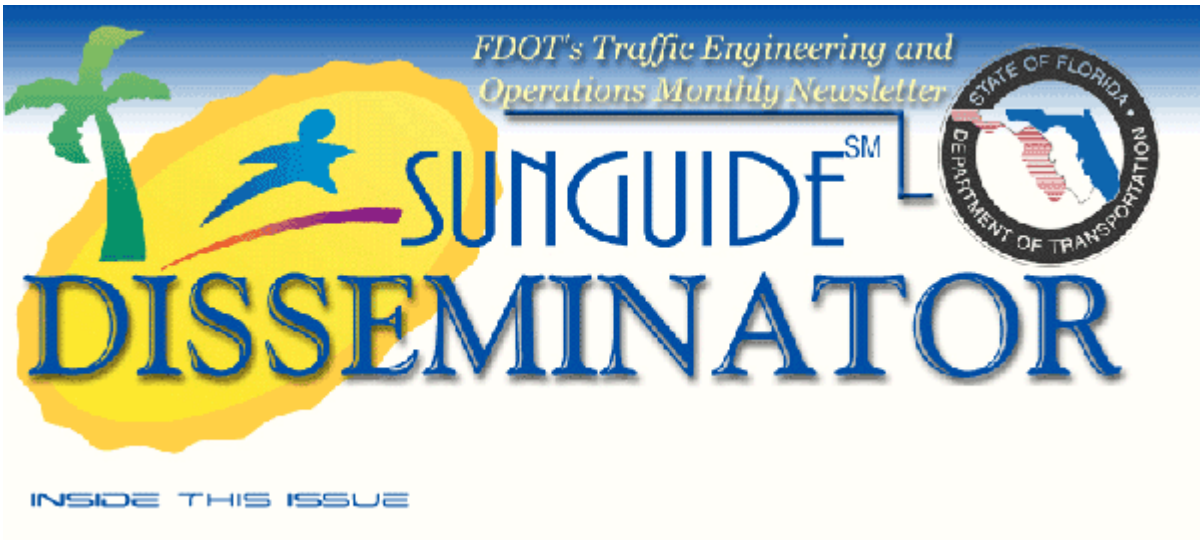

The *SunGuide Disseminator* is a publication of:

Florida Department of Transportation (FDOT)
Traffic Engineering and Operations Office
605 Suwannee Street, M.S. 90
Tallahassee, Florida 32399-0450
(850) 410-5600
www.dot.state.fl.us.com

November 2004 Edition

Link to Florida's Statewide ITS General Consultant

Hurricane Charley's Impact on Traffic Equipment and Structures

The FDOT Traffic Engineering and Operations Office conducted a Field Damage Assessment Study in the aftermath of Hurricane Charley to estimate the damage to traffic equipment and

support structures. Hurricane Charley made landfall on August 13, 2004, in the Punta Gorda/Port Charlotte area of Florida's southwest coast. At landfall, Hurricane Charley was reported to have sustained winds of 145 miles per hour. The hurricane traveled northeast, through the Orlando area, out into the Atlantic Ocean.

The first damage observed was of downed trees and brush along Interstate 75, approximately 20 miles north of the Port Charlotte and Punta Gorda interchanges. The severity of damage increased further south on I-75.

FDOT's current policy for mast arm traffic signal supports requires that mast arms shall be used on all state road projects within 10 miles of the coastline. However, many of the FDOT District Offices are installing mast arm traffic signal supports on projects further inland than 10 miles. Indications from the study are that the mast arm signal supports survived significantly better than the strain pole/span wire configuration.

Study Summary

Field observations performed for this study indicated that the mast arm support structures survived with little or no damage. Signal heads were, in some cases, completely gone from the arm assembly. Some signal heads were skewed or rotated on their support brackets, but still attached to the mast arm support. In some cases, signal back plates were damaged and no mast arm assembly rotational movement was observed.

Traffic signal strain pole span wire assemblies did not survive as well as the mast arm assemblies. Some signal heads were missing; disconnect hangers were missing in some cases; and numerous adjustable hangers failed due to the extreme wind loading on the signal head assembly. In several cases, the entire span wire assembly between the strain poles was down. The study observations did not show any concrete strain pole failures, only signal span failures.

Strain pole span wire installations were damaged as far inland as Orlando. An illuminated street sign assembly on John Young Parkway in Orlando had its name panel and back panel blown away, but the two florescent bulbs survived.

Several hundred photographs were taken during the field study to provide illustration

of the structural failures of numerous signing and high mast lighting assemblies.

