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Ken Morefield is Retiring From FDOT!

After 31 plus years with the FDOT, Ken Morefield is retiring from his current position as Assistant Secretary for Transportation Policy. His responsibilities include the areas of Design,

Construction, Maintenance, Planning, Public Transportation, and Motor Carrier Compliance. He is also the Governor's Highway Safety Representative. Ken came to the Central Office from District 2, where he served as Secretary. He has also held positions as State Highway Engineer (Chief Engineer) and State Roadway Design Engineer. He has provided distinguished service by serving on several AASHTO committees and the Jacksonville Transportation Authority Board during his FDOT tenure.

For some time, Ken has strongly felt the requirement for better management of Florida's roadways, especially during the evacuation efforts for Hurricane Floyd in 1999. "The need for an ITS Office was quite apparent. No one knew where the traffic was! Dynamic message signs and some cameras, including a few at key intersections in the rural areas, would have been most helpful in providing motorists with information and delay times," he related.

With his support, the FDOT ITS Office was initiated in July of 2000, with just two FDOT staff. The FDOT ITS Office has grown to consist of six FDOT staff who manage an ITS general consultant and a telecommunications general consultant. Altogether, 17 people are collocated with the FDOT ITS Office staff providing a variety of technical and support functions for the FDOT ITS Office's daily operation. Additional resources can immediately be engaged as needed.

Great strides have been made in bringing ITS to the forefront at the District executive level," Ken says. "The Department must continue to work toward a collaborative effort between the local District needs and the Central Office in establishing integrated traffic management statewide. The key is the transferability of control between transportation management centers."

"The Department must continue to work toward a collaborative effort between the local District needs and the Central Office in establishing integrated traffic management statewide."

Ken says his major ITS accomplishments are the establishment of the FDOT ITS Office's ITS Program and the adoption of the *Ten-Year ITS Cost Feasible Plan (Plan)* with dedicated dollars for the deployment of ITS components. His future vision for ITS in Florida is the actual implementation of the *Plan* in the best and fastest manner possible. He cites the Road Rangers and the Incident Management Programs as examples of the successful progress toward better management of Florida's roadways. "I am happy with our technical progress and think the Department needs to strongly support the program in the future--deal with the established plan and not abandon the goal of completion."

Far from taking up a rocking chair, Ken will continue to toil in the transportation arena. He steps directly into a new position on March 1, with Jacobs Engineering Group, Inc., with statewide responsibilities for design and construction engineering and inspection. Ken will continue to be based in Tallahassee.

The FDOT ITS Office wishes to thank Ken for his guidance and support; we wish him well in his new endeavors.

This article was provided by Nick Adams, FDOT ITS Office. For more information, please contact Mr. Adams at (850) 410-5608 or email Nick.Adams@dot.state.fl.us.

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ADDCO's Innovative ITS Project in Florida Will Shorten Delays and Enhance Safety

ADDCO is leading a large ITS work zone project that includes both the installation and operation of a comprehensive intelligent transportation system.

The project utilizes an innovative Portable Intelligent Transportation System (PITS) in conjunction with a lane-widening project along Interstate 4. One lane in each direction will be added to ultimately provide a 29.5 mile improved 6-lane interstate through Polk County (outside of Orlando to Lakeland). Beginning this fall, the project is expected to last approximately 31 months. It is the goal of the FDOT, the construction contractors, the engineering firm – DRMP, and ADDCO to make the work zone as safe and congestion-free as possible during the entire length of the project.

Contracted by DRMP for FDOT, ADDCO is deploying a variety of equipment to collect information on traffic conditions and correspondingly relay this information to motorists in a variety of ways. ADDCO's traffic operators will be able to see real-time traffic conditions from cameras mounted on various portable platforms. ADDCO will also collect data from microwave sensors indicating roadway speeds and volumes. Real-time information will then be shown on dynamic message signs.

Using highway advisory radios, motorists will also be able to access this information on several radio stations.

ADDCO is responsible for the design, installation, maintenance, and onsite operation of the system for the duration of the project.



Motorists will also be able to get up-to-date information on the construction project and expected delays by visiting www.i4polk.com. The Web site will include an area map of the construction project showing the location of each camera and dynamic message sign by corresponding icon. By simply clicking on a camera icon, one will be able to see the related visual snapshot of current traffic conditions. Clicking on a sign icon will show the message currently displayed in the work zone to motorists. Information on the dynamic message signs and highway advisory radios will include traffic advisories, suggested alternate routes, speed limits, and overall traffic conditions.

