



# SUNGUIDE® DISSEMINATOR

## FDOT Supports Operation Radar

In January the Florida Division of Emergency Management conducted a field exercise to test statewide preparedness for emergency communications and the Florida Department of Transportation (FDOT) was invited to attend. The exercise was called "Operation Radar" and it tested the ability of public safety agencies to work together and communicate efficiently during emergencies. This requirement for "interoperability" is considered a critical requirement in responding to large-scale emergencies.



Operation Radar was conducted for five days during the week of January 25, 2010, at the Camp Blanding Florida National Guard Military Reservation. Over 100 communications platforms were brought in to Camp Blanding from various federal, state, county, and local government (and non-governmental) public safety agencies. The exercise provided an opportunity for the various agencies to practice

deploying and utilizing their emergency communications systems. During the week-long event there were emergency drills, discussions on emergency procedures, and opportunities to review the equipment deployed by other agencies.

The FDOT was requested to participate by deploying its recently developed mobile WiFi® hotspot and communications trailer. For the exercise, the FDOT trailer was deployed in the federal and state agency zone at Camp Blanding, along with other government assets from agencies, including the Federal Emergency Management Administration, Department of Homeland Security, the American Red Cross, the Florida Department of Agriculture, and the Florida Department of Health.

The mobile WiFi hotspot and communications trailer was initially designed to support the FDOT WiFi pilot program by providing a mobile WiFi hotspot that could be used to evaluate traveler's needs for internet access at rest areas. Since its inception it has been augmented with other communications technologies and capabilities. The current configuration includes not only WiFi internet access via satellite, but additional features, including a weather monitoring system, a remote-controlled surveillance camera pod, and a voice-radio repeater that can interface

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with the statewide FDOT radio network. These additional features were added to expand the operational envelope of the WiFi trailer, while using the same internet satellite link that travelers can use to access Web sites and their email with their laptops. To date the trailer has been deployed at rest areas on all three interstates entering Florida (Interstates 10, 75, and 95) and has demonstrated that there is a high demand for the service. In fact, the one-day peak number of internet users stands at over 100 logins and occurred while the trailer was deployed at the St. Johns Rest Area over the 2009 Christmas holiday weekend.

Operation Radar gave FDOT the first opportunity to assess the potential of the trailer to support an emergency event. All of the trailer systems were fully deployed, including the

100-foot crank-up tower which was used to raise the remote control camera and a voice-radio repeater antenna into the air, maximizing visual as well as radio coverage. All systems on the trailer were functioning nominally for the exercise and the remote network monitoring feature made it possible to keep track of the trailer's status itself without actually staffing the trailer 24-hours a day. This set-and-forget design approach is a key aspect of why the trailer is a valuable asset to the FDOT. The potential to deploy the trailer in a remote location—not only to provide internet access to travelers, but to also monitor traffic flow or a valuable asset, such as a bridge during a flood event, all without needing to continuously staff the trailer—makes it very versatile.

However, for Operation Radar, the focus for the FDOT trailer was on supporting interoperability between public safety agencies. The trailer performed very well in that application. Many of the federal and state agencies who deployed near the FDOT trailer easily used it to access WiFi network connections for the internet as well as their own networks.

The most exciting application the FDOT WiFi trailer supported at Operation Radar was a voice radio conversation over the satellite internet connection. Lou Hahn, of the Florida Department of Management Services (DMS) used the FDOT WiFi trailer internet connection to access a voice radio connection called a "Moto-bridge" that allowed him to subsequently access the Statewide Law Enforcement Radio System and send voice radio communications. This type of advanced communication had been theorized for the FDOT trailer, but until Operation Radar had not yet been tried.

At the end of the exercise, several agencies approached the FDOT and expressed their thanks for providing the WiFi connection for them. The Florida DMS also provided technical feedback on how the trailer had performed for their voice radio connection. All of the FDOT personnel who participated in the deployment, including the Central Office and the District Two Radio Shop, who also transported the trailer, commented on how worthwhile the event was in testing the trailer systems and assessing its versatility. While Operation Radar was merely a drill it demonstrated that the FDOT WiFi hotspot and communications trailer has a role to play in supporting emergencies in the State of Florida.

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# I-95 Corridor Coalition Quick Clearance Workshop

The I-95 Corridor Coalition (Coalition) recently conducted Traffic Incident Management (TIM) Quick Clearance workshops in Florida; I was fortunate to attend one on February 25th at the Florida Highway Patrol Training Academy in Midway.

