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With Respect...

Notes from the District 2 ITS Engineer



It is with a somber note that this month's newsletter begins with notice



on the loss of Mrs. Anne Brewer this past August. Anne worked in the District 5 ITS office and I personally feel she played a major role in putting Florida's ITS Program at the nation's forefront. Anne was an extremely dedicated employee to the FDOT who had overwhelming energy and a desire to make District 5's ITS program not only the best in the state, but the best in the country.

Many of you may not realize that it was Anne who coordinated the push for Central Florida's attempt at gaining the iFlorida grant. When I spoke with her prior to the submittal I quickly realized that their endeavor would be a winner, especially with Anne's steadfast involvement in coordinating a large number of private and public partners.

I could go on and on about Anne's accomplishments; however that is not my intent. I want to address the personal side of this FDOT employee who gave her all while working for the state of Florida. You see, Anne not only was a spitfire of an employee, but also a dedicated wife and mother of two sons. When we had time to speak, she always reflected on how proud she was of her family and the patience they had shown while she took on the challenge of guiding the iFlorida effort through all of its arduous tasks.

Dr. Charles Wallace, Telvent-Faradyne, always mentions that a better determination on the success of an ITS program is not in the amount of devices deployed but instead on the number of institutional relationships development (i.e. the people). In my eyes, there was no one better than Anne at accomplishing this task and it was displayed during her effort to put the iFlorida package together. You see, she had to organize partnerships from Kissimmee to Daytona to Cocoa Beach, with over 20 partners involved in the effort. Now this is what I call developing institutional relationships and it was due to the personal side of Anne!

I will not go into detail on the affliction that took Anne's life; however, through all of her struggles she always mentioned family and friends that helped her cope with the treatment. When I reflect back on our conversations, it always began with business and evolved into discussions about our families. She was proud of what they had achieved as a family unit and looked forward to the day when her ailment would be gone so she could enjoy the most essential aspect of her life—her husband and children.

Although Anne Brewer is no longer with us, she will always be remembered as a pioneer of Florida's ITS program. At one point during my initial months with the ITS program I began questioning the decision to change career paths. This topic arose during conversation with Anne and she convinced me otherwise. Her enthusiastic explanation on the ITS program and the gratifying challenges it would present convinced me that I had made the correct choice. She told me about her initial fears of the unknown when she began with the program and how she overcame them by diving "head-first" into the work. That is the type of attitude I carry with me to this day and it has served me well during my greatest challenges.

In conclusion, Anne Brewer will be painfully missed, but not forgotten, by her many friends and peers. I hope and pray that she is at peace right now and her family can overcome this tragic loss. As dramatic as her loss is to many of us, it is a reminder of how precious life can be, and how we should never take anything for granted.

This article was provided by Peter Vega, FDOT District 2. For more information, please contact Mr. Vega at (904) 360-5463 or email Peter.Vega@dot.state.fl.us.

