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Florida Department of Transportation (FDOT)
Traffic Engineering and Operations Office
605 Suwannee Street, M.S. 36
Tallahassee, Florida 32399-0450
(850) 410-5600
www.dot.state.fl.us.com

[Link to Florida's Statewide ITS General Consultant](#)

Posting Travel Times Using SunGuide™ Software and Dynamic Message Signs

In July 2004, the Federal Highway Administration (FHWA) issued a policy statement recommending the use of dynamic message signs (DMSs) to deliver real-time travel information. Bob Rupert of the FHWA in Washington D.C. said, “Providing travel time information is an excellent method of notifying motorists about current conditions in a manner that can be easily interpreted and understood.”

In response to this direction, the FDOT incorporate into its SunGuide™ Software the capabilities to receive data from vehicle detectors on the roadway, compile the data, and automatically post the travel time information on DMSs located along the roadway from where the data had come from.

First we will discuss the experience in using the system in Tampa Bay; then we will discuss the Jacksonville experience.

The Tampa Bay Experience

How does this travel time system work? The raw speed data is collected by microwave or micro loop vehicle detectors that are strategically placed along the highways every half mile. This data is transmitted to the SunGuide software management system over an internet protocol communications network. The data signals are collected from the detectors at one-minute intervals; travel times are calculated based on average speeds and distances between roadway sensors and automatically updated to the DMSs by the Tampa Bay SunGuide Center software.



Currently I-275 and I-4 have 18 DMSs to assist the motoring public in planning for a timely arrival at their intended destinations. In the event of an incident, the motorist would be notified via the DMSs and could appropriately plan for the delay or choose to take alternate routes.

During non-incident times, the DMSs display travel times. Nationwide studies have been conducted regarding the use and effectiveness of DMSs and found solid public support for the travel time messages. This practice of posting travel times in Tampa Bay began on May 4, 2007. The ITS staff in Tampa felt that a major accomplishment had been achieved in the integration of the various ITS to provide a simple message to the en route motorist.

Since September 2004, travel time information had been supplied to the traveling public by the 511 Tampa Bay Travel Information System. This travel time information, which came from 100 sensors located over 80 miles of interstate roadway, was given to them by viewing a Web site at www.TampaBay.com before they even got on the road, or by dialing 511 while en route. Now the DMSs provided a second source for the en route motorist. However, it was quickly found that the Tampa Bay motoring public expects accurate information in a timely manner which could be read easily at high speeds. In response to this, the Tampa Bay ITS staff have devoted an extensive amount of time to “tuning” the vehicle detectors to provide real-time speed from which to estimate (i.e. calculate as accurate as possible) travel time on individual segments of the roadway. Also, the message format has been changed to be more

easily read at high operating speeds and still understood by eliminating “obvious or confusing” information.

In Tampa Bay, the ITS staff are continuing to improve on providing accurate, timely, and clear travel time messages using the SunGuide software and the ITS components of detection, video, fiber optic communications links, DMSs, and the Tampa Bay SunGuide Center.

The Jacksonville Experience

District Two began displaying automated travel times on eight dynamic message signs (DMSs) on the south end of I-95 in Jacksonville at the beginning of June 2007. Prior to initiating this effort, the District Two ITS team had to recalibrate several of the EIS remote traffic microwave sensor vehicle detectors to insure accurate readings. This was a critical step in the process as these detectors had not been checked since installation was completed about two years ago and were initially providing inaccurate readings.

The cause of the inaccurate readings has not been determined. It could have been due to improper installation, the initial calibration, loosening of connections, or some type of interference. In any case, the detectors that could have produced travel time errors were recalibrated to ensure the best available data for the SunGuide software.

Travel times on the DMSs were activated on Monday, June 4th at 7:00 a.m.. That morning, several of the District’s ITS staff drove probe vehicles to test the travel times displayed on DMSs versus the actual travel times. In each case the travel times were right on target; however, this was mostly during free flow travel conditions. The real challenge would be when travel times were tested against heavy congestion or incidents downstream from the DMS.



By 9:00 a.m. on June 4th, we received our first call from the media. They noticed the travel times displayed on the DMSs and wanted to do a segment for their evening news. Overall, it was a good report on travel times; however, while still in the learning process, they did catch Pete Vega, figuratively, with his pants down. The issue was that for short distances the SunGuide travel times should not be using a range format. In particular, there was one DMS that stated to the effect “I-295 – 4 miles ahead – 2 to 4 minutes.”

Of course, the media put its spin on the message and joked that the FDOT was encouraging speeding (2 minutes travel time equaled 100 mph for this distance). Early the next morning we investigated the issue and found that rounding errors will come into play for short distance readings. The corrective action taken was to make it a general rule that any travel time distance less than 5 miles would use the default message of less than 5 minutes. In SunGuide the ranges would only be automatically activated and displayed if travel times were greater than 5 minutes (thus indicating an incident/heavy congestion).

It has now been over a month since the DMSs began displaying travel times. We continuously receive compliments from very pleased motorists who check our accuracy on a daily basis and remind us of how great this information is for them. Overall, it has been a

terrific learning experience and huge success for our ITS program so we look forward to expanding this information to other DMSs in the near future.

Oh, as for travel times during heavy congestion and incidents? Well, we jump at every opportunity to test the travel times with probe vehicles during these types of events. In each case, the detectors and SunGuide software were right on the money. The neatest thing to see is the increase in the travel time display as the queue builds up; thereby showing that the algorithm is actually working according to plan. Kudos to Southwest Research Institute!!!

This article was provided by Bill Wilshire, FDOT District 7 and Peter Vega, FDOT District 2. For information, please contact Mr. Wilshire at (813) 975-6612 or email to Bill.Wilshire@dot.state.fl.us; or contact Mr. Vega at (904) 630-5463 or email Peter.Vega@dot.state.fl.us.

