



[ITS Design/Build in District Two](#)

[Traffic Incident Management in the Orlando Metropolitan Area](#)

[Lee County Incident Management System for Bridges](#)

[Editorial Corner: The Florida-Texas Agreement in Principle — A Case for Public-Public Partnering](#)

[ITS Device Standards and Specifications](#)

[ITS Trivia Tidbits](#)

[I-95 Corridor Coalition Steering Committee Meeting](#)

[Web Site\(s\) of the Month](#)

[UPDATE: Statewide Transportation Management Center Software Library System](#)

[Announcements](#)

[SunGuideSM Disseminator Word Challenge](#)

[FDOT ITS Contacts](#)

The SunGuideSM Disseminator is a publication of:

October 2003 Edition

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ITS Design/Build in District Two



“Could Oreo™ Cookies Truly Be Life’s Panacea?”

A “Lessons Learned” Article on Jacksonville’s Phase III Project
The morning after the selection was made for the Jacksonville Phase III Project, a Design/Build project, I awoke “bright-eyed



and bushy-tailed,” feeling that an enormous burden had been lifted from my shoulders. Following eight grueling months of work in helping with the development of the Design/Build package, reviewing Letters of Interest, short listing firms, analyzing proposals, grading the competitors, and making a final selection, **“WE WERE FINALLY THERE!”**

Unfortunately, my raw and youthful exuberance (so I wish!) got the best of me, and I realized then that the most difficult challenges still laid ahead.

Before I begin, please realize that this article is not a “knock” on the Design/Build process or the challenges encountered by the District Two ITS Office. In all honesty, it has been quite an enjoyable experience which has provided the District Two ITS Office with a wealth of knowledge that never existed in the past. Kudos should be given to the staff at MasTec, PBS&J (Jacksonville and Tampa offices), and the District Five ITS staff for making it such an educational experience and introducing us to “cutting-edge” technology that we could have never imagined existed. If not for their efforts, we could still be deploying point-to-point communications and devices five years past their prime!

The first, and probably most important, challenge of this Design/Build project was the creation of a clear and concise Design/Build package for the competitors to review. Critical features and aspects desired by the District Two ITS staff were specified in the Design/Build package prior to its distribution. However, we learned that doing so restricted our options due to changes in technology which seem to be occurring on a six-month cycle. A fine line needed to be drawn to ensure that a reliable, cost-effective, and maintainable ITS solution was put in place that would still work with the existing legacy equipment. The District Two ITS staff quickly learned this task was not as easy as it appeared because possible system conflicts (i.e., bugs) could result from our decisions.

The second challenge to overcome on this Design/Build project was the estimated budget necessary to put an effective ITS deployment into operation. The estimated budget developed for this Design/Build project was based on historical expenditures for ITS deployments performed through traditional procurement methods. Issues addressing technological advances, capacity limits on the TMC network, specific roadway geometry, future statewide ITS integration, and other critical needs were not considered in the budget request. These issues, as well as the Design/Build’s “risk factor” associated with the possible challenges contained within this ITS project, should have been considered when the estimated budget was developed, but were not. Due to these “lessons learned,” steps have been taken to try to avoid these issues in the next phase of deployment.

In hindsight, I now realize that it was this degree of risk that created the variance in the bids submitted by the short-listed firms. The Design/Build project’s risk could have been reduced by developing an extensive and restrictive Requirements package; however, it would have also reduced the opportunity for creativity and the ability to keep up with the latest technological advances. Even though it was not obvious in the initial stages of this Design/Build project, risk should have also been a factor in generating the estimated budget for this venture.

The third challenge we had to overcome on this Design/Build project was coordination of schedules and workloads. I soon realized that “the world did not stop” due to the letting of this

Design/Build project and my other duties still needed to be sustained. Development of a package for Phase IV of this Design/Build project, selection of a contractor for another Design/Build project, work program issues, system maintenance concerns, personnel matters, Departmental meetings, seminars, and training still required a portion of my time. Ditto could probably be said for the team members assigned to this Design/Build project. We have learned that the best method to deal with these time conflicts is to dedicate a specific day and time during the week where a majority of the team members can teleconference to address any concerns.