The workshop was conducted by Tom Martin, a retired captain with the Virginia State Police and currently the Operations Program Coordinator for the Coalition, and John O’Laughlin, a retired captain with the Washington State Patrol and currently with the DelCan Corporation.

The first topic discussed was the Open Road Philosophy and how it is important to clear roadways as quickly as possible to return traffic to normal flow and to prevent secondary collisions. Florida’s *Open Roads Policy* was used as an example that other states have followed.

The “Hats of Incident Management” video was also presented at the workshop. This video was produced by Tom Martin and shows how all responders should work together at the scene of traffic incident. The prevailing theme is not who is in charge, but who is in charge of what; as an example, a police officer would not tell a firefighter how to fight a fire, just as a firefighter would not tell a police officer how to investigate a crash.

A *Toolkit for Quick Clearance* notebook was provided to each workshop participant. The toolkit includes the following documents:

- *Introduction and Purpose,*
- *Traffic Incident Management for Quick Clearance,*
- *Agency Responsibility in Traffic Incident Management,* and
- *TIM/Quick Clearance Self Assessment.*

The agencies mentioned in the Agency Responsibility in TIM document, included transportation, traffic management centers, law enforcement, fire-rescue, emergency medical services, hazardous materials contractors, towing and recovery, service patrols, the media, and medical examiners. Agency roles are discussed in this document.

Maintenance of traffic (MOT) was also discussed. A Powerpoint presentation, showing the best practices to be used in protecting responders at the scene of an incident, was shown. This presentation illustrated both the correct and incorrect ways to set up MOT. Discussion also covered that responders have actually been sued when incorrect MOT set up has caused secondary collisions resulting in death or injury.

A video entitled “Your Vest Won’t Stop This Bullet” was shown. The “bullet” in this video is a motor vehicle. More police officers and responders are killed every year from being struck by a motor vehicle than from a felonious action. The video included actual in-car camera shots of police vehicles and police officers being struck. The purpose of this video is to instruct police officers on how to protect themselves at an incident scene or during a traffic stop. This is a must see training tool for all responders.

The workshop was very informative and well-attended by the Florida Highway Patrol, Florida Department of Transportation, towing companies, and hazardous materials contractors. Everyone left with a better understanding of how to protect themselves at an incident scene, how to restore the normal flow of traffic, and how quick clearance is needed to prevent secondary collisions.

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## 2009 SMART SunGuide® Awards

The Florida Department of Transportation's (FDOT) SMART SunGuide® Awards recognize the dedication and service of those individuals who performed above and beyond the call of duty. Awards are given to employees of the SMART SunGuide Regional Transportation Management Center (RTMC) and partnering agencies. The awards ceremony was held on February 15, 2010.

This year, the RTMC received an unexpected award from the Florida Highway Patrol, (FHP) Troop L. The award was for "facilitating remote access to the Broward County closed-circuit television (CCTV) network along I-75 Alligator Alley, I-95 and I-595. This valuable resource at Troop L's Traffic Operations Center in Davie makes the highway patrol station one of the only stations in the southern United States with the ability to monitor a one-way evacuation plan from its own building. The CCTV network also allows command staff the ability to remotely monitor incidents, save on response time, and improve deployment of FHP AND FDOT resources."

Individuals that were recognized for their outstanding service during 2009 are listed as follows:

- Road Ranger – *Newcomer of the Year* – **Richard Roberts**
- Road Ranger – *Continued Excellence* – **Wanda Williams**
- Road Ranger – *Dedication to Motorist Assistance* – **Theo Seneck**
- Traffic Incident Management – *Participation and Contribution in Meetings* – **Captain Terry Gartner**
- ITS Operations – *Customer Service and Mentoring* – **Robert Meisinger**
- ITS Management – *Innovation and Leadership* – **Dee McTague**
- ITS Maintenance – *Dedication to System Availability* – **Carl Smith**
- Road Watcher – *Dedication to Motorist Safety* – **Patrick Freiwald**
- Public Partnering – *Commitment to Teamwork* – **State Farm Insurance**
- Outstanding Achievement - "*SunGuide*" Award – **FDOT District Four Procurement Unit**



L-R: Lt. Gene Hingson, FHP Troop L; Dong Chen, FDOT District Four ITS Program Manager; Sgt. Mark Wysocky, FHP Troop L