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Daytona International Speedway—How Do They Clear Out All That Traffic?

Are you a race fan? Do you love those magic words, “Gentlemen... start your engines?” Ever wonder how 250,000+ race fans make it in and out of the Daytona International Speedway safely?



Well, another year is behind us for the 2007 NASCAR Racing Season at the Daytona International Speedway. Twice a year 250,000+ race fans come for the thrill of experiencing the “Super Bowl” of racing—The Daytona 500 held every February and/or the Pepsi 400 held every July.

For the Daytona Beach Police Department, Florida Highway Patrol (FHP), fire rescue, other law enforcement, Daytona Beach Traffic Engineering, Volusia County Traffic Engineering, Road Rangers, FDOT District 5 and other agencies, these events bring much more. There is massive man power, equipment, planning, and coordination between all agencies.

For the February 2007 Daytona 500 Race, the day began at 4:00 a.m. before the race fans arrive. The Daytona Beach Traffic Engineering and Volusia County Traffic Engineering field personnel were setting up cone patterns and other traffic control devices around the city. Personnel in the Daytona Beach Traffic Management Center (TMC) were preparing traffic signal timings to be changed for the influx of traffic at any moment. Traffic intersections were monitored by the 30+ city of Daytona Beach closed-circuit television (CCTV) cameras located at signalized intersections. The Daytona Beach Police Department and other law enforcement, brought in from agencies throughout the region, began staging at traffic posts to control the incoming pedestrians and to keep traffic moving. The FHP, who brought Troopers in from all over the state of Florida, reported to traffic posts along

Interstate 4 and Interstate 95 as well as within the Daytona Beach city limits. While at these traffic posts, they were opening and closing ramps, as needed, for all the race fans trying to exit Interstate 95 at US 92 (International Speedway Boulevard). The FDOT District 5 is stationed at the Daytona Beach TMC where 64 CCTV cameras, 52 dynamic message signs (DMSs), 511 messages, and Road Rangers are managed for the Daytona/Volusia County area. The I-4 Road Rangers limits were expanded to include extra patrols along Interstate 95 to assist the race fans with any roadside assistance and to assist FHP with the closing of any exit ramps.

By 7:00 a.m., the traffic starts building. Traffic at the northbound Interstate 95 / US 92 exit ramp has now stopped. If no action is taken to get traffic off of Interstate 95, the potential for a serious traffic crash increases. With the change of a cone pattern down at the bottom of the US 92 ramp and a change to the traffic signal timings along US 92 to favor eastbound traffic, the traffic on the ramp slowly moves and then is finally no longer a problem on Interstate 95.

By 1:00 p.m., all of the race fans are in their parking spaces and the race will not begin for another hour. By 2:00 p.m., the race fans are in their seats waiting for those famous words. By 8:30 p.m., the race is over.

Before any race fan has left their seat, traffic cone patterns have been changed, traffic signal timings have been changed, all law enforcement have changed locations to their outbound traffic posts and the FDOT DMSs have new messages displayed to guide the race fans on to the Interstate. As fans start walking from the race track, all traffic on US 92 is held in its place for approximately 45 minutes to an hour. Traffic is held while the 150,000+ race fans from the front grandstands start walking to either a bus for a ride to the free parking lots or to a private parking space along US 92 that they paid \$50+ for.

Once the race fans reach their vehicles, approximately 70 percent of them want to travel westbound on Interstate 4. If all this traffic was allowed to travel westbound at the same time, they would still be sitting in the parking lots. Most of the outbound traffic patterns for the race are set to force race fans in a direction they don't want to go. But thanks to the FDOT DMSs, law enforcement at traffic posts, and traffic cone patterns, the race fans soon realize that though they were sent northbound or southbound, they eventually will get to travel in the direction they want to go.

During the outbound pattern of a race you prepare for anything. For the first time ever during the outbound of The Daytona 500 Race, there was a shooting on westbound Interstate 4, east of SR 44 (Mile Marker 119), which resulted in a homicide between a race fan and motorist. Traffic came to a grinding halt at 9:38 p.m. All lanes were closed eastbound and westbound. The gunmen were arrested in Seminole County on Interstate 4 at US 17/92. Now two sections of Interstate 4 were closed and all of the race fans trying to go westbound on Interstate 4 couldn't. The shooting occurred a half mile prior to the SR 44 exit where there are no other exits in between. There were 13 miles of traffic with no place to go. With the assistance from VMS (FDOT I-95 Asset Management Contractor), FDOT DeLand Maintenance, FHP, FDOT District 5 Regional Traffic Management Center, FDOT District 5 at the Daytona TMC, and Road Rangers, the necessary maintenance of traffic for all closures was provided, messages on DMSs were established, detour route information was provided on 511, and assistance for the 13 miles of trapped motorists on Interstate 4 were turned around. One lane of traffic was finally opened at 12:30 a.m.

Here we are again for the July 2007 Pepsi 400 race. Same group of agencies together again and hoping for good weather. A Busch Series race was cancelled due to rain on Friday, July 6, 2007. This race was rescheduled for Saturday morning at 9:00 a.m. So now everyone had to prepare for two races in one day. Luck was on our side—the inbound traffic for the races was uneventful. The weather was bad all around the speedway, where a tornado had briefly touched down in the city of Port Orange, only 10 miles to the south of Daytona Beach. Fortunately, the bad weather did not affect either race. The attendance for the Pepsi 400 is not as large as the Daytona 500. It was estimated at approximately 125,000. The race ended at 11:30 p.m. The outbound traffic patterns were the same as the Daytona 500. Again, traffic was held for pedestrians crossing US 92 and motorists were forced in a direction they didn't want to go. By 1:00 a.m., race fans were slowly driving away from the speedway. By 2:00 a.m., traffic was fast approaching the normal speed limit.