My fourth and final challenge dealt with something most of us love and need — sleep. As I mentioned earlier, when the selection was finally made, I awoke “bright-eyed and bushy-tailed.” I regret to inform you that this is no longer the case. I have learned that a glass of milk, a few Oreo™ cookies, and a 2:00 a.m. review of a Design/Build document submittal have become a normal routine for me. I have realized that even though the Design/Build team members have assumed a majority of the risk, it still does not liberate me from my responsibility to provide them with my full attention on this Design/Build project. This is due to the team effort concept developed during the Partnering Session. I can pretty much rest assured that Tim Malone and Alex Mousadi (both with MasTec) have learned to live off of five hours rest per night as well.

Let me next state that a Partnering Session was the **KEY** component for breaking the ice on this Design/Build project. During this Partnering Session, all of the participants had an opportunity to learn a little something about the individuals who would play an important role in the progress of this Design/Build project. Communication paths were developed and agreed upon; contact personnel for specific elements of this Design/Build project were presented; and a mutual agreement was made that **it is not bad to disagree!** We learned that keeping issues from your partners was not a benefit, but a hindrance, to the advancement of this Design/Build project; thus, it was important to bring things to the table when the opportunity presented itself.

So in review, what have I learned so far on this Jacksonville Phase III Project? First, make sure you have an understanding soul mate. Then, if you want a Cadillac, make sure you “spec” a Cadillac. If you spec a Cadillac, make sure there is money in the bank to pay for a Cadillac. If you pay for a Cadillac, make sure you buy your wife a two-carat diamond ring (or at least make time to meet with her to discuss the Cadillac). Please do not forget the risk, which is of course Divorce Court. Finally, after you have ordered a Cadillac, make sure you sleep with one eye open — you may need to react to a 12-inch frying pan at 2:00 a.m.



I hope my experience with this Design/Build project is not too disconcerting. At the moment, Design/Build is the best method in place for ITS deployments. In the future, I can see where the Systems Manager approach may receive higher consideration since a more mature ITS deployment will be in place throughout the state. As with everything in life, only time will tell.

This article was provided by Peter Vega, FDOT District Two ITS Office. For more information, please contact Mr. Vega at (904) 360-5463 or email Peter.Vega@dot.state.fl.us.

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[Return to top](#)

Lee County Incident Management System for Bridges



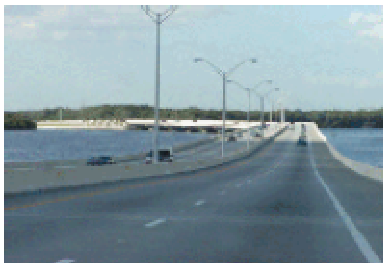
Edison

FDOT's District One recently completed a feasibility study for the deployment of ITS technologies that will support the implementation of an Incident Management System (IMS) covering the Edison, Caloosahatchee, Midpoint Memorial, and Cape Coral Bridges which cross the Caloosahatchee River in Lee County, Florida. The study was conducted by TEI Engineers and Planners.



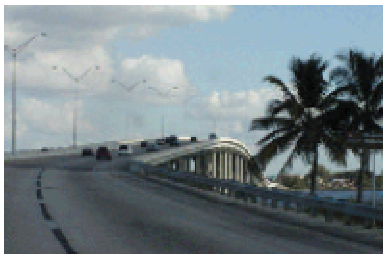
Caloosahatchee

These four bridges provide the only connections between two of the major municipalities of Lee County – the cities of Fort Myers and Cape Coral. Collectively, the four bridges provide a significant level of capacity for crossing the river, carrying a total of approximately 144,000 vehicles per day. However, the lack of refuge lanes on some of the bridges reduces the ability to handle incidents and remove them from the traffic stream. This often results in incidents that create huge backups, affecting a large portion of the local transportation network.



Midpoint Memorial

ITS solutions were sought to help manage the incidents that occur and to help minimize the impact of these incidents by providing real-time information and route diversions to motorists. ITS will enhance the safety and efficiency of the roadway network and should reduce the probability of secondary incidents.