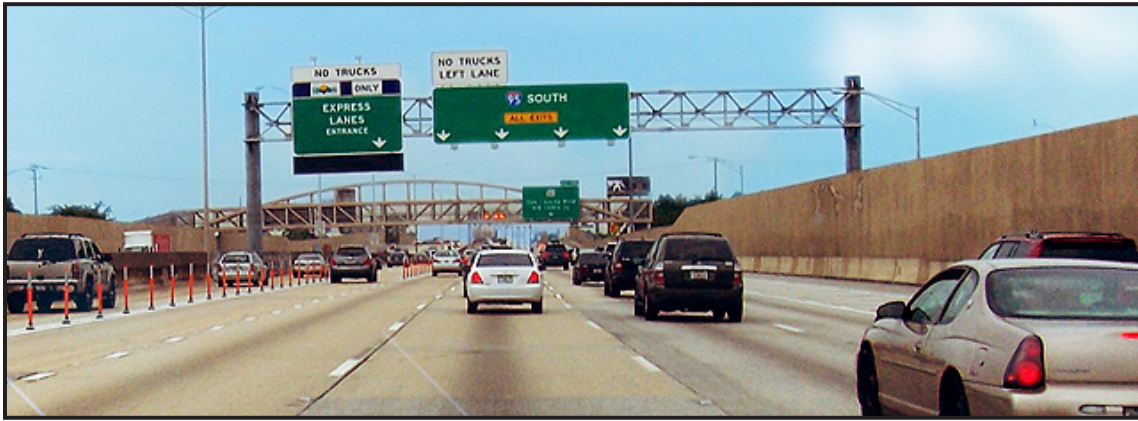
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# 95 Express Update—District Six Launches Phase 1B and Prepares for Ramp Signaling

The Florida Department of Transportation (FDOT) District Six Office began operating Phase 1B of the 95 Express project on January 15th, 2010. Phase 1B is the second portion of the initial three-part congestion management plan and was designed to reduce congestion along southbound Interstate 95 (I-95), particularly during the morning rush-hour period. The project utilizes the same traffic management components as Phase 1A, and also introduces the 95 Express Bus Rapid Transit (BRT) service to provide commuters with yet another transportation option along the corridor.



Since activation of Phase 1A, the 95 Express project has been working to improve traffic conditions along the heavily-used corridor. Speeds have increased from below 20 mph to approximately 57 mph during the evening rush hour period (4-7:00 p.m.). Drivers using the local lanes also experienced an increase in travel speeds, from approximately 20 mph to an average of 41 mph during

this same time frame. Phase 1B is providing commuters with similar benefits by reducing congestion on the southbound direction of the highway.

District Six implemented the same traffic management principles from Phase 1A into Phase 1B, but enhanced them to meet the transportation demands of the southbound portion. The capabilities of the variable congestion pricing software application, previously named the “Express Lanes Watcher,” were also enhanced; the new application is called the “Express Lanes Manager.” The application was reconfigured to better respond to changes in roadway detector settings as well as to manage multi-sections of the highway or other highways, if desired. Additionally, the application facilitates the toll rate submission function, which operators must perform to approve and post the recommended toll rates, and also provides a bi-directional view of the highway conditions (for northbound and southbound).

District Six also enhanced key components of the project’s incident management plan in preparation for launch. Lessons learned in operating Phase 1A were used to improve these key components to more effectively manage the southbound portion and the overall corridor as well. The FDOT expanded the hours of operation for the incident response vehicle to provide on-site coverage and added the support of a second flatbed tow truck for enhanced incident management services. Lastly, the project introduced the BRT service to provide cross-county commuters with a seamless connection from Broward County to Miami-Dade County. The buses are Wi-Fi® accessible and are hybrid articulated to improve the user’s commute when traveling from each county, making it an easier, more convenient, and a more attractive option for users to choose. The transit component was critical to the overall project. By providing this option, more motorists will ride together to increase the person throughput of the corridor and reduce congestion.

To enhance the benefits already experienced as a result of Phase 1B, the FDOT will activate 12 ramp signals along the southbound entrance ramps of I-95, plus two additional signals northbound (along the project limits). The signals will help improve traffic flow on the local lanes by controlling the disruptions caused by unregulated traffic entering from the ramps. Ramp signals are proven to reduce the problem of “bottlenecking” at the highway entrance points by ensuring there are enough gaps on the mainline available for each car to fit. Phase 1A of the ramp signaling system has increased travel speeds by 16 percent, and is helping motorists enter the highway easier and safer.