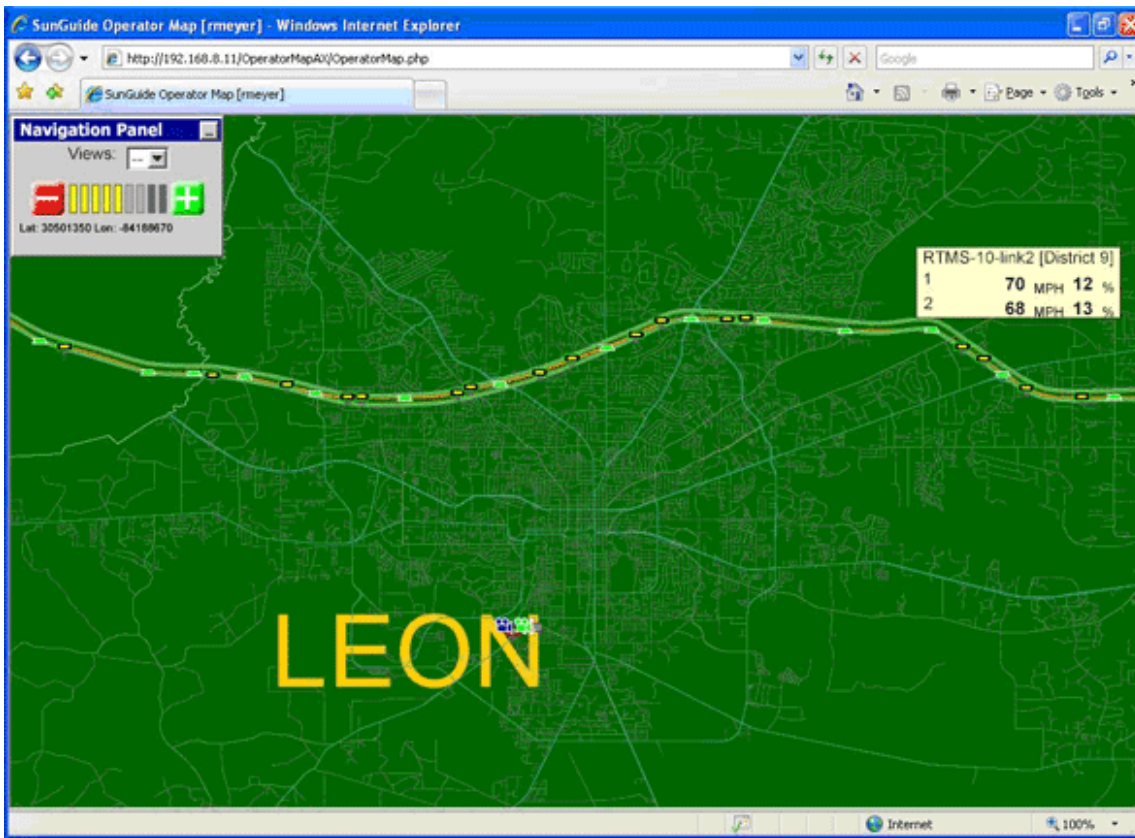
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TERL Prepares to Test New SunGuide™ Software Release

As the SunGuide™ Software Version 3.0 release draws closer, the Traffic Engineering Research Lab (TERL) is making final preparations to host software testing activities that are part of the FDOT SunGuide Software project teams' independent verification and validation (IV&V). This upcoming IV&V will verify the proper operation of the new features and subsystems being introduced into SunGuide as well as exercise its existing features. Following the renovation of the TREL in 2006, the lab has continuously increased its capability to operate and evaluate ITS field devices and central control software.

To host the IV&V, the project team decided to configure the existing servers, workstations, ITS field devices, and other equipment at the TREL as though they were part of a District 3 regional traffic management center (RTMC) located in the Tallahassee area. Using a combination of real hardware and simulators, a simulated SunGuide deployment was constructed and configured at the TREL that provides a glimpse at what a future ITS deployment might look like along Interstate 10 (I-10) in Leon County. Staff from the TREL, along with the SunGuide project team, performed field surveys and collected global positioning system coordinates along I-10 to use for the TREL SunGuide Software test bed system configuration. The SunGuide operator map at TREL now includes nine dynamic message signs (DMSs), eight variable speed limit signs, 14 detector stations, closed-circuit television cameras, a ramp meter system, and a road weather information system as well as other components that can be found in Florida's real RTMCs.

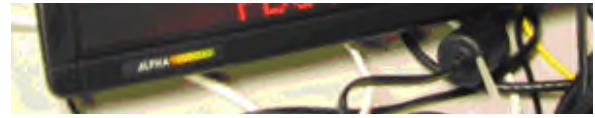


Using these devices, the SunGuide Software at TERL generates travel time messages and automatically posts them on a simulated DMS attached to the TERL test bed network. Simulated detector data can be adjusted in order to impact travel time results and other calculations within SunGuide. The TERL, in general, should provide an excellent host environment for determining how smooth a transition should be when deploying the software into operating RTMCs throughout the state.

This article was provided by Ron Meyer, PBS&J. For more information, please contact Mr. Meyer at (850) 410-5612 or email Ronald.Meyer@dot.state.fl.us.

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Implementation of a Probe-based Data Collection Test

A lot of discussion has been conducted over the past few years about probe-based data collection. Cellular phone use, and other technologies that do not require infrastructure deployment to gather travel time data, is a concept that has always been intriguing to the FDOT and other agencies tasked with operating our roadways.