Cape Coral

The study determined that closed-circuit television cameras (CCTVs) should be deployed on each bridge and at other selected strategic locations. Dynamic message signs (DMSs) and dynamic trailblazer signs (DTBSs) were recommended for incident diversion along with CCTVs to monitor the diversion routes. The system components will be interconnected through a fiber-optic communications system. Radio or commercial

communications will be used to connect to signs in the outlying areas. System command, control, supervision, operations, and maintenance of the system will be the responsibility of the Lee County Traffic Engineering Office.

The cost of the system is estimated at \$4.5 million with an estimated benefit of \$34.5 million savings on: crashes, travel-time, emissions, and fuel consumption. This project will result in an overall benefit to cost ratio of 7.7:1.

FDOT's District One has contracted with Gray-Calhoun and Associates to develop a Design/Build Criteria Package including preliminary plans that will outline all of the construction requirements of the IMS. Construction funding of the system is currently scheduled in fiscal year 2007/2008.

The preliminary number of ITS devices recommended by the feasibility study includes: 15 CCTVs, 25 DMSs, 64 DTBSs, 4 Road Weather Information Systems, 4 Highway Advisory Radios, and 13 Vehicle Detection Systems. This link, a [Network and ITS Field Devices](#) map (viewable with Adobe Reader®), provides the recommended layout of the communications network and the location of the ITS field devices.

The safety and efficiency of the transportation system for the Caloosahatchee River bridges in Lee County will improve with the construction and implementation of the IMS. The quality of the driving experience for area residents and regional visitors should also be enhanced. This is one more example of how ITS supports FDOT's mission statement by helping to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

This article was provided by Chris R. Birosak, FDOT District One. For more information, please contact Mr. Birosak at (863) 519-2507 or email Chris.Birosak@dot.state.fl.us.

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[Return to top](#)

ITS Device Standards and Specifications

The FDOT ITS Office was formed through a recommendation of the 1999 *ITS Strategic Plan* with the mandate of fostering standardization of ITS throughout the State of Florida. One of the major initiatives of the FDOT ITS Office is the development of ITS standards and specifications for the deployment of ITS devices. This development of ITS standards and specifications began with an exhaustive review of ITS devices utilized within Florida and across the nation. Based on this review and multiple meetings with the FDOT ITS Device Standards and Specifications Steering Committee, which is made up of each FDOT District's ITS representative, the FDOT ITS Office has developed and published several draft ITS device standards documents that can be viewed at www.FloridaITS.com/Standards.htm. All comments on the draft ITS device standards documents are welcome and should be provided to David Jones at DavidL.Jones@dot.state.fl.us by November 3, 2003.

These ITS device standards and specifications documents are being driven by several key factors:

- Lessons learned from past device applications;

- Proven and mature technologies;
- Reliable and consistent support services by vendors;
- Ease of device maintenance;
- Extended warranty periods which reduce future device maintenance costs;
- Economic issues, including initial costs of devices, costs of maintenance, etc.;
- Device standards and specifications that foster competition while promoting vendor innovation; and
- Economic issues associated with the Statewide Transportation Management Center Software Library System.

The process being followed for FDOT publication of ITS device standards and specifications documents includes:

- Peer review by the ITS Florida Advisory Committee and ITS Florida associate members;
- Continuous reviews and comments by FDOT ITS District representatives;
- Final draft review and edit of content by the FDOT ITS Office;
- Final review and acceptance by FDOT ITS Device Standards and Specifications Steering Committee;
- Review by a FHWA ITS Standards Field Support Team;
- Final review and revisions by the FDOT ITS Office;
- Publication of ITS device standards and specifications documents on the Internet, allowing public access; and
- Publication of ITS device standards and specifications documents through the State Specifications Office, *Specification Development Procedures, 630-010-001-a*.

