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FDOT District Seven's Approach to Adaptive Control Signals

The time-of-day strategy has been traditionally used to select traffic control systems timing plans. In this



strategy, timing plans are switched based on time-of-day/day-of-week. Since the 1970s, traffic responsive systems were developed to provide a better match of plan-to-traffic selection compared to simple time-of-day selection strategies. In traffic responsive systems, the timing plans are selected from a library of pre-stored plans based on detection system measurements. These timing plans can provide improvements over traditional time-of-day plan selection, particularly in traffic control systems with large day-to-day traffic variations.



More recently, adaptive control systems (ACSs) have been developed. In these systems, signal timing parameters are generated in real-time based on detector measurements. ACS strategies can be applied at a single location, along arterial routes, or in grid networks. Decisions about timing plans are either made at a central location or at the local intersections, or both.

In 1999, Pasco and Pinellas Counties, with a combined population of over one and a half million, approached District 7 with a request to change their computerized traffic control systems.

The selected primary common corridor that runs through both counties was US 19. The natural stochastic traffic variation on US 19 and the longer traffic signal spacing were analyzed by a team of technical experts, which included the District staff, local government, and a primary ITS consultant. A team of stakeholders, involving several key agencies in the region, conducted a comprehensive review of the available ACS logic.

To ascertain how well the ACS software meets the needs of these projects, a utility matrix was developed to compare their system features. The main system features that were important to the decision of selecting the ACS software are listed herein:

- Level of U.S. deployment
- Reported benefits
- Required calibration / update efforts
- Communications media support
- Capital costs
- Central software user interface
- Special conditions management
- ITS devices support

Additional corridors were also identified to operate under the ACSs during this period.

As part of the coordinated efforts with the local government agencies and the metropolitan planning organization, a decision was reached by all involved stakeholders to design the computerized traffic signals on US 19, also known as SR 55, a major north-south artery in Pinellas County, which would be operated under the Management Information System for Transportation / Optimized Policies for Adaptive Control (MIST/OPAC) algorithm; and also on SR 60, the second major east-west artery, which would be operated under the i2 / Real-time Hierarchical Optimized Distributed Effective System (RHODES) algorithm.

The main reasons for selecting these two specific ACS software in Pinellas County were the existing traffic patterns and the spacing between the traffic signals. The i2/RHODES adaptive traffic control logic provides superior performance for the arterials with closer signal spacing. The traffic operational characteristics of SR 60 meet the specification of i2/RHODES.

The natural stochastic traffic variation and the longer traffic signal spacing on US 19 in Pinellas County were analyzed by a team of technical experts, who identified that this segment of US 19 would be best served under the MIST/OPAC adaptive traffic control, while the Sydney Coordinated Adaptive Traffic System (SCATS) was selected to operate US 19 in Pasco County.

All three ACSs were selected to operate as an extension of a comprehensive advanced traffic management system (ATMS). Timing plan generation, unpredictable demand, incident management, emergency vehicle preemption, and transit signal priority are among the reasons to use ACS.

Software acquisition requires additional areas of expertise beyond those traditionally found in governmental agencies. District 7 assembled a team of professionals with the right skill mix to address the controversial issues associated with licensing, warranties, ownership, and copyrighting.

Many software acquisitions culminate in conflict and even litigation because of an unclear understanding of who has what right to the software. Because the three selected ACS software are all off-the-shelf, they can be implemented within the time frame allocated for the project with less risk and essentially no software development efforts.

Acquisition Process

Three key activities took place in this process:

- Developing requirement document,
- Making the buy/build decision, and
- Selecting the contracting vehicle.

A systems manager method of contracting was selected for project deployment. District 7 believes that the multiple deployment of field equipment can be undertaken with a single responsible systems manager, which will decrease total deployment time. FDOT obtained sole source approval from the Federal Highway Administration and the Florida Department of Management System for all three ASCs.