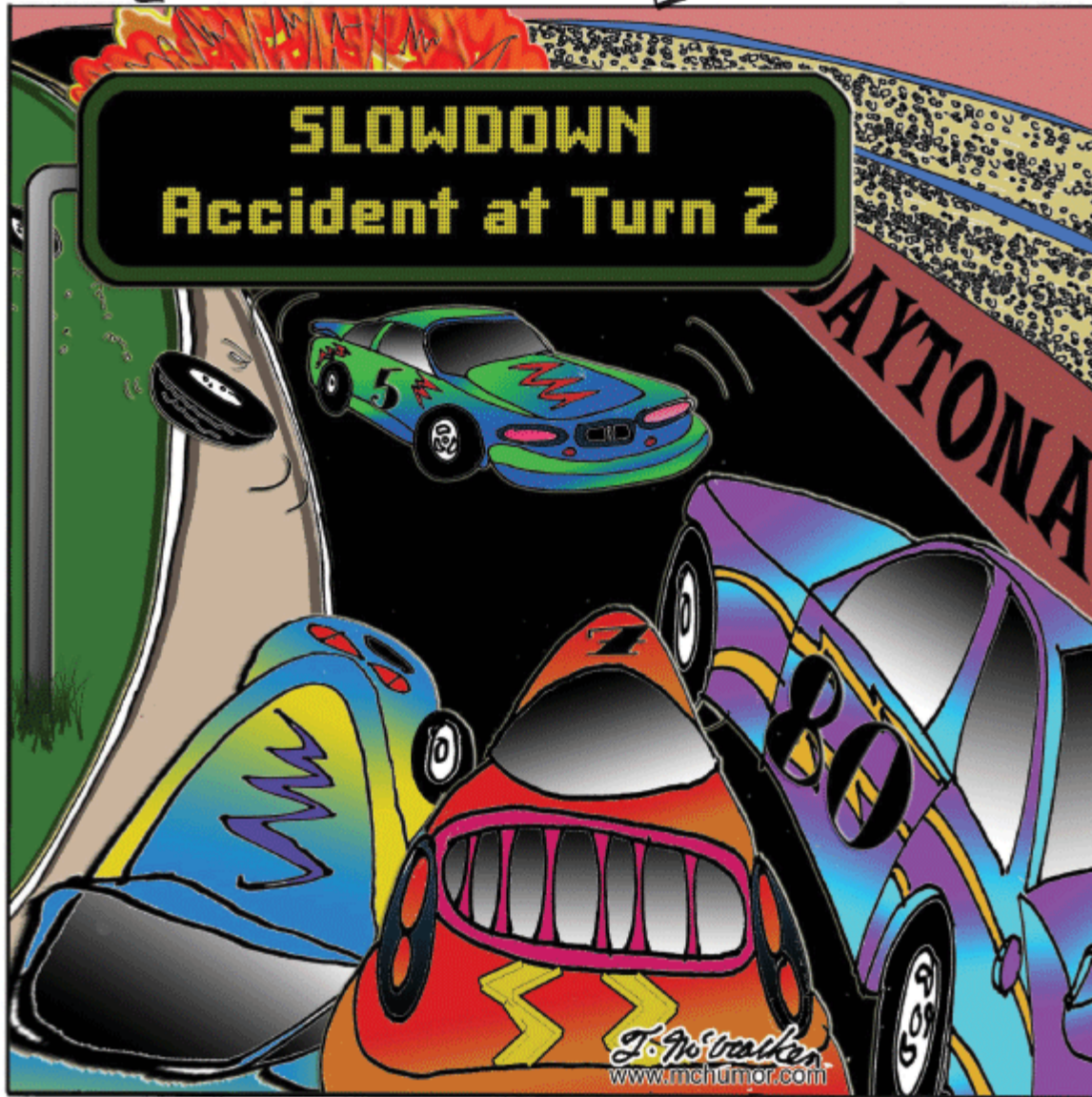
Many law enforcement and traffic engineering agencies come to observe behind the scenes to see what it takes to manage such a large event. Visitors are quite surprised to hear that the smaller races, that only draw a crowd size of 60,000, are considered “a piece of cake.” But no matter the size of the event, Daytona Beach Traffic Engineering, Daytona Beach Police Department, FHP and other law enforcement, fire departments, Volusia County Traffic Engineering, FDOT, and many other agencies all work together to get race fans safely to and from the Daytona International Speedway.

This article was provided by Jennifer Heller, FDOT District 5. For information, please contact Ms. Heller at (386) 943-5322 or email to Jennifer.Heller@dot.state.fl.us.

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Moment of Humor!



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Telecommunications Happenings

Telecommunications has been busy over the past few months. Here are some of the highlights of what's been happening.

Road Rangers and the Statewide Law Enforcement Radio System

The FDOT has been approved to use the



Statewide Law Enforcement Radio System (SLERS) to support Road Ranger communications and the Traffic Incident Management (TIM) Programs. The use of the SLERS will provide interoperability between the Road Rangers programs, transportation management centers (TMCs), and state law enforcement agencies, primarily Florida Highway Patrol (FHP). This interoperability will assist the FDOT and FHP in complying with their cooperative traffic incident clearance agreement, the Florida Open Roads Policy. In particular, interoperability will help achieve the policy goal of clearing traffic incidents in 90 minutes.



FDOT completed a technical memorandum report on Road Ranger Communications, dated February 9, 2007, detailing the results of an investigation into current Road Ranger communications and the effect similar use will have on SLERS. The Telecommunication general consultant surveyed each District and Florida's Turnpike Enterprise, and also observed TMC management of Road Rangers to assess the current voice radio traffic.

Using Cell Phones to Estimate Travel Times

Travel time data is important for transportation planning. Conventional data collection methods that utilize cameras and sensors, and counting vehicles at toll booths, can be costly. New technology using cell phones might provide an alternative means of estimating travel time. The practicality, accuracy, and reliability of this alternative needed to be determined and compared to other data collection methods.

