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

FDOT and UCF Conduct Statewide Focus Groups

As Florida's 511 advanced traveler information system gears up to take Florida into the next generation of technology, the Florida Department of Transportation (FDOT) wants to hear from drivers. The FDOT will be asking questions about its 511 marketing approach as well as plans for potential revenue



generation ideas for intelligent transportation system (ITS) assets.

FDOT has partnered with the University of Central Florida's (UCF) Institute for Social and Behavioral Sciences to conduct 26 focus groups in Orlando, Jacksonville, Miami, Boca Raton, Tampa, Tallahassee, and Sarasota. Dr. James Wright, Provost Distinguished Research Professor for the Institute, will be leading a team of research professionals to moderate each focus group and develop an evaluation report at the end of the research study summarizing key findings.



FDOT staff is invited to participate in the focus groups by viewing each session in one of three ways—in person, via Webcam, or by viewing a DVD recording following the groups. In each location, there will be a separate viewing room for observers to watch online via a streaming Webcam. FDOT staffs can also view the focus groups online in real-time; however FDOT firewalls will not permit viewers to watch the focus groups online from FDOT computers. Each session is also being professionally videotaped, so FDOT staff can watch the focus groups by viewing a DVD.

The 14 focus groups dedicated to Florida's 511 marketing approach will educate participants about the upcoming "push technology" and personalized services, including email, phone, and text alerts as well as customizable trip planning. The purpose is to determine how the FDOT can effectively communicate the benefits and features to the public. In addition to the personalized services, the focus groups will introduce concepts for other marketing tools, such as roadside signs, billboards, brochures, and future program ideas, to learn if they are helpful and how the message can be communicated even more clearly. The FDOT will also ask participants for their ideas on how to communicate the 511 message successfully to Florida residents.

The FDOT will dedicate 12 focus groups to hearing how the public feels about revenue generation specific to ITS assets (traffic cameras and real-time data). The UCF team will give participants a look at future 511 enhancements. They will also test potential advertisements on 511 phone calls, the www.FL511.com Web site and roadside signs.

Focus group results will be reported in an upcoming issue of the *Disseminator*.

This article was provided by Olivia Hull, Global-5. For more information, please contact Ms. Hull at (407) 571-6782 or email Olivia.Hull@Global-5.com.

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"Skip the Trip." E-Filing for IFTA and IRP Credentials Has Arrived in Florida!

Florida's Commercial Vehicle Information Systems and Networks (CVISN) team is pleased to announce the launch of its electronic credentialing system. This new internet-based system allows commercial vehicle operators to skip the trip to the Department of Highway Safety and Motor Vehicles (DHSMV) and to apply for certain operating credentials over the internet, 24-hours a day—7-days a week.

Anyone who has an active Automated Processing for International Fuel Tax Agreement (IFTA) or International Registration Plan (IRP) account with Motor Carrier Services at DHSMV is eligible to use the system. To subscribe to this new service, users must first apply for secure access to the system. The "Motor Carrier Services E-File Request Form," which can be downloaded from the internet, must be completed and mailed to DHSMV. The form can also be used to appoint an agent to use the system on your behalf. (Online registration is not available as the applicant's original signature must be on file at DHSMV.) The E-File login identification (ID), personal identification number (PIN), and instructions for using the system are mailed to the applicant.

Upon registering to use the system and receiving the login ID and PIN, users are able to file IRP renewals and supplements, and IFTA tax returns and renewals; order IFTA decals; and pay via the internet. Applicants can pay online with a credit card (Visa, MasterCard, or American Express) or bank account debit (electronic check), or they may also print out their bill and mail it with a paper check to DHSMV. As an added benefit, users have electronic access to their records, allowing them to go online to verify account information at anytime. In the future, more transactions will be made available.