Deployment of the suite of adaptive signal controls, together with the rest of the ITS-related applications in District 7, has been valued at \$22 million, which encompasses 70 intersections and a myriad of ITS devices including:

- 37 closed-circuit television (CCTV) cameras,
- 20 video image detection (VID) systems,
- 8 dynamic message signs (DMSs),



- Video walls,
- 35 miles of underground fiber-based communications system,
- 3 modified traffic control centers, and
- A communications topology based on an all-digital network of IP over Ethernet technology managed at device level with field hardened switches and a central Network Management Switch.



A brief description of each ACS follows:

MIST is the principal platform for traffic signal management as well as all major ITS subsystems such as DMS, CCTV, highway advisory radio, vehicle detection systems, and road weather information systems. The MIST architecture for traffic signal control is a hybrid centralized/distributed system.

OPAC is a distributed real-time traffic signal control system, with real-time optimization of splits, cycle, and offset at 2-second intervals. Ideal detector location is about 7 seconds upstream of stop line (at free flow speed).

RHODES was developed by the University of Arizona and Siemens ITS, and provides a single integrated platform for information management, graphical display, and system control for arterial management, which provides an integrated environment for the management and control of signalized intersections, DMS, CCTV, and detection devices from a single integrated display environment. RHODES is typically composed of an optimization engine, embedded traffic model (Synchro), and a suite of traffic state estimation and prediction functions.

SCATS is an adaptive traffic system that adjusts signal-timing parameters in response to variations in traffic demand and system capacity. The Roads and Traffic Authority (RTA) in Australia developed this system which is distributed in North America by TransCore. It is a distributed system that consists of a management computer at a central location for communication and database management functions; regional computers, usually located in the field for strategic control; and local controllers for tactical control (phase calling, extension, and data collection). SCATS objective is to optimize traffic flow by selecting combinations of cycle times, splits, and offsets from pre-determined sets of parameters and on-line calculations, and then, directly optimize traffic parameters for each sub-system based on measured activity, and then, apply offsets to achieve coordination as appropriate across the network in the corridor. SCATS does not use system detection loops.

This article was provided by Bijan Behzadi, FDOT District 7. For more information, please contact Mr.Behzadi at (813) 975-6733 or email Bijan.Behzadi@dot.state.fl.us

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511 News Releases

New Feature Allows Drivers to Report Incidents and Delays to 511 Travel Information System

The FDOT announced a new feature of the free 511 Travel Information System that allows drivers to report congestion resulting from incidents that are blocking traffic on roads covered by the system. This new source of information helps 511 operators provide even more accurate real-time information to drivers statewide who use the service.

511 operators at the regional traffic management center (RTMC) in Orlando monitor information from traffic sensors, cameras, and law enforcement agencies, to provide reports on incidents and travel conditions to the 511 system. “This new feature opens up a whole new source of information for us,” said Jennifer Heller, RTMC Operations Manager for FDOT District 5. “We don’t have traffic cameras everywhere, so this helps us in some of those areas.”

Drivers who encounter congestion typically call 511 to hear a report for that roadway. If the incident causing the congestion isn’t reported by 511, FDOT is encouraging callers to use the voice-activated menu and simply say “feedback,” then they will be prompted to leave a message on the system. Callers should indicate the road on which they are traveling, the direction they are traveling – including a cross street or mile marker, if possible – and a description of the incident that’s blocking traffic. 511 operators at the RTMC are immediately notified of a new recorded message. After listening to the message, operators verify the reported incident using traffic cameras or law enforcement officers. If the incident is verified, operators will incorporate the updated travel conditions into the report for that roadway. As always, if drivers have an emergency or are a witness to an accident, they should dial 911 or *FHP (*347).

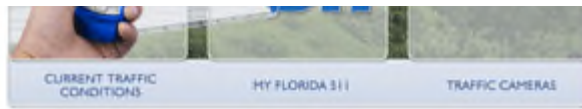
FDOT is requesting that only incidents blocking travel lanes on roads covered by 511 and incidents that are not already indicated on the system should be reported. Roads covered by the 511 system in Central Florida include I-4, I-95, SR 50, SR 408, SR 417, SR 429, SR 436, SR 520, SR 528, US 17/92, US 192, US 441, Florida’s Turnpike, John Young Parkway/Lee Road, and Maitland Boulevard. When traveling statewide, callers can also report incidents on I-4, I-10, I-75, I-95, I-110, I-175, I-195, I-275, I-295, I-375, I-395, I-595 and Florida’s Turnpike.