Conclusions

The traffic signal mast arm support technology survived significantly better than did the strain pole wire span design. Mast arm and strain pole installations were located only blocks from each other along the study route and the mast arm survivability was very apparent.

This article was provided by Eric Larson, FDOT Traffic Engineering and Operations. For more information, please contact Mr. Larson at (850) 414-4868 or email Eric.Larson@dot.state.fl.us.

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Traffic-signal Crews Start All Over

The cost to fix traffic signals damaged during Hurricane Jeanne in Palm Beach County could reach $10 million, double the toll inflicted by Frances, a state transportation official said Tuesday.

After Frances it was estimated it would take months to get traffic in the county running smoothly.

But after Jeanne, repairs will take even longer because of a shortage of parts. Combined with the damage from Hurricane Charley on the west coast and Ivan in the Panhandle, there's not enough signals available to go around.

At many intersections, the span wires that held up the signals were ripped down.

"There are no more signal heads in the United States until more are manufactured," said Rick Estripeaut, operations manager for the Florida Department of Transportation.

State and county crews are still assessing how many signals were lost or broken when Jeanne roared through last weekend. But there's no doubt the strike was much more severe than Frances, Estripeaut said.

In Martin, St. Lucie and Indian River counties, signal damage from Jeanne could cost $50 million.

"Frances was a hard hit, but nothing that bad," Estripeaut said. "With Jeanne, we lost (entire) intersections."

About 25 percent to 30 percent of the county's 1,100 intersections are still without power, County Engineer George Webb said. Most are in the north end of the county.

Law enforcement officers are directing traffic at some of the major intersections. At others, stop signs are in place to remind motorists that traffic must stop in all directions.

More than two dozen state crews are assisting county workers to survey damage from Jeanne. It will be a few days before a complete report is compiled.

After Frances, a two-step plan was initiated to return traffic signals to normal operations. The first step was to make sure a working signal was in place in each direction at every intersection. In some places, generators were used to run signals until power was turned back on.

The second phase was to replace missing lights and fix others that were broken. The work was expected to take several months.

Repair crews had barely scratched the surface to fix signals damaged during Hurricane Frances when Jeanne came along, Estripeaut said. Now, it's back to step one again.

"All we're trying to do is keep people alive," he said. "We need to get the infrastructure back up so people can get to work.

The damage could have been worse if crews had not taken preventative action. Before Jeanne arrived, about 600 newer traffic signals were taken down around the county to save them from hurricane-force winds.

This article was reprinted with the permission of the Palm Beach Post. The article was written by Chuck McGinness, Staff Writer.

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LeeWay Variable Pricing — Saving Time and Money

Each day an average of 77,000 motorists travel the Cape Coral and Midpoint Bridges in Lee County. These two bridges provide regionally important east-west connections across the Caloosahatchee River for travelers to and from the Fort Myers and Cape Coral area. Fortunately, many of the daily commuters on these two bridges participate in Lee County's variable pricing program called LeeWay.

The LeeWay program is Lee County's electronic toll collection system. This program provides advantages to weekday motorists that travel these two toll bridges by reducing their travel time and reducing the cost of the toll. Variable pricing is one of the strategies that can be used by transportation engineers that provides travelers with financial incentives to alter

their travel patterns. Another benefit of variable pricing is that it often provides a positive effect on traffic patterns by removing some of the total traffic from the peak travel periods.

Reducing congestion reduces costs to the traveler and, in the case of LeeWay, also reduces the cost paid for the toll. Central to the concept of variable pricing is the willingness of motorists to voluntarily modify their travel patterns. Those that volunteer to modify the time of travel across the bridges get a discount in the cost of the toll. The LeeWay variable pricing program discounts tolls by 50 percent during the periods that have discount pricing available. These periods are outside of the traditional morning, mid-day and evening peak periods. For example, if a weekday commuter traveling the Cape Coral Bridge alters their morning travel time to the variable pricing hours of between 6:30 and 7:00 a.m., they would receive a 50 percent toll discount. On these bridges the variable pricing hours during weekdays are from 6:30 to 7:00 a.m.; 9:00 to 11:00 a.m.; 2:00 to 4:00 p.m.; and 6:30 to 7:00 p.m.

The LeeWay variable pricing program was developed initially from the Federal Highway Administration's (FHWA) Value Pricing Pilot Program and went into full operation in 1998. The number of motorists participating in the program has steadily increased and there are now about 95,000 vehicles with transponders. Transponders are read by antennas at the toll plaza, which communicate with the vehicle transponder and automatically deduct the toll amount from the transponder owner's prepaid account. The transponders permit unattended toll collection enabling vehicles to travel through a toll plaza without stopping, which provides an increase in the overall number of vehicles that can be serviced at the toll plaza.