This project, Travel Time Estimation using Cell Phones (TTECP) for Highways and Roadways, was initiated by the FDOT at Florida International University (FIU). This project investigated the maturity of cell phone technologies for application as real-time traffic probes for travel time estimations along the highways and roadways. Also, the reliability, accuracy, and reproducibility of the travel speed and travel time computations, based on cell phones as travel probes, was investigated and compared with other methods, such as the 511-based operations and global positioning system (GPS)-based measurements.

The project team determined, through their investigation, that cell phone technology is viable and mature under the normal conditions of free traffic flow for estimating travel times. However, the team also found that cell phone technology is not accurate in congested traffic conditions (where the data is more important than in the free-flow traffic conditions), and the accuracy decreases rapidly as congestion increases.

Additionally, there are other issues with using cell phones as travel probes, such as:

- Privacy of the cell phone users whose phone transmissions are being probed by the cell companies for location data,
- Irregular and transient cell data for travel time and speed computations, especially during congested traffic and severe weather conditions,
- Limited capabilities of the travel time providers to follow changes by the cell companies in their data formats and structures.

- Incompatibility of data when switching from one travel time provider to another (with different affiliations with the cell phone companies).

Further information regarding this project is located online at the FDOT Research Center at www.dot.state.fl.us/Research-Center.

Televent Farradyne Awarded Telecommunication General Consultant Contract
The FDOT retained Televent Farradyne for professional services of a Telecommunications General Consultant to provide a wide range of assistance for the ITS Program's telecommunications networks related with the Public Safety Land Mobile Radio communications system, its supportive infrastructures, and the communications systems associated with the ITS Program.

A principal task of the Consultant is the preparation of design criteria packages for design-build procurements, and specifications for low bid procurements for public safety land mobile radio communications systems, supportive communications infrastructures and the ITS communications systems for implementation, deployment, and integration within the state.

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

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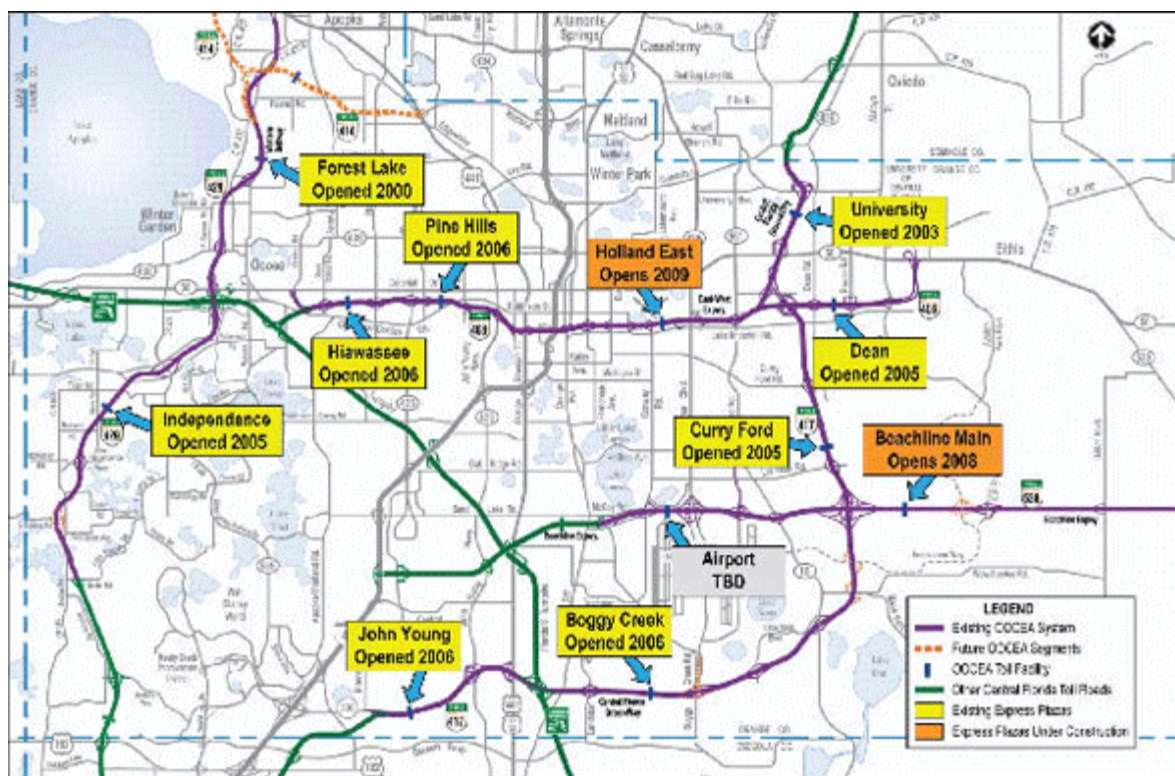
Orlando-Orange County Expressway Authority Continues with Toll Plaza Conversion Initiative

The Orlando–Orange County Expressway Authority (Expressway Authority) is currently implementing an aggressive program to convert all of its traditional mainline barrier-style toll plazas to express toll plazas. These express toll plazas are configured with open-road tolling through the mainline lanes and traditional barrier-style tolling to the sides. Customers utilizing Expressway Authority's automatic vehicle identification (AVI) technology, called E-PASS, will continue on the mainline and pay the toll at expressway speeds. Cash customers will diverge off the mainline, pass through a barrier-style toll plaza to pay the toll, and merge back onto the mainline.