“This new feature of the 511 Travel Information System really helps drivers become part of the solution,” said Noranne Downs, FDOT District 5 Secretary. “Traffic delays are a part of life, but now drivers can make a difference by helping 511 notify others who may be heading into trouble spots.”



FDOT Launches New “MY FLORIDA 511” System

First-of-its-kind System Gives Callers Personalized Information



FDOT launched a new feature of the 511 Travel Information System called “My Florida 511,” just in time for the busy holiday travel season. This first-of-its-kind

system allows registered users to pre-program frequently-traveled routes, and then access real-time travel information on those routes immediately after calling 511. My Florida 511 uses caller ID to recognize registered callers who are asked if they want to hear reports on their pre-programmed routes. Florida’s system is the first 511 service in the country to use this technology.

“My Florida 511 makes calling 511 even more convenient for travelers,” said Rick Morrow, Traffic Operations Engineer for FDOT District 5. “When you register, you can program up to 11 custom trips, and hear reports on those roadways very quickly, because the system knows who’s calling.”



To access the advanced features of My Florida 511, callers must log onto the newly-redesigned www.FL511.com and create a custom profile. After registering up to two telephone numbers from which they typically dial 511, travelers can create up to 11 personalized routes, like “home to work” or “home to airport,” for example. Those routes must be part of the 15 central Florida roads, or 65 statewide roads covered by the 511 system. (For a complete list of covered roads, visit www.FL511.com.) When callers dial 511 from one of their registered phone numbers, they will have immediate access to information on their custom routes or general reports on all roads covered by 511.

“This innovation is just another example of how Florida is on the cutting-edge of technology when it comes to Intelligent Transportation Systems,” said Noranne Downs, FDOT District 5 Secretary. “We’re proud to pioneer new ways to make traveling Florida’s roadways faster and safer, especially during the busy holiday travel season.” When dialing 511, travelers also have access to information on area airports, public transportation, and Port Canaveral.

Florida is one of 27 states that offer 511 services. During the first half of 2006, Central Florida’s 511 system ranked number one in the nation in the number of calls per capita. The system received an average of 115,000 calls per month, representing 7 percent of Central Florida’s approximately 1.6 million residents. In the last year, Central Florida 511 has received more than 1.3 million calls.

By 2012, the Federal Highway Administration plans to expand 511 nationally, so drivers anywhere in the country can have access to up to date travel information.

This article was provided by Vicky Mixson, Global-5. For more information, please contact Ms. Mixson at (407) 571-6799 or email VickyMixson@global-5.com.

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FDOT and Florida LambdaRail™: A Potential Synergism

One of the objectives contained in the FDOT *Traffic Operations Business Plan* is to "improve efficiency and reduce cost of ITS projects," with a corresponding activity to "leverage regional resources and share information to improve coordination and efficiency." With this in mind, the FDOT ITS Program is in discussion with the Florida LambdaRail, LLC (FLR) to investigate the potential use of LambdaRail facilities and services to supplement FDOT's existing ITS fiber-optic infrastructure.



Complementary to the National LambdaRail (NLR) initiative, a national high-speed research network initiative, the FLR was created to facilitate advanced research, education, and economic development activities in Florida by utilizing next generation network technologies, protocols, and services. The

FLR is a not-for-profit limited liability corporation, incorporated in Florida in May 2003, with 501(c)(3) status as of August 2005. It is owned and operated by its equity members: Florida Atlantic University, Florida Institute of Technology, Florida International University, Florida State University, Nova Southeastern University, University of Central Florida, University of Florida, University of Miami, University of North Florida, and University of West Florida.