The LeeWay program has evolved and expanded over the years and several significant enhancements in electronic payment services have been completed, while more are planned. Currently, LeeWay has enhanced capabilities to operate with SunPass® and the LeeWay transponders are accepted throughout the state of Florida. Other planned enhancements to the LeeWay program include transponder compatibility with the SunPass and E-Pass® programs used in other regions of the state of Florida. There are also future plans to install automated enforcement capabilities and to install a data connection from LeeWay tolls to Lee County's traffic management center to provide enhanced information exchange.

The LeeWay variable pricing program has saved motorists about $2.5 million to date in discounted tolls and provides improved travel by reducing traveler delays.

Further information on LeeWay can be obtained at www.leewayinfo.com. For more information on national efforts, the FHWA's *Report On The Value Pricing Pilot Program* July 2000, may be viewed at www.fhwa.dot.gov/policy/final.htm.

This article was provided by Earl Salley, Lee County Department of Transportation. For more information, please contact Mr. Salley at (239) 694-7600 or email SalleyER@leegov.com.

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11th World Congress on ITS Summary

Vehicles and Typhoons—A Uniquely Japanese Event

From the moment this year's ITS World Congress began on October 18 in Nagoya, Japan, it was clear to all of those attending that, while delegates were from all over the world, this Congress was clearly a Japanese event. The Congress was similar to previous Congresses in many respects, but different in a few key ways; in particular, the distinct focus on inviting the public to participate and learn more about ITS.

The Congress Opening set the tone for the Congress – equal parts substance and style. The session, staged at the Aichi Prefecture Arts Center (prefectures are equivalent to states), included Japanese dancing and drum performances along with the usual array of dignitaries celebrating another year of progress in the ITS industry and highlighting the Congress theme "ITS for Liveable Society." The opening portion of the three-hour session was conducted in the presence of Their Imperial Highnesses Prince and Princess Akishino.

The various elements of the Congress got into full swing on the second day, with concurrent executive sessions, special sessions on selected topics of interest, scientific sessions, technical sessions, interactive poster board sessions, technical tours, and multiple exhibit halls impressive both in size and scope. As one would expect, the Japanese were the largest block of attendees and exhibit spaces, and the sessions leaned heavily on Japanese speakers to share project and research results. As a single delegate, it is impossible to participate in all activities offered by the organizers, but from what I did participate in, some of the major "take aways" for me were:

***Liveable Society* consists of three major aspects**:
• **Safety** focuses on the latest activities of intelligent vehicles and vehicle-infrastructure integration which have been regarded as one of the effective countermeasures to reduce traffic accidents.
• **Sustainability** covers how ITS can be applied in a sustainable high-mobility society, reducing the global and local environmental impacts caused by worldwide motorization.
• **Accessibility/Comfortability** focuses on user benefits with ITS, such as freedom and comfort of mobility, seamless transit, telematics, and enhanced traveler choice.

- The Japanese ITS and transportation industry are paving a path that we are likely to follow, perhaps a decade behind them, and we can learn many things from their experiences.

- With every large city having fully functional adaptive signal systems; complete real-time data coverage of the nation's entire expressway system and all primary roads in metropolitan areas that, among other things, has led to over 10 million vehicles (growing 2-3 million annually) with navigation systems and access to route and trip time determination data; and seemingly complete public transportation information collection and provision, the questions the Japanese ITS industry are focused on are no longer how to make ITS a reality, but how to get maximum benefit from these systems.

- It is well known to regular World Congress attendees that this conference typically has far more participation by automobile manufacturers and suppliers than domestic ITS conferences, such as ITS America's Annual Meeting and Exposition. This Congress was perhaps even more focused on vehicles and vehicle/mobile services than typical, likely due to the fact that Japan is the home of several of the world's leading automakers (Toyota, Honda, and Nissan to name a few) and Nagoya is widely considered the center of Japan's auto industry, and the maturity of the ITS infrastructure market.

- When studying the exhibit hall, one could quickly become overwhelmed by the advances, products, services, and components being offered. To the untrained eye (which included my own), it is nearly impossible to cut through the clutter (and the predominately Japanese text on booths, displays, and brochures) to find the new advances. What is clear is that incredible amounts of advances are occurring in the Japanese market in improved information and entertainment systems, safety systems, and vehicle infrastructure integration; and many could eventually find their way to North America.