Phase 1B of the ramp signaling system will begin in Spring 2010. For more information about the 95 Express congestion management plan, please visit: [www.95express.com](http://www.95express.com).

This article was provided by Javier Rodriguez, FDOT District Six. For information, please contact Mr. Rodriguez at (305) 470-5341 or email to [Javier.Rodriguez2@dot.state.fl.us](mailto:Javier.Rodriguez2@dot.state.fl.us).

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## TRANSPO2010—Call For Presentations

Now that it's 2010, it's time to start thinking about Transpo2010, scheduled for December 12-15 at the beautiful Sawgrass Marriott in Ponte Vedra Beach, Florida. This conference is being sponsored by the Intelligent Transportation Society, Florida Chapter (ITSFL), Intelligent Transportation Society, Georgia Chapter (ITSGA), Institute of Transportation Engineers (ITE) – Georgia and Florida, the Florida Department of Transportation (FDOT), the Georgia Department of Transportation (GDOT), and the Federal Highway Administration (FHWA). The conference will include golf, networking opportunities, and plenty of technical sessions to inform you of the latest advancements in our industry.



The Program Committee is now accepting submissions for presentations at Transpo2010, ITS – NOW MORE THAN EVER. Share your expertise, gain visibility, and enhance your professional growth by presenting at this important event!

Our program tracks reflect the program theme in every way and are intended to be non-traditional and thought-provoking. In these trying times, this year's program seeks to discuss our NOW (current successes); what is MORE ITS; and planning for the EVER. You are invited to provide an abstract for one of the program tracks as the topics are discussed below:

### Track 1 - Where is our "NOW"

This track is intended to provide technical presentations and roundtable discussions about current intelligent transportation systems (ITS) initiatives, case studies, and deployment examples. Presentations can deal with the economic crisis and the need to (or the "why we should") do more with cost-efficient ITS solutions to maximize roadway and transit capacity. In particular, presentations are desired that demonstrate how ITS alternatives are providing important benefits and solutions. Example topics could include:

- Freeway operations – ramp metering programs
- Arterial operations – signal system timing or adaptive signal timing
- Traffic incident management (TIM)
- Transportation management center (TMC) software deployments
- Data collection or data sharing
- Safety or operational improvement projects
- Maintenance and operations programs

### Track 2 - What IS "MORE"

This track seeks presentations that propose or provide examples of ITS solutions that are beyond current standard deployments. Transpo2010 invites proposals for roundtable sessions with suggested panelists to discuss questions regarding the use of enhanced ITS deployments. Topics for roundtable sessions could include:

- Enhanced ITS benefits
- Maintenance and operations support needed for enhanced ITS solutions
- The benefits ITS creates for the entire transportation network

Presentation topics could include:

- Advanced signal control
- TMC software deployments
- Public-private partnership projects
- IntelliDrive or other initiatives
- Active traffic management
- ITS and environmental issues

### Track 3 - Planning the “EVER”

This track is for longer range planning solutions for transportation and societal or industry trends. Roundtable discussion topics could include:

- What will transportation users need/expect this decade?
- Transportation leaders – public or private sector roles?
- Even greener ITS opportunities
- ITS safety priorities in the decades ahead

Topics for presentations could include:

- Performance measures and new ways to measure effectiveness
- Education on the benefits of operations management and ITS
- Creative use of ITS for future deployments
- Future (planned) deployments of ITS
- Future transportation systems integration (with enforcement and emergency response)
- New travel condition prediction methods
- Research
- Technology development

To be considered for a presentation, please go on-line to the Transpo2010 Web site at [www.itstranspo.org](http://www.itstranspo.org) and complete the Presentation Submittal Form by March 31, 2010. If you have any questions, please contact Sandy Beck at [itsflorida@itsflorida.org](mailto:itsflorida@itsflorida.org).

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For more information on ITS Florida, please check the ITS Florida Web site at [www.itsflorida.org](http://www.itsflorida.org) or contact Sandy Beck, Chapter Administrator, at [itsflorida@itsflorida.org](mailto:itsflorida@itsflorida.org). If you wish to contribute an article to the *SunGuide Disseminator* on behalf of ITS Florida, please email Mary Hamill at [MaryKHamill@global-5.com](mailto:MaryKHamill@global-5.com).