ADDCO will deploy and operate a variety of solar-powered ITS equipment incorporating wireless communications, signage, cameras, and sensors. The fully portable fleet of equipment may be moved around the work zone as needed.

Traffic will be monitored on a 24/7 basis by ADDCO. Equipment deployed includes the following:

- 11 Smart Zone[®] Portable Traffic Management Systems. Smart Zone incorporates a surveillance camera, dynamic message sign, and sensors in one portable platform using ADDCO software and 2.4 GHz spread spectrum radio to send and receive current traffic information.
- 10 Portable dynamic message signs.
- 14 Portable trailers equipped with microwave sensors to detect traffic speeds and volumes.
- 2 Highway advisory radios.

ADDCO will use its own software package, Virtual Transportation Operations Center (VTOC[®]), to seamlessly integrate and control all devices. Using this software will optimize information flow and help ensure that motorists have accurate, current information throughout the entire work zone.

This article was reprinted with the permission of ADDCO. For more information, please contact Lisa Dumke at (651) 558-3579 or email LRDumke@addcoinc.com.

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Everglades Radio Network – Update



This is an update of an article on the Everglades Radio Network (ERN) provided by John Outland, of the Florida Department of Environmental Protection (FDEP) which appeared in the November 2003 *SunGuideSM Disseminator*. This article updates information on two low-power FM stations which were put into service in late November 2003. These stations are operating in test mode and currently broadcast under the authority of the Federal Communications Commission (FCC) construction permits. The FDOT ITS Office has applied for a permanent operating license for each station according to FCC rules. The FDOT ITS Office expects to receive permanent operating licenses in the near future.

The FDEP, FDOT, and the Florida Department of Community Affairs, Division of Emergency Management (FDEM) share the costs of the two stations. FDEP will use the stations to provide information about the Everglades, including its:

- Plant and animal life;
- Natural and man-made forces affecting the Everglades;
- Natural places to visit;
- Restoration activities; and
- People who have played important roles in shaping the history and future of the Everglades.

FDOT will use the stations to broadcast highway advisory information and traffic alerts. FDEM will use the stations to provide emergency and disaster information to motorists in the vicinity of the stations. Amber Alert messages will also be broadcast, when appropriate.



Most of the time, the two stations will be controlled from the studio of WGCU Public Media, the FM educational broadcasting station of Florida Gulf Coast University (FGCU) in Fort Myers. The stations' control signals will be transmitted via a microwave link. The antennas and other equipment are also being tested. WGCU has been an active partner in constructing studio facilities at the Collier County Rest Area (WFLP-LP) and at the Miles City (SR 29) Interchange (WFLU-LP), the permanent homes for the two stations.

In January 2004, highway advisory signs were installed along I-75 and will be operational when the stations go into regular service some time in early spring 2004. Watch for future ERN updates announcing the ribbon-cutting ceremony.

Tune your radio to 98.7 FM when in the vicinity of the Collier County Rest Area and to 107.9 FM when in the vicinity of the Miles City (SR 29) Interchange. Any comments or suggests you have would be greatly appreciated and may be submitted at www.dep.state.fl.us/ern/contact/default.htm.



This article was provided by Roger Madden, PB Farradyne. For more information, please contact Mr. Madden at (850) 410-5610 or email Roger.Madden@dot.state.fl.us.

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The University of Florida's "Top Down" Central Data Warehouse Research Project

The combination of real-time ITS and legacy transportation-related data can be used as a powerful tool for providing tourists, commuters, government agencies, and private entities with timely on-demand transportation information.

Florida's *Statewide Intelligent Transportation Systems Architecture (SITSA)* contains a central data warehouse (CDW) component in its statewide concept of operations. The principal function of a CDW is to collect and store statewide information from many data sources and make the information available for use for various purposes.

The FDOT initiated a feasibility study for a CDW to determine the uses of data generated and used by various ITS applications in Florida and to provide preliminary recommendations on the configuration and functionality of a CDW. This feasibility study is being performed by the University of Florida.

The current research for the feasibility study by the University of Florida contains:

- A summary of the resources available for the development of a CDW;
- A discussion of the common concepts and standards that apply to the design of a CDW;
- Observations and recommendations that can be offered at this time, given the relatively coarse level of the feasibility study's investigation performed to this date;
- A description of a prototype CDW, designed to illustrate the concepts and recommendations contained in the feasibility study; and
- A prospectus for a proof-of-concept study as a subsequent phase to this feasibility study.