- As in North America, all other parts of the world are seriously investigating various forms and issues of vehicle infrastructure integration. The issues facing us in North America, relating to technical approach, cost feasibility, use cases, business models, and policy/privacy issues, are also being faced and investigated throughout the world. As of yet, it does not appear that any region of the world is significantly ahead or behind in this important area.

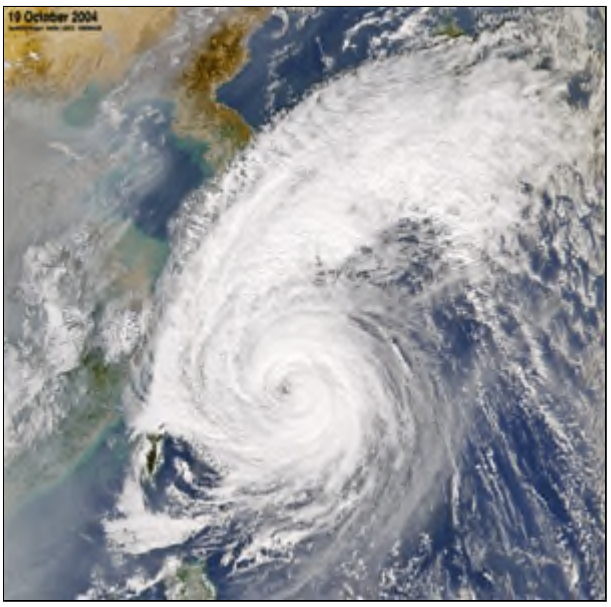
- The Congress was open to the public over the weekend following the main Congress activities. Organizers had estimated that as many as 50,000 people would attend. Multiple articles could be found in the English national daily newspapers – and one assumes in Japanese papers as well. These aggressive promotion and outreach efforts could, again, offer a glimpse of the future for us in North America.

Knowing I would be writing this summary, I asked some other attendees for their succinct impression of the Congress:

- Steve Kuciemba, ITS America's Vice President for Programs said, "It was enlightening to see how the organizers from ITS Japan have so thoroughly prepared their exhibit hall for general citizen participation. The creation of "ITS World," the conceptual exhibition that included a fascinating look at how ITS can work now and in the future, provides

the best attempt I've ever seen at the value of ITS solutions to BOTH the general public and to practitioners."

- Tip Franklin, Viasys' Marketing Manager said, "A great conference if measuring attendance and the quality of the exhibits, but the conference portion of the Congress was hampered somewhat by less than adequate facilities. Nonetheless, the quality and breadth of scope of the presentations made it possible to obtain extremely useful information across the entire scope of ITS."



Finally, those of us from the southeast United States could not believe the bad luck that resulted in complete cancellation of the Day 3 events of this five-day conference. Typhoon Tokage (which means Lizard in Japanese) struck southwest Japan and quickly moved through nearly the entire country in a 24-hour period. In Nagoya, tropical storm force winds and several inches of rain led Congress organizers to cancel Wednesday's events. The storm, the tenth typhoon to hit Japan this season, the most ever (sound familiar?), was the strongest in roughly a decade to hit Japan. Fortunately, no major damage occurred in Nagoya, as the storm weakened significantly as it approached.

All in all, the Congress, as always, provided an excellent opportunity to compare and benchmark US efforts to improve transportation operations through technology with those in other countries/regions. In particular, the deep look into Japanese programs is extremely useful. The previous real opportunity for such an examination last occurred in 1995, the last World Congress held in Japan.

This article was provided by Rick Schuman, PBS&J. For more information, please contact Mr. Schuman at (407) 806-4511 or email RickSchuman@pbsj.com.

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Lane Departure Warning Technology: A "Wake-up" Call for Today's Drivers

The national figures are staggering. Statistics just don't lie. The shattered life of a family coping with the automobile-related death of a loved one numbers more than 100 every day.

Approximately 3 million people are injured because of the 6.3 million traffic accidents that occur in the United States each year—roughly 17,000 daily. Some of those involved are able to walk away from the scene easily, while many others fall victim to a mangled wreck of twisted metal, shredded rubber, and minced glass as vehicle crashes claim the lives of more than 40,000 people in this country each year. And while auto fatalities devastate and often destroy the families of loved ones lost on America's highways, traffic deaths also elicit an inevitable question of hindsight...what if?

Accident prevention has become such an integral part of the American automotive safety landscape because, unlike the grim realities of incurable disease and natural disaster, neither of which are avoidable, many traffic collisions *can* be eluded and fatalities prevented. Those families of loved ones lost on America's highways are too often left to grapple with what may have been an avoidable collision and consequently, a preventable death.