The FDOT ITS Office is currently in the final stages of the ITS Florida peer review for most of the ITS device standards and specifications. It is projected that FDOT ITS Device Standards and Specifications Steering Committee approval and FHWA review will be complete by the end of October 2003, with delivery of the ITS device standards and specifications to the State Specifications Office in November 2003. During the rather lengthy process of the State Specifications Office's review and acceptance process of the proposed ITS device standards and specifications, the FDOT Districts will be able to utilize the new ITS device standards and specifications as Technical Special Provisions on a project-by-project basis.

This article was provided by David L. Jones, FDOT ITS Office. For more information, please contact Mr. Jones at (850) 410-5612 or email DavidL.Jones@dot.state.fl.us.

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[Return to top](#)



I-95 Corridor Coalition Steering Committee Meeting

With Hurricane Isabelle looming just off the Atlantic Coast, the I-95 Corridor Coalition (Coalition) held its Steering



Committee meeting on September 15 in Alexandria, Virginia. The meeting focused on highlighting Coalition Projects and Task Forces from the Coalition's six program tracks:

- Program Management;
- Advanced Traveler Information Systems (ATIS);
- Coordinated Incident Management;
- Commercial Vehicle Operations;
- Intermodal; and
- Electronic Payment Services.

Presentations at the Steering Committee meeting reflected the high level of member participation in multi-modal projects and initiative areas including:

- Reauthorization;
- Information Architecture;
- Standards;
- Training;
- 511 System Interoperability;
- Rural Intermodal ATIS;
- Quick Clearance & "Move It" Best Practices;
- Video Sharing;
- Traffic Diversion Plans;
- Traffic Management Center Interface;
- Electronic Toll Collection & E-Screening Interoperability;
- Commercial Vehicle Information Systems and Networks;
- Rail Operations Benefits Assessment;
- Landside and Waterside Port Access;
- Container Security; and
- Electronic Payment Systems Framework Operational Tests.

Of particular interest were the presentations on the Impact of Growth and the Change Task Force, formed as a result of Florida and South Carolina's Coalition membership, and the ATIS Task Force, co-chaired by FDOT's Gene Glotzbach and New Jersey Transit's Sandra Check.

Jeff Lindley, FHWA's Director for the Office of Travel Management, provided an update to the Steering Committee. Mr. Lindley discussed that FHWA has now designated liaisons to each of the Coalition's Program Tracks to ensure continued coordination and information exchange. He also provided a current FHWA program activities list to meeting participants and a general reauthorization update.

This article was provided by Noreen Hazelton. For more information, please contact Ms. Hazelton at i95nhaze@aol.com, or visit the Coalition Web site at i95coalition.org.

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[Return to top](#)

UPDATE: Statewide Transportation Management Center Software Library System

Since the last update of this project in the *SunGuideSM Disseminator* (March 2003), the FDOT ITS Office, on recommendations from the FDOT Districts, has successfully negotiated with Southwest Research Institute (SwRI) to finalize the software sublicense. The software sublicense became effective on September 2, 2003, and provides FDOT with:

- Ownership of new Florida modules;
- Assurance of coordinated configuration management; and
- Warranty of software performance.

The FDOT Procurement Office is processing the Final Contract Documents including an updated Scope of Services, Requirements Specifications, and Compensation Method. The Final Contract Documents were reviewed and signed during the week of September 29, 2003, after agreement with the pre-approved final draft by both FDOT and SwRI.

This article was provided by Liang Hsia, FDOT ITS Office. For more information, please contact Mr. Hsia at (850) 410-5615 or email Liang.Hsia@dot.state.fl.us.

Vote for Your Choice in Renaming the STMCSLS!

With the participation of the *SunGuideSM Disseminator* readership, the FDOT ITS Office has compiled a list of candidate names to rename this mouthful! Now it's time for you to vote. Simply email your choice to Karen.England@dot.state.fl.us from the following list of candidate names:

- SunExplorer - SunGuideSM Management Software
- Sunsation
- SunWave
- TransFlorida
- TransFla
- T-Florida
- GuideFlorida
- GuideFla
- Icons

Don't be left out — Place your vote today!

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[Return to top](#)



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

An answer guide follows the Editorial Corner.

Enjoy and Good Luck!