This subsequent phase of research uses a "top down" structure of a statewide CDW. The top down structure will include FDOT enterprise application data incorporated with data collected by the FDOT Districts. Currently, the University of Central Florida is performing "bottom up" research of a real-time ITS CDW for *iFlorida*, the Surface Transportation Security and Reliability Information System Model Deployment project. This research is structured primarily around regional Florida data and will also be included in the top down structured CDW. This will provide a prototype CDW which will fully address legacy and real-time ITS data. This prototype CDW will meet interoffice, interagency, and inter-department ITS data warehouse requirements, especially for emergency evacuation and statewide homeland security. This prototype CDW will interface with data provided by the FDOT Offices of Information Systems, Safety, Planning, Traffic Operations, and Maintenance. This prototype CDW will also interface with other local, state, and federal agencies identified in the *SITSA*.

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.

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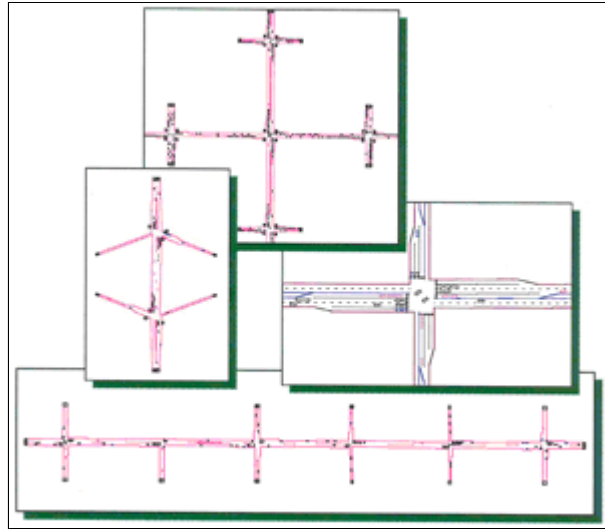
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Traffic Engineering Software Tools Research Project

The FDOT has led the way in developing and maintaining an integrated set of signal optimization and analysis tools. The operating system for these tools is MS-DOS. The FDOT's current Windows operating system has created a need to update these tools.

This research project, conducted by Professor Ken Courage, University of Florida, provided the FDOT with an improved preprocessor, postprocessor, and communication support for traffic engineering and planning software to replace the existing signal optimization and analysis tools operating in MS-DOS with new versions compatible with the Windows operating system.

This research project developed a software system of productivity enhancement tools that provide a high degree of connectivity between the existing and future design, optimization, and analysis models used by FDOT in planning, project development, roadway design, traffic operations, and ITS. These tools are integrated into a single software system referred to as the Arterial Analysis Package 2000 (AAP2K). This new software system includes interfaces with Highway Capacity Software (HCS), TRANSYT-7F, PASSER II, PASSER III, and CORSIM. The AAP2K software system is available on CD-ROM by contacting Liang Hsia at Liang.Hsia@dot.state.fl.us.



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.

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iFlorida – Update

An overview of *iFlorida*, the Surface Transportation Security and Reliability Information System Model Deployment grant awarded to FDOT by the Federal Highway Administration (FHWA), was published in the August 2003 *SunGuideSM Disseminator*. This overview may be viewed at

www.dot.state.fl.us/IntelligentTransportationSystems/ITS_Deployment/Newsletter/Archived



[Issues.htm](#). Over the past six months, District Five, working with its partners, has maintained momentum towards completing the deployment phase of the project by May 2005.

***i*Florida Project Status**

Detailed *i*Florida project information is available at www.iflorida.net. *i*Florida project highlights over the past six months include:

August 2003

- The Central Florida Field Components Design/Build project was awarded to Traffic Control Devices, Inc. (TCD), with TEI and TransCore as team members.
- The draft *i*Florida *Deployment Plan* was submitted to FHWA.

September 2003

- Notice to Proceed was provided to TCD to initiate the Central Florida Field Components Design/Build project.
- Version 1.0 of the *i*Florida *Concept of Operations* was submitted to FHWA (an updated version of this document will be re-published in mid 2004).
- The draft *System Requirements* document was submitted to FHWA. In support of completing this document, the *i*Florida partners met to review and concur with the published requirements.
- *i*Florida representatives met with FDOT's Transportation Statistics Office and developed a refined course of action for the creation of a Statewide Corridor Monitoring System project. This new project is anticipated to be advertised by Spring 2004 and will design and deploy real-time vehicle detector stations at many of FDOT's microwave tower sites along key limited-access facilities across the state. Several of these sites will also include closed-circuit television cameras.
- The *i*Florida *Conditions System Invitation to Negotiate (ITN)* was advertised. This project is critical to *i*Florida, as it will provide much of the software "glue" necessary to fuse the multitude of information data sources.