Numerous studies indicate that drowsy or inattentive drivers are primarily to blame for the nation's single largest cause of highway fatalities—unintended lane departures. According to the U.S. Department of Transportation (DOT), more than 43 percent of all traffic fatalities are related to unintended lane departures.

The findings are backed by research conducted by the National Highway Traffic Safety Administration (NHTSA), which found that nearly half of all fatal traffic accidents reported in 2001 involved a lane or road departure attributed to distraction, fatigue, or some other lapse in driver concentration.

In addition to the natural driver fatigue that causes drowsiness, the explosion of cellular telephone usage while driving contributes to yet another accident-yielding condition—driver distraction. Even hands-free dialing and steering-wheel-mounted call answering still engage the driver in conversation, rendering him or her incapable of maximum vehicle focus. Likewise, a large majority of automobiles and heavy trucks today come equipped with advanced audio features, navigation systems, and climate controls that require involved operation, limiting a driver's ability to maintain road and traffic concentration if the vehicle is in motion.

But as technology often can be prone to creating products with attached issues and sometimes-hazardous ramifications, technology frequently and rapidly creates an antidote with an equal level of efficiency.

Airbags, lap and shoulder belts, crumple zones, and child safety seats certainly have played a prominent and effective role in not only addressing, but also reducing, the number of fatalities caused by traffic accidents. Yet one issue still lingers over motoring safety like the steam hovering above a smashed radiator...how many traffic accidents can be avoided altogether? Sadly, it is the same question that over 100 American families are faced with each day.

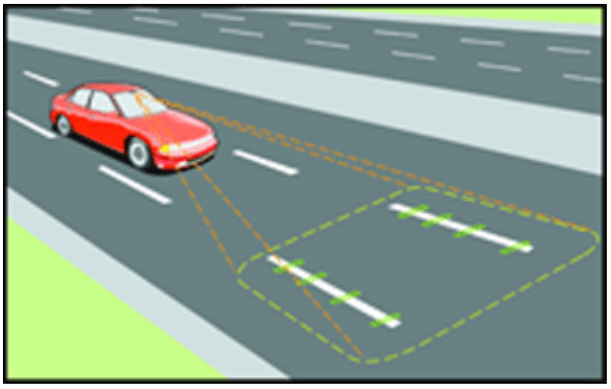
If the loss of human life isn't crushing enough, avoidable accidents devastate on many other levels. While the personal cost due to lost lives and injuries remains incalculable, the total economic cost of traffic accidents in the U.S. stood at $230 billion two years ago, according to data published by NHTSA.

The national figures are staggering. Statistics just don't lie. They are conclusive and indisputable. They also are increasing.

There is a light, or this case, a loud awakening sound at the end of the tunnel. Enter technology. As advanced technology plays a significant role in the distraction of drivers, ironically, it will also play a critical role in the solution.

According to DOT estimates, a broad range of diverse technologies, known collectively as ITS, ultimately have the capacity to eliminate more than one million crashes per year. In addition, DOT predicts savings of $26 billion in lost productivity, thanks to ITS applications. Obviously, the key to the efficacy of ITS is significant market penetration on national and international levels.

Anaheim, CA-based Iteris, Inc. originally developed lane departure warning (LDW) technology for use on commercial trucks because of the long distances typically traveled and the driver's susceptibility to fatigue and drowsiness that could result in an unintended lane departure. In the simplest of terms, LDW systems installed on trucks have delivered life-saving wakeup calls to inattentive, drowsy, or otherwise distracted drivers in the untimely event of an unintended lane departure. Moreover, the LDW systems are designed to provide the alert to drivers drifting out of their lanes in enough time to correct the situation in a controlled manner.



LDW technology is integrated into a small unit consisting of a camera, onboard computer, and software that can be packaged into the overhead console behind the rearview mirror—out of the driver's sight. The unit's camera tracks visible lane markings and continually feeds the information directly into the unit's computer, which combines this data with the vehicle's speed. The LDW system alerts drivers if they are drifting out of their lane. By using the turn signal, a driver indicates to the LDW system that a planned lane departure is

intended which disables the alarm. The LDW system can be configured with a variety of characteristics that are specified to the exact needs of each automaker.

The alert sounded by the LDW system is nearly identical to the sound of a vehicle crossing a rumble strip. In a 1999 report to the U.S. Congress by the National Center on Sleep Disorders, shoulder rumble strips were the only effective devices in alarming or awakening drowsy drivers. In fact, actual rumble strips placed on the outside of the highway have been proven to reduce accidents caused by lane departures by as much as 55 percent.