The screenshot shows a web browser window titled "Motor Carriers' IFTA and IRP Electronic Services - Windows Internet Explorer". The address bar shows "http://www.fhsmv.gov/html/welcome.html". The page header includes the Florida Department of Highway Safety & Motor Vehicles logo and the slogan "Making Highways Safe". The page content is as follows:

WELCOME TO THE MOTOR CARRIER SERVICES' ONLINE "FAST LANE" TO YOUR I.F.T.A. AND I.R.P. ACCOUNTS

The Division of Motor Vehicles, Bureau of Motor Carrier Services, is pleased to announce that the first four phases of e-filing are complete. Using the form below, you may now apply to file your IRP renewals and other IRP transactions, file IFTA tax returns, order decals, and pay for all via the internet. We hope you will enjoy the convenience of filing your IRP and IFTA transactions electronically. In addition, you can be confident the transaction is complete, has been received on time, and accurately calculated.

An added benefit to this process is that you will have electronic access to your account, and will be able to verify all of your account information. In the future, more transactions will become available.

Already Registered: [Sign In](#)

Registration Required:

If you wish to access the Bureau of Motor Carrier Services' E-File web site, you must first obtain a login identification (ID) and a personal identification number (PIN #). Please complete the [E-File Request form](#) and mail it to the address indicated. Upon receipt of the form, the Bureau of Motor Carrier Services will mail you instructions for accessing the web site.

The footer of the page includes the "my" logo, a "Go to Governor's Webpage" button with a photo of Charlie Crist, a "Go to Governor's Webpage" button with a photo of Jeb Bush, and a "Governor & Cabinet Webpage" button. The footer also contains links for "About Us", "Privacy Statement", "Disclaimer", "Office Locations", "Contact Us", and "Customer Service Survey", along with the copyright notice "Copyright ©2005 State of Florida".

To download the form and enroll in the E-Filing system, visit www.FloridaTruckingInfo.com; click on the 'Download Forms' tab; then click on "Register to apply for IFTA & IRP Credentials Online with E-File Account" to download the form in portable document format (PDF). Instructions and the mailing address are contained in the form. You can also download the enrollment form from the DHSMV Web site at www.flhsmv.gov/html/welcome.html and click on "[E-File Request form](#)."

Once the online account has been activated, it's easy to access the E-File system, users simply visit www.FloridaTruckingInfo.com and click on the 'CV Online Services' tab. From the CV Online Services page one click takes the user to the E-File sign in page. To access the system from the DHSMV Web site, visit www.flhsmv.gov/html/welcome.html and click on "Sign In."

Online E-Filing for IFTA and IRP credentials is the latest product developed under Florida's Core CVISN Program¹ for the trucking community. Other projects deployed as part of the Core CVISN Program include:

PrePass Pre-clearance at Weigh Stations – Carriers with proven safety records can apply for admission into this program. Once approved, trucks outfitted with a PrePass transponder receive a green light and can legally bypass the weigh station.

AgPass Pre-clearance at Department of Agriculture Interdiction Stations – Carriers that do not haul any commodities regulated by the Department of Agriculture (aquaculture, agriculture, horticulture, or livestock) can apply for admission into this program. Once approved, trucks outfitted with a transponder receive a green light and can legally bypass the agriculture interdiction station.

(Enrollment in the two pre-clearance programs is a separate process, enrollment in one program does not grant access into the other.)

Online Permitting System – Allows applicants to apply for most overweight and over dimensional permits via the Internet, 24 hours a day, 7 days a week. Visit the Permits Office Web site at www.fdotmaint.com/permit/ to access this system or you may also access it from www.FloridaTruckingInfo.com by clicking on the "CV Online Services" tab and then "Sign In" to the right of the text that reads: "Go to Online Permit Application System."

CVO Help Desk and Web Site – Provides the trucking community with a simple way to contact Florida commercial vehicle regulatory agencies through ONE telephone number (850-414-4700) or Web site (www.FloridaTruckingInfo.com) .

Electronic Freight Theft Management System (EFTMS) – Allows companies to report theft directly to law enforcement via an Internet-based secure system. This is much faster than the old fax-based system. Information reported is completely confidential. To apply online to use this secure system, visit <https://reportcargotheft.fhp.state.fl.us/newuser.aspx>. Since 2001, in excess of \$19 million in stolen vehicles and cargo has been recovered by Florida's Motor Carrier Compliance Office under this theft recovery program. The EFTMS can

also be accessed from www.FloridaTruckingInfo.com at the bottom of the “CV Online Services” page; then select “Report Cargo or Commercial Vehicle Theft.”

