



SUNGUIDE® DISSEMINATOR

Implementing Transportation System Management and Operations—Establishing Partnerships

Transportation System Management and Operation (TSM&O) will reduce congestion through real-time active management and operation of our existing roadways. The effectiveness of a TSM&O program depends on whether or not the network's performance measurements are reliable and consistent. TSM&O's performance measures will reflect the priorities of major system user groups (commuters, freight/goods movers, etc.) and will be applied over a well-defined network of arterial, interstate, public transportation, and other components of a transportation system. These performance outcomes will be used to assess management effectiveness, return on investment, and to justify future investments.

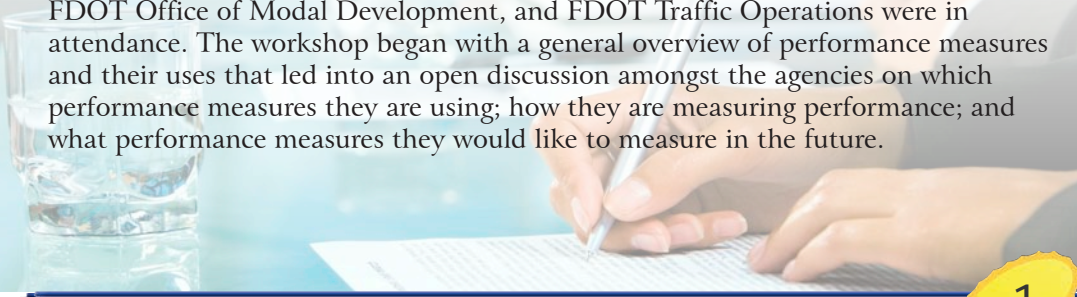
Because TSM&O is generally applied over a network whose components are under the jurisdiction of various public and private entities whose management priorities may not be aligned, it is critical that a high-level of inter-agency partnering be established and maintained. Communication, coordination, and collaboration among TSM&O partners will lead to greater support for performance-driven management and increased interest in and political support for TSM&O strategies and investment. Partnership will also lend to more effective leveraging of existing TSM&O-related infrastructure by ensuring that it is used efficiently by all partners and that redundant investments are not made. A very effective way to establish an environment of partnership is through workshops that address the major features of TSM&O: performance measures, network composition, data collection/analysis associated with the measures, and management/operation strategies and resource planning.

The first of a series of workshops through which a TSM&O program will be established in Broward County was recently held in District Four and representatives from Broward County Traffic Engineering Division, Broward County Transit, Broward County Metropolitan Planning Organization, FDOT Planning Offices, FDOT Office of Modal Development, and FDOT Traffic Operations were in attendance. The workshop began with a general overview of performance measures and their uses that led into an open discussion amongst the agencies on which performance measures they are using; how they are measuring performance; and what performance measures they would like to measure in the future.

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Due to the limited time and large number of people attending this workshop, the following strategies were used to encourage interaction and to emphasize the importance of partnership to the successful implementation of TSM&O:

1. The workshop was facilitated by a performance measurement specialist providing their experience and opinion on performance measures. The facilitator also led the workshop's discussions and made sure that the workshop followed its agenda.
2. A performance measurement chart or "framework" that outlined existing and desired performance measures on arterials and freeways was projected on a screen for the attendees to view.
3. The agencies were asked to define a network comprised of freeway and arterial segments in Broward County that was based on vehicular demand, transit demand, existing infrastructure, and its advance traffic management systems/ITS capabilities.
4. A TSM&O Task Team was formed by volunteers from each of the attending agencies. The team will meet regularly and will provide their assistance as TSM&O develops.

TSM&O's focus on user-based performance outcomes and the efficient use of existing infrastructure will require a partnership with a strong foundation based on communication, coordination, and collaboration amongst

the presiding transportation agencies. As the TSM&O program continues to develop in Broward County, these agencies will be directly involved through their participation on the TSM&O Task Team. Through reaching out to the agencies and including them in the development of TSM&O, the program will gain the respect and support it needs to succeed. In providing positive outcomes for our transportation system users, none of us is smarter than all of us. Partnership is the key to success.

This article was provided by was provided by Mark Plass and Melissa Ackert, FDOT District 4. For more information, please contact Mr. Plass at (954) 777-4399 or email Mark.Plass@dot.state.fl.us.