October 2003

- Threat analyses were completed for the bridge security monitoring element of *i*Florida.
- The *i*Florida *Conditions System ITN* proposers were short listed.

November 2003

- The draft *i*Florida *System Design* document was submitted to FHWA.
- The vulnerability assessment was completed for the Fuller Warren Bridge to support the bridge security monitoring element of *i*Florida.
- Central Florida's first comprehensive traveler information Web site was launched at www.iFlorida.org.

December 2003

- Castle Rock Consultants, Inc. was selected to provide services for the *i*Florida *Conditions System* project.
- The final *i*Florida *System Design* document was submitted to FHWA.
- 30% Plans for the Central Florida Field Components were submitted and reviewed.

January 2004

- The final *iFlorida System Requirements* document was submitted to FHWA.
- Contracts were completed, Notices to Proceed were issued, and a joint kick-off meeting was conducted with Meteorlogix and the University of North Florida to initiate the weather element of *iFlorida*.
- A Notice to Proceed was issued to Castle Rock Consultants, Inc. and the kick-off meeting was conducted for the *iFlorida* Conditions System project.
- The *RTMC Vulnerability and Speedway Evacuation Planning Study* was advertised.
- A Local Agency Participation (LAP) Agreement with the City of Orlando was executed in order to conduct the Agency Integration Project.
- The final *iFlorida Deployment Plan* was submitted to FHWA, completing all the required Phase I documentation.

In the coming months, progress will continue on various projects under contract and several new projects will enter into the procurement phase, including:

- Statewide Corridor Monitoring Design/Build Project;
- Bridge Security Monitoring Invitation to Negotiate (ITN); and
- Broadband Wireless Internet Test Bed Invitation to Negotiate (ITN).

This article was provided by Anne Brewer, FDOT District 5. For more information, please contact Ms. Brewer at (386) 943-5319 or email Anne.Brewer@dot.state.fl.us.

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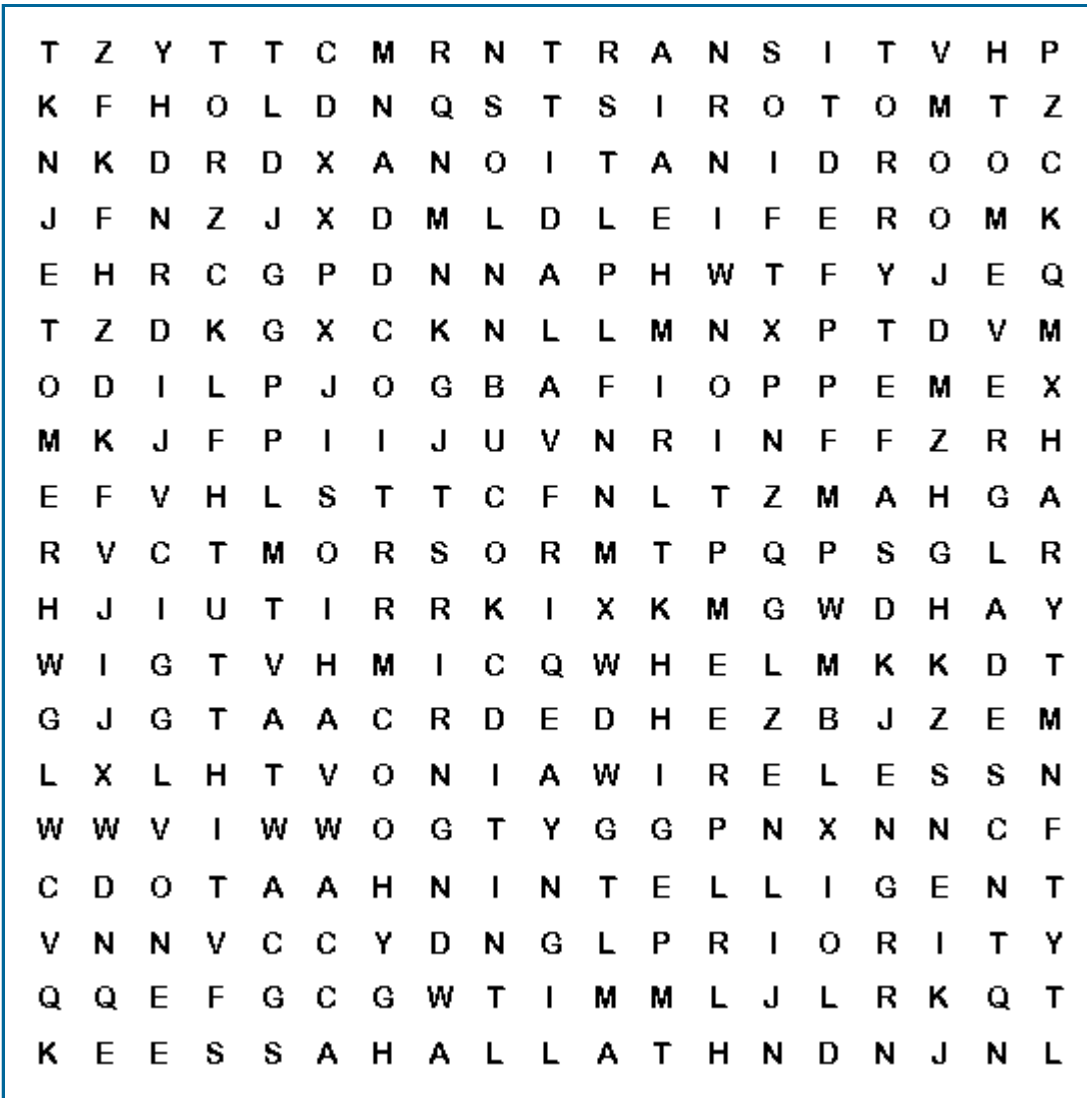
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We invite you to have some fun and complete the *SunGuide*SM *Disseminator* Word Challenge!