Real-Time Traffic Information – Allows truckers and dispatchers to get Florida real-time traffic information from anywhere in the U.S., toll free. No need to wait until getting to Florida to check current traffic conditions or other factors that affect your trip. Although not deployed as part of the CVISN program, the CVISN team was able to get out-of-state access to Florida’s Statewide SunGuide Travel Information System when the 511 program by provided a toll free number—**1-866-511-3352**. This service is also accessible over the Internet at www.FL511.com. From within Florida, this traveler information service is available by dialing 511.

These projects have been deployed along with several safety programs designed to keep the safe and legal motor carriers moving and focus law enforcement efforts on the small number of carriers that could potentially pose safety problems.

Florida’s CVISN team is made up of representatives from several state agencies (Department of Agriculture; Department of Transportation, including FDOT Permits office and Motor Carrier Compliance Office; Department of Highway Safety and Motor Vehicles; and Department of Revenue), the Federal Motor Carrier Safety Administration, and industry representatives, including the Florida Trucking Association.

As Florida closes out its Core CVISN Program, the CVISN team is gearing up for the next phase of CVISN known as “Expanded” CVISN. This next phase will bring even more benefits to Florida’s trucking community. Stay tuned for what else is in store.

This article 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.

¹Commercial Vehicle Information Systems and Networks - CVISN is a Federal (Federal Motor Carrier Safety Administration - FMCSA) initiative to improve motor carrier safety and enhance efficiency of administrative processes for industry and government.

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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 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. Below is a look Inside the TERL at activities that help accomplish our goal.

Product Evaluation

Signalized Intersections and ITS Products

The TERL currently has 40 applications submitted for the Approved Product List (APL). Of these applications, 15 are in-house for evaluation and the remaining 25 applications are on hold for various reasons. In the last month, TERL failed three products and approved three. The three approved products are the first ITS devices to pass the criteria needed for permanent APL inclusion. They include two closed-circuit television cameras and one microwave vehicle detection system.

Approved products can be viewed at the following Web pages:

- **Signalized intersection products:**
www3.dot.state.fl.us/trafficcontrolproducts
- **ITS products:**
www.dot.state.fl.us/TrafficOperations/Traf_Sys/ITS_APL/TemporaryITSAPL.htm.

Product Specifications

The following product specifications are currently under development:

- Uninterruptible power supply (UPS)
- Generator panel for traffic and ITS cabinets
- Dynamic message signs for arterial and toll roads,
- In-pavement crosswalk lights,
- 24/7 Flashing beacons,
- Countdown pedestrian signals, and
- Trailer-mounted camera/detector systems.

For Your Information

The TERL is always interested in operational feedback from end users of equipment listed on the APL. This feedback supports equipment evaluations by providing long-term data which is taken into account during future product reviews, specifications development, and other activities within the TERL. We are often contacted if there appears to be a problem with an approved product, but we are also very interested in reports from satisfied users. This applies to positive experiences with both products and manufacturers. Your opinions and experience help to ensure that the APL contains only safe, reliable, and quality products that meet the minimum product specifications required by the FDOT.

What is Corrective and Preventive Action?

Corrective and preventive actions are two of many elements that make a good quality system. Organizations that value and strive for continuous improvement will place significant importance in the implementation of corrective and preventive action because it is directly connected to the product, service, and the customer.

Corrective action is implemented whenever a nonconformance is reported or detected. It is meant to prevent re-occurrence of the known nonconformance with solutions that will be or have been formulated, tested, and verified to be effective. On the other hand, preventive action is implemented to prevent occurrence of a potential non-conformance. The solutions adopted in preventive action are also subjected to formulation, testing, and verification for effectiveness prior to full operation scale implementation. The ability of any individual,

team, or a system to detect a potential nonconformance is certainly a valuable trait and worth commending.

