOT District 4 SMART SunGuide TMC are collocated in the new

state-of-the-art, 42,000 square foot facility. The new building, constructed on a 3.9 acre site, is a centralized headquarters for regional transportation agencies. BCTED manages the county-wide arterial traffic signal system, which includes 1,325 traffic signals and 445 school zones; and FDOT manages the Broward County freeway system, including I-95, I-75, and I-595.

There are 12 workstations in the control room; four occupied by BCTED, four by FDOT, one is used as an FDOT training console, and the remaining three are slated for Broward County Transit and Florida Highway Patrol. The focal point of the control room is the video wall which is comprised of nine 67" BARCO cubes with two sets of 16 television monitors on each side. A video wall upgrade, scheduled for completion within the next

three months, will replace the 32 television monitors with 24 additional Barco cubes. The upgrade is the first part of FDOT's Phase II ITS deployment. This deployment will complete the communications, closed-circuit television (CCTV), detector, and dynamic message sign systems on Broward County freeways.



The FDOT SMART SunGuide TMC is staffed 24 hours a day, 7 days per week, 365 days per year. TMC operators monitor CCTV cameras deployed along I-95 and I-595 and dispatch 11 Road Rangers in coordination with Florida Highway Patrol to determine incident and congestion locations. TMC operators work closely with the I-95 Palm Beach County Interim Traffic Management System, Florida's Turnpike Enterprise, and FDOT District 6, providing a regional approach to traffic management. Information is disseminated to motorists utilizing the 31 dynamic message signs controlled from the TMC; the new SMART SunGuide traveler information Web site, www.SMARTSunGuide.com; and the 511 system in conjunction with SmarTraveler®.

Also on hand for the Grand Opening was FDOT District 4's Severe Incident Response Vehicle (SIRV). The SIRV is dispatched from the SMART SunGuide TMC to provide an immediate FDOT presence on the scene of major incidents along the highways to assist police, fire, and other incident responders in clearing the roads quickly and safely.

This article was provided by Steve Corbin, FDOT District 4. For more information, please contact Mr. Corbin at (954) 847-2791 or email Steve.Corbin@dot.state.fl.us.

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Application of Dynamic Traffic Assignment Models into ITS Deployments

In applying telecommunications, information, and computer technologies to our transportation system, ITS has helped transportation professionals to meet increasing demand for transportation by effectively improving the safety, quality, and capacity of our existing infrastructure. Because of today's complexity in the transportation environment, strong expectations from motorists, and limited funding sources for needed ITS deployments, we are facing more challenges than ever before. For example:

- How can transportation professionals foresee the short-term traffic problems at specific locations along alternate routes during an interstate route diversion, and be able to apply proactive advanced traffic management systems and advanced traveler information systems (ATIS) strategies?
- How can transportation professionals effectively evaluate ITS deployment alternatives and their varying geographic coverages (variable message sign locations, information strategies, high-occupancy vehicle/high-occupancy toll lanes, etc.)?
- How can transportation professionals model route choice behavior with and without access to ATIS in traffic simulations?

The success of today's ITS deployments depends on how well transportation professionals utilize advanced traffic operations analysis tools to:

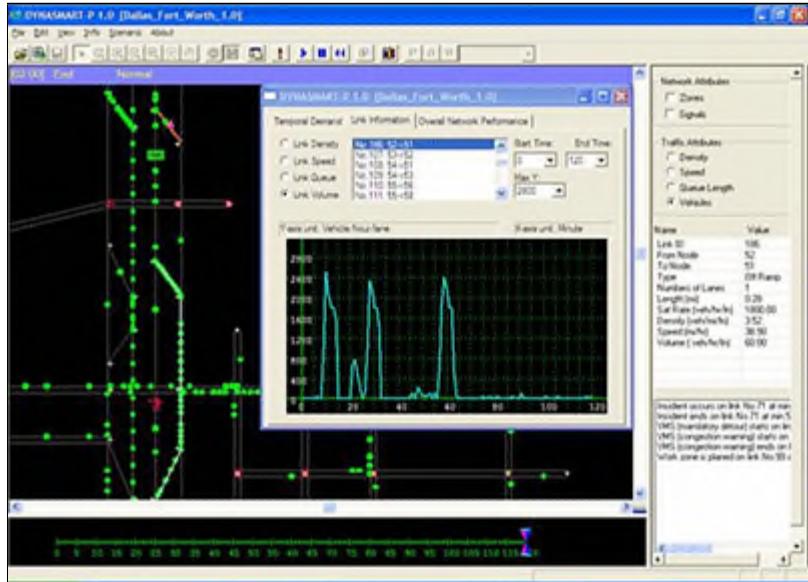
- 1) Bridge the gap between available and required data,
- 2) Provide on-line traffic estimation, prediction, and guidance information, and
- 3) Support off-line traffic operation planning.