Traffic data collection has traditionally been accomplished by public agencies through sensor infrastructure deployment within the facility's rights-of-way. The infrastructure consists of the various non-intrusive sensors that are on the market today as well as loop detectors imbedded in the roadway pavement. However, as congestion increases and technology and communications advance, the private sector is beginning to see a role they can play in collecting traffic data. In fact, some of the more innovative data collection opportunities may be better suited to the private sector. If these innovative data collection opportunities provide good usable information regarding travel conditions, the FDOT could make use of that data to supplement traditional collection efforts.

One of the more intriguing and innovative data collection concepts utilizes cellular phones to capture travel times. As cellular phone customers travel along roadway networks, their connection is handed off from tower to tower. At these handoffs, the location of the customer is pretty well known. Data providers can utilize this information, and through their proprietary software, estimate the speed at which the phone is moving. These data providers can then assign those phones that have been determined to be in vehicles to a specific roadway and calculate speed and travel times along that roadway.



A number of states have already deployed cellular phone-based data collection efforts in either a test mode or through contract with these data providers for a more permanent installation. Initially, the feedback from some of the earlier deployments was mixed. There have been questions about the accuracy of this technology in the past and several test applications have pointed out deficiencies in this technology. However, companies have worked hard to improve the accuracy of the data provided through cellular phone tracking.

Because of the potential that probe-based data collection technologies have for filling in data gaps on our roadway system and due to recent improvements in this technology, the FDOT has opted to develop a test project to assess the accuracy of probe-based data collection technologies first hand. The test will be accomplished through an invitation to negotiate (ITN) with the primary test facility being I-10 in the Florida Panhandle. This test will also include a limited number of miles of arterials in the Tallahassee area to provide an assessment of how these technologies work with stop-and-go traffic and when motorists have many opportunities to interrupt their trips for an extended period of time (e.g. stop for fuel, food, etc.).

These arterial facilities include:

1. Thomasville Road from downtown Tallahassee to the Georgia state line (18 miles),
2. Monroe Street from downtown Tallahassee to the Georgia state line (21 miles), and

3. Capital Circle from Thomasville Road to the Tallahassee Airport entrance (14 miles).

This will make for a diverse test of these technologies. The purpose of the probe-based data collection concept test is to provide validation testing of the data quality attributes (e.g. accuracy, reliability, and timeliness) of travel time/speed data.

A provider will be selected through this ITN, to assess two different technologies. We anticipate that two providers will be selected—one for each of the different technologies. However, the ITN does not exclude one provider from supplying both technologies. The two technologies that FDOT would like to assess are the cellular phone-based and the global positioning system-based technologies.

The project will be deployed in phases, with the first phase of 120 days, devoted to activities necessary to initiate the probe-based data collection system provision. The second phase is the actual data collection phase which will last for 90 days. Traffic data will be provided for 24-hours per day, 7-days per week. Phase three will be for report development for the FDOT to detail test results concerning the accuracy, reliability, and latency of data provided by the each technology. The contract(s) will last for a maximum of 240 calendar days.

The ITN technical document is complete and the FDOT anticipates beginning the selection process with an advertisement coming out in early October. Interested vendors should monitor the FDOT's Vendor Bid System (VBS) for the advertisement and scope of services at http://vbs.dms.state.fl.us/vbs/main_menu.

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

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Clarus—A Nationwide Surface Transportation Weather Observing and Forecasting System

Adverse weather affects road safety, mobility, and the productivity of transportation agencies. Clarus, which is Latin for clear, is an ITS initiative to improve transportation safety and operations in adverse weather conditions. This is done by improving the quality as well as availability, accuracy, and timeliness of road weather information given to travelers and operators. To accomplish this nationwide, an integrated road weather observational network and data management system is required to mitigate the effects of adverse weather on all surface transportation users and operators, by providing timely and accurate weather information.