Z L X T X D O T C N R K H E E L T C T N
 K L M F T F F B F V V N O I T I L A O C
 D L I U B M V O M A S T E C K Q K I N L
 Z T R K N F T E S C N N K P V S T W S S
 T R J E D Y C R Q I W K R L T A R Z T N
 C R D O Z Z C O M B T M M N R C T G A O
 J O T P Z A N G R R Y A E G G A E B N I
 J W M T Y H L I K G Y M E X X D C T D T
 F A Q M Z A D B D R E T I T S I H Y A A
 B Y C K U G W E L R N P G L N L N F R C
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 K Q T Y M Y T S A L J O N K L Z Q M O S
 M B B T X B W P Y Y L M N S P M B O N M
 L L S F N H H R N V X E M S F T C E T C
 Z G C A L O O S A H A T C H E E W G J P

ATIS
 Bridges

FDOT
 FHWA

Requirements
 Roadway

Build	Geometry	Specifications
Cadillac	Integration	Standardization
Caloosahatchee	ITS	STMCSLS
CCTV	Jacksonville	Technology
Coalition	Lee	Trailblazer
Communications	MasTec	TxDOT
Design	Oreo	Vendors
Earmarks	Panacea	

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[Return to top](#)



Traffic Incident Management in the Orlando Metropolitan Area

Recurring traffic congestion, and the problems it causes, is perceived by most motorists to be the worst part of the driving experience. This type of traffic congestion is usually the result of limited road capacity, which is what happens during the typical commuting hours: 6 to 9 a.m. and 4 to 7 p.m. However, traffic congestion can also be non-recurring, such as sports and entertainment events, traffic incidents, disabled vehicles, and cargo spills, to name a few.

Studies of the Orlando metropolitan area show:

- Traffic incidents, not traffic demand per se, account for as much as 54 percent of congestion.
- Between 13 to 33 percent of crashes are secondary to earlier incidents.
- One minute spent on the scene of an incident causes five minutes of traffic congestion.

For non-recurring traffic congestion caused by traffic incidents, several metropolitan areas are deploying ITS to support traffic incident management, a systematic, planned, and coordinated use of human, institutional, and technology resources, to reduce the duration and impact of traffic incidents and improve the safety of motorists, crash victims, and responders.

METROPLAN ORLANDO, a metropolitan planning organization, is leading an effort to improve traffic incident management in the Orlando metropolitan area. The goals of this effort are to:

- Improve response and clearance times at incident scenes;
- Reduce incident-related congestion and delay;
- Reduce secondary crashes; and
- Improve responder safety.

ITS plays a major role in achieving these goals in the Orlando metropolitan area. Besides monitoring traffic, the FDOT Regional Traffic Management Center uses cameras and other devices to detect traffic incidents and to command and control operations along major corridors. Information on traffic incidents is linked to other transportation management centers, law enforcement, fire rescue, and emergency management control centers within the Central Florida region. Information on travel delays caused by traffic incidents on I-4 in the Orlando metropolitan area is also disseminated using the 511 travel information number.

A study of future deployments of ITS in the Orlando metropolitan area shows that between 25 to 35 percent of the travel time benefits will result from using these technologies for traffic incident management and information services. Various communication services, such as dynamic message signs and radio, will be used to inform motorists of traffic incidents. Information on alternative routing on the local road network will also be provided.

This article was provided by Eric Hill, METROPLAN ORLANDO. Mr. Hill may be contacted at (407) 481-5672, or email EHill@metroplanorlando.com.

For more information on ITS Florida, please check the ITS Florida Web site at www.itsflorida.org or contact Dr. Charles E. Wallace at (352) 374-6635, or email execdirector@itsflorida.org.