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SunGuide® Software Enables New Capabilities at the Fort Myers Regional Transportation Management Center

District 1 Traffic Operations, in partnership with the FDOT Central Office Intelligent Transportation Systems (ITS) Program, is bringing new transportation technologies to the Southwest Florida region. In November 2008, as part of the ongoing ITS design-build construction contract for Collier and Lee Counties, the initial deployment of SunGuide® Software, Florida’s statewide advanced transportation management system software, was accomplished at the Fort Myers regional transportation management center (RTMC), named the SouthWest Interagency Facility for Transportation (SWIFT) SunGuide Center. SunGuide Software enables new tools to improve transportation safety and mobility along I-75 in Collier and Lee Counties.

For the first time in the state of Florida, two new technologies will be deployed and integrated with the SunGuide Software:

- Road Weather Information System (RWIS): Two RWISs are deployed along I-75 to provide weather information that may affect traffic. Information such as temperature, wind speed, and visibility are provided in real-time to the Fort Myers SWIFT SunGuide Center. The RWIS equipment and SunGuide Software interface comply with national ITS protocol standards to ensure future interoperability and long-term maintainability. Because of the integration with SunGuide Software, this RWIS data enables the RTMC operator to provide information about adverse weather conditions that may affect the roadway to the traveling public. The information also enables the RTMC operator to better allocate resources (Road Rangers, etc.) during emergency and non-emergency conditions.





- Safety Cable Barrier System (SCBS): The Alligator Alley portion of I-75 in South Florida is adjacent to an extensive canal system. Because of the rural and remote nature of the roadway in this area, many roadway departure crashes have occurred involving the canals. FDOT District 1 turned to a new tool, SCBS, to mitigate these serious crashes. If a vehicle departs the roadway in this area, it will impact a cable barrier along the fence prior to the canal. The crash impact activates beacons along the fence and transmits an alert via the SunGuide Software back to the Fort Myers SWIFT SunGuide Center. The RTMC operator is then able to immediately notify first responder resources to assist the crash victim(s).

technologies include 79 traffic monitoring cameras, 26 dynamic message signs, and 111 vehicle detectors along 98 miles of I-75 in Collier and Lee Counties. The Fort Myers SWIFT SunGuide Center will use these field ITS devices along with the event management capabilities of the SunGuide Software to provide the motorists of Southwest Florida with improved transportation service. Traffic incidents along I-75 in Southwest Florida will be detected, verified, and cleared more rapidly resulting in less congestion and greater safety.

The design-build construction project for the Fort Myers SWIFT SunGuide Center and the ITS freeway management system in Collier and Lee Counties should be completed this spring. FDOT District 1, FDOT Motor Carrier and Compliance Office, Florida Highway Patrol (FHP) Dispatch, and FHP District will then move in and start operations later this year.

The increased traveler information and traffic management capabilities of the SunGuide Software-enabled Fort Myers SWIFT SunGuide Center provide motorists with the ability to make better mobility choices. FDOT District 1 and other SunGuide Software users benefit from the new and enhanced functionality described in this article. Leveraging District 1's innovative solutions and the associated SunGuide Software integration provides the traveling public with increased service in Southwest Florida now, and throughout the state of Florida in the future.

This article was provided by was provided by Chris Birosak, FDOT District 1, and Trey Tillander, FDOT Traffic Engineering and Operations Office. For more information, please contact Mr. Birosak at (863) 519-2507 or email Chris. Birosak@dot.state.fl.us.

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In addition to the new technologies in the FDOT District 1 toolbox, mature freeway management ITS technologies are deployed and integrated with SunGuide Software. These





Working Together to Protect Incident Responders

Over the past several years the Florida Department of Transportation's (FDOT) Incident Management Program has partnered with the University of South Florida's Center for Urban Transportation Research (CUTR) to develop training for incident responders. The goal of this training is to harmonize any other training received by responders and to bridge the gap between the limited training provided to incident responders and the formal maintenance of traffic (MOT) courses designed for construction and maintenance personnel.

Current Florida-approved MOT courses provide excellent instruction on the establishment of MOT for construction and maintenance activities; teaching where items such as cones, barricades, static signage, and multiple variable message signs (VMS) can be located and deployed in a planned design pattern.