Deploying over 1,540 miles of fiber-optic facilities, obtained through Level 3 Communications, Inc., using the Internet2 and FIBERCO initiatives, the FLR provides a dedicated statewide communications facility linking major nodes located in Pensacola, Tallahassee, Tampa, Miami, Orlando, Gainesville, Melbourne, Ft. Lauderdale, and Jacksonville as well as interconnecting with NLR nodes in Jacksonville and those planned for Pensacola.

The FDOT is exploring the potential use of FLR facilities to supplement the ITS wide area network for center-to-center communications project to:

- Provide high-speed gigabit Ethernet within and across those areas of Florida not currently served by FDOT fiber facilities, enabling gigabit-speed data and video transport to all regional transportation management centers and the Traffic Engineering Research Laboratory.
- Supplement existing FDOT fiber infrastructure in South Florida, providing redundancy and additional bandwidth.
- Supplement existing FDOT microwave infrastructure in North Florida, providing far greater bandwidth and redundancy.

The foundation of the FLR infrastructure is a dense-wave-division multiplexing (DWDM) optical network using Cisco System's 15454 optical electronic systems with a capacity of 32 wavelengths per fiber pair. Each wavelength can support transmission speeds up to 10 billion bits per second (10 Gb/s). An Ethernet-based multi-protocol label switching (MPLS) transport facility is layered on top of this optical network. This provides for Internet,

Internet2, and high-speed Internet Protocol version 4 (IPv4) and IPv6 transport between participants. Private layer 2 (Ethernet) or layer 3 (IP virtual private network) services may also be provisioned.

This article was provided by Bill Lueck, FDOT Traffic Engineering and Operations Office. For more information, please contact Mr. Lueck at (850) 443-8744 or email Bill.Lueck@dot.state.fl.us. For more information on the FLR, visit the FLR website at www.flrnet.org.

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The Cost of Quality

The perception that quality assurance programs are expensive is common in both the business and government sectors. Let's take a critical look at this perspective to see if this is really the case.

When I was a pilot in the military, my life was worth \$325,000, the Safety Department's calculation of my replacement cost should I have an accident and die (the amount was slightly higher for permanent disability). That was for one person, eighteen years ago; what would be the value of a car loaded with Florida vacationers in today's dollars?

What accuracy rate is acceptable for the timing of an intersection's traffic signal controller's red-amber-green sequencing? What accuracy rate is acceptable for a conflict monitor to sense conflicting green indications at an intersection? What would be the result if either of these devices were to fail during rush hour?

A Six Sigma quality level is 3.4 defects per million opportunities, or a yield of 99.9997 percent¹, which is phenomenal for a manufacturing environment. In fiscal year 2006, the U.S. commercial air carrier fatal accident rate was 0.2 accidents per 1,000,000 departures² (four accidents over the year), which is better than the Six Sigma rate. Would the families of the victims who died in those four accidents regard this as an acceptable rate?

What should be the standard for Florida's transportation systems? FDOT has given a qualitative, if not quantitative, answer in the vision and mission statements contained in its *Tier-1 Statewide Business Plan*³:

VISION: The people of DOT... dedicated to making travel in Florida **safer** and more **efficient**.

MISSION: The Department will provide a **safe** transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

The FDOT Traffic Engineering Research Laboratory (TERL) has developed the Approved Product List (APL) Vendor Qualification Program to analyze a manufacturer's quality assurance system. This assessment, together with the evaluation and certification of a vendor's submitted device, provides an effective and efficient means of ensuring that a vendor's product, proposed for use in Florida, conforms to published device specifications and manufacturing quality standards.



In his book, *Quality Is Free*, Philip Crosby argues that the costs of poor quality greatly exceed the costs incurred in producing a high-quality product or service. The construction and software industries express this concept as the “1-10-100 Rule¹.” This widely used rule-of-thumb states that a quality problem costing \$100 to resolve in the field would cost only \$10 to correct if discovered during in-house design review and only \$1 to prevent in the first place⁴.