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[Return to top](#)

Editorial Corner

The Florida-Texas Agreement-In-Principle – A Case for Public-Public Partnering

Now for something different – let’s start this Editorial Corner off with a pop quiz. Remember back so long ago when you were in high school, and your teacher would unexpectedly begin the day’s lesson with a pop quiz? I can recall words like these as if they were spoken yesterday: “Please get out a piece of paper and a pencil. Put your name in the top-right corner. Number one through twenty. Make sure all of your books are under your chair. And, keep your eyes on your own paper!” Did the thought of that make a little bead of sweat break out on your forehead? Well, this pop quiz won’t be nearly as stressful. Here it goes – it’s only one question. Name a state of the United States with these attributes: large geographical area, several large metropolitan areas, substantial rural highway network, prone to hurricane strikes, and the Interstate 10 Corridor. What’s your answer? Florida? Texas? How about both Florida **and** Texas? As it turns out, Florida and Texas have these attributes and several other geopolitical issues in common. Recent events provide yet another commonality: transportation management center software.

I am pleased to announce that Florida and Texas have reached an agreement-in-principle to establish a long-term, ITS-related software partnership. With so much in common, it makes sense that Florida and Texas would explore ITS solutions through a partnership. This new “public-public” partnership provides Florida with immediate, tangible ITS benefits. For example, Texas Department of Transportation (TxDOT) is providing, at no cost, its

TxSoftware source code to FDOT for use as the baseline software for FDOT's Statewide Transportation Management Center Software Library System (STMCSLS) project.

TxSoftware is TxDOT's transportation management center software currently operating in Amarillo, Austin, Dallas, El Paso, Ft. Worth, Houston, and San Antonio. It is one of the most advanced transportation management center softwares in the nation having evolved over an 8-year period. Employing TxSoftware in our STMCSLS provides FDOT considerable assurance that the STMCSLS will start smoothly and develop around a proven, stable software platform. Additionally, FDOT will benefit from TxDOT's continued support and development of the TxSoftware. Other State of Florida public-sector transportation agencies stand to gain from the Florida-Texas partnership. For example, FDOT will be able to provide TxSoftware executable code to any Florida public-sector transportation agency participating in the STMCSLS. The Miami-Dade Expressway Authority (MDX), our STMCSLS partner, is slated to be the first Florida public-sector transportation agency (other than FDOT) to receive the TxSoftware. MDX will reciprocate with a significant funding contribution to the STMCSLS. TxDOT will benefit too. In the weeks ahead, FDOT will undertake over \$8 million of STMCSLS development work, building upon and enhancing the TxSoftware product. In return, Florida will provide, at no cost, its new modules and TxSoftware enhancements to Texas.

FDOT and TxDOT have a framework document that describes the emerging ITS-related software partnership. The goal is to commemorate this partnership with the signing of a memorandum of understanding (MOU) at FDOT's End-of-the-Year ITS Working Group Meeting in Deerfield Beach, Florida during the week of December 1. The MOU will call for: face-to-face meetings to be convened at least twice a year, teleconferences to be convened at other times, a common software configuration management tool, a coordinated list of future software enhancements, and, most importantly, shared software products. Other state DOTs may join in the partnership if they are willing to accept the terms of the MOU. The Michigan Department of Transportation (MDOT), our partner in the 2001 *Transportation Management Center Software Study*, has already shown a keen interest in the Florida-Texas partnership. MDOT, if it joins the partnership, is interested in enhancing the TxSoftware-STMCSLS effort in the areas of signal control and probe vehicle initiatives. This would be the beginning of a model partnership with new members joining and making a software development contribution for the good of the order.

Public-public partnerships show real potential when it comes to ITS program development and deployment. For example, public-public partnerships, like the one described here, mitigate the immense risk associated with new software development. Public-public partnerships also leverage the precious few public funding dollars available for ITS. And, when other state DOTs join in the partnership, it creates a synergism or dynamism in the ITS software marketplace favorable to the public sector that simply did not previously exist, i.e., there is strength and power in numbers. Let there be more public-public partnering!

This editorial was provided by Chester Chandler, FDOT ITS Office. For more information, please contact Mr. Chandler at (850) 410-5600 or email Chester.Chandler@dot.state.fl.us.

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[Return to top](#)



Wherein a compendium of various random facts and snippets of humor is presented on an irregular basis for purposes of cerebral edification and mental diversion!