To date, efforts by the US Department of Transportation to deploy road weather information systems (RWIS), and the environmental sensor stations (ESS) that feed the road and weather observations into this system, have proven effective. More than 2,100 ESSs are currently in use throughout the United States. However, these systems do not provide full-scale data sharing, thus limiting their functionality. A focused, national effort is underway to build a nationwide, integrated road weather observational network. To accomplish this task, the following initiatives are needed:

- Assimilating road weather observations on a national level starting with existing networks, such as fixed sensors along roadways installed by state and/or local DOTs.
- Developing partnerships across the surface transportation and weather communities, such as Federal Aviation Authority and National Oceanic and Atmospheric Administration (NOAA).
- Establishing partnerships across the public and private sectors to build upon each sector's strengths; developing "anytime, anywhere road weather information."

The Clarus system design and software development is complete. Three proof-of-concepts demonstrations were also completed last year by the state DOTs of Utah, Minnesota, and Alaska. All three states are currently providing data from their RWIS to the Clarus system. The Clarus system assimilates data from various sources, including state DOT RWIS; highway maintenance and operations activities; traffic control and management; and other transportation applications that help reduce delays, crashes, and other incidents on the roads. The Clarus system quality checks the data and disseminates it to feed into advanced traveler information and warning systems.

On September 18–21, 2007, the Federal Highway Administration (FHWA) hosted the fifth Clarus Initiative Coordinating Committee meeting in concert with NOAA at the National Weather Service Training Center in Kansas City, Missouri. Over 100 stakeholders participated in the meetings with representatives from 31 states, 6 countries, and 32 different corporations and universities. State DOTs realize a number of important benefits associated with participation in this initiative. Clarus enables easy RWIS monitoring for early detection of issues and optimizes network performance through the system's quality checking services. Additionally, Clarus provides access to road weather observations from the entire network using the Clarus system. Clarus initiative participants also benefit from the new tools, techniques, and improved forecasts enabled through the Clarus system.

While it is true that the majority of the participating states are located within the "ice belt," which benefits greatly from the Clarus initiative, having the system in Florida could provide valuable information on wind-speeds and/or rainfall resulting in limited visibility.

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

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Inside the TERL

The FDOT has a goal of assuring that only a safe and uniform ITS and traffic control system is implemented in the 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. This article provides a monthly look *Inside the TERL* at activities that help accomplish our goal.

Product Evaluation

There are currently 56 requests for devices to be added to the Approved Product List (APL). At this time, 25 of these requests are in the device evaluation stage. The remaining requests are in the manufacturing process qualification stage. In some cases, the requests have failed the evaluation process and have not provided the necessary resolution to move forward.

Traffic control signal and signal devices are evaluated against the FDOT's *Minimum Specifications for Traffic Control Signal Devices*. Approved devices can be viewed on the FDOT Web site at www3.dot.state.fl.us/trafficcontrolproducts/.

ITS devices are evaluated against the recently published ITS Specifications (Section 780 – 786). Approved ITS devices can be viewed at www.dot.state.fl.us/TrafficOperations/Traf_Sys/ITS%20APL/TemporaryITSAPL.htm.

District personnel may request additional ITS devices for listing on the ITS APL as described by information located at this link.

Product Specifications

Specifications for a generator panel and uninterruptible power supply for traffic cabinets are near completion. These specifications will provide for easy and continued operation of signalized intersections during a storm or other condition that would cause power loss.

Updates to the FDOT specifications for light emitting diode (LED) internally illuminated signs, LED signals, and changeable message signs are planned for the future as well as the following new specifications: dynamic message signs (DMS) for arterials and tolls; master hub cabinet; core switch/hub switch for ITS cabinets; in-pavement crosswalk lights; 24/7 flashing beacon; countdown pedestrian signal; and trailer-mounted camera/detector system.

Quality Assurance

Out of a total of 116 manufacturers that have submitted material for the FDOT APL vendor quality assurance evaluation, 71 have successfully completed the evaluation and have been added to the qualified list at www.dot.state.fl.us/TrafficOperations/apl_vendor_qualification.htm.

Seven DMS manufacturers have also completed the qualification evaluation (along with other testing requirements) and have been listed as qualified at www.dot.state.fl.us/TrafficOperations/fdot_dms_info.htm.