The TERL is working in that \$1 area by requiring manufacturers of products to have quality management systems in place in order to get their devices listed on the APL. This will result in the reduction of costly field repairs, potential FDOT and supplier liabilities, and vendor/contractor overhead allowances for field replacements; and it will enhance manufacturing efficiency—all resulting in reduced costs and improvements in product quality.

So, instead of focusing on the added expense and effort of implementing an industry-standard quality assurance program, the focus should be on the much higher costs (and increased risks) associated with providing a product of poor quality.

This article was provided by Steven J. Bentz, FDOT TERL. For more information, please contact Mr. Bentz at (850) 921-7352 or email Steven.Bentz@dot.state.fl.us.

¹ *Six Sigma for the Rest of Us*, Andrew Spanyi and Marvin Wurtzel, Quality Digest, www.qualitydigest.com/july03/articles/01_article.shtml

² “Increased Safety Performance Target Detail: 06S1 Commercial Air Carrier Fatal Accident Rate”, FAA, www.faa.gov/about/plans_reports/Performance/performance/targets/details/Airline_Fatal_Accident_Rate.pdf

³ "Statewide FDOT Business Plan (Tier One)", FDOT

⁴ *The Cost of Quality: Is "An Ounce of Prevention" Really Worth "A Pound of Cure?"*, Robert P. Smith, Practice Management Digest, www.aia.org/nwsltr_pm.cfm?pagename=pm_a_20050722_quality

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A Message From the ITS Florida President

Best wishes for this upcoming year! The beginning of a New Year always brings wishes for renewal and a perceived need for improvement. The desire to improve, reach loftier goals, and be better than you were in the past year is a natural sentiment this time of the year.

As incoming President of ITS Florida—what a challenge! How do you go about improving an organization that is already doing a great job of raising the awareness of the importance of ITS deployments?

2006 was a very successful year for ITS Florida. Transpo2006 was well attended and well received, judging from the feedback we received. The Outreach Committee did an excellent job of presenting ITS and its benefits. So, although difficult, we will seek to improve our way of doing business to better meet the needs of our membership.

Undoubtedly, the strength and success of an organization like ITS Florida is derived from the effort and dedication of its members and volunteers. We are always looking for volunteers and appreciate all those who give us some of their valuable time. ITS Florida has several committees, including:

- Outreach,
- Events,
- Member Services, and
- Professional Capacity Building.

Feel free to contact me or any other ITS Florida Board Member to let us know where your interests lie and how you would like to participate. Our strength and success are dependent on our members' participation.

ITS Florida will continue to build on work that was done last year, to fine-tune the Professional Capacity Building (PCB) Program. Our goal is to provide our membership with

quarterly training days, focusing on a variety of topics. What topics are of particular interest you? Let us know. Providing training that meets our membership's needs is very important.

In order to focus on our future, we plan to meet once more for our Annual Strategic Planning Retreat. The retreat promises to guide our future efforts. After developing committee objectives and goals, and later defining actions to achieve these goals, what remains to be done is the implementation of these actions.

I look forward to working with each and every one of you this coming year and hope that we can continue working together to raise the awareness of ITS and its benefits.

This article was provided by Elizabeth Birriel, FDOT Traffic Engineering and Operations Office. For more information, please contact Ms. Elizabeth Birriel at (850) 410-5606 or email Elizabeth.Birriel@dot.state.fl.us.

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 email Anita Vandervalk at AVandervalk@camsys.com.

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Editorial Corner –Preparing for the Big One

Are You Ready?

Over the past year Florida has been doing an extremely large amount of work toward improving the state's contraflow plans. This includes

- Looking at best practices nationally,
- Making recommendations and application of improvements to Florida's infrastructure, and
- Improving public outreach information as well as other items.

But, the question is... are we doing the right thing? It has long been Florida's stance to encourage local evacuations, going tens of miles not hundreds, evacuating to a shelter or a friend's or family member's home. Yet here we are, developing plans that are contrary to what we want the public to do.

