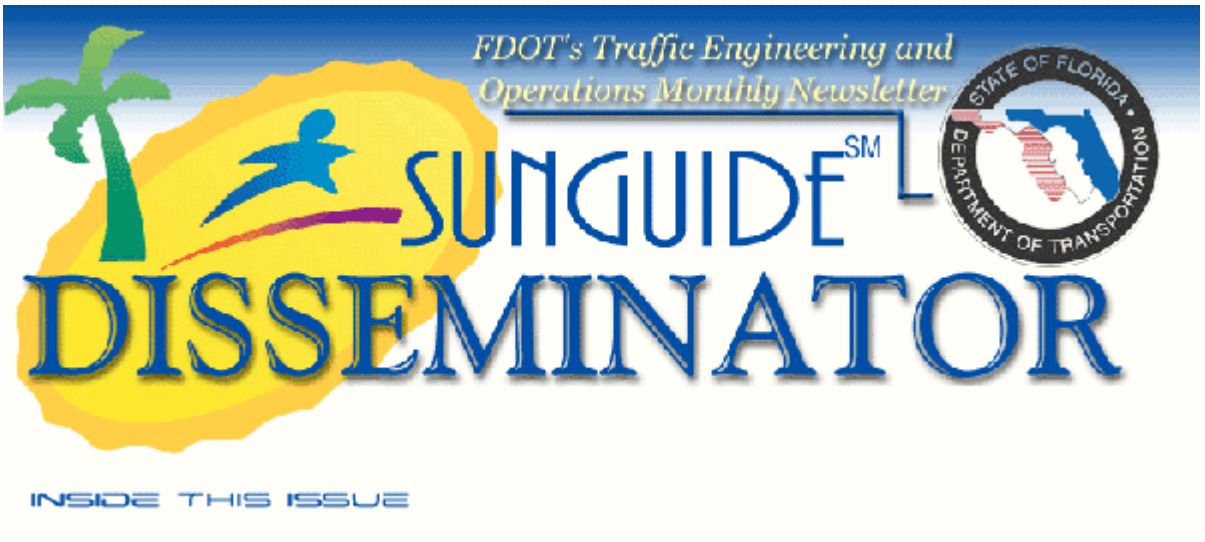

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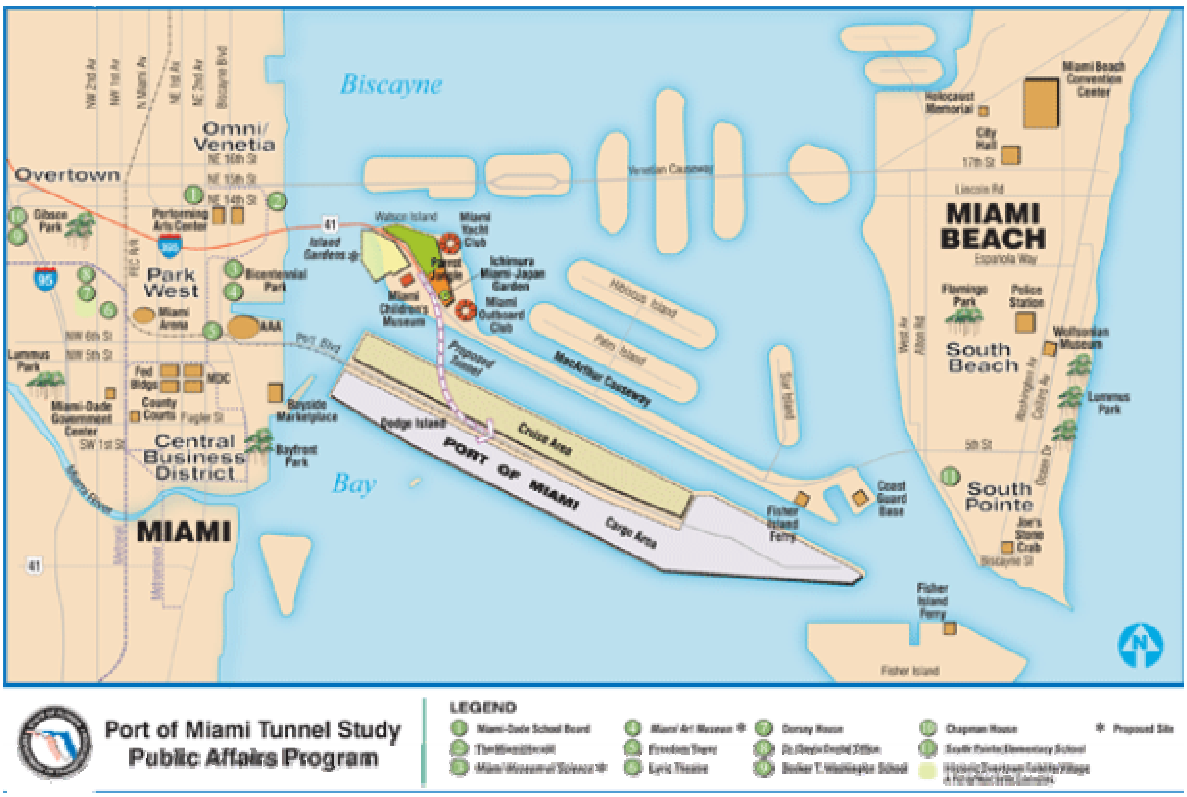
Link to Florida's Statewide ITS General Consultant