The vendor quality assurance evaluation was included as part of the device approval process in 2002 and has proved to be a very successful program. Feedback from end-users has been positive and, since all APL manufacturers are required to have a minimum quality system in place to stay on the APL, the quality of transportation devices has improved. In fact, many manufacturers who first saw the added requirement as just another hurdle to jump without any real benefit, have since told TERL staff that the additional quality assurance requirement has forced them to become better, more efficient, and competitive manufacturers.

A list of manufacturers who have passed the FDOT's quality assurance evaluation can be viewed at www.dot.state.fl.us/TrafficOperations/apl_vendor_qualification.htm.

For Your Information

Is there a process to get non-standard transportation devices approved and listed on the APL?

The answer is yes. Florida law allows the FDOT to “permit traffic control devices not in conformity with the uniform system upon showing of good cause.”

Normally, for a product to be evaluated for listing on the APL, the device must be in conformance with the statewide uniform system; and there must be an FDOT specification for the device. When a device is submitted that does not conform with this uniform system, but has been determined to benefit the FDOT (i.e., it is a safe device that could benefit Florida's transportation system), the device is temporarily

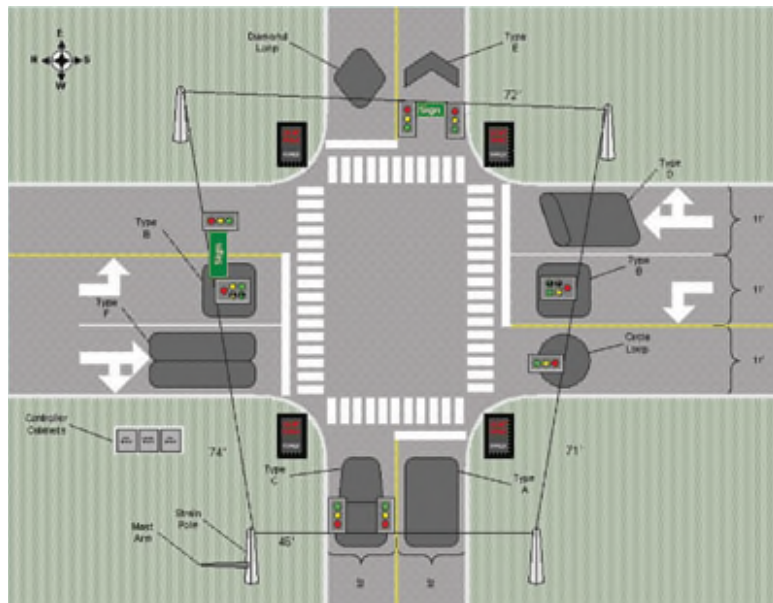
approved and tested in the field against its claims. Upon successful completion of the field test, non-proprietary statewide specifications are developed and published. The next vendor who submits the same type of device can then move directly to the standard approval process.

TERL Upgrading Testing Infrastructure

Now that the TERL has been renovated and upgraded to enhance testing activities, focus is now being placed outside of the building, in the maintenance yard to upgrade and further improve the TERL's usefulness.

One upgrade, coordinated signalized test intersection, is a fully operational. This type of test infrastructure is needed to evaluate untested transportation devices that, for safety reasons, cannot be installed at live intersections. There is a critical need to conduct many different types of testing in a "safe and controlled" intersection and roadway environment.

The proper testing of traffic operations, ITS, and incident management software and hardware directly affects the outcome of system operation. Maximum operation and safety can only be achieved if all "parts" of the system operate as promised. Finding and resolving problems during initial testing is far less costly than resolving problems in the field or redeploying poorly thought out, or poorly tested, systems.



Other than testing and research, the planned test infrastructure will provide hands-on training, post-implementation problem resolution, and a means to demonstrate functionality or deployment processes to management or user groups.

The planned test infrastructure master plan includes a roadway system with multiple signalized intersections, pedestrian crossings, and other infrastructure allowing evaluation of as many transportation devices as possible.

The master plan also provides for an integrated research and testing facility to ensure that the systems deployed statewide operate as designed and are

safe.