Unfortunately incident responders are much more limited in resources and time. Incident responders, who are typically first on the scene, carry various limited traffic control resources and, many times, must initially rely on vehicles and agency personnel for traffic control activities, while also attending to crash victims.

The MOT course developed for incident responders provides an overview of incident-related topics, such as terminology, core MOT device specifications and their proper use, and guidance for all incident responders for establishing MOT at the incident scene while still using the limited resources at their disposal. This course is designed to allow incident responders from various agencies to participate and share the specific needs of their discipline during an incident. The evaluations from each pilot course indicated that one of the greatest benefits of the course was the sharing of response practices; it's not just knowing what someone does something, but also knowing why they do it. For example during an incident, a fire apparatus may park adjacent to the scene because extrication tools may require power from the fire engine. This type of information enables incident responders to work better together and reduce the amount of lane closure time.

FDOT is very pleased with the positive reviews and constructive comments that have been received from the two pilot courses delivered in Tampa and the Florida Fire College in Ocala. We were also very fortunate to gain the insight and vast knowledge of professionals from the Florida Highway Patrol, Professional Fire Fighters of Florida, local sheriff's personnel, emergency medical technicians, and FDOT incident management professionals and maintenance personnel. All feedback received is being reviewed by the Incident Management Program and course materials should be provided to response agencies this spring.

The Florida Highway Patrol and Florida Fire College are very pleased with the materials and outcome of this course and are looking forward to providing this training to their academy and college students as soon as possible.

This article was provided by Patrick Odom, FDOT Traffic Engineering and Operations Office. For more information, please contact Mr. Odom at (850) 410-5631 or email Patrick.Odom@dot.state.fl.us.

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Transportation Workshop: Freight—It's Everybody's Business

On January 12-13, 2009, the Florida Department of Transportation (FDOT) Traffic Incident Management (TIM) and Commercial Vehicle Operations (CVO) Programs conducted an interactive workshop centered on Florida's transportation system—specifically, the important relationship freight movement and safety have with traffic engineering, transportation operations, planning, and, ultimately, Florida's economic well-being. This was the third successful workshop sponsored by the FDOT TIM and CVO Programs. As with the previous two workshops, this workshop was well attended; with representation from seven states including Florida, Texas, Mississippi, Virginia, Alaska, Georgia, and New Jersey.

Many professionals in the transportation arena feel that CVO and freight issues are addressed by an office dedicated to such issues and rely on that freight office to handle all freight issues. What most don't realize is that freight is everyone's business. Trucks roll on our roadways; trains cross our roadways; and intermodal ports link to our roadways. The workshop illustrated and explained the important links between freight and the 'seemingly unrelated' areas of emergency operations (police, fire, medical), traffic/transportation engineering, construction operations, transportation planning, toll road operations, private developers, environmental agencies, and even transit. In addition to describing the reasons for increased coordination among these segments, the workshop described several of the technologies (locally and nationally) that are available to facilitate improved coordination.

Topics covered during Day One of the workshop included:

- Importance of CVO to Florida
- Florida's CVISN & Expanded CVISN Programs
- Special Events – District Perspective
- Special Events - Statewide (Hurricanes)
- Planned Special Events
- Truck Parking
- CVO and Incident Management
- Trucking Company Perspectives

Day Two focused on:

- Virtual Weigh Stations
- Florida MCCO VWS Deployments
- ROCS (Remotely Operated Compliance Stations) Sneads & JaxPort
- CVO Technologies - Saving Lives, Time, Money
- Florida Planning Perspectives
- Federal Perspective: Regional & National

Day Two also included site visits where attendees witnessed some of the latest technologies. Participants rode along with Department of Agriculture and Consumer Services officers as they scanned a closed tractor-trailer with a Vehicle and Cargo Inspection System (VACIS™) machine which utilizes small amounts of gamma radiation and pointed out the contraband in the vehicle and trailer (a shot gun). Weapons, drugs, and other contraband can be uncovered in a matter of a few minutes [rather than the manual method of an officer climbing into the back of the truck and investigating each box or carton]. In addition to the VACIS demonstration, participants were able to view the state-of-the-art commercial vehicle inspection facilities as well as the operation of the three-dimensional scanning technology used to identify commercial vehicle dimensions as they exit the interstate to enter the weigh station.