Port of Miami Tunnel Project

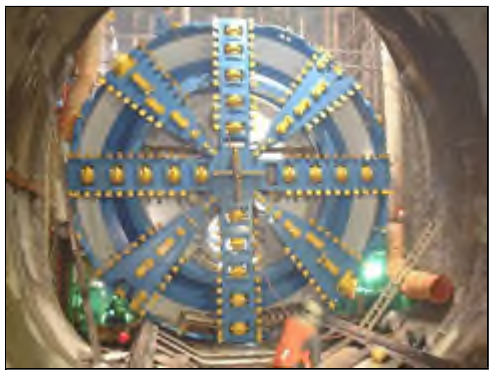
The Port of Miami (POM) is a world class port, supplying goods for much of North and South America. As well as being recognized as the cruise capital of the world, the POM is also the largest container port in Florida. The POM is located on Dodge Island and is separated from the Miami mainland by the Intracoastal Waterway.

Currently, the POM traffic is routed through the Central Business District (CBD) of downtown Miami. This creates traffic congestion in Miami's CBD, increases air pollution, increases emergency response times to the POM, and it slows down the movement of cargos and passengers, therefore, making the process less efficient. In addition, it also creates potential dangers to pedestrians by routing trucks and buses through the downtown area.

Recognizing the need for a better solution, the FDOT District Six conducted a Project Development and Environmental Study (PD&E) to look for ways to improve the link between the POM and the Miami mainline. This study was finalized with the approval of the Federal Highway Administration (FHWA) in December 2000, with a finding of no significant impact, recommending a bored tunnel construction method.



The POM tunnel will enable the rerouting of the POM traffic to a better route. The proposed POM tunnel alignment will cross under the main channel of the Miami Harbor from I-395 (the MacArthur Causeway Bridge) on Watson Island and connect to Port Boulevard on Dodge Island with a distance of approximately one mile. The MacArthur Causeway Bridge will be widened one lane in each direction. To minimize environmental and socioeconomic impacts on Watson Island, the only viable alternative is for the POM tunnel to have split portals. The POM tunnel will consist of two uni-directional tunnel bores. Each bore will contain two travel lanes in the same direction and will extend from Watson Island to Dodge Island beneath the main channel.



The POM Tunnel and Access Improvement Project will be developed as a public/private partnership under a concession agreement. The concession agreement will be the contract entered into by the FDOT and the winning private sector proposer (concessionaire) selected in a competitive bidding process. The winning concessionaire will be responsible for design, construction, finance, operation and maintenance elements of the project and to receive related payments. The POM Tunnel and Access Improvement Project is expected to begin final design in late 2006 and be operational in 2011.

The POM tunnel will have two fully functional redundant control rooms from which the tunnel can be operated. The local on-site operations control room, which will act as the primary point of control will be located within the planned Operations Support Facility on Dodge Island. The remote operations control room will reside at the FDOT District Six SunGuide Transportation Management Center (TMC) and will remain in standby in the event the primary control room becomes disabled. These control rooms are design to be the focal point for tunnel-related activities such as emergency response, tunnel maintenance, and day-to-day operation. Each control room will contain the communications, computer, and video equipment necessary to fully monitor and control the activity within the tunnel. The POM tunnel operations will be divided in two distinct functional categories: (1) Traffic Surveillance and Control Systems (TSCS) and (2) facility control and monitoring.

The TSCS functions will be performed from a TSCS operator workstation that will be integrated with the FDOT District Six TMC. The TSCS workstations will conform to the SunGuide Software Library System and provide monitor and control functionality for the following systems: closed-circuit television (CCTV) cameras, dynamic message signs (DMS), lane use signals (LUS), and portal traffic signals. The TSCS workstation will provide monitor only functionality for vehicle detectors and over height vehicle detectors (OHVD).