Corrective and preventive actions need to be adequately recorded and, if the solutions are determined to be long term, they should be documented and disseminated throughout the organization as new practices during periodic document updates.

Examples of preventive action include (but are not limited to): contracts, purchasing, processes, or design reviews, statistical process control analysis, software validation and verification, supplier surveillance, preventive maintenance and calibration controls, management review of quality management system, capability studies, failure mode and effects analysis, capability maturity model/capability maturity model integration processes, employee training programs that train employees prior to commencing work, suggestion boxes, disaster recovery planning, trend analysis, and benchmarking (Source: www.isixsigma.com).

The [linked presentation](#) on corrective and preventive action based on ISO14001 is taken from <http://www.mrcmekong.org/>. This presentation provides a useful insight as to why FDOT needs to adopt and implement the concept of corrective and preventive action in every-day activities.

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

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ITS Florida

ITS Market Data and Forecast

As long as traffic congestion and safety issues exist, there will be a need for intelligent transportation systems (ITS) technology.

The *ITS Market Data and Forecast: Infrastructure ITS* report, provided by the Intelligent Transportation Society of America (ITSA), focused on the “Infrastructure ITS” market, largely consisting of advanced traffic management and coordinated arterial signal systems, and, to a lesser extent, advanced traveler information and freeway management systems.

This report, excluded tolling, parking, and commercial vehicle-related applications that are related to payment and credentialing.

ITS infrastructure encompasses technologies that fall under pre-existing terminology, including:

- Advanced transportation management systems, such as closed-circuit television (CCTV) cameras and vehicle detection equipment, such as inductive loops, weather detection equipment and systems;
- Roadside warning and information systems, such as dynamic message signs;
- Freeway and arterial applications of coordinated traffic signal systems;
- Established and ongoing enhancements of traffic management centers; and, finally,
- Laying communications bandwidth, including wire line, fiber optic, and wireless, designed to link all these systems to a central command and control system.

Project investment related to any or all of the above devices as well as other ITS-related projects are included in this report.



While this summary focuses on Florida, the ITSA report encompasses the 48 contiguous states in the United States. The Market Analysis stated that Florida ITS projects are heavily geared toward freeway management and, more specifically, advanced travelers and traffic management systems. The devices include: CCTV, vehicle detection equipment, dynamic message signs, other warning/safety devices, telecommunications lines, and the operation of Florida's transportation management centers (TMC).

ITS America forecasts that Florida ITS funding for 2008 will be over \$175 million. The figure for 2008 could be as high as \$184 million or as low as \$167 million.

An analysis of regions that lead the U.S. National Growth Rate ranked Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee) as the top market accounting for an estimated \$581 million in 2008. The second largest regional market is Region 6 (Arkansas, Louisiana, New Mexico, Oklahoma, and Texas) with a forecast of \$413 million in 2008.

A significant share of the Region 4's base and growth rate are due to ITS deployments in Florida. This region also has the Miami and Tampa sea ports as well as Charleston, South Carolina. These sea ports have some of the highest imports and exports by value in the country. This region plays a very important role in U.S. domestic and international trade which is reflected by the size of the ITS market.

ITS growth is also driven by urban growth and resulting congestion. Florida is in the top 20 fastest growing states in the nation. This population growth and influx create urban development and subsequent traffic congestion along the urban corridors.

Miami, Orlando, Tampa, and St. Petersburg all rank within the top 20 “large” urban areas in the U.S. in terms of traveler time delay. Continued ITS deployment in these areas can be expected as long as ITS solutions are seen as a cost-effective means of addressing congestion.

Please email Faiza Azmi at FAzmi@itsa.org for further details on this report. It is available for a fee.

This article was provided by Sandy Beck, ITS Florida. For more information, please contact Ms. Beck at itsflorida@itsflorida.org.

For more information on ITS Florida, please check the ITS Florida Web site at www.itsflorida.org or contact Sandy Beck, Chapter Administrator, at 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—Reflections of My FDOT Family

Looking over pictures of my FDOT family reminded me of the shared joy we had together.