An answer guide follows the Editorial Corner.

Enjoy and Good Luck!



- | | | |
|--------------|-------------|-------------|
| ADDCO | Information | Remote |
| CCTV | Innovative | Safety |
| Coordination | Intelligent | Signal |
| CVFM | Microwave | Tallahassee |
| Everglades | Morefield | Transit |
| FDOT | Motorists | UCF |
| GHz | PITS | Virtual |
| HAR | Preemption | Weigh |
| Highway | Priority | Wireless |
| iFlorida | | |

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Planning For Implementation of Transit Signal Priority



Transit agencies throughout the world are now looking at the implementation of transit signal priority to reduce the delay that transit vehicles experience at traffic signals. Many traffic engineers are reluctant to implement a transit signal priority program for fear that it will disrupt coordination and cause additional delays for everyone else. However, studies from cities such as Seattle, Portland, and Los Angeles indicate that providing a transit signal priority program can be accomplished without significantly compromising signal coordination for the rest of the roadway users if the transit signal priority program is properly constrained and planned.

Signal Preemption vs. Signal Priority

It is important when discussing transit signal priority that the applicable terms are properly identified and defined:

- **Signal preemption** is a special mode of operation that causes a signal to suddenly and temporarily leave its normal operation. Signal preemption is most commonly used at rail crossings and for emergency vehicles crossing intersections. When these events occur, the normal signal cycling is interrupted by a call for a special preempt phase or phase sequence. In the case of a rail crossing preemption, a track clearance phase is usually called up, which may then be followed by a dwell phase. The dwell phase allows traffic running parallel to the rail crossing to keep moving while the gates are down at the rail crossing and crossing traffic is stopped. This typically causes the surrounding intersections to fall out of coordination and, once the call for a special preempt phase is terminated, it may take three or four signal cycles to get the intersections back into sync.
- **Signal priority** is a need to enhance a particular movement with the intent of maintaining normal coordinated operation. Typically, this is accommodated by either an early green, at the beginning of the signal cycle, or an extended green, at the end of the signal cycle. These options are shown in the following figures.

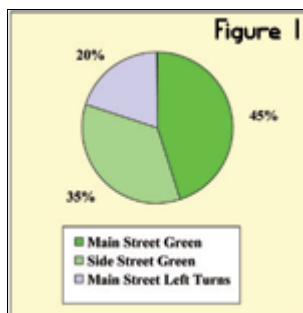
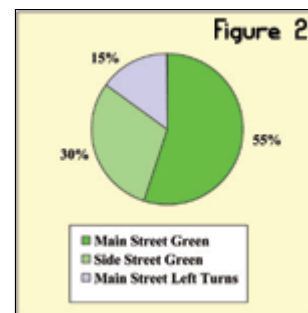
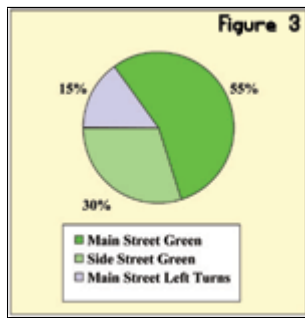


Figure 1 shows a normal traffic signal cycle with a certain portion of each cycle apportioned to main street green, side street green, and main street left turns. Figure 2 shows an extended green, which may be called for to allow a transit vehicle to proceed through an intersection without stopping if it approaches the intersection near the end



of main street green, but cannot make the intersection in the remaining green time. By extending the green for the main street green phase, a little bit of time must be taken away from the subsequent phases to remain in sync and start the next cycle at the proper time. Figure 3 shows an early green, which may be called for if the transit vehicle arrives too late to extend the green. This also compresses the other signal phases in order to squeeze more time for the movement requested by the transit vehicle.