Car stuff that could only be in America:

- You can get a pizza delivered faster than an ambulance.
- You leave your multi-thousand dollar car outside on the driveway while your useless junk fills up the garage.
- And why is it that you park on the driveway and drive on the parkway?
- There are plenty of handicap parking spaces at the skating rink.
- At the bank, the ATM machine in the drive-up lane has Braille lettering.

***If you would like to contribute some interesting trivia,
email [Nick Adams](#)
All submittals welcome!***

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[Return to top](#)

Web Site(s) of the Month

[WWW.WorldLicensePlates.com](http://www.worldlicenseplates.com)

When I was a kid and we were taking a long trip, one of the ways I passed the time was looking for license plates from different states. The rarest find was one from Hawaii, and Alaska was infrequent too. Now most states offer a wide variety of specialty plates so you can find an almost endless array on the roads. While my journeys as a kid were limited to finding plates from the US and Canada, this Web site will let you find plates from around the world. Here you view plates from such distant spots as Burkina Faso, the Faeroe Islands, and Palau.

Both current and historic plates are displayed. It's a pretty amazing collection, and it's a group of plates you or your kids won't likely find on your next road trip. Visit the site at www.worldlicenseplates.com.

WWW.Roadmaps.org

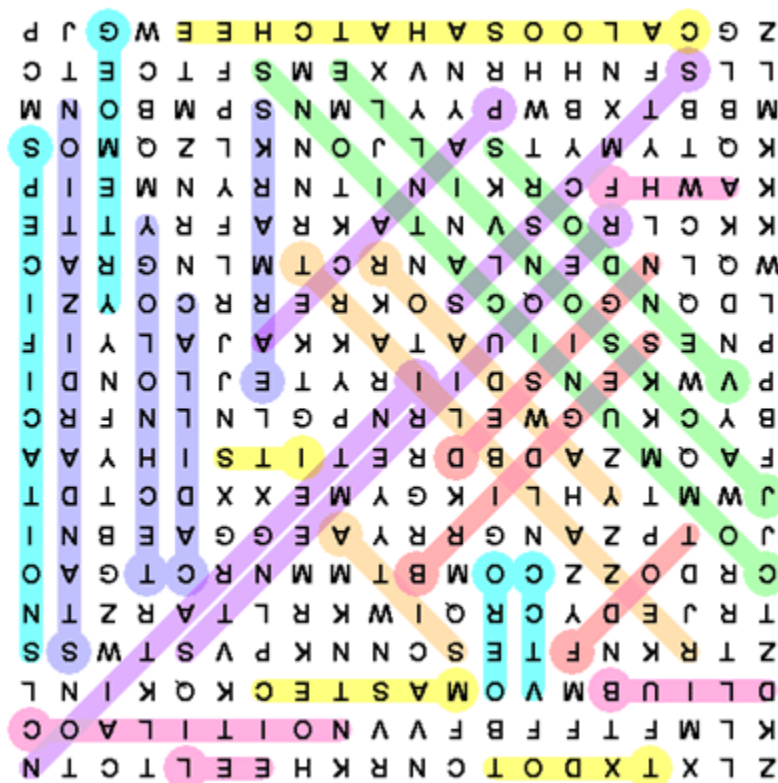
If you're forty or older, you probably recall the days when you could stop at a service station (remember when they were called that) and get a free road map. Of course you can still get road maps from a variety of places but, with the exception of government-issued maps, you probably have to be an organization member or pay a fee to get the map these days. On this Web site, in addition to information about the association, you can read a brief history of road maps, get a master listing of official state and provincial road maps, and find dealers who buy and sell the maps. For those of us involved in transportation, the old maps are a fascinating review of what existed, what was proposed, but never built, and how the world has changed as new highways were opened. Visit the site at www.roadmaps.org.

***If you would like to suggest an interesting Web site,
email [Mike Akridge@dot.state.fl.us](mailto:Mike.Akridge@dot.state.fl.us)
All submittals welcome!***

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[Return to top](#)

SunGuideSM Disseminator Word Challenge Answers



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[Return to top](#)

Announcements

FDOT Secretary José Abreu Elected to ITS America Board of Directors

On August 22, 2003, FDOT Secretary José Abreu was elected to serve on ITS America's Board of Directors. ITS America was founded in 1991 to represent the private and the public sectors in advancing the safety and efficiency of transportation systems through the use of technology.