While working in the Transportation Safety Office, Bob Lavette and I worked on the annual Traffic Accidents Analysis Report in the Burns Building basement on weekdays and weekends to meet the deadline needed to justify receipt of upcoming federal funds. With OPS students sorting through piles of statewide accident reports, Bill Ballard and Pat Brady shared their knowledge of Job Control Language, COBOL, FORTRAN, Master Match, merge and sort software with me. The maze of data were merged and matched from the Safety, DMVHS, Planning, and OIS offices’ databases. Box after box of IBM mainframe-punched cards were fed into the IBM 360 mainframe card reader. We were so happy when the reports were completed on time and the results made sense statistically.

Developing the statewide long range plan with all available roadway and bridge construction and maintenance data, we were surprised occasionally by Bill Ventry, Jack Tricky, and Carl Cavanaugh’s mysterious drinks during after hour office get togethers. The special bond and support among transportation planners, especially during the preparation for public hearings, is so strong that we realized the outcome would have major impacts to our future transportation.

Serving in State Prestressed and Precast Concrete, I traveled through the entire state, from Key West to Pensacola, with Ray Daniel as we inspected all prestressed, precast concrete yards and field products. Ray taught me how to stagger between steel stirrups on bare

AASHTO high bridge I beams under construction over the Peace River. The bare beams were so high I could hardly see our reflections in the water below.

Carrying out the I-95 Truck Field Study in the Fort Lauderdale area with John Temple, Buddy Cloud, Jackie Mills, and Carl Morse about 20 years ago, we jumped up in the middle of the night wearing reflective vests and rushed through all six I-95 lanes to place pavement markings for the truck lane restriction study. During those weeks, we setup our observation station on the rooftop of a high-rise nursing home. That was the first time I realized the fragility of life through the emergency nurse and ambulance call buttons around the building and in every room.

Working hard and studying harder through the Florida Engineering Education Delivery System (FEEDS) Program, John Temple and I participated in the Traffic Engineering Graduate Study Program. We studied nights and weekends for several semesters, trying to keep up with the younger University of Florida on-campus graduate students, to get graduate school credits. That was the time I made home away from home on the FSU Strozier Library fourth floor.

After transferring to Structures Design Office, the colorful experience of hovering over Florida and Georgia box culvert sites after hurricanes in a 3-man helicopter and landing at the box culvert manufacturer yard to verify the damages, design, and cast processes as well as catching sights of the beautiful Georgia and Florida landscapes, rivers, parks, and farms up close, remains as a vivid memory.

I still have memories of the heat during our weeks of long tests on the Florida Keys Seven Mile and Long Key segmental bridges. There were no trees and no shade around these bridge sites to keep us from the Florida Key's bright sun. Along with Paul Csagoly, William Nickas, and test team members, we test loaded heavy tandem truck drives, and I almost wiped out all the bottled water and soft drinks in the nearby small stores. We really enjoyed the spectacular sunrises, sunsets, and very impressive Florida seascape.

While carrying out the computerized design in the Structures Design Office, the United Nations invited Dr Chung C Fu to present a bridge design theory. I was invited to introduce the computer aided design in China for two weeks. I got the chance to visit my birth place at beautiful Spring City Kunming, Yunnan, and stayed in Beijing where I experienced the harmony of architecture and landscape in the Great Wall, Forbidden City, Temple of Heaven, Ming Tomb, and Tiananmen Square. One morning in Beijing, I was excited to watch the Florida Gator football team victory from the hotel lobby.

Trying to resolve the controversial signal requests at the Clermont SR 50 diamond interchange in District 5, Jack Brown asked me to help out with an advanced traffic study by applying electronic count boards, measurements, using roller tape, and other tools. Walking alone and taking measurements, while counting the entry and exit ramps, I can still remember Jack and Freddie Simmons' kind words of "Be careful, and be safe," before I left the Florida Bar Annex Office. Surprisingly I collected a hard to find Frank Lloyd Wright's CD in a Clermont antique book store.