This article was provided by Jeffrey Morgan, FDOT Traffic Engineering and Operations Office. For more information, please contact Mr. Morgan at (850) 921-7354 or email jeffrey.morgan@dot.state.fl.us.

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ITS Florida's 2007 Members Survey Report

A recent survey, conducted in August 2007, was sent to all Intelligent Transportation Society of Florida (ITS Florida) members asking them for recommendations and guidance about where the organization is and what needs to be done to take ITS Florida to the next level. Some 48 members responded to this survey.

The survey was used to seek members' opinions about their organization's priorities and future opportunities as well as challenges and benefits associated with their membership in ITS Florida. The survey also sought information on members' participation in ITS Florida activities and asked whether members were satisfied with ITS services.

Consultants, contractors, manufacturers, state and local agencies, and higher education institutions were among those that responded to the survey.

Priorities, Opportunities, and Challenges

The main priorities listed by members were:

- Promote development and expansion of ITS markets;
- Provide members with information on current ITS markets and opportunities;
- Develop and support principles for the planning, implementation, and operation of ITS;
- Promote collaboration among stakeholders;
- Provide advice to the FDOT ITS Program on technology issues; and
- Provide professional training.

The top three future opportunities in ranking order were:

- Growing needs of ITS deployment;
- Rising demands for information technologies; and
- Strong global interest in the profession.

The main challenge members saw ITS Florida facing was a lack of endorsement by public officials and leaders. The other top challenges listed were: the lack of publicized success stories; an uneven background and education of professionals; and the competition from other countries.

Participation and Training

Seventy-five percent of the ITS Florida members that responded to the survey said that their organizations realized benefits directly from membership in ITS Florida. Those benefits included

networking, training, and the annual scholarship offered to students. Others recommended introducing more contracting opportunities and project partnering, exhibiting more ITS activities to expand business, and providing more frequent meetings during the year.

While 75 percent of respondents said that they have not served on an ITS Florida committee before, 63 percent said they are willing to participate on committees.

Reaction and awareness to Profession Capacity Building (PCB) training sessions was also a part of the survey. Some 60 percent of respondents said they are aware of PCB training sessions, and 62 percent have participated in at least one session. A little more than 70 percent said they were satisfied with PCB sessions.

Fifty-three percent learned about PCB training from ITS Florida e-mails, and 23 percent learned about it at ITS Florida events and working group meetings.

Members said that the PCB sessions were helpful, informative, and enlightening. The participants also said that more of these sessions should be offered and the training course topics should more closely match member needs. The members also thought that more users and integrators should make presentations.

Events and Web Site

ITS Florida members were also asked in the survey if the organization is on target with its event sponsoring. Eighty-eight percent of those who responded said that the organization is on target with sponsorships.

The events that most members liked included the ITS Florida Annual Meetings, FDOT's Annual ITS Working Group Conference, the Vehicle Infrastructure Integration demonstration, TRANSPO, and ITS America meetings. However, members said open forum discussions on emerging and critical issues should be added to the event list.

The Web site garnered positive ratings from respondents. A little more than half of the respondents indicated that they visit the ITS Florida Web site monthly. Of those who answered the survey, 95 percent said the Web site's effectiveness, ease of use, and completeness of information was satisfactory or better. The majority of respondents said the Web site did an effective job of providing news related to the ITS industry.

Members also said they would like to see the Web site incorporate current and future deployment plans for ITS activities, upcoming projects that include technology, and an accessible system that would list ITS projects for bidders.

Communication and Support

The members gave ITS Florida very high marks for its effectiveness in including all of its members in projects, programs, initiatives, and committees.

The majority of respondents ranked e-mail as the best way for ITS Florida to communicate with its members.

The survey also generated many recommendations for ways in which ITS Florida can provide better support to its members and their organizations. The top five recommendations were:

- Guest lecture programs from the industry to speak in university courses
- Quarterly forums or workshops on high priority topics

- Diversified training
- Exhibits and trade shows on ITS projects
- Networking opportunities

This article was provided by Essam Radwan, University of Central Florida, CATSS. For more information, please contact Mr. Radwan at (407) 823-4738 or email AERadwan@mail.ucf.edu.