A steady increase in the use of AVI by Expressway Authority customers (nearly 66 percent of all weekday traffic today) has led to the need for additional E-PASS lanes at the mainline toll plazas. In an effort to maximize throughput and significantly increase safety at the mainline tolling points, all existing mainline toll facilities (with the exception of Beachline Airport) will be converted to express plazas as part of the current Five-Year Work Plan. Seven of the 10 mainline plazas on SR 408, SR 417, and SR 528 have already been converted to express lanes: University, Curry Ford, Dean Road, Hiawassee, John Young, Boggy Creek, and Pine Hills Mainline Plazas. Holland East is currently under construction

and will be complete in 2009. Beachline Mainline is currently in the construction bidding phase and will be complete in late 2008. The two toll facilities on SR 429, Forest Lake and Independence, were originally constructed in the express plaza configuration. The plan for the last existing mainline plaza, Beachline Airport, is still to be determined. It will either be converted to an express plaza configuration, or demolished with tolls being collected at the Florida's Turnpike Beachline West Mainline Plaza.

The University Mainline toll plaza had average annual weekday traffic of 61,000 and operated with eight total lanes in 2002. During peak hours the existing plaza was configured with a 5/3 split favoring the peak direction. It was at this location where the Expressway Authority began construction of their first toll plaza conversion in February 2002. Opened in August 2003, this project proved to be an enormous success for the Expressway Authority. The new express toll plaza consists of four express lanes and eight cash lanes (four in each direction). The reaction from customers using the new express plaza was overwhelming and the Board decided to move forward with a plan to convert all existing toll plazas as expeditiously as possible.



A key to the success of this program has been the Expressway Authority's ability to minimize disruption to their customers as the conversion projects are in construction. Development of maintenance of traffic (MOT) plans for these projects has provided detailed focus on the different traffic patterns and payment methods at each of the plaza locations. A successful MOT plan is the result of detailed

coordination between the Expressway Authority's design, construction, and operations staff. While in construction it is not uncommon for a contractor to offer a different phasing or changes to the MOT plan. All proposed changes are carefully reviewed by Expressway Authority staff and are considered based on their impact to the customers. Some of the tools used in development of the MOT plan were the Expressway Authority's daily transaction reports from the mainline plazas, the annual *Data and Statistics Manual* and detailed constructability reviews.



The Expressway Authority also sought a method of analyzing the operations of the converted plazas that would provide information on toll lane capacity, vehicle queuing and stops, quantification of vehicle delay, and a simulation of the operation, including merging and diverging to the cash lanes. VisSim™, a sophisticated traffic analysis software package that is capable of analyzing the complicated operations found at these toll plazas, was selected to

serve this need. This software package was chosen due to its ability to combine the above analysis components into a single traffic model and its flexibility to analyze the several different toll transaction types found on the Expressway Authority system.

The Expressway Authority also used various bidding methods—traditional low bid, A+B bidding, and project of critical concern contractor prequalification. Two of the conversions, Holland East and Pine Hills, were included in the SR 408 widening projects instead of being bid as stand alone conversion projects. All of these methods have proven to be successful and the Expressway Authority considers each project on an individual basis when deciding the preferred bidding method at each plaza location.

The Expressway Authority considers the conversion program to be an enormous success. As the program nears completion there continues to be an overwhelming positive response from Expressway Authority customers and the number of E-PASS transactions continues to increase as new AVI customers realize the value of the express lane configuration.

This article was provided by L.A. Griffin, Orlando-Orange County Expressway Authority. For information, please contact Mr. Griffin at (407) 316-3800 or email to GriffinL@oocea.com.



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Editorial Corner—Data, Data, Data... How to Manage It

The FDOT Districts have deployed ITS field devices, subsystems, and support telecommunications systems in various areas of the state. These ITS subsystems are comprised of a complex network of cables, wireless links, electronics, and field devices that are constantly changing through system expansions, routine maintenance, or equipment updates.

As a result, ITS gathers a lot of data. It's the cornerstone of ITS. It's what these complex systems gather, analyze, and redistribute to the public via the deployed detectors, closed-circuit television cameras, dynamic message signs, highway advisory radio, and all other ITS devices. Data is the backbone of our performance measures and our 511 services.

So...What Data Do We Gather?

There are the usual ITS data, like volume, speed, and occupancy of travel lanes; images of slow downs and incidents; information on weather conditions; almost everything that could affect the roadway system and traveling public is captured. But what about the data (information) about the systems themselves.

As an agency, FDOT also has this information on the ITS themselves as well. The problem is, as a statewide agency, we have it in all sorts of different locations. The information about the ITS is partially located in the FDOT's *Ten-Year ITS Cost Feasible Plan*, in as-built drawings at each District, in the Operations and Replacement Cost Feasible Plan, in the SunGuide™ Software, in other asset management softwares, and, in some cases, just in the minds of those who have been around long enough to remember the where(s), when(s), how (s), and why(s) of some of these systems.

The lack of statewide standards for ITS plans preparation, as-built documentation, and operational ITS facility management tools makes it difficult for FDOT to manage the overall network, the system configuration, and its components (assets). This greatly impacts FDOT's ability, and the effort required, to troubleshoot maintenance issues and to plan and design timely network expansions or rearrangements. This also results in higher costs and effort expended to maintain the network, and can aggravate service interruptions impacting the ITS and its designed purpose.

FDOT needs a way to compile information regarding network assets into a single location allowing the Districts and the Central Office to collectively manage the entire system. Such a capability would facilitate identifying requirements to ensure proper planning for future growth and funding availability.