Designing and modeling coordinated actuated traffic signals with District 2 to cover a critical hospital emergency entrance signal request, I applied my entire array of traffic software tools to provide the analysis and design options. These tools included SOAP, PASSER II,

TRANSYT 7F, SIGNAL, and CORSIM. These efforts were rewarded when the vehicle traffic flow with actuated signals blinked on a computer screen. The complicated coding of actuated signals was later shared with USDOT CORSIM workshop instructors.

A great sense of our extended transportation family was felt with the participation of gun-carrying law enforcement, badge-wearing ambulance representatives, paratransit operators, school board fleet managers, emergency operation center managers, and FDOT and local traffic, ITS, transit, and maintenance representatives during the Statewide ITS Architecture Stakeholders Meetings around the entire state. We deeply appreciated their time and wisdom invested in these meetings. These meetings helped the statewide ITS coordination and awareness.

Great joy was experienced by all of us when the Central Office and District ITS representatives shared experiences and requirements needed to build consensus during the development of the statewide transportation management center (SunGuide™) software. The experienced, knowledgeable consultants and software developers were keys to this good product. Jesus Martinez well-articulated the requirements needed; and Peter Vega volunteered to contribute a portable software verification and ITS lab with interesting lab layouts on a white board during negotiations are still displayed freshly in my mind.

The Traffic Engineering Research Laboratory (TERL) was renovated to a new facility housing Traffic Operations, ITS, and Communications Labs, with great support from FDOT management. The entire facility now serves as a field-staging, test ground for intersection signal systems, highway advisory radio, portable dynamic message signs, and CB Wizard deployments. Kevin Thibault, Ananth Prasad, Lap Hoang, Elizabeth Birriel, the District Traffic Operations Engineers, and ITS managers' visits and encouragement made all of us at TERL feel the contribution of our services. The national and international recognition in standards testing let transportation products vendors and manufacturers honor the Florida Statutes 316.0745 requirements. It also enabled the US DOT, Virginia DOT, and AASHTO to perform tests for national standards at this facility.

Standing in front of the old and new Capitols, watching the majestic presentation led by the FDOT patrol car, including a grand entrance by the FDOT 18 wheeler No Zone truck, I was so impressed during the 40th Anniversary Springtime Tallahassee Parade. With a background of beautiful Florida sunshine, the old and new Capitol buildings, live oak trees, and, of course, the elegant mast arm traffic signals, FDOTers like me were so proud of our FDOT family and very emotional about our family's success.

Pat Brady came to FDOT from Syracuse, New York. His great transportation safety contribution benefits all of us and he has shared his broad knowledge and experiences with me ever since 1978. During his funeral several weeks ago, his pallbearers were Bob Crim, John Harris, Rick Reel, and Paul Clark—our fellow FDOTers. This sense of FDOT family grew stronger and stronger with each step of our fellow FDOT pallbearers.

Thanks all FDOTers for this wonderful family life. Keep in touch.

This editorial was provided by Liang Hsia, FDOT Traffic Engineering and Operations Office.

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Announcements

Welcome Carol!

Please welcome Carol Gergely-Retey to the FDOT Traffic Engineering and Operations Office. Carol is the newest employee to join our Traffic Incident Management section as the Traffic Incident Management Assistant. Carol graduated from Florida State University with her Bachelor's Degree in Communications. While in school, Carol performed in the FSU Flying High Circus where she walked on stilts and performed fire poi. Both of her parents were born in Hungary, which makes Carol a first generation U.S. citizen. In her personal life, she enjoys many crafts, but focuses mainly on knitting. She is very excited to be joining the Traffic Engineering and Operations Office and being able to assist not only her co-workers but District staff as well. When in the area please stop by and introduce yourself and welcome Carol to FDOT.

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Internet Access Available to Travelers in Early May

The Wi-Fi Pilot Project will begin providing Internet access to travelers in early May. Based on their design submittal, Zoom Information Systems, the contractor, has been authorized to begin installation at the I-75 Welcome Center. Zoom anticipates having this site on line within 2-3 weeks. Installation at the other three Welcome Centers as well as the Turkey Lake Service Plaza on Florida's Turnpike will begin after FDOT approves the I-75 installation. These four additional sites should be on-line providing Wi-Fi Internet access in late May and early June.