As part of the TSCS, CCTV cameras and vehicle sensors will be installed at regular intervals throughout the tunnel sections. The CCTV cameras will be used to monitor traffic conditions, detect and verify incidents, and verify traveler information on DMSs and indications on LUSs. Vehicle sensors will measure real-time traffic flow, including: volume, occupancy, vehicle classification, and speed. The vehicle sensor system will also use data to detect incidents, estimate traffic conditions for dissemination to travelers, share information with other agencies, and archive data for transportation planning and historical data analysis.

DMSs will be installed at regular intervals throughout the tunnel sections and at strategic locations on the roadways approaching the tunnel to provide traveler information to motorist. The DMSs will support multi-color information display in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). The LUS system will be used in conjunction with the DMSs to indicate the closure of roadway lane(s) within the tunnel and to channel traffic around single lane incidents and maintenance activities. The LUSs will be located over each roadway lane throughout the entire length of the tunnel.

The OHVD system will detect vehicles exceeding the tunnel vertical clearance distance. In the event of an interruption of the beams crossing the roadway in the appropriate sequence, the detector controller will activate a downstream DMS message and an audible alarm and strobe light will warn the driver of the over height vehicle and provide instructions. An alarm will also be generated on the TSCS computer workstations at both the remote and local on-site operations control rooms. An OHVD enforcement plan will be developed to provide enforcement strategies, design detail, and operation of the OHVD system. The enforcement plan will identify pull over and enforcement locations, training for enforcement personnel, and procedures for physically monitoring for over height vehicles at the tunnel portal in the event the OHVD system fails or is inoperable.

PCTS will be installed at the entrance portals to control traffic entering each tunnel. The PCTS will be used in conjunction with other TSCS component systems to indicate closure of the tunnel in the event of an emergency, in order to prevent additional traffic from entering. Automatic control gates will be used in conjunction with the PCTS to close the tunnel entrance and prevent motorists from entering. These gates will act as reinforcement to traffic queued at the port that the tunnel is closed during incidents that require an extended period of closure.

The facility monitoring and control functions will be performed from a Supervisory Control and Data Acquisition (SCADA) operator workstation that will use a standard off-the-shelf SCADA software and provide monitor and control functionality for the tunnel ventilation and intrusion detection/access control. The SCADA workstation will provide monitor only functionality for the following systems: carbon monoxide monitoring, fire alarm and detection, fire suppression, tunnel drainage, hydrocarbon monitoring, tunnel lighting, electrical distribution, communications systems, and building systems.

The POM Tunnel and Access Improvement Project will enhance access to POM for vehicles, tourists, and residents, and speed up travel times to and from the POM. The POM tunnel will provide direct access between the seaport, I-395, and I-95. Moreover, it will provide an alternative route to the port bridge, which is now the only connection to the mainland. In addition, the POM tunnel will improve traffic safety in downtown Miami by removing cargo trucks and cruise line buses from already congested streets.

This article was provided by Manuel Fontan, FDOT District 6. For information, please contact Mr. Fontan at (305) 470-5336 or email to Manuel. Fontan@dot.state.fl.us.

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511—Regional Versus Statewide Approach

This article discusses the pros and cons of the current approach of providing 511 services (regional) as well as the potential alternative (statewide) planned for 2008.

Keeping it Regional

511 in Florida is currently made up of three regional 511 services and one statewide 511 service which shares resources with one of these regional 511 services. In late 2006, two additional regional services will be added to augment 511—Southwest Florida and Jacksonville. This regional approach, essentially a decentralized approach to providing

traveler information, allows each regional service to act as a stand-alone system that provides its own data collection, data fusion, and data dissemination.

PROS:
This current regional approach provides some flexibility and autonomy. Some advantages of this are:

- The ability to tailor and scale the system to meet regional needs.
- Increased reliability—If one regional 511 system fails, the other regional systems continue to operate.

CONS:
The disadvantages of this current regional approach are:

- Lack of centralized control/coordination (inefficient)
- High degree of duplication of resources, effort, and expertise, which wastes time and causes cost increases
- Technology compatibility issues when trying to share data between systems
- Difficult to manage
- Difficult and expensive to introduce new technology
- Inconsistent service delivery
- Issues with call routing between regional services

Moving to Statewide

In 2008, the current contracts for all the regional 511 services in Florida come to an end—providing an opportune time to introduce a proposed statewide approach, which maintains decentralized data collection at each FDOT District while introducing a centralized data fusion and data dissemination system.

PROS:
The advantages of a centralized data fusion and data dissemination system are:

- Provides centralized control using established technology and vendors
- Involves less technical risks
- Software and hardware used should interface easily
- Duplication of effort, resources and expertise is reduced, saving cost and time.
- Better asset management
- Better accountability
- Ensures quality and standards
- Provides uniform service provided to all users (consistency)
- Improves system security

CONS:
The disadvantages are:

- Less fault tolerant
- Harder to tailor systems to regional needs

These disadvantages can be overcome by utilizing system engineering and risk management. Effective decision and resource allocation processes can be used to meet different and

conflicting needs of each region. Equipment and application support along with critical equipment redundancies can be used to keep breakdowns from affecting a centralized system.