So how should we address this issue? Getting the information to the public and educating them well in advance of a storm is the key. People should understand up front that evacuations are not a fast or efficient process. The traveling public expects to get on the Interstate and travel at 70 miles per hour during a major evacuation. This is an unrealistic assumption. We deal with bottlenecks, traffic congestion, and traffic incidents on a daily

basis. This is magnified during an evacuation and the public needs to understand this up front.

Everyone needs to have a plan in advance of the storm. Don't wait until an evacuation order is given to start planning where you are going. Know where your local shelters are or, if you are planning on evacuating to a friend's or family member's home, make plans in advance for what you need to bring to be more comfortable. For more information on developing a plan go to www.floridadisaster.org.

We should strongly encourage local evacuations, go tens of miles not hundreds, and the key to encouraging this local evacuation is to educate people on what to expect during an evacuation. Travel times will be increased while hotel/motel availability is decreased. If people expect to get on the road and travel out of the area to a hotel they might be surprised to find out there is no availability because everyone else had the same idea. During the 2004 and 2005 hurricane evacuations in Florida, people had to travel, in some cases, to South Carolina and Tennessee, because there was no place to stay in Florida or Georgia.

We should also encourage people who feel they need to evacuate out of the area to do so early. By getting people on the road sooner, the roadway demand is spread out over a greater period of time. As a result, travel speeds are increased and congestion is lessened, somewhat streamlining the evacuation process. The use of alternate routes should also be encouraged. Everyone believes that by getting on the Interstate they will be able to reach their destination faster, but what actually occurs is that the Interstate is inundated with more traffic than it can handle and gridlock occurs.

There is also the misconception that contraflow will be the cure all for evacuations, but this is not the case at all. The belief that by adding twice the number of lanes you get twice as much capacity is incorrect. Your contraflow routes are only as good as the entry and exit points.

So what should we do? First off, we should make sure that we are each individually prepared. If you don't have a plan, get one. We must be prepared before we start expecting others to be prepared. Second, we must ensure that the FDOT is prepared by coordinating with local emergency managers and officials before an event. This will help establish relationships well in advance of when they are needed. Third, do whatever it takes during an evacuation to ensure that it's a success; be proactive early on. And lastly, make sure we are ready for contraflow. Even though this is a last resort measure, it needs to be exercised and we need to be ready if there is a need for contraflow.

This editorial was provided by Mike Akridge , FDOT Traffic Engineering and Operations Office. For more information, please contact Mr. Akridge at (850) 410-5607 or email Michael.Akridge@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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Announcements



It's Time to Register for FDOT's Annual ITS Working Group Conference

The FDOT ITS Working Group committee has been at work developing the conference events. The tentative agenda and other conference materials are located on the FDOT Web site at

www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/WGM.htm.

This year's **Annual ITS Working Group Conference** will be held on **April 3-4, 2007**, at the **Rosen Shingle Creek in Orlando, Florida** (<http://shinglecreekresort.com/>). FDOT has arranged a block of rooms at this facility for \$99.00 a night (Indicate that you are attending the FDOT Annual ITS Working Group Conference).

The meetings will start Tuesday afternoon at 2:00 p.m. and conclude Wednesday afternoon at 5:00 p.m. FDOT is preparing an agenda of exciting sessions, along with updates on Florida's ITS projects. FDOT is also in the beginning stages of putting together two interesting panel discussions. FDOT is also arranging for ITS training on Thursday, April 5. Details will be finalized in the near future.

Again this year, FDOT will have an Exhibitor Showcase, providing an opportunity to meet with exhibitors, make connections, and network. If you have not already made arrangements for your space, do so soon – space is limited. Information on exhibit space is

available through CMC and Associates at 850.224.7775, ask for Meghan. **Exhibitor space is secured on a first pay basis.**

FDOT's Annual ITS Working Group Conference has a \$40.00 registration fee. In order to attend, you must register online at www.cmc-associates.com/Conferences.shtml (Scroll down to the FDOT Annual ITS Working Group Conference and select Secure On-Line Registration Here!).

If you have any questions about the conference, please contact KarenEngland@pbsj.com. If you have any questions about the registration process, please contact KCrawford@cmc-associates.com or MWozniak@cmc-associates.com.