LDW technology has been successful in the European commercial truck market since 2000, when Mercedes began installing LDW technology in its Actros trucks. MAN, a trucking manufacturer also based in Europe, now offers the technology as optional equipment on its new trucks. In the U.S., both Freightliner L.L.C. and International Truck and Engine Corp. offer customers LDW technology as a factory-installed option.

The LDW system is now being offered in the first passenger car application by Nissan North America's luxury Infiniti division. Infiniti offers LDW systems as an option on the 2005 models of its FX crossover sport utility vehicle, and will offer the system on the all-new 2006 M45 available in 2005.

No advance in technology can ever take the place of driver preparedness, concentration, and awareness. But as long as there are automobiles on the highway, there will be those that inevitably become drowsy, distracted, or just purely undisciplined behind the wheel.

However, advances in road-safety electronics, especially LDW technology, will go a long way in protecting not just those of us who are lucky enough to have our vehicles equipped with the LDW system, but those who also share the highway with us.

The national figures do not have to be so staggering. Statistics may not lie, but they can change to tell a different story.

This article was provided by Chester Chandler, Iteris, Inc. For more information, please contact Mr.Chandler at (850) 386-2968 or email CHC@iteris.com.

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

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

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Editorial Corner – A Quantum Leap Forward for Hurricane Evacuation in Florida

In 1999, when Hurricane Floyd forced the massive evacuation of two million people in the state of Florida, the State Emergency Response Team (SERT) endeavored to better integrate ITS into its operations at the State Emergency Operations Center (SEOC). That event made the utility of having real-time traffic information for critical segments along the statewide evacuation roadway network even more evident to the state agencies involved with hurricane response. The SEOC also saw the major advantages associated with having the communications capabilities, again using the state's ITS infrastructure, with evacuating motorists already on the road. Thanks to the experiences from Hurricane Floyd, FDOT and the Division of Emergency Management (DEM) redoubled their efforts to make ITS a viable tool for managing hurricane evacuation operations.

The first major step to realizing this goal was to develop an access program to integrate the real-time traffic data collected by the telemetered traffic monitoring system (TTMS). The TTMS was created when FDOT and DEM selected or emplaced 50 traffic counters located specifically to collect data in near real-time at strategic points on the state's evacuation network. During hurricanes, these real-time sensors provide data for each direction of travel: hourly traffic counts; the hourly average speed; and a historically typical hourly count. The data from up to 30 counters are then assimilated and displayed on a Web site that provides a map of each sensor in relation to the state roadway network. During an evacuation event, each TTMS traffic counter is represented by an icon that, when selected, presents data for every hour of operation in evacuation mode.

In a related effort, FDOT's ITS Program, the Statistics Office, the *i*Florida project and the Emergency Management Office, in alliance with DEM, has developed a redundantly operating network of roadway traffic cameras, again, specifically located in support of evacuation operations. These traffic cameras are co-located with a limited number of TTMS sensors and display images on the same Web site. Although this effort is in the early stages of realization, all of the above entities are integrating their efforts to develop a statewide system that utilizes each other's architecture to collect and transmit this data to the SERT and SEOC.

The next step for exploiting ITS data for hurricane evacuation operations is to develop a traffic analysis capability using the real-time roadway data. To accomplish this, DEM, in association with various FDOT offices, is creating a program that develops travel demand forecasts specifically for evacuations and relates those figures against the numbers collected from the roadways during an actual hurricane event. The Hurricane Evacuation Analysis and Decision Support Utility Program (HEADS UP) predicts vehicle demand and the resulting traffic congestion on each segment of the evacuation roadway network based on the evacuation decisions of various counties throughout the state. The program also compares the expected evacuation traffic volumes against the real-time figures captured by the TTMS and furthermore provides data on queue lengths, travel times to host shelter locations, and evacuation shutdown criteria. The FDOT ITS Program currently plans to integrate HEADS UP into the Emergency Evacuation (EE) module of the SunGuide^{SM} Software, the statewide information software for transportation management centers (TMCs) throughout the state.

Despite the fact that many of the efforts to integrate ITS data with hurricane evacuation operations have been underway since Hurricane Floyd, there has not been a real need to use or test them; at least not until the hurricane season of 2004. Starting with the evacuations for Hurricane Charley, and again for Hurricanes Frances, Ivan, and Jeanne, the 2004 season provided repeated opportunities to use the data from the state's extensive ITS infrastructure to improve traffic operations, host sheltering, and emergency communications.