Dynamic traffic assignment (DTA) uses expert computer processing to develop traffic estimation and prediction systems (TrEPS) that predict where and when drivers travel on the road network.

The application of DTA models on ITS deployments has become essential and necessary. The DTA applications on ITS deployments generally can be divided into off-line and on-line uses.

The off-line applications are mainly used for testing and evaluating an ITS deployment before its actual implementation. Based on real-time traffic data, the on-line applications can be used to effectively manage the network in real-time, and provide short-term forecasts of network

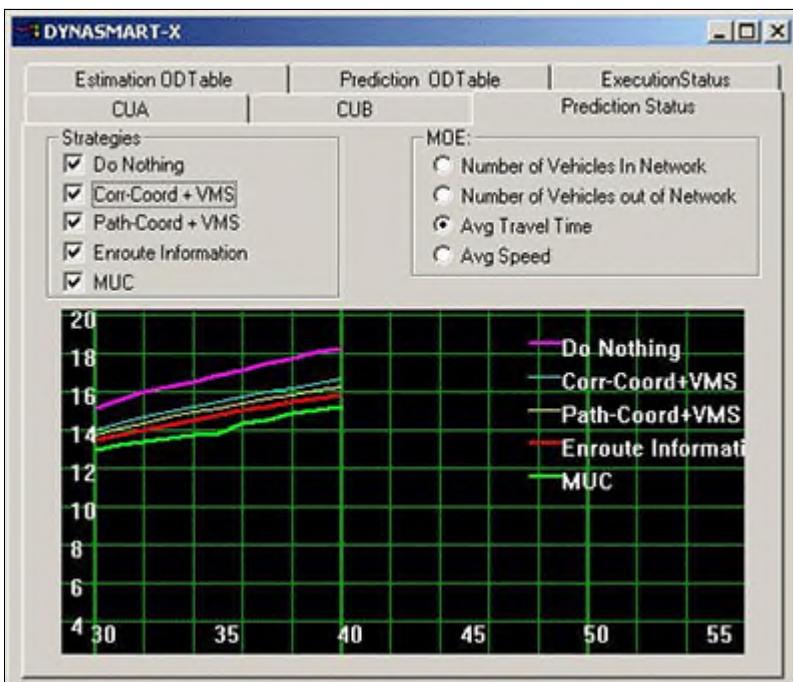
traffic conditions for any given incident. With this forecasting capability, transportation professionals will be able to develop optimal traffic management and information dissemination strategies in advance to minimize traffic problems.



The most popular dynamic traffic models are microscopic-simulation models such as CORSIM, SimTraffic, INTEGRATION, VISSIM, AIMSUM, PARAMICS, and DRACULA. DTA models have been incorporated into some of these simulation software packages. Generally speaking, most microscopic simulations with DTA models are more effective and thorough for off-line

applications with relatively small networks than for macroscopic or mesoscopic simulations, which are limited to on-line applications due to their high computation time.

In order to handle a large network and overcome high computation time in microscopic simulations, the development of mesoscopic simulation models such as DynaMIT and DYNASMART with DTA, sponsored by the Federal Highway Administration, has become essential. The DYNASMART-P, an offline application, was recently released. The DYNASMART-X, an online application, is in its final stage of development and testing.



This is a great opportunity for transportation professionals to explore and apply these powerful simulation programs with DTA models on ITS deployments as well as incident management, freeway management, hurricane evacuation, and homeland security.

This article was provided by Pei-Sung Lin, CUTR, University of South Florida. For more information, please contact Dr. Lin at (813) 974-4910 or email lin@cutr.usf.edu.

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For more information on ITS Florida, please check the ITS Florida Web site at www.itsflorida.org or contact Diana Carsey, Executive Director, at (727) 409-5415 or email CarseyD@verizon.net.