Conclusion

In summary, a new statewide approach attempts to provide the best of both worlds. By continuing the decentralized data collection each District maintains control over the 511 content and keeps some of the flexibility and autonomy inherent in a decentralized system. By introducing a centralized data fusion and data dissemination system, the statewide approach provides more consistency and efficiency. By utilizing risk management and systems engineering the potential disadvantages of centralizing the data fusion and data dissemination systems can be overcome.

A new statewide approach to 511 will:

- Avoid redundant spending on multiple regional 511 services
- Eliminate the current inconsistency of service delivery across the state
- Eliminate call routing issues
- Lower operating and maintenance costs
- Simplify implementation of a statewide video aggregation system
- Enhance District coordination
- Better meet stakeholder needs
    - High quality information (accurate, reliable, timely)
    - Quick and easy to use
    - Consistent
    - Accountable

This article was provided by Erik Gaarder, PBS&J. For information, please contact Mr. Gaarder at (407) 806-4297 or email to EHGaarder@pbsj.com.

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Moment of Humor!

Put the phone down Tom—the 15th million caller doesn't win a car. We were just messing with you!

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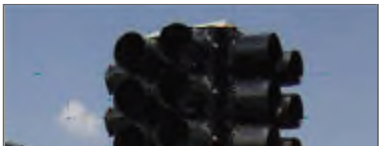

Portable Emergency Traffic Signals

To help better prepare ourselves for emergencies, the FDOT is pursuing the purchase of portable emergency traffic signals, such as the one shown here. These signals will help provide for quick restoration of traffic signal operation at critical intersections following a major storm or other disruptive event.

Damaged span wire intersections and extended power outages can affect how our transportation system functions following natural disasters, such as our last hurricane season. Required emergency-type repair may also be caused by traffic signals being destroyed by traffic accidents. Portable emergency traffic signals provide quick temporary restoration of normal operations until permanent restoration of the signal is made.

Improving the response and setup time of emergency intersection operations has many benefits. It can improve motorist and pedestrian safety and provide quicker response times for police and emergency medical services. It can also improve response and cleanup time by providing safer and more efficient corridor mobility for emergency response personnel. Improvements to transportation system operations have far reaching effects that go beyond the transportation system itself.

To strengthen our on-going focus on system operations, approximately ten or more portable emergency traffic signal units will be purchased and distributed statewide. Typically, when a specific area is hit particularly hard, available resources are provided to the District requiring assistance. While some of the portable emergency traffic signal units will be available locally, others can be brought in from other unaffected Districts as part of their normal response activities to assist the area in need.

Preparation and efficient rapid response is key to help minimize the adverse effects and disruptions to our transportation system during natural disasters. The use of portable emergency traffic signal is another tool for the FDOT to help manage traffic signal operations following these events.

This article was provided by Fred Heery, P.E., FDOT Traffic Engineering and Operations. For information, please contact Mr. Heery at (850) 410-5416 or email to Fred.Heery@dot.state.fl.us.

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Commercial Vehicle Operations—License Plate Readers Add Safety

The FDOT Motor Carrier Compliance Office (MCCO) has deployed technology that will improve the safety and security of freight on Florida's highways, which will ultimately benefit the citizens of Florida. Unless otherwise pre-cleared, each truck on Florida's interstate system, and some U.S. routes, must come through weigh stations strategically located throughout the state. In calendar year 2006, over 15 million vehicles passed through Florida's weigh stations. With license plate reader (LPR) technology, enforcement officers have the potential to electronically read the license plates on all of those trucks and check them for safety and security purposes.

The MCCO recognized the opportunity to extend their capabilities by utilizing LPR technology. Their LPR system automatically records the vehicle's license plate number as it travels through the weigh station and compares it against state and federal crime information databases. MCCO personnel are given an alert when the comparison indicates a license plate as a potential violator.

The MCCO was able to secure funding for the project through a grant with the U.S. Department of Homeland Security. Thirteen LPR cameras have been deployed across Florida's highway system to test the weigh station LPR concept. The cameras work 24-hours a day, 7-days a week in any environmental or ambient light condition. FDOT is one of the first organizations in the country to implement wide-scale LPR technology at high-speed locations throughout the state.

The camera captures a license plate image for each truck bypassing the sensors. Using optical character recognition (OCR) software, the LPR system attaches data to the image. The data consists of whether or not the plate was successfully read, time, date, and location of the read; and it also indicates if the license plate number is or is not in either crime database. In addition to being available to MCCO personnel, this information is also available through the Internet to virtually any location in the world with Internet access. An authorized user can enter the LPR system and check any of the LPR sites with the use of a secure password.