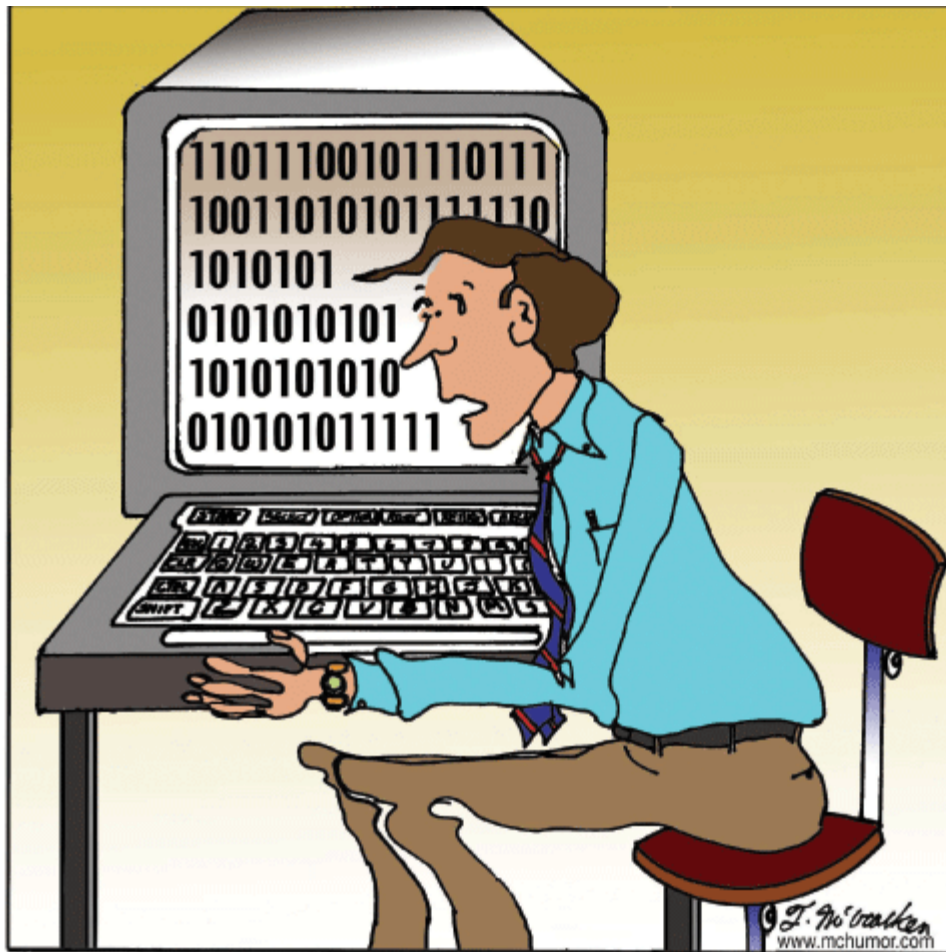
Just imagine, being able to find all of Florida's ITS information from a single database. It is strongly urged that FDOT continue to look at developing just such a database. It could save time, effort, and money for FDOT's ITS Program.

This editorial was provided by Tahira Faquir, PBS&J and Frank Deasy, Televent Farradyne. For information, please contact Ms. Faquir at (407) 806-4208 or email to TahiraFaquir@pbsj.com; or contact Mr. Deasy at (850) 410-5609 or email Frank.Deasy@dot.state.fl.us.

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E O C O A

Converting mainline barrier-style toll plazas to express toll plazas.

N O T A D A Y

Florida site of biannual event requiring use of ITS by numerous agencies

C H I E V E L

SunGuide™ Software receives data from these.

S T E O R C T D E

O N E C R O T E N S R

Data is the _____ of ITS.

E R S L S

System approved for Road Ranger use to support communications.

Data —Data everywhere!

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ITS Florida Exhibits at ITS America



ITS Florida was an exhibitor at the ITS America 2007 Annual Meeting and Exhibition in Palm Springs, California, on June 4-6, 2007. There were more than 2,000 people registered for the meeting, including the 500 people who signed up just to visit the exhibit hall! The ITS Florida exhibit featured logos of 57 of the 114 ITS Florida members, mounted on a table-top display with a new sleek, black headliner. The booth was positioned at a corner towards the front of the Palms Springs Exhibit Hall and on an inside isle which got a lot of good traffic. In three days, at least 300 people stopped by the booth, inquiring about potentials for marketing their products, working in Florida, inquiring about membership in ITS Florida, or greeting other ITS Florida members.

Immediately next to the FDOT exhibit, we were able to walk many visitors over to FDOT and introduce them to staff in that booth as well. This proximity provided synergy whereby people interested in getting their products introduced, or who were already supplying products or services to Florida but were curious about other Florida

projects, could be easily connect to the FDOT staff next door.

We had a new “barrel-shaped” table in our exhibit space where we offered give-aways provided to us by VISITFLORIDA in Tallahassee. The giveaways were a new folding map of Florida and a “VISIT FLORIDA” lapel pin. Both were very popular. The barrel display space was a small additional cost, but it allowed people walking by our booth a place to pause before they headed out the door; and this gave us a chance to introduce them to Florida!

Information about ITS Florida was provided by our newly published 2006 Annual Report and our brochures. People



inquiring about joining ITS Florida were given a brochure which includes a registration form. We exchanged business cards, and we are following up on more than an dozen new contacts. People inquiring about what ITS Florida does learned about our “Speakers Bureau” project, and they were given our Annual Report and “The Future Is Now” brochure which is a great “leave-behind” when meeting with local elected officials. Additional copies of the brochures and the Annual Report are available on request, and can be viewed on the ITS Florida Web site http://www.itsflorida.org/bookshelf_officialdocs.php.

There was one other ITS America State Chapter (California) exhibiting at the ITS America 2007 Annual Meeting and Exhibition, and we compared notes with them. ITS California was representing their membership organization, and their exhibit was next to the California DOT, who was a sponsor of the Vehicle Infrastructure Integration (VII) demonstrations that were running continuously during the Exhibition. We picked up ITS California membership materials to compare programs with ours here in Florida.

During the three-day exhibition, we met other State Chapter members whose Chapters were not exhibiting this year. They asked numerous questions about our organization and our programs. Visitors and members alike seemed impressed by the images of member logos under lights, and often our corner was a bit crowded with people pausing to chat.