If you wish to contribute an article to the *SunGuide Disseminator* on behalf of ITS Florida, please contact Erika Ridlehoover at (813) 376-0036, or email Erika.Ridlehoover@transcore.com.

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Editorial Corner—Going Back "Home"

Secretary José Abreu is bidding Tallahassee goodbye with mixed feelings; he obviously enjoyed his activities guiding FDOT, but is anticipating his new endeavor back "home." He is heading back to Miami as the new Director of the Miami-Dade County Aviation Department. The empty bookcases in his office are mute testimony that he will be departing very soon.

Granting an interview while signing papers presented by his busy staff of assistants, and settling down as he discussed business matters with FDOT Communications Director Dick Kane, which would stretch through the weekend, he would modestly take no credit for his dynamic leadership tenure at FDOT. Instead, he credited his team for working smoothly together—working on an approach to dealing with



Florida's transportation problems in the coming years. He believes it is critical that FDOT closely align its actions with the new Growth Management Policy recently signed by Governor Bush. FDOT's work with transit policy evolution, especially at the local levels, and close attention to how FDOT conducts its basic financial affairs, have occupied his time, with productive results. He is especially proud of the progress in these areas.

He also feels that increased interaction with the Florida Transportation Commission (FTC) has resulted in the development of a highly improved business plan for FDOT. With the FTC functioning similar to a board of directors, he has found their advice invaluable in laying out a course of action solidly based on proven business practice.

Secretary Abreu stated that "ITS is giving us our greatest bang for the buck." He related a personal experience in Miami traffic where an overturned truck had created severe congestion. Information posted on dynamic message signs allowed motorists to make exit decisions prior to the occurrence. While watching large numbers of road users avoiding the tie-up, saving time, gasoline, and lowering frustration, he noted that it was a convincing demonstration that ITS deployment was making a difference in roadway efficiency.

The Statewide 511 and Road Rangers Programs were also mentioned by the Secretary as strong evidence that ITS is actively improving the travel experience in the lives of Florida motorists. As these programs continue to expand, everyone using an automobile in Florida will benefit from the impact of increased safety and timely information available for confident travel.

When asked to confirm the widely heard tenet that pizza is his favorite food, he laughed and made no apologies. "I have just returned from a farewell luncheon where pizza was served. It was just great," he said.

The FDOT Traffic Engineering and Operations ITS Section especially, along with all of FDOT, will miss our pizza-loving leader. We wish him much success and happiness as he returns to Miami.

This article was provided by Nick Adams, FDOT Traffic Engineering and Operations. For more information, please contact Mr. Adams at (850) 410-5608 or email Nick.Adams@dot.state.fl.us. Additional information may also be obtained from Dick Kane, FDOT, at (850) 414-4595 or email Dick.Kane@dot.state.fl.us.

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Moment of Humor



"Open road tolling sure speeds the herd along!"

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FDOT Equipment Certification

The FDOT Traffic Engineering and Operations Office, through the Traffic Engineering Research Laboratory (TERL), is responsible for approving all traffic control signal devices. Approved devices are kept on the FDOT Approved Products List (APL), a listing of devices that may be relied upon as meeting FDOT specifications, standards, or other criteria.

The APL is a means for the FDOT to meet *Florida Statute 316.0745, Uniform Signals and Devices*, which states, “All official traffic control signals or official traffic control devices purchased and installed in this state by any public body or official shall conform with the manual and specifications published by the Department of Transportation pursuant to subsection (2).” More information on the FDOT APL may be viewed at www.dot.state.fl.us/TrafficOperations/TERL/APL.htm. Specific approved products in the FDOT APL may be searched at rite.eng.fsu.edu/iapl/page1.php.

For more information, please contact Carl Morse, FDOT Traffic Engineering and Operations Office, at (850) 414-4863 or email Carl.Morse@dot.state.fl.us.

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Announcements

Don't Miss the 2005 NRITS Conference!

Don't miss the 2005 NRITS Conference, to be held on September 11-14, in beautiful Spokane, Washington.

The 2005 National Rural ITS Conference will provide a wonderful opportunity for transportation professionals dealing with rural transportation issues to discuss current topics, exchange information, and attend valuable and memorable networking events. This is a unique opportunity to learn first hand about new and innovative approaches to helping solve the many challenges facing rural transportation.