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## Editorial Corner— Reflecting on SunGuide®

As you may know, I have had the opportunity to manage the SunGuide® software project for about a year now. SunGuide software is an advanced traffic management center software that allows control and monitoring of roadside equipment, and facilitates incident management. I have always believed that this software has significant potential and continues to grow as advancements are made in the field of intelligent transportation system (ITS). ITS, as a field, has demonstrated significant promise over the years and has expanded the ability to integrate technologies, people, and physical regions in a manner that is astonishing.

Many of us have enjoyed watching those adrenaline rushing action movies. It always amazes me when I see the cops in these movies receiving instantaneous information on events happening several miles away. These technologies keep the movie's story-line moving fast and they also keep it interesting. However, if you think of it, this is not always fictional. We have the power of information and technologies today that we could not have dreamed of a decade ago. In the ITS arena, we are able to exchange information almost instantaneously with devices several tens and hundreds of miles away. This is partly possible because of the advances in information technology and also, FDOT's initiative to develop a state-of-the-art software system to control traffic management centers.

Over the past year, I have participated in the development of the SunGuide software. This software development effort has focused on different traffic management strategies. The first was to improve inter-agency coordination and information sharing, specifically with the Florida Highway Patrol. The second, undergoing testing, is supporting a key project in South Florida—95 Express. The third, which is under development, will redefine the operator screens making it more convenient to view maps and provide the ability to also stay current with the ever changing software technologies. These refinements and enhancements to the software keep it “ahead of the curve.”

This project has given me an interesting perspective as we go through the software development life cycle for major updates in the software. It also gives me the satisfaction of being part of the solution for a problem. As ITS continues to grow, the SunGuide software has to be redefined to support users to be able to use its capabilities. This project has been a joint effort of the SunGuide users that include FDOT District ITS engineers, toll authorities, city and county users, and SunGuide project management.

Looking ahead, we are always seeking ways to better improve the software performance and the various functionalities it has to offer. We hope to see the software being integrated with other external traffic data sources. This will provide significant additional data to traffic management centers to make informed decision. We have pride in the software for its important role in other critical projects, including the 511 advanced traveler information system and the 95 Express, and other supporting programs including the statewide incident management program and the statewide ITS performance measures reporting. We anticipate continuing to coordinate with these projects and programs, and expanding to support others as well. By showing support and increasing interdependence of projects and programs, the FDOT can demonstrate the cost-effectiveness and savings associated with each of these projects and programs. We look forward to supporting other programs in the future, including the Transportation Systems Management and Operations pilot project and IntelliDrive, once it is ready to be field tested and deployed in Florida.

This editorial was provided by Arun Krishnamurthy, FDOT Traffic Engineering and Operations Office. For more information, please contact Mr. Krishnamurthy at (850) 410-5615 or email [arun.krishnamurthy@dot.state.fl.us](mailto:arun.krishnamurthy@dot.state.fl.us).

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# Inside the TERL

The Florida Department of Transportation (FDOT) has a goal to assure that only a safe and uniform traffic control system is implemented in the state of Florida. The Traffic Engineering Research Lab (TERL) plays a part in obtaining this goal by satisfying Florida Statute 316.0745 - Uniform Signals & Devices. Below is a look Inside the TERL at activities that help accomplish our goal.



The primary mission of the TERL is to maintain an Approved Product List (APL) of devices that have been tested and verified to meet FDOT requirements. Establishing and maintaining the APL encompasses a broad variety of activities. These activities include:

- The review of manufacturer quality assurance/quality control (QA/QC) programs, comprehensive product evaluation and testing,
- The initial development and continuous improvement of all traffic control system product specifications,
- Maintenance and technical operations of the systems used for testing (including the design, installation, and operation of a small-scale transportation management center [TMC]) as well as the installation and integration of field devices around the TERL facility and various remote testing locations.

The primary goal of these efforts is to ensure that products sold and deployed on transportation projects in Florida are safe and reliable, are of good quality, and perform as required.