Workshop attendees were from state government, federal government, private industry, municipal planning organizations (MPOs), academia, law enforcement, and the trucking industry. This breadth and depth of knowledge allowed attendees to ask questions and establish meaningful dialogs concerning issues that they previously were not aware related to their daily activities. The workshop attendees included high-level officials from FDOT who were able to learn as well as share their experiences with the group. The atmosphere of open dialog was emphasized in this workshop due to comments received from previous workshop evaluations. Not only were attendees educated on important issues, the schedule allowed for time to explore the implications of the new materials/information before moving on to the next agenda items.

As with previous evaluations of this workshop, 100 percent of the responses recommended that this workshop should be taught again. Also, all participants indicated that they would recommend this workshop to others. What's encouraging is the fact that there were several attendees who have attended two and as many as all three workshops. Slowly, these workshops are bridging the gap between the outdated stovepipe thinking to holistic interconnected transportation system thinking. This ultimately benefits citizens on a local, regional, and national level.

This article was provided by 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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Florida's Turnpike Enterprise Intelligent Transportation Systems: Advanced Technologies

Florida's Turnpike Enterprise (FTE) is involved in a number of major intelligent transportation systems (ITS) deployments. Some of the more common ITS deployments include: closed-circuit television (CCTV) cameras being installed every mile for comprehensive coverage of the entire roadway; dynamic message signs (DMS) allowing the Turnpike to disseminate critical real-time information, such as Amber Alerts (for missing children) or incident information that might affect public safety; vehicle detection systems (VDS) that monitor the number of vehicles on the roadway at all times allowing FTE to open lanes to accommodate traffic flow, when necessary: or the travel time systems that monitor average speeds to inform drivers of the typical travel times they will experience.

FTE is also involved in some newer technologies currently being deployed along the FTE roadways. Here is a brief description of these newer technologies helping to make FTE roadways safer and helping to "Drive Smiles."

CB Radio Advisory System

In response to the nationally recognized traffic incident along Interstate 4 involving a 70-car pile up, 38 injuries, and multiple fatalities where the combination of fog and smoke proved to be critical factors, FTE has initiated a new program specifically designed to disseminate critical information to commercial vehicles via citizen's band (CB) radio Channel 19. The new CB-Radio Advisory System (RAS) technology was deployed in key locations along the FTE roadways. It communicates critical information over CB radio frequencies. The goal of this new technology is to help disseminate poor visibility and traffic incident warnings to trucks and other large vehicles that are often involved in treacherous secondary accidents. Most of the cars involved in this horrific incident were victims of secondary crashes. Increased communication can help minimize secondary accidents.

Speed Monitoring System

FTE is currently deploying passive speed monitoring systems (SMS) designed to detect vehicle speeds and instantaneously display them to drivers using variable message boards and even flashing beacons if the detected speed exceeds the allowable speed limit. This technology is commonly found on lower speed roadways near school zones, but has been retrofitted for high-speed traffic and deployed along the Sawgrass Expressway as a pilot safety strategy.

Road Weather Information System

FTE is currently deploying two complete road weather information system (RWIS) stations along the Sawgrass Expressway. While RWIS has been deployed around the state by other agencies, the FTE weather stations will constantly monitor weather on FTE's roadways. The weather information will be shares with the entire state. During major natural disasters, such as hurricanes and floods, this information can prove to be critical to the State Emergency Operations Center. The RWIS stations will constantly monitor wind speed and direction, atmospheric pressure, visibility, temperature, precipitation, relative humidity, and more.

Arterial and Advanced Toll Plaza Dynamic Message Signs

The FTE is deploying two additional types of DMS allowing for increased information dissemination at a lower cost. The existing DMS display the required 18 inch characters, making the signs large. They are mounted on full- or half-span overhead truss steel structures which are expensive. The new arterial dynamic message signs (ADMS) are smaller, with 12-inch characters, and less expensive. They are specifically designed for the lower speed arterial roadways intersecting Turnpike roadways and can provide information to the traveling public before they make a decision to access the FTE roadways. This allows travelers to circumvent potential congestion issues. The advanced toll plaza dynamic message signs (ATPDMS) are very similar to the original DMS, but are mounted on cantilever structures in advance of toll plazas. Within a year, FTE will have an arsenal of DMS, ADMS, and ATPDMS at their disposal increasing communication.