For more information on ITS Florida, please check the ITS Florida Web site at www.itsflorida.org or email itsflorida@itsflorida.org.

If you wish to contribute an article to the *SunGuide Disseminator* on behalf of ITS Florida, please email Mary Hamill at MaryKHamill@global-5.com.

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Editorial Corner—How Far Have We Really Come?

I've lived in central Florida since I was a young child. I've experienced a couple of thunderstorms that produced hail; tropical storms that damaged trees and cut off electricity; even mild snow storms... the kind that you have to stand in front of a spot light to visually experience. Of course there were also the bigger events like Hurricane Andrew and other smaller, but still significant storms. Those of us that have lived in Florida for more than a decade or two knew that these events could happen, but they used to be considered very rare. In fact, after the hurricanes of 2004, friends and family from other states asked if we were leaving Florida. My response was always "no" because, unlike other catastrophes, hurricanes can't sneak up on you, as do tornados and earthquakes. But over the past 18 months we have experienced several tornados with incredible injuries and fatalities in central Florida. What happened?

Regardless of the theories for environmental changes, there have also been major changes to the entertainment systems in vehicles. As a kid on family vacations, our in-vehicle electronic entertainment consisted of two choices—the radio or cassette tapes. And let's face it; there are only so many times dad would let us play that Michael Jackson tape. This meant that most of the trip included scanning the local radio stations for something that was acceptable to all... as determined by dad's discriminating ear. Looking back, I now realize that this meant we were usually within reach of a radio DJ or emergency management system if they needed to warn us of local storms or events.

Travel in the 21st century is much different. Typical travelers choose between CDs neatly sorted in the trunk, MP3 players with days worth of music, DVD players to keep the back seat occupants in a trance, even satellite radio so that we can have our favorite genre without any local information. While these technological advances are obviously popular, it leaves a large portion of our travelers completely unaware of any important local warnings.



The 21st century has also brought significant technological advances in meteorology. Yes, I'll admit, the local weather personalities still can't reliably predict a five day forecast, but they have gotten much better at short range information. Specifically, their new measuring equipment is typically able to identify hail and conditions that are favorable for tornado development. Additionally, they are able to give very specific

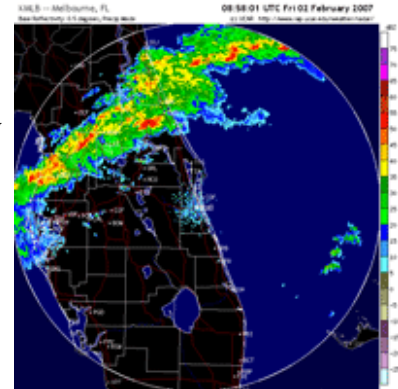


locations, speed, and direction for these storms. This then allows them to predict when a storm cell will hit a community with specific time predictions, usually with 5 – 15 minutes of warning.

So why is this important to us as transportation professionals? It is important for us to realize that our customers are frequently using roadway facilities without the benefit of being within range of an emergency warning. Or potentially worse yet, they are

within range of a highway dynamic message sign that fails to alert them.

During recent tornados we have seen tractor trailers turned over along our roadways, numerous trees down, and electrical lines suspended just a few feet above the pavement. These are certainly worthy of our attention, but what can we do? Our traffic management center operators are not meteorologists and they certainly don't have the equipment to predict severe weather. Trying to keep up with local news channels and weather stations can be effective; however this comes with significant challenges that make it an unreliable plan. There are, however, companies that provide continuous weather data feeds, including severe weather alerts. The challenge then becomes to receive these feeds into our traffic management software and then associate the information relative to specific roadways. This would then alert operators and allow them to warn motorists via the Web, 511, and perhaps most importantly, by dynamic message signs. Imagine driving along with your family and seeing a sign that reads "WARNING – POSSIBLE TORNADO – AHEAD 15 MILES," would it be enough to change your path? At a minimum, wouldn't you at least turn off all of your other electronic devices to tune into a local radio station?