The ITS capabilities proved absolutely invaluable to the SERT during each of those evacuation events. As evacuations were underway, the TTMS traffic counter and average speed data clearly defined when evacuations began in various regions throughout the state and for how many hours they continued. The counter data also confirmed the anticipated bottlenecks, a result of having the travel demand forecast data, and it provided insights into how long the congestion would last. The average speed figures provided by the counters allowed the SEOC to better prepare counties for their possible roles as host shelter locations. The congestion forecasts, developed for the evacuation roadway segments, were used to create public service announcements and other types of communication to better prepare and inform evacuees of roadway conditions, alternate routes, shelter resources, and other traveler advisories.

During Hurricane Frances, the SERT estimated that county officials directed approximately 2.8 million people to evacuate. Despite the possible 1.2 million vehicles on the road as a result of those decisions, all were able to successfully reach their ultimate safe destinations regardless of the distance they traveled on the evacuation roadway network. The other hurricanes in 2004 caused somewhat smaller evacuations in terms of overall numbers, but they also posed serious operational issues with respect to traffic congestion and management. Nonetheless, the same success stories were reported for every hurricane evacuation event in Florida for the 2004 season. The new capabilities provided to the SERT and the SEOC by the ITS infrastructure had an important role in ensuring that the state's response to the massive travel demand in each event was pro-active and effective.

With each new component of the ITS architecture brought on-line, Florida moves closer to realizing its goal of asserting a greater degree of control over evacuations. The addition of more real-time cameras on the evacuation roadway network; the emplacement of the innovative measures included in the *i*Florida project; the advent of HEADS UP; the integration of TMCs with the SunGuide Software; as well as the deployment of more highway advisory radios, dynamic message signs, and 511 systems will all revolutionize evacuation operations. Florida's cooperative and innovative approach of using a wide array of ITS measures to specifically address evacuation and other emergency operations will result in significant enhancements to the safety of citizens and travelers in this state. Florida's comprehensive ITS deployment plan will also establish the template all other states can use to integrate their traffic operations and emergency functions, regardless of the types of hazards they face.

This editorial was provided by Bob Collins, PBS&J. For more information, please contact Mr. Collins at (850) 580-7826 or email RRCollins@PBSJ.com.

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FDOT Equipment Certification

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

The APL is a means for the FDOT to meet *Florida Statute 316.0745, Uniform Signals and Devices*, which states, "All official traffic control signals or official traffic control devices purchased and installed in this state by any public body or official shall conform with the manual and specifications published by the Department of Transportation pursuant to subsection (2)."

More information on the FDOT APL may be viewed at www.dot.state.fl.us.TrafficOperations/TERL/APL.htm. Specific approved products in the FDOT APL may be searched at rite.eng.fsu.edu/iapl/page1.php.

No information was available for this month.

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

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Announcements

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 and Georgia DOTs, and FHWA), and multi-about-anything-you-can-think-of transportation event. Conference information can be found on the Transpo 2004 Web site at www.ITSTranspo.org.

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Heavy Vehicle Recovery Demonstration

During Transpo 2004, ITS Florida will host a heavy vehicle recovery demonstration with a commercial vehicle roll over being performed on Wednesday, December 8, at approximately 2:00 p.m. This demonstration will show how quickly a commercial vehicle can be removed from the highway, with the use of proper equipment at the scene, using a commercial rotator (s) to “right size” a heavy vehicle from an overturned position.

This demonstration should be of great interest to anyone in the incident management arena and to those interested in clearing accidents as soon a possible.

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Statewide Traffic Incident Management Team Meeting

The next Statewide Traffic Incident Management Team Meeting will be held following Transpo 2004 at the Adams Mark Hotel in Jacksonville, Florida, on December 9, 2004.

This should be an interesting meeting for all since we will have visitors with varied interests from many states attending this very important meeting. Your attendance is welcomed and encouraged.

For more information, please contact Elizabeth McCrary, FDOT, at 850-410-5612 or email Elizabeth.McCrary@dot.state.fl.us.

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1st Annual I-95 Corridor Coalition Meeting

The 1st Annual I-95 Corridor Coalition Meeting will be held on December 13-14 in Durham, North Carolina, at the Sheraton Imperial Hotel. The North Carolina Department of Transportation will provide speakers for the opening session and meeting attendees will be welcomed by Lyndo Tippett, North Carolina Secretary of Transportation. Concurrent information exchange forums will be held addressing topics such as Evacuation Planning/Emergency Preparedness, Safety, and Homeland Security Relating to Transportation.