Service Plaza Information Display

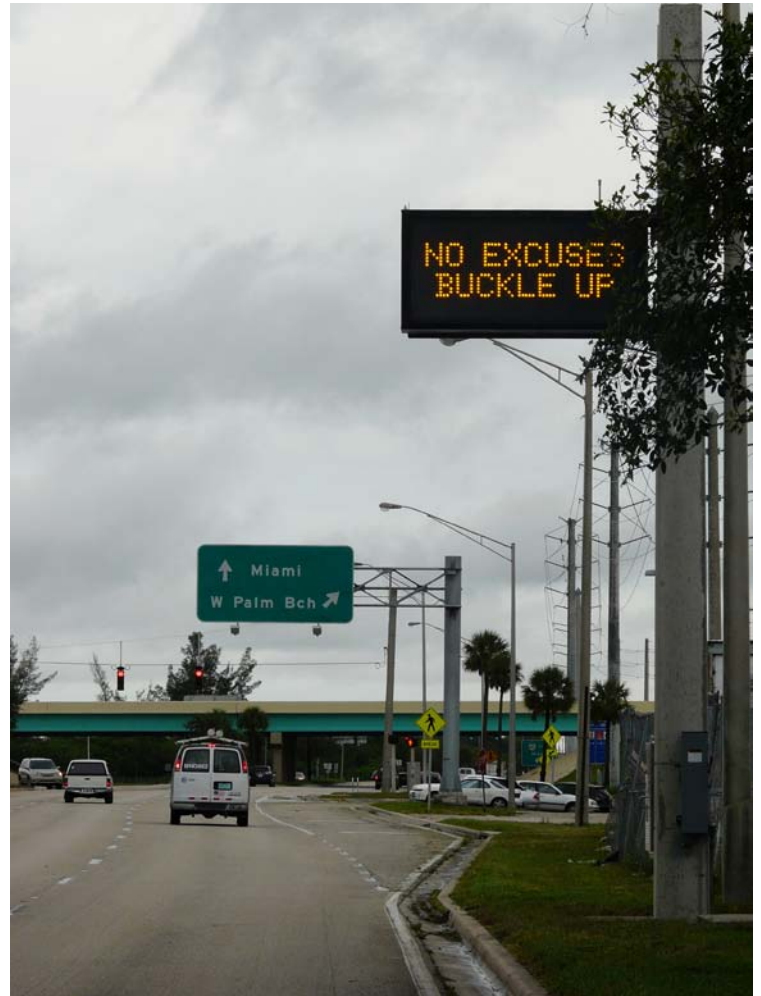
The FTE is unique in that services plaza are provided for drivers to stop, relax, fill up their gas tanks, and grab a coffee and/or snack. These service plazas have allowed FTE to communicate more information to more commuters in the safest way possible—while they are not driving. FTE has installed three flat screen televisions at each service plaza to raise commuter awareness. Two of the three monitors constantly display live video feeds of traffic to the north and south of each service plaza. The service plaza information display (SPID) center screen has multiple uses, including a real-time list of incidents being tracked along the FTE's roadways. Another use of the SPID center screen is the constant display of continuous presentations communicating information, such as safety messages, SunPass® mini-tag availability, and e-85 fuel availability. SPID technology is very new and has limitless possibilities with respect to informing the traveling public, creative communication, and improving safety.

Roadways have become increasingly dangerous with the evolution of technology and with the invention of cellular phones, text messaging, and personal data assistants. It is ironic that while these technologies have made roadways more dangerous, an opportunity to help improve safety is being provided through ITS technology. The implementation of the median-guardrails by FTE greatly reduced the number of accident-related fatalities, raising the question, "What next? What can we do now to drastically reduce accident related fatalities even more?" The answer is communication—information dissemination—technology—intelligent roadways.

The answer is...intelligent transportation systems.