ITS Florida was among three State Chapters along with Michigan and Georgia competing as finalists in the 2006 Best of ITS State Chapter Award category. The Michigan State Chapter won the award. Ken Jacobs of Pinellas County Traffic presented the ITS Florida case at the State Chapters Workshop on June 3rd in Palm Springs. At that meeting, he circulated the first-ever Annual Report to other State Chapters. In addition to providing a summary of activities during 2006, the Annual Report provides a list of members, the names of the Directors on the Board with their contact information, and a financial statement from the end of the previous year (2006).

While in Palms Springs, exhibitors were offered the opportunity to commit to exhibiting next year in New York City and 2009 in Washington, D.C. ITS Florida signed up for exhibit space for both 2008 and 2009 so that we keep Florida “out there” as a progressive place to live and work.

The 2011 ITS World Congress and ITS America Annual Meeting and Exhibition is coming up soon. This huge event will be held October 16-20, 2011, at the Orlando Orange County Convention Center in Orlando and ITS Florida is already anticipating this exciting event.

This article was provided by Diana Carsey, ITS Florida. For information, please email Ms. Carsey www.itsflorida@istflorida.org.

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Inside the TERL

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

Product Under Evaluation

The product evaluation team is currently in evaluating 25 traffic signal and ITS devices. Several other submittals are awaiting manufacturer qualification before device evaluation can begin. ITS devices are being evaluated against the recently published ITS specifications (Section 780 – 786). Outside of the devices evaluated for the ITS-Invitation to Bid, these will be the first ITS devices evaluated for the Approved Products List (APL).

Approved traffic control signals and signal devices can be viewed on the FDOT Web site at www3.dot.state.fl.us/trafficcontrolproducts/.

Approved ITS devices can be viewed at www.dot.state.fl.us/TrafficOperations/Traf_Sys/ITS_APL/TemporaryITSAPL.htm. District personnel may request additional ITS devices for listing on the ITS APL as described by information located at the link above.

Product Specifications

There are currently 16 device specifications under development. The Cabinet Generator Panel and Manufacturer Quality Assurance specifications have been approved by the TERL and will be sent to the FDOT Signals Working Group for review and approval. There are other procedural specifications being revised, and several new device specifications or revisions to current devices that are also under development.

Quality Assurance

At the end of June 2007, 73 product manufacturers had successfully completed the FDOT's APL Vendor Quality Assurance evaluation. This included eight dynamic message sign manufacturers.

Before a product can be evaluated for listing on the APL, all manufacturers submitting new product must meet the current FDOT APL Minimum Quality Standards. This is done by showing evidence of a successful quality control and assurance program by satisfactorily completing the FDOT's Quality Assurance Evaluation. The three objectives of the qualification program are as follows:

- Improve the quality of products listed on the FDOT's APL.
- Redirect the responsibility of maintaining quality standards to the manufacturer.
- Reduce the number of device complaints/defect issues between FDOT and product manufacturers.

In the second quarter of 2007, six new manufacturers were qualified (EtherWAN Systems; Cohu Inc., Electronics Division; R. Hart Sales (Tri-American, Inc.); iMPath Networks; Information Display Company; and Ledstar, Inc.).

A main tenet of a good quality assurance/quality control program is continuous improvement. As a way for the TERL to continuously improve, we would welcome comments concerning any of our programs. If you have an idea on how we can improve any

of our operations at the TERL, contact Steven Bentz at (850) 921-7352 or email Steven.Bentz@dot.state.fl.us

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Announcements

Next Generation 511 System Invitation to Negotiate

The Invitation to Negotiate for the information dissemination component of the Next Generation 511 System was advertised this past February 27, 2007.

Since the advertisement hit the streets, the FDOT has selected the team of LogicTree/IBI Group to provide the information dissemination component. The FDOT wrapped-up the negotiation portion of the selection process and a contract is now being developed. Execution of the contract is expected by the end of July, with issuance of the notice to proceed following thereafter.

The data fusion component will be developed as a separate release of the SunGuide™ Software. It is anticipated that Southwest Research Institute will begin development of this component prior to the end of July. A contract amendment is currently being developed that will allow Southwest Research Institute to begin work on the new release.

* * * *

Mark Your Calendars For NRITS

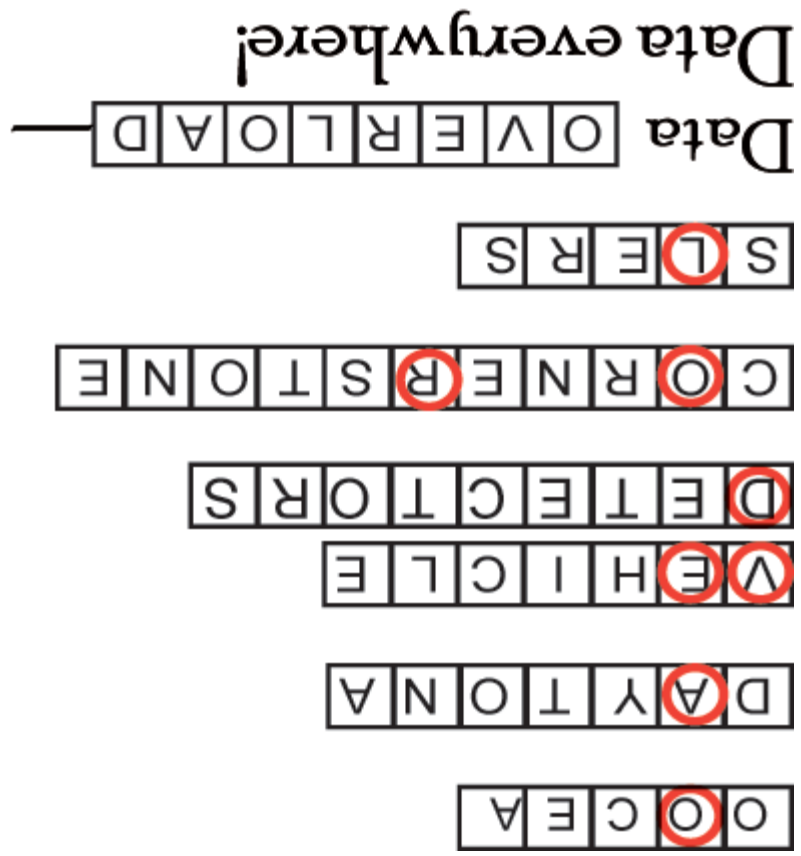
On the shores of the Michigan coast, the 2007 National Rural ITS (NRITS) Conference will be held in Traverse City, MI on October 7-10, 2007.