Of course this scenario only works if we have a means to "push" a message. Like local radios stations, our announcements on 511 and the Web are useless if a traveler isn't using them. We can push a message with a dynamic message sign, but only if one is available at the needed location. Unfortunately, much of our interstate network is not yet equipped with dynamic message signs. But as our coverage areas expand and the possibilities of vehicle/infrastructure integration evolve, our abilities to push messages will also grow. It should only be a matter of time until we can selectively inform travelers of danger ahead based on their current location and direction. This leads to a final question... what information do our distracted customers really **need** and what steps should we take to provide it? Together we must strive to meet these information needs.

This editorial was provided by Rick Morrow, FDOT District 5. For more information, please contact Mr. Morrow at (386) 943-5309 or email Rick.Morrow@dot.state.fl.us.

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Announcements

ITS Florida's Annual Meeting

Don't miss ITS Florida's Annual Meeting and Awards Banquet, coming up on December 11. ITS Florida is also offering systems engineering training on December 11-12. This all takes place in Tampa at the Sheraton Suites Tampa Airport located at 4400 W. Cypress St.

Visit the registration page at <http://www.itsflorida.org/december2007.php> for more information.

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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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Welcome...

The FDOT ITS Program is happy to welcome two new employees to our Central Office/Traffic Engineering Research Lab (TERL) team. Sivam Ramalingam, ITS Analyst II, has returned from Malaysia with his wife and two children. Sivam, working for PBS&J, will be supporting Jeff Morgan at the TERL primarily in the area of quality assurance. Sivam previously worked at TERL as a graduate assistant and later as a PBS&J employee supporting Jeff.

Khue Q. Ngo, Senior ITS Analyst I with PBS&J, has joined our team in the Traffic Engineering and Operations Office. Khue will assist in managing the developing the SunGuide™ Software under the direction of Trey Tillander. Khue recently completed his work on the MSEE degree with emphasis in computer engineering. Khue has worked at TERL as a student assistant for a number of years.

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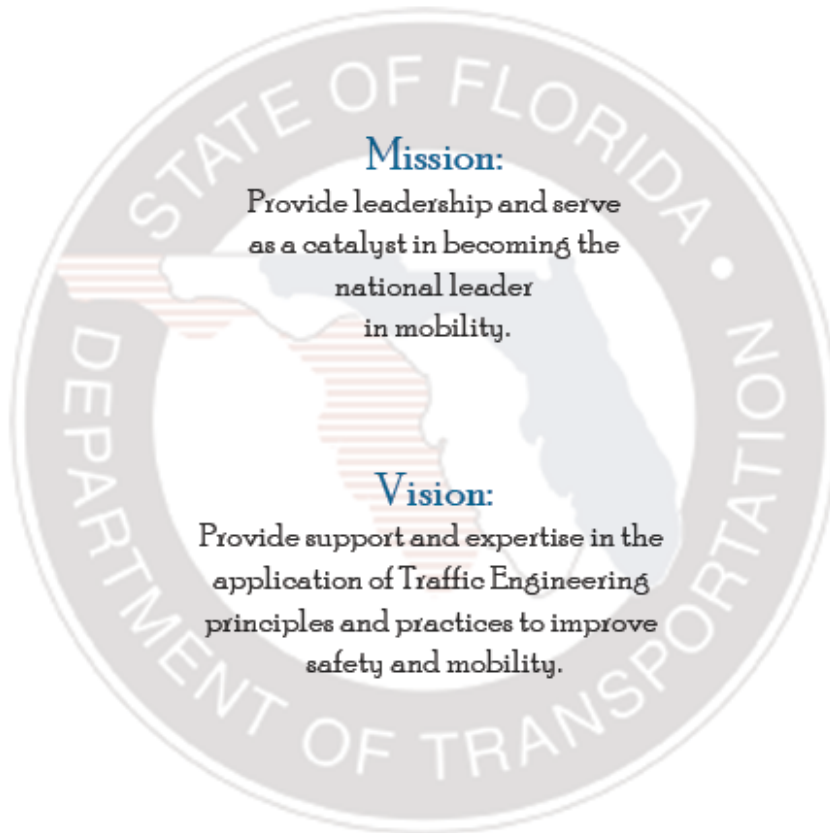
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FDOT Traffic Engineering and Operations Mission and Vision Statements



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