The LPR system proved effective immediately after installation. At one of the locations the system alerted the weigh station personnel of a license plate match with the crime databases within seconds of initial operation.

While funding continues to be an issue in today's governmental 'do more with less' environment, FDOT would like to expand the LPR system to all of Florida's weigh stations. Doing so will certainly increase the safety and security of Florida's citizens.

This article was provided by Richard Easley and Sharon Easley, E-Squared Engineering. For information, please contact Mr. Easley at (703) 858-5588 or email to REasley@e-squared.org.

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District Support—ITS Program Helping Out Where We Can

The FDOT Central Office ITS Program continues to assist the Districts with their ITS deployment activities and has provided direct assistance to Districts One, Two, and Three by providing design support for a number of ITS deployments. Assistance has been provided to support the three widely accepted procurement practices of low bid, design-build, and systems manager.

By far the most comprehensive design project undertaken was for District One where the ITS Program, through the use of the ITS General Consultant, provided design/contract documents to support a design-build project for I-75 in Collier and Lee counties. This project provided for the deployment of about 100 miles of ITS stretching from Broward County to Charlotte County. The design brought together multiple elements, including:

- Construction of a regional transportation management center (RTMC),
- Deployment of field devices,
- Deployment of telecommunications, and
- Deployment of a system that will notify RTMC operators if a vehicle leaves the roadway along Alligator Alley in Collier County.

Although the actual design for the RTMC was not accomplished by the FDOT Central Office ITS Program, it was successfully included as part of the overall project. The FDOT Central Office ITS Program continues to support District One through the construction effort.

The least traditional design effort the FDOT Central Office ITS Program has undertaken is for support provided to District Two for their Phase V project to deploy ITS on I-295 in the Jacksonville area. This effort makes use of the systems manager approach with the ITS Program's ITS General Consultant acting as the systems manager. A unique part of this effort is the invitation to bid (ITB) to procure equipment for the project.

The ITB allows vendors to bid to supply various pieces of equipment to be utilized on the project with the low bid product going on a statewide contract. Since the contract is statewide, and not project specific, vendors are able to provide lower pricing because of the potential to sell large quantities of equipment. The FDOT's Traffic Engineering Research Lab (TERL) is in the process of evaluating the various devices that have been submitted for inclusion in statewide contract.

Through the systems manager approach, the systems manager develops the design and equipment procurement specifications; the FDOT procures the equipment; and a contractor is brought in through the low bid process to install the equipment according the design developed by the systems manager.

The design effort for District Three supports the more traditional low bid effort. The ITS General Consultant has provided the design documentation for the Tallahassee Amber Alert dynamic message sign (DMS) deployment project. This project will deploy three DMSs in the Tallahassee area. Two signs will be deployed on I-10 and one on North Monroe Street (US 27). These DMSs are funded, in part, by a grant from the Federal Highway Administration to implement enhancements to notifications and communications systems along highways in order to assist in the recovery of abducted children. The project was let and will begin construction sometime this fall.

Another project that the FDOT Central Office ITS Program is providing assistance to District Three is the Bay County advanced traffic management system (ATMS) project. This project is also a low bid project and the ITS General Consultant will be providing the complete plan set for the installation of an ATMS for Bay County. Sixty percent plans have been completed and are under review.

This article was provided by Gene Glotzbach, FDOT Traffic Engineering and Operations. For information, please contact Mr. Glotzbach at (850) 410-5616 or email to Gene.Glotzbach@dot.state.fl.us.

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ITS Florida Award Nominations

ITS Florida needs your help to appropriately recognize those people and organizations that truly represent the very best in the ITS field. The Awards Subcommittee has been charged with developing and submitting recommendations for awards to the ITS Florida Board of Directors for their consideration and approval.

ITS Florida is seeking nominations in five categories and urges you to give this thoughtful consideration as they seek to recognize those that have truly "made a difference" in ITS. To view the procedures for ITS Florida Awards, please go to Official Documents on the ITS Florida Bookshelf at www.itsflorida.org/bookshelf_officialdocs.php.

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We invite you to have some fun and complete the *SunGuide Disseminator* Word Challenge!
Unscramble the letters to complete the word for the clue found under the boxes.
Use the letters in the red circles to complete the final puzzle.
An answer guide follows the Announcements.

Enjoy and Good Luck!

F A R O M I M I O P T

A world class port in Florida.

L E G I O N A R

Current approach of providing 511.

R A I Q U S U A

NOAA's underwater ocean laboratory.

L E B O T A R P

Type of traffic signal to be used during emergencies.