Lessons Learned

The Broward County Traffic Engineering Division tested the implementation of transit signal priority as a part of their installation of the new 3M Opticom™, a global positioning system (GPS). This system allows preemption of a signal for emergency and transit vehicles. However, as the system was being tested, there were some important lessons learned.

One of the first lessons learned was that pedestrian considerations cannot be ignored. It was discovered that some signal controllers allow preempt phases to truncate the pedestrian clearance interval. Pedestrian clearance intervals should never be compromised to provide transit priority. Pedestrian clearance intervals and vehicle minimums determine just how much transit priority can be given. Most agencies that have implemented transit signal priority limit the amount of extended green or early green to 10 seconds so that pedestrian clearance can still be accommodated and a reasonable phase length is still provided for all phases.

One of the most significant lessons learned was that, despite the manufacturers' claims, many existing legacy signal controllers simply cannot accommodate both signal preemption and signal priority. In some cases, the transit vehicle's call to the signal controller initiated a signal preemption rather than an extended green or early green. In other cases, the signal controller did not support enough signal preemptions to accommodate the different needs of both emergency vehicle preemption from various directions and transit vehicle priority.

Another lesson learned was that an existing traffic control system may impose constraints upon the implementation of transit signal priority. In the case of the Broward County Traffic Engineering Division's test, the existing urban traffic control system would not allow for extended greens. Therefore, as they work towards implementing transit signal priority on some of their corridors, the best that can be offered is the early green.

Conclusions

Implementing transit signal priority is a doable thing; it is just not always as easy as it sounds – there are many issues to be addressed. Many existing legacy signal controllers and signal systems (pre-National Transportation Communications ITS Protocol [NTCIP]) may have limitations that prevent or limit the implementation of transit signal priority. Standards for signal preemption and signal priority are still in the developmental stage and are not yet finalized (i.e., NTCIP 1211: Objects for Signal Control Priority). However, the existing signal systems that have implemented transit signal priority have demonstrated a clear and significant benefit for transit vehicles, without a significant disadvantage for other road users.

This article was provided by Larry Hagen, University of South Florida, College of Engineering. For more information, please contact Mr. Hagen at (813) 974-9815 or email Hagen@cutr.usf.edu.

For more information on ITS Florida™, please check the ITS Florida™ Web site at www.itsflorida.org or contact Diana Carsey, Executive Director, at (813) 623-5835, extension 2112, or email carseyd@hartline.org.

If you wish to contribute an article to the *SunGuide*™ *Disseminator* on behalf of ITS Florida™, please contact Erika Ridlehoover at (813) 752-7193, or email Erika.Ridlehoover@transcore.com.

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Editorial Corner – Public Health and Transportation

Public health and transportation are topics not usually discussed together by transportation professionals. On January 12, 2004, I attended the Matson Distinguished Speaker Luncheon during the Transportation Research Board 83rd Annual Meeting in Washington, D.C. The Distinguished Speaker was Dr. Howard Frumkin, Professor and Chair of the Department of Environmental and Occupational Health at the Rollins School of Public Health at Emory University and Professor of Medicine at Emory School of Medicine. The topic of his presentation was “Active Living and Transportation Impacts.”

Dr. Frumkin identified a number of areas where the decisions we make while planning, designing, constructing and operating our transportation systems affect public health. For example, noise pollution caused by freeways can cause stress, which in turn can cause high blood pressure and heart problems. Stress is also caused by traffic congestion. Freeway air pollution can cause respiratory problems such as asthma.

Dr. Frumkin’s presentation made me think of the work that we do with ITS and the operation of these systems. While there are many planning and design considerations that could be discussed, I prefer to concentrate on considerations during construction and operation.

Consider a freeway without ITS. There are no detectors to provide information on traffic flow. Incidents are identified when someone calls 911. Response is dispatched after police verify the incident and determine the type of response that is needed. Motorists do not get any information on the reason for the unusual slowdown of traffic and are not given alternative routing information. In such a situation, freeway travelers would be more stressed and subjected to increased air pollution. Those residents living near the incident would also be subjected to increased air pollution. It does not matter whether the incident was in a construction zone or not. The effect would be similar although it might be more severe in a construction zone because of reduced roadway facilities.