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New Multicast Low Band Radio System

The build-out of the new "multicast" low band radio system for Districts 2 and 3 continues. Midland Radio has completed all the modifications of the repeaters (base stations) and placements are now underway. Once all the base station radios have been installed and optimized, the reprogramming of the mobile radio units will commence. District 2 has been slated for early May with some 700+ mobile units that will need new programming. District 3 is scheduled to have all mobiles completed prior to the 2008 hurricane season. Based on FDOT's designs, this radio system will provide significantly more mobile radio coverage than its predecessor. District mobiles will now be able to communicate mobile-to-mobile along the interstates from end-to-end while remaining in contact with their District office. Additionally, all FDOT mobiles can now cross Districts and be able to communicate within that District's radio system providing interoperability.

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Make Plans to Attend—TRB / IBTTA

Don't miss out on the 2008 TRB / IBTTA Joint Conference on Freeway and Tollway Operations being held in Fort Lauderdale, Florida on June 15-18, 2008.

There are five tracks planned covering the following topics:

- Expressway/Motorway Management
- Tollway and Tolling Operations
- Operations and Control Center Technologies
- Safety in Incident Management
- Managed Lanes

More conference and registration information is located on the conference Web site at <http://www.2008ftoc.com/default.aspx>.

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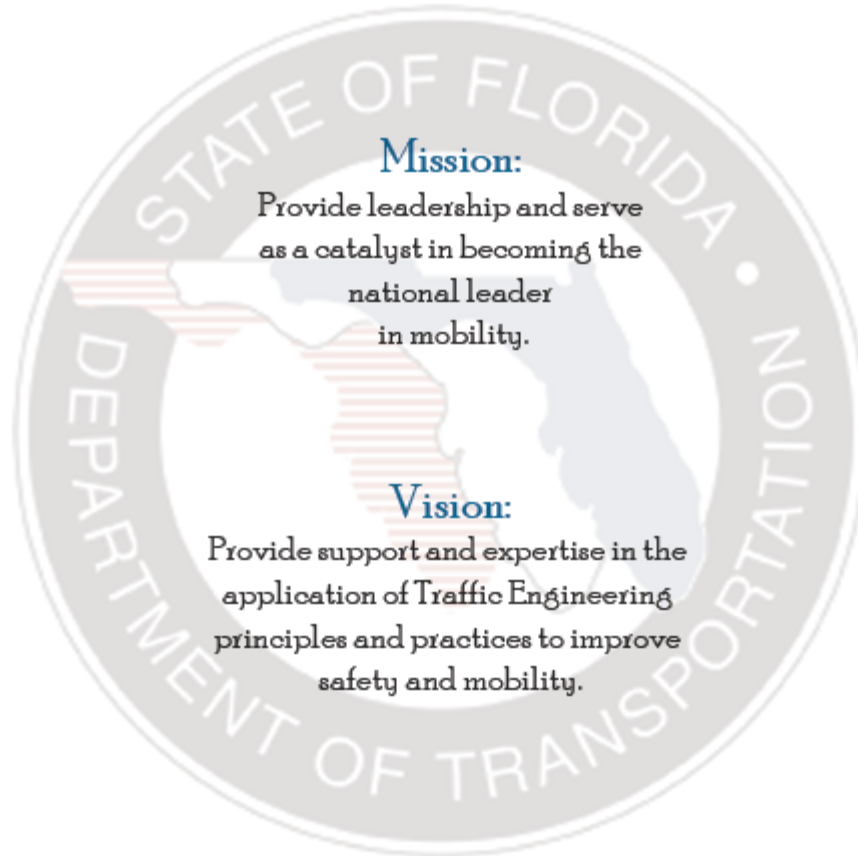
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FDOT Traffic Engineering and Operations Mission and Vision Statements



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