Miami—We may have a □□□□□□□!

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ITS "Plays Nice" With NOAA

The National Undersea Research Center at the University of North Carolina Wilmington is funded by a grant from the National Oceanic and Atmospheric Administration as part of the National Undersea Research Program. Through this program, Aquarius, an underwater ocean laboratory, has been placed in the Florida Keys National Marine Sanctuary. Aquarius is home to scientists on missions lasting up to ten days long.

Aquarius is deployed three and half miles offshore, at a depth of 62 feet. The scientists living in Aquarius study and explore our abilities to live and work in the ocean depths. Located inside this 81-ton, underwater laboratory are all the comforts of home.

Aquarius is continuously monitored via a wireless telemetry network located on a life support buoy and transmitted to the shore. The life support buoy, a 10 meter diameter discus buoy, contains compressors, generators, computers, and advanced telemetry and control systems for transmitting real-time video audio and data from inside Aquarius to mission control.

Photo courtesy of NOAA and UNC Wilmington

On Tuesday, May 30, 2006, FDOT, at the Traffic Engineering Research Lab (TERL), received a complaint/trouble call from the National Undersea Research Center indicating that they were experiencing some serious radio interference in the 5.8 GHz range. Mission control

was having problem receiving the Aquarius telemetric data from their off-shore buoy. The technicians with Aquarius were fairly certain that the interference was emanating from the newly installed FDOT equipment on US-1.

FDOT Central Office and the District 6 ITS Administrator, Jesus Martinez, placed a call to Dominic Landucii, the Aquarius Habitat Technician, that morning regarding this problem, and suggested Aquarius try to locate the transmitters nearest the facility.

Later that same day, Mr. Landucii reported that he suspected the ITS deployments at MM 96.5 (CCTV 77) and/or MM 90.2 (CCTV 81) were the most probable causes of the interference. Mr. Landucci had also taken steps to vacate the 5.8 GHz and transitioned to the 5.4GHz range. However, Aquarius was still in a dilemma with an upcoming Navy and NASA mission for the aquanauts, and the data from the underwater habitat could still be affected.

If this can not be resolved, he asked, that District 6 look at temporarily shutting down the transmitters that were affecting their link until the mission was completed. District 6 was already working on this with their Construction Project Manager and the contractor were looking into alternatives to resolve this problem.

This is just a short term problem with these folks and 5.4 GHz should be absolutely perfect for them.

This article was provided by Randy Pierce, FDOT Traffic Engineering and Operations. For information, please contact Mr. Pierce at (850) 410-5608 or email to Randy.Pierce@dot.state.fl.us.

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Road Rangers Enjoy Enhanced Communications

Road Rangers in the Tampa Bay area are a little happier these days. This is a story of how technology improvements over time have been applied to assist in real-life situations.

When the Road Ranger contract with District 7 started in November 2005, it ushered in a new era in communications for the program. The previous contractor had been using Nextel

phones with built-in GPS tracking, an arrangement that was less than reliable. “The location information was often old or imprecise. We couldn’t really tell where anyone was,” said Terry Hensley, District Traffic Incident Manager. The new system utilizes mobile data terminals conveniently mounted on the front console for easy access. The terminals have 12 status keys and a four line LCD display, as well as an internal GPS. The system has been combined with a UHF two-way radio system for voice communications between the Road Rangers and the 511 provider, Traffic.com. “The ability to have direct communications with the Road Rangers has greatly enhanced our ability to enter accurate data into the 511 system,” said Abe Howard, local 511 program manager for Traffic.Com.

The software for the system was developed specifically for the Road Rangers by VANUS, the system designer. The Web-based system allows managers to view the status of the mobile units from anywhere, at any time. The mobile data terminal allows the drivers to enter information about incidents and motorist assists in real time. The data is stored and can be used later in running reports to provide statistics to the program managers. This helps the District determine the best way to deploy the assets, and also helps measure how effective the program is.

Initially, voice and data shared the same system—which became a problem. “We were the victim of our own success,” said David Krauss, VANUS Project Manager. “The operators utilized the data system so much that it became a burden on the channel.” To solve this issue, the mobile terminals are now being moved to a cellular data network. “This will also give us some diversification between the voice and data systems,” said Krauss. “In an emergency situation, it is more likely that at least one system will stay functional.” Hensley says that the system is a great improvement. “The real-time data allows us to help manage the program for maximum efficiency—and that translates into greater benefit to the public.”

This article was provided by David Krauss, VANUS. For information, please contact Mr. Krauss at DKrauss@vanusinc.com.