Plan on attending NRITS in this vibrant city of the “Inland Northwest.” More information is available on-line at <http://depts.washington.edu/trac/nrits2005/>.

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Experience ITS at the 12th World Congress on ITS

The 12th World Congress on ITS will be held on November 6-10, in San Francisco at the Moscone Center. This year's theme, “Enabling Choices in Transportation,” communicates the emphasis on the end-user in transportation.

Visit their Web site at www.itsworldcongress.org/ for registration and program information.

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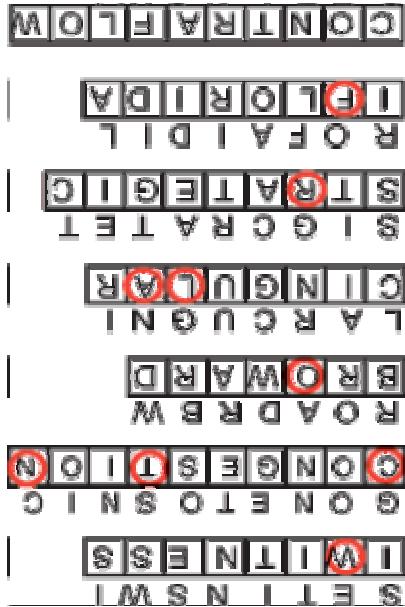
iFlorida—511 Goes Live!

Florida's 511 traveler information system will be going statewide soon through iFlorida, an FHWA grant initiative. There are still some details that need to be worked out, but barring any unforeseen circumstances, FDOT anticipates that the statewide 511 traveler information system will be available for the Labor Day weekend.

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Word Challenge Answers

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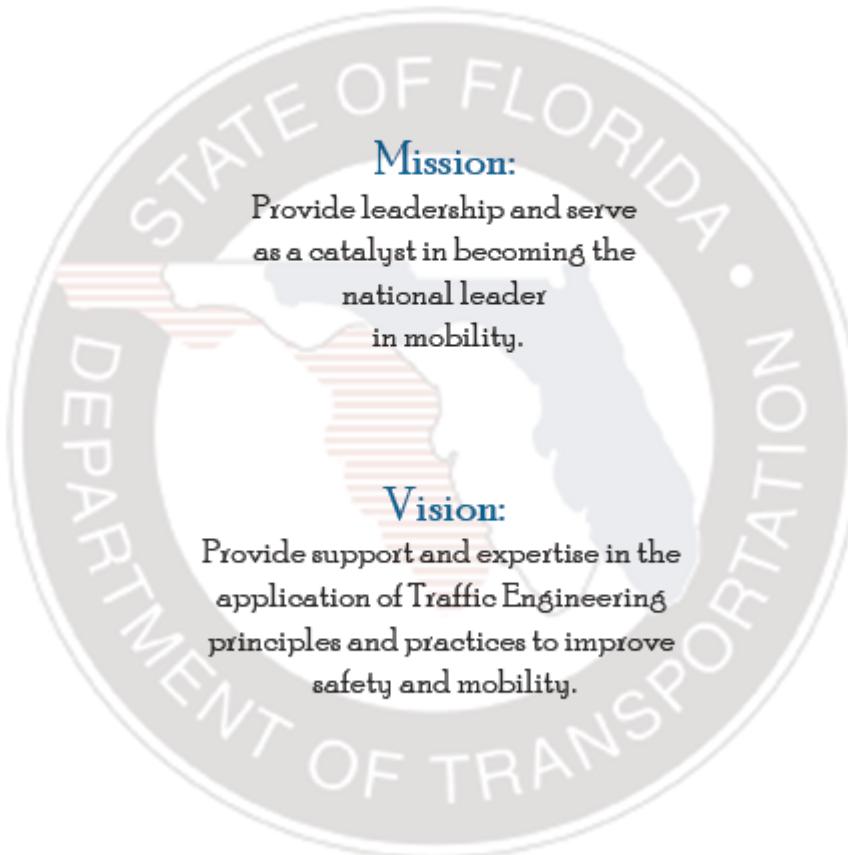
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FDOT Traffic Engineering and Operations Mission and Vision Statements



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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Created by:	England
Reviewed by:	England, Priore
Date:	July 1, 2005