For more information, visit the I-95 Corridor Coalition Web site at www.I95Coalition.org.

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National Transportation Multimodal Safety and Security Systems Conference

The Center for Advanced Transportation Systems Simulation (CATSS) at the University of Central Florida is hosting the National Transportation Multimodal Safety

and Security Systems Conference for commercial and public transportation safety and security on November 14-17, 2004, at the Wyndham Palace Resort & Spa in Lake Buena Vista, Florida.

Presentations from national, state, and industry subject-matter experts will focus on applied training, enforcement/legislative issues, and technology. Keynote and panel speakers will be from the Department of Homeland Security, the Federal Motor Carrier Safety Administration, the Transportation Security Administration, the Federal Transit Administration, the Association of American Railroads, the Florida Ports Council, the Florida Department of Transportation, and the Florida Department of Law Enforcement. Exhibitors will be from education, government, and industry committed to improving transportation safety and security systems.

For further information, including the agenda and registration, please visit the conference Web site at http://catss.ucf.edu/securityconference/.

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George Gilhooley Named New FDOT District 5 Secretary

FDOT Secretary José Abreu has selected District 5 Director of Transportation Operations George Gilhooley as FDOT's new District 5 Secretary, which covers nine central Florida counties.

"George is a very dedicated, hard working individual who has demonstrated strong leadership and management skills during his 27-year career with FDOT," said Abreu.

Mr. Gilhooley, who is a registered Professional Engineer, has been with FDOT since 1977and has served as head of the Traffic Operations and Maintenance departments for District 5; and most recently, as District Director of Transportation Operations, overseeing the traffic engineering, construction, and maintenance functions of the District. He has been serving as Interim District Secretary since late March, and now succeeds Mike Snyder as District Secretary. Snyder left FDOT to head the Orlando-Orange County Expressway Authority.

Mr. Gilhooley graduated with a Bachelor of Science degree in Civil Engineering from the University of Dayton in 1977, and received his Professional Engineering license in 1981.

Mr. Gilhooley has been a champion of ITS since his days in District 5 Traffic Operations. He provided the leadership that implemented the I-4 Surveillance and Motorist Information System which provides the District with the ability to manage traffic along I-4. He also provided support to the *i*Florida grant which will expand ITS in the central Florida area.

Please join us in congratulating Mr. Gilhooley on his appointment.

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District 1
Chris Birosak
FDOT District 1 Traffic Operations
PO Box 1249
Bartow, FL 33831
(863) 519-2507

District 2
Peter Vega
FDOT District 2 Traffic Operations
2250 Irene Street, MS 2815
Jacksonville, FL 32204-2619
(904) 360-5463

District 3
Gene Syfrett
FDOT District 3 Traffic Operations
1074 Highway 90 East
Chipley, FL 32428-0607
(850) 638-0250 ext. 266

District 4
Dong Chen
FDOT District 4 Traffic Operations
3400 W. Commercial Blvd.
Ft. Lauderdale, FL 33309
(954) 777-4362

District 5
Fred Ferrell
FDOT District 5 Traffic Operations
719 S. Woodland Blvd., MS 3-562
DeLand, FL 32720-6834
(386) 943-5309

District 6
Jesus Martinez
FDOT District 6
1000 NW 111th Avenue, MS 6203
Miami, FL 33172
(305) 499-2446

District 7
Bill Wilshire
FDOT District 7 Traffic Operations
11201 N. McKinley Drive
Tampa, FL 33612
(813) 975-6612 ext. 7869

Florida's Turnpike Enterprise
Ingrid Birenbaum
Florida's Turnpike Enterprise
PO Box 9828
Ft. Lauderdale, FL 33310-9828
(954) 975-4855 ext. 1290

Lap Hoang
State Traffic Engineer
(850) 414-4866

Elizabeth Birriel
Deputy State Traffic Engineer - ITS
(850) 410-5600

Gene Glotzbach
ITS Deployments
(850) 410-5616

Liang Hsia
ITS Architectures, Standards,
Research and Training
(850) 410-5615

Mike Akridge
Commercial Vehicle Operations
(850) 410-5607

Nick Adams
ITS Telecommunications
(850) 410-5608

Physical Address	Mailing Address
Rhyne Building 2740 Centerview Dr. Suite 3-B Tallahassee, FL 32301	Burns Building 605 Suwannee St. M.S. 90 Tallahassee, FL 32399

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SunGuide Disseminator ***November 2004***

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Created by:	England
Reviewed by:	England, Hoke
Date:	November 1, 2004