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

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

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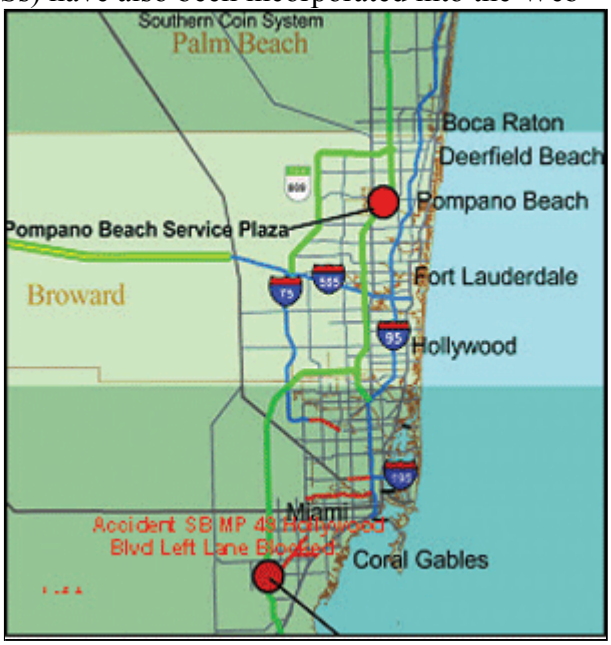
Florida’s Turnpike Real-Time Traffic Info Now Online!

Florida's Turnpike Enterprise has launched a new Web site that includes accurate, real-time Turnpike traffic conditions for the Turnpike System. By logging on to www.floridasturnpike.com, Turnpike customers will have general Turnpike information provided to them. By clicking on the traffic information link, customers can find out about active traffic incidents, construction events, and view traffic conditions via selected closed circuit television cameras (CCTVs). By utilizing this information, Turnpike customers will be able to make an educated decision on whether to use the Turnpike or an alternate roadway for their daily commute or long-distance travel.

One of the highlights of the new Web site is an interactive map. Users can click on the shaded regions to view a specific area or areas that they will be traveling through and then instantly display any current traffic incidents or construction in that area.

The Web site will also display detailed information on each incident, including the type of incident, how many lanes are blocked, and impact to travel. Dynamic message signs (DMSs) have also been incorporated into the Web site so that users can view active Turnpike DMS advisories (including single and dual phase messages). Future plans for the Web site include adding highway advisory radio (HAR) audio or text scripts, traffic counts, and average traffic speed data.



In addition to obtaining reliable and accurate traffic incident information, the Web site highlights the locations of our eight strategically located service plazas and service stations, major intersections, and cities, thus providing an opportunity for Turnpike customers to pre-plan their fuel, food, and rest stops.

This article was provided by Mike Washburn, Florida's Turnpike Enterprise. For information, please contact Mr. Washburn at (407) 532-3999 ext. 3312 or email to Michael.Washburn@dot.state.fl.us.

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FDOT Equipment Certification

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

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

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

For more information, please contact Carl Morse, FDOT Traffic Engineering and Operations Office, at (850) 410-5417 or email Carl.Morse@dot.state.fl.us.

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Editorial Corner—The ITS Program Vision

Since its creation in the year 2000, the ITS Program has evolved considerably. Starting with a Strategic Plan that outlined important goals and objectives of the program, much has been accomplished. The Ten-Year ITS Cost Feasible Plan is our deployment roadmap, detailing where and when the essential infrastructure will be deployed. A tremendous amount of progress has been made on the SunGuide Software, not to mention the telecommunications program.

While a lot has been accomplished, much remains to be done—much remains to be accomplished. The coming years will bring us a Statewide 511 Traveler Information System, as we consolidate all the regional systems into one seamless statewide system. An extremely popular and well-received service provided by the Department, it is imperative that we make this new traveler information system as user-friendly and convenient as possible for our customers.

Performance measures, an important component of our program, will continue, and efforts will expand in the coming years. Given the aggressive investment in ITS, it is essential that we be able to identify and quantify the benefits obtained.

Another future endeavor is the deployment of ITS infrastructure on arterial roadways. Traditionally deployed on our Florida Intrastate Highway System, we must take ITS deployment to the next level and include arterial roads.

Other major initiatives we are currently pursuing, and will continue to pursue in the future, include integrated corridor management and road pricing, or congestion pricing.

Integrated corridor management (ICM) focuses on improving the efficiency and operations of regional corridors as opposed to improving the operations of individual networks. ICM enables such resources as transit, passenger rail, traffic systems, and incident management to be better developed cooperatively and shared where possible. Common transportation challenges can be solved more effectively when all the available minds are gathered around the same table.

Road pricing, or congestion pricing, in turn deals with charging for the use of roads, dependant on when the roads are used.

In closing, we see a promising future for the deployment of ITS in Florida. Current and emerging ITS initiatives will continue to help us improve the safety and mobility of our customers— the traveling public.