Notable activities during the past month included:

- Evaluation of the 12-inch character arterial dynamic message sign (DMS) (VF-2420 Series) manufactured by Daktronics was completed which makes it the first 12-inch character DMS certified and listed on the FDOT's APL.
- Electronic Speed Feedback Sign (Urban DFB Series) manufactured by MOR Manufacturing/3M evaluated and listed on the FDOT's APL.
- Dilemma Zone Protection System manufactured by Wavetronix (SS200 SmartSensor Advance) was evaluated and listed on the FDOT's APL.
- A tour of the TERL was conducted for Wendy Patterson (City of Ocala) and consultant Carlton Urban (DKS) who are working with the TERL to install a changeable message scrolling film sign (manufactured by Skyline Products) under a Conditional Approval for Limited Use.
- TERL staff hosted a tour of the test facility for Federal Highway Administration personnel Nick Renna and Hebbani Lokesh that included the SunGuide® Release 4.3 – independent verification and validation testing and a pre-inspection of the TERL's newly constructed signalized test intersection.
- Research through a contract with Florida State University began that will develop a turn-key test set-up to automatically test traffic signal controllers to FDOT standards. The automated tester will also incorporate verification to FDOT's National Transportation Communications for ITS Protocol requirements. FSU Principal Investigator is Dr. Leonard Tung, with Tim Walton serving as his research associate.

The TERL welcomes and encourages any comments and feedback regarding products listed on the APL. Is there a product you would like to have placed on the APL? Are you a maintaining agency in Florida that would like to sponsor a project to evaluate a new product; would you like to share your experiences with a product (good or bad) with us? If so, we want to hear from you.

This article was provided by Jeff Morgan and Trey Tillander, FDOT Traffic Engineering and Operations Office - TERL. For more information, please contact Mr. Morgan at (850) 921-7354 or email [Jeffrey.Morgan@dot.state.fl.us](mailto:Jeffrey.Morgan@dot.state.fl.us).

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# Announcements

## New Request For Proposal Released

Procurement released a Request For Proposal (RFP-DOT-09/10-9015-LG) for the delivery, installation, and verification and/or testing of communications equipment for the Florida Department of Transportation's (FDOT) Midland Radio Land Mobile Radio (LMR) multicast radio system for FDOT District Five. The scope of work includes, but it is not limited to, the furnishing and installation of Contractor-provided LMR repeaters, voters, duplex filters and antennas. When completed this radio system will provide District Five with a wide area radio network identical to the radio systems in place throughout the state enabling communications interoperability. The intended posting of award is scheduled for March 23, 2010, at 5:00 p.m.; interested parties should contact Ms. Lillian Graham, Procurement Agent, FDOT, (850) 414-4288 or email at [Lillian.Graham@dot.state.fl.us](mailto:Lillian.Graham@dot.state.fl.us).

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## 511 Recognized

The Florida Department of Transportation (FDOT) received a couple of awards for development of the Next Generation Traveler Information System, also known as Florida's 511 system. The awards recognizing the FDOT's achievements in developing the Next Generation System came from The Big Bend Florida Chapter of the Institute of Transportation Engineers (BBFCITE) and the Woman's Transportation Seminar (WTS), Central Florida Chapter. The award from BBFCITE was for the 2009 Project of the Year and the WTS award was for the 2009 Innovative Transportation Solution of the Year.

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## District Four Intelligent Transportation Systems (ITS) Program Announces its 2009 Annual Report

The SMART SunGuide® 2009 ITS Annual Report illustrates how the District Four ITS Program achieved its vision "to be the best transportation management center in the nation by 2010." This vision was not only about growth, but also about overcoming challenges and streamlining processes. In this report, you will read how the ITS Program maintained a relatively consistent Net Present Value despite many "changes," started expanding ITS into the Treasure Coast, and developed a new program to improve close to \$14 in return by way of services to motorists. Visit <http://www.SMARTSunGuide.com/SmartDocs.aspx> to download your copy today.

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## Get Ready

The ITS America's 20th Annual Meeting & Exposition – Connecting Communities through Smart Transportation Solutions will be held on May 3-5, 2010, at the George R. Brown Convention Center in Houston, Texas. The 20th Annual Meeting & Exposition will focus on core issues that relate to connecting communities through smart transportation solutions.

Mark the date on your calendar. More information is available at [http://www.itsa.org/annualmeeting/c80/News\\_and\\_Events/Calendar/Annual\\_Meeting\\_and\\_Exposition.html](http://www.itsa.org/annualmeeting/c80/News_and_Events/Calendar/Annual_Meeting_and_Exposition.html).

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## Save These Dates for Transpo 2010

Transpo 2010 will be held on December 12-15, 2010 at the Sawgrass Marriott in Ponte Vedra Beach. More information on participating in this event can be found at <http://itstranspo.org/>.

# 2010 Transpo™

**ITS: NOW MORE THAN EVER**

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## FDOT Traffic Engineering and Operations Mission and Vision Statements



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