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Join Us in Welcoming Charlie Creel to the TIM Team!

Please join the Central Office Traffic Incident Management (TIM) team in welcoming retired Trooper Charlie Creel as its new TIM Specialist. With over 30 years with the Florida Highway Patrol (FHP), Charlie's varied experiences have taken him around the state, including Tallahassee where he provided security to Lt. Governor Buddy Mackay and served as liaison between the FHP and the Governor's office. Based in the Central Office Traffic Engineering and Operations Office, Charlie will provide hands-on daily support for Florida's varied incident management initiatives. Charlie can be reached at (850) 410-5579 or Charlie.Creel@dot.state.fl.us.

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2007 FTBA/FDOT Statewide Construction Conference

The 2007 FTBA/FDOT Statewide Construction Conference will be held February 27-28, 2007, at the Doubletree Hotel, adjacent to Universal Studios in Orlando. For more details, visit the State Construction Office Web site at www.dot.state.fl.us/construction/online/registration/construction/ConstConf2007/2007MainPage.htm.

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ITE 2007 Technical Conference and Exhibits

The ITE 2007 Technical Conference and Exhibit, "Managing Congestion—Can We Do Better?" will held on March 25-28, 2007 in San Diego, California, at the Sheraton San Diego Hotel and Marina. Those interested in improving transportation systems to better serve communities should plan to attend this conference. This includes community leaders, activists, local and elected officials as well as transportation professionals employed by federal, state/provincial, regional and governmental agencies, consulting firms, universities and manufacturers.

For more details, visit the conference Web site at www.ite.org/conference/default.asp.

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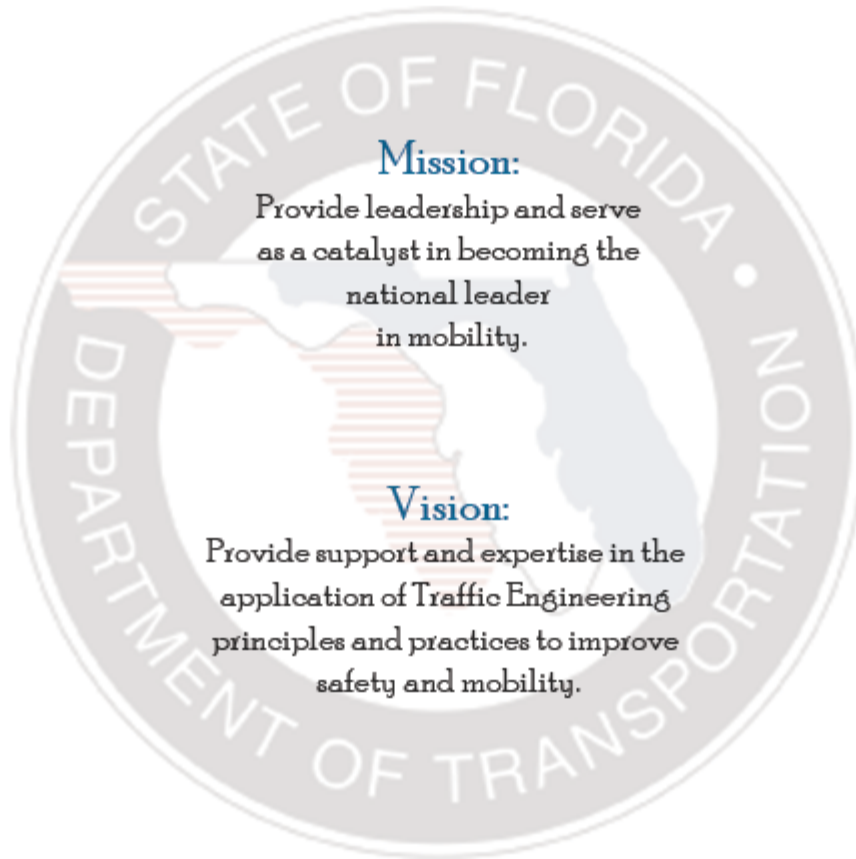
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