This article was provided by Elizabeth Birriel, FDOT Traffic Engineering and Operations Office. For information, please contact Ms. Birriel at (850) 410-5600 or email to Elizabeth.Birriel@dot.state.fl.us.

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Announcements

Transpo2006—Empowering Our Mobile Society

Transpo2006 will be held at the Westin Innisbrook Golf Resort in Palm Harbor, Florida, November 27-30, 2006.

Mark your calendars for this MUST ATTEND event!

Transpo2006 is sponsored by ITS Florida, the Florida Section of ITE, FHWA, and FDOT. This conference offers an opportunity to join your peers from all over Florida and the United States to examine

developments in ITS and how technology can be used to empower, plan, engineer, manage, and advance our mobile society.

Conference information is posted at the **Transpo2006** Web site at http://www.itstranspo.org. Once at the Web site, you may secure your exhibit booth location, register for the conference, or review other conference information as it becomes available.

Transpo2006 offers excellent sponsorship opportunities. This information is also available at the Web site, or you may contact Karen Crawford at 850-224-7775.

Register early to avoid late fees!

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Traffic Operations General Consultant

The FDOT Traffic Engineering and Operations Office is pleased to announce that Cambridge Systematics, Inc. has been selected as the General Consultant for our Operations Section. Cambridge Systematics, Inc. will be assisting Operations staff in carrying out traffic engineering services for their programs, i.e., the Elder Road User Program, Traffic Studies, Highway Signing, Traffic Signal Operations, and Research.

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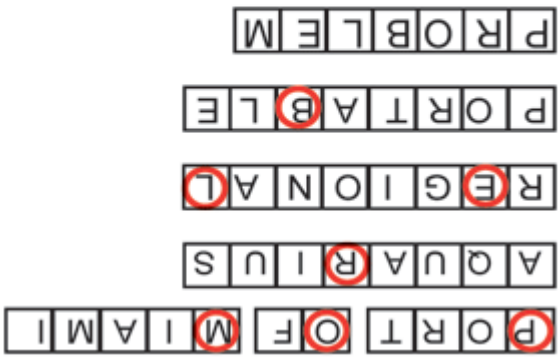
Word Challenge Answers



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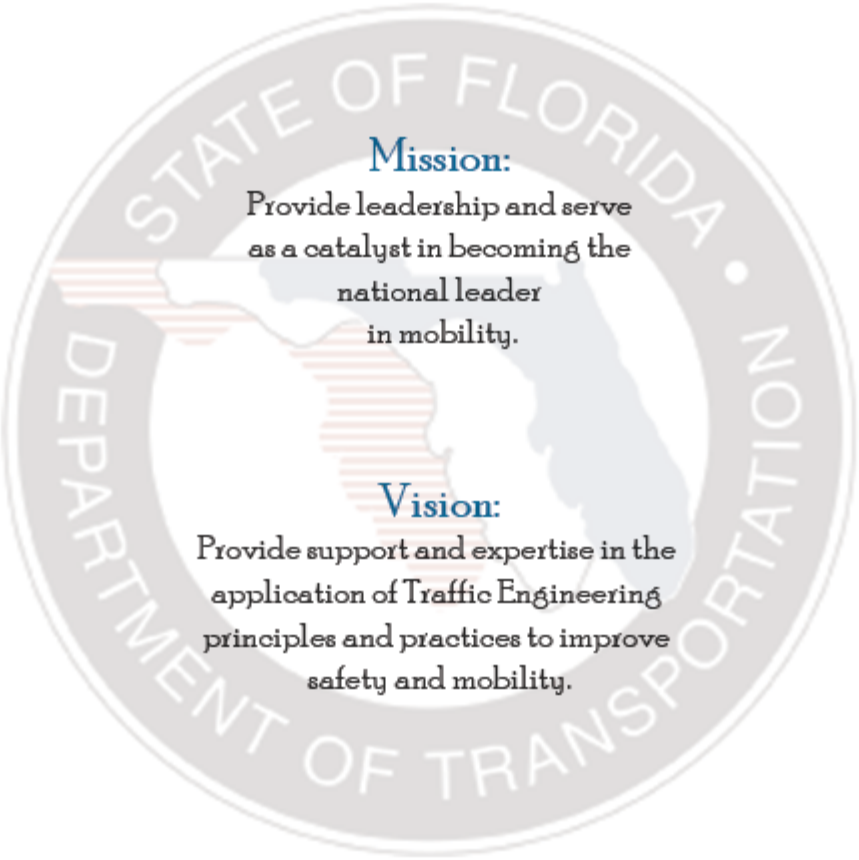
FDOT Traffic Engineering and Operations Mission and Vision Statements



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