Now consider a freeway with ITS. Detectors would help identify incidents and closed-circuit television would be used to verify incidents. Response would be dispatched quickly and not

be reliant on on-site verification. This would significantly reduce the amount of time that motorists and surrounding residents would be subjected to stress and increased air pollution.

The World Health Organization (WHO) through its Regional Office for Europe recently prepared a report on [*Transport, environment and health*](#) (*Transport, environment and health*, edited by Carlos Dora and Margaret Phillips, WHO Regional Publications, European Series; No. 89, 2000). This report discussed the effects of noise, accidents and injuries, and air pollution on mental health and well-being.

Noise can be defined as unwanted sound. At low travel speeds, engine sounds are heard. At high speeds, tires and the roadway surface are the predominant cause of noise. The effects of noise on health were identified as impaired communication, disturbed sleep, difficulties with performance, annoyance, increased aggression, heart disease and hypertension, and hearing impairment.

Traffic emits significant quantities of airborne pollutants from motor exhaust gases as well as from tires, brakes, and the roadway. The effects of air pollution include discomfort from unpleasant smells, respiratory inflammation, breathlessness, heart and circulatory problems, and lung diseases and cancer. A recent report estimated that there were 80,000 deaths per year in European cities related to long-term exposure to traffic-related air pollution ([*Charter on Transport, Environment and Health*](#), EUR/ICP/EHCO 02 02 05/9 Rev. 4, 16 June 1999).

In 2002, there were about 40,000 motor vehicle-related fatalities in the United States ([*National Overview of Recent Highway Safety Data*](#), National Highway Traffic Safety Administration, DOT HS 809 482). In 1999, there were about 120,000 motor vehicle-related fatalities in the WHO European Region ([*Charter on Transport, Environment and Health*](#)). These are an unacceptably high number of fatalities. While it may not be possible to eliminate accidents, they can be reduced. About one-third of all freeway accidents are secondary accidents, which are often more severe than the primary accident. Reducing the time it takes to detect, verify, respond, clear, and recover from an incident can reduce secondary accidents. The use of ITS and improved operations can significantly reduce secondary accidents and improve public health.

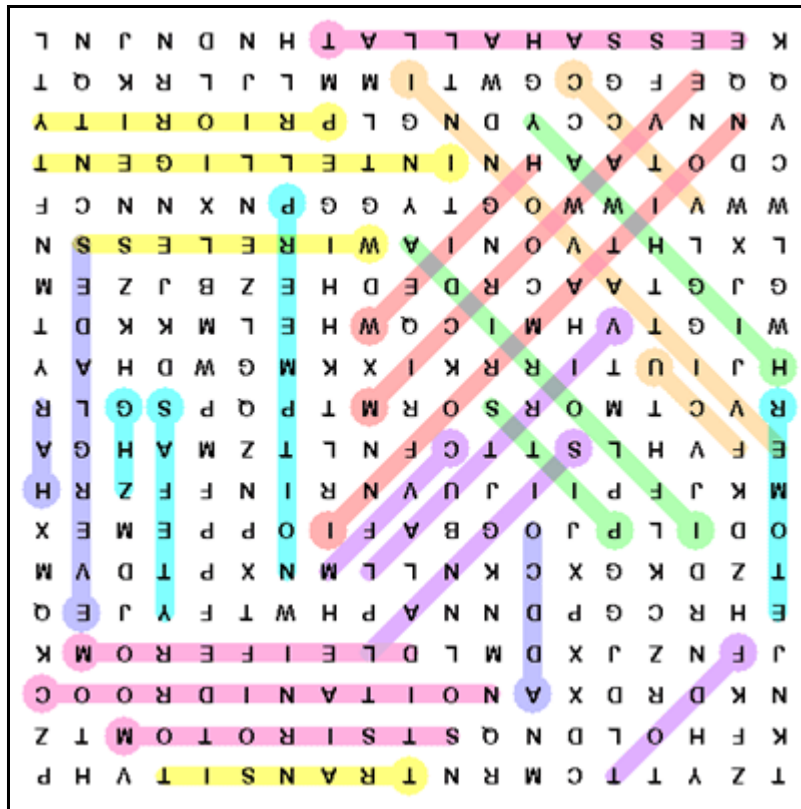
In general, the effects of transportation on health and well-being include post-traumatic stress from accidents, aggression and nervousness, reduced social life, and constraints on child development. One of the functions of our government is to promote public health, safety, and welfare. Those agencies with active ITS and operations programs are the ones that partially fulfill this function. Those that do not, should be made aware of the societal benefits of an active ITS and operations programs. Use of ITS and active operations of these systems is a step in the right direction towards improving public health.