For more information, visit the NRITS Web site at <http://www.nritsconference.org/>.

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Word Challenge Answers



FDOT Contacts

District 1
 L.K. Nandam, DTOE
 Chris Birosak, ITS
 FDOT District 1 Traffic Operations
 PO Box 1249
 Bartow, FL 33831
 (863) 519-2490

District 2
 Jim Scott, DTOE
 Peter Vega, ITS
 FDOT District 2 Traffic Operations
 2250 Irene Street, MS 2815
 Jacksonville, FL 32204-2619
 (904) 360-5630

District 3
 June Coates, DTOE
 Chad Williams, ITS
 FDOT District 3 Traffic Operations
 1074 Highway 90 East
 Chipley, FL 32428-0607
 (850) 638-0250

District 4
 Mark Plass, DTOE
 Dong Chen, ITS
 FDOT District 4 Traffic Operations
 2300 W. Commercial Blvd.
 Ft. Lauderdale, FL 33309
 (954) 777-4350

District 5
 Richard Morrow, DTOE
 Michael Smith, ITS
 FDOT District 5 Traffic Operations
 719 S. Woodland Blvd., MS 3-562
 DeLand, FL 32720-6834
 (386) 943-5310

District 6
 Debora M. Rivera, DTOE
 Rory Santana, ITS
 FDOT District 6 Traffic Operations
 1000 NW 111th Avenue, MS 6203
 Miami, FL 33172
 (305) 470-5335

District 7
 Gary Thompson, DTOE
 Bill Wilshire, ITS
 FDOT District 7 Traffic Operations
 11201 N. McKinley Drive
 Tampa, FL 33612
 (813) 615-8600

Florida's Turnpike Enterprise
 John Easterling, ITS
 Florida's Turnpike Enterprise
 PO Box 9828
 Ft. Lauderdale, FL 33310-9828
 (954) 975-4855

Lap Hoang
 State Traffic Engineer
 (850) 410-5600

Elizabeth Birriel
 Deputy State Traffic Engineer - ITS
 (850) 410-5606

Liang Hsia
 Deputy State Traffic Engineer - Systems
 (850) 410-5615

Mike Akridge
 Deputy State Traffic Engineer - Incident Management and Commercial Vehicle Operations
 (850) 410-5607

Mark Wilson
 Deputy State Traffic Engineer - Operations
 (850) 410-5419

Physical Address
 Rhyme Building
 2740 Centerview Dr.

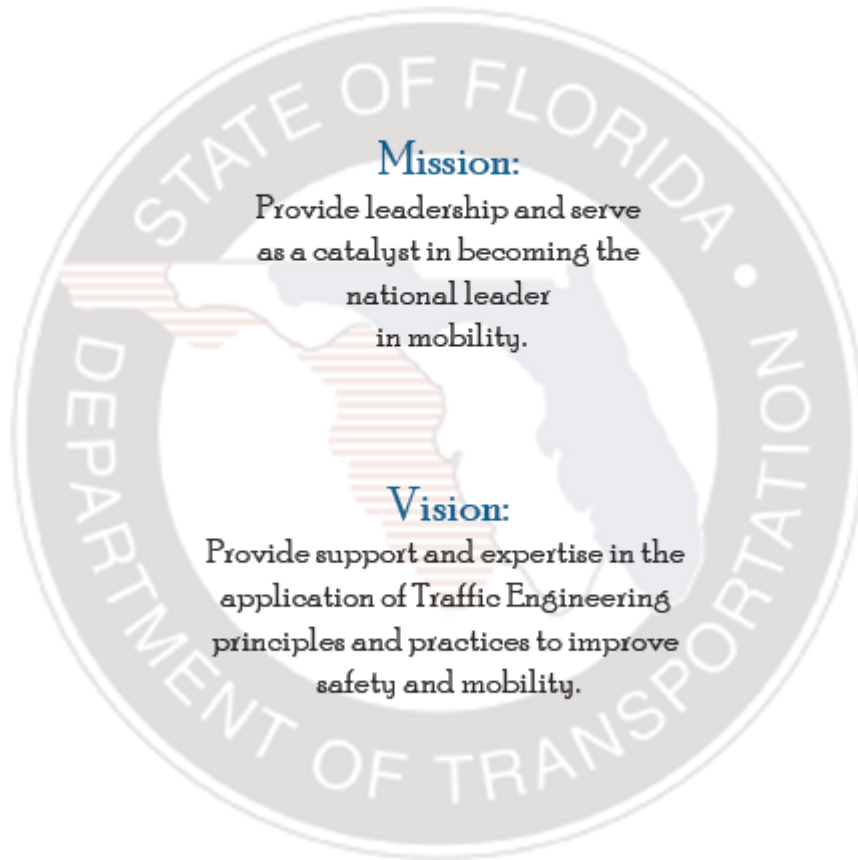
Mailing Address
 Burns Building
 605 Suwannee St.

Suite 3-B
Tallahassee, FL
32301

M.S. 36
Tallahassee, FL
32399

* * * *

FDOT Traffic Engineering and Operations Mission and Vision Statements



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SunGuide Disseminator

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