Service on the Board of Directors enables agencies and companies to have a voice in shaping policy and contributing to the advancement of ITS in our country. "It is indeed an honor to be elected to this position and to serve with such a distinguished group of leaders in the transportation industry," Mr. Abreu said.

Among the organizations represented on the Board of Directors are major automakers, like General Motors and Ford, as well as state agencies, such as Nebraska DOT, Washington DOT, California DOT, and now the Florida DOT. Additionally, the Board of Directors has many forward-thinking local and regional transportation agencies that contribute to the goals of the organization and industry, like Orlando-Orange County Expressway Authority.

Mr. Abreu has been elected to serve a three-year term that expires in May 2006.

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Federal Fiscal Year 2003 Earmarks Determined

The Federal Fiscal Year 2003 Earmarks have been determined and the big winners in Florida are:

- Palm Tran for an Automated Vehicle Location System and Mobile Data Terminals;
- Central Florida Regional Transportation Authority for funds to support the deployment of a Bus Rapid Transit System; and
- HARTLine for Bus Tracking and Communications.

The amounts awarded were \$850,000 for Palm Tran, \$1,500,000 for Central Florida Regional Transportation Authority, and \$4,000,000 for HARTLine. Each recipient is in the process of developing an application for participation in order to receive the funds.

No word has been received on the Earmark requests that have been submitted for Fiscal Year 2004.

The Fiscal Year 2005 Earmark cycle is approaching, and a kickoff teleconference is scheduled for Discretionary Program Coordinators on October 28. Invitations have been sent to the appropriate coordinators.

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FDOT ITS Office Bimonthly Project Status Reports Available Online

The FDOT ITS Office produces a Bimonthly Project Status Report summarizing the work efforts and accomplishments of the FDOT ITS Office, as well as tracking the progress of several projects not managed by the FDOT ITS Office, but noteworthy to the ITS community. The Bimonthly Project Status Reports can be accessed at the FDOT ITS Office Web site at www.dot.state.fl.us/IntelligentTransportationSystems.

The Bimonthly Project Status Reports are posted for a period covering October 2002 through April 2003. As additional Bimonthly Status Reports are produced, a notice will be placed in this newsletter to announce their availability.

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FDOT End-of-the-Year ITS Working Group Meeting

The FDOT ITS Office has set the FDOT End-of-the-Year ITS Working Group Meeting and associated ITS meetings for December 1-5, 2003 at the Deerfield Beach Resort in Deerfield Beach, Florida.

The following meetings/events have been scheduled:

- Change Management Board;
- FDOT Closed-Door Session;
- ITS Florida Board of Directors Meeting;
- ITS Florida Advisory Committee Meeting;
- ITS Florida Annual Meeting;
- ITS Florida Annual Social Event and Scholarship Announcements;
- FDOT End-of-the-Year Working Group Meeting;
- Tour of District 4/Broward County's Regional Transportation Management Center;
- ITS Project Specific Meeting (tentative); and
- Institute of Transportation Engineers ITS Standards Update and Status (tentative).

We hope you will make plans to attend!

For more information, please contact Ms. Kristen Blanton at (850) 410-5631 or email Kristen.Blanton@dot.state.fl.us.

* * * *

Transpo 2004 — Border Wars: Overcoming Transportation Barriers

Mark December 6-8, 2004 on your calendars for this exciting multi-state (Florida and Georgia), multi-association (Florida/Georgia Sections ITE and ITS Florida/Georgia, the Florida DOT, and, we hope, Georgia DOT, and FHWA), and multi-about-anything-you-can-think-of transportation event. Exhibit information has just been released and can be found on the ITS Florida Web site at www.ITSThroughFlorida.org.

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[Return to top](#)



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[Return to top](#)

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Created by:	England
Reviewed by:	England, Glotzbach, Chandler
Date:	October 9, 2003