This editorial was provided by Walter H. Kraft, PB Farradyne. For more information, please contact Mr. Kraft at (212) 465-5724 or email Kraft@pbworld.com.

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Announcements

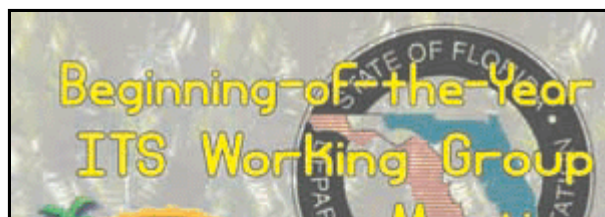
And the New Name Is —

The FDOT ITS Office is currently tallying votes to rename the Statewide Transportation Management Center Software Library System. Look for the winner in the March edition of the *SunGuideSM Disseminator!*

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

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

The FDOT ITS Office has set the FDOT Beginning-of-the-Year ITS Working Group Meeting for March 10, 2004. Additionally, during the week of March 8-11, 2004, other ITS-related events have been scheduled.



The following meetings/events have been scheduled:

- ITS Florida Board of Directors Meeting;
- ITS Florida Advisory Committee Meeting;
- 511 Working Group Meeting;
- Change Management Board Meeting;
- FDOT Beginning-of-the-Year ITS Working Group Meeting; and
- Lee Roy Selmon Expressway Tour.

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.



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ITS Legislative Awareness Day — Coming Soon!

ITS Florida is proud to announce its second annual ITS Legislative Awareness Day to be held at the Florida Capitol in Tallahassee on Wednesday, March 17, 2004, from 9 a.m. to 5 p.m. The objective of this event is to demonstrate to our elected officials the true value and benefits associated with developing and deploying ITS. Details of the event will be finalized soon. Mark your calendars and plan to participate in this unique event.

For more information, please contact Erika Ridlehoover, TransCore, at (813) 376-0036 or email Erika.Ridlehoover@transcore.com.

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The First International Conference on Virtual and Remote Weigh Stations

The University of Central Florida (UCF), Center for Advanced Transportation Systems Simulation, in conjunction with FDOT, ITS America, ITS Florida, Florida Trucking Association, Inc., Battelle Labs, and North American Transportation Management Institute, is pleased to sponsor the First International Conference on Virtual and Remote Weigh Stations. The conference will be held at the Wyndham Palace Resort in Lake Buena Vista (Orlando), Florida, on February 16-18, 2004.

For more information and to register, contact UCF at (407) 882-0260 or visit their Web site at <http://www.ce.ucf.edu/ASP/catss/default.asp>.

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The Commercial Vehicle and Freight Mobility Winter Conference

Following the First International Conference on Virtual and Remote Weigh Stations, ITS America is sponsoring the Commercial Vehicle and Freight Mobility (CVFM) Winter

Conference on February 18-20, 2004, at the same location as the First International Conference on Virtual and Remote Weigh Stations.

For more CVFM information, visit their Web site at <http://www.itsa.org/cvfm.html>. To register for the CVFM Winter Conference, contact Jai Kundu, ITS America, at 202-484-4662, or email JKundu@itsa.org.

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Another Offering of CITE's VERY Successful "Blended" Courses

- "Definitely a worthwhile learning experience."
- "I would rate the course as excellent and would recommend it to others."
- "The learning aids and the conference call concept is definitely a winner. I look forward to other 'blended' courses from CITE."

These are only a few of the comments received from the Fall offering of two "blended" courses through the Consortium of ITS Training and Education (CITE). The courses included: Traffic Signal Timing and Managing High Technology Projects in Transportation. CITE is currently accepting registrations for the next offerings of these courses that begin on February 20, 2004.

A "blended" course is an exciting concept that combines the best features of both instructor-led and web-based instruction. These features include:

- Live discussions with the instructor through the use of conference calls;
- Convenient, flexible web-based learning;
- A specific time schedule in which to complete the course; and
- Interaction with other students through the use of class problems posted on a discussion board.



You can register for both of these courses through the CITE web site at www.citeconsortium.org.

This announcement was provided by Kathleen Frankle, Consortium for ITS Training and Education. For additional information, please contact Ms. Frankle at KFrankle@umd.edu.

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