This article was provided by was provided by Robert Mastascusa, Turnpike Traffic and ITS Operations. For more information, please contact Mr. Mastascusa at (407) 264-3459 or email Robert.Mastascusa@dot.state.fl.us.

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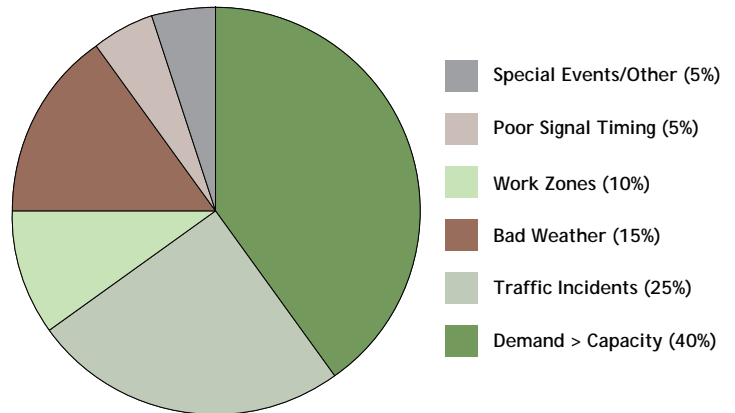




ITS Florida—Why We Need Road Rangers!

Florida’s Road Rangers are traffic incident responders that have a positive and extremely cost-effective impact on highway safety and congestion mitigation on our state’s busiest highways.

The Florida Department of Transportation (FDOT) Road Ranger Incident Response Program’s primary objective is to provide prompt traffic incident management to improve safety, reduce delay, and avoid secondary crashes. Highways are built to move our citizens, visitors, and commercial traffic and it is critical to keep these vital economic arteries open and functioning efficiently. In short, it’s not sufficient to have “capacity,” we must also operate the system effectively. Nationally 60 percent of traffic delay is caused by things we can mitigate through better traffic operations, including 25 percent caused entirely by incidents. As many as 30 percent of all incidents are secondary crashes, stalls, etc., resulting from earlier incidents.



FHWA Report: “Traffic Congestion and Reliability: Linking Solutions to Problems” July 2004

Transportation System Management and Operations (TSM&O) is a vital element of optimizing the effectiveness of our highway system. Programs such as intelligent transportation systems (ITS) help manage traffic, inform motorists of travel problems, and detect and verify incidents, but only incident responders can clear the roadway quickly, and law enforcement simply does not have the resources to respond quickly to unexpected incidents. In most locations, Road Rangers are the first to respond and immediately begin managing the scene until law enforcement arrives.

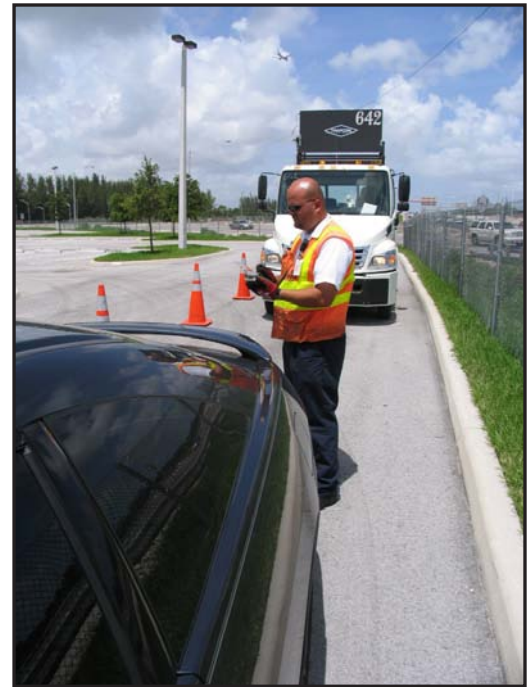


Road Rangers (right) shielding fire engines servicing a jack-knifed tractor-trailer (source, FDOT District Six).

Road Rangers identify abandoned vehicles; are assigned to highways that are major supply chain routes for special events and disaster relief; help manage evacuations; and supply an important security function since they are the most consistent responders.

It is impossible to assess how many lives, hours, and dollars have been saved by crashes and other incidents that did not happen, however some measurable benefits of the Road Ranger Incident Response Program are as follows:

- Increased safety at incident scenes—every extra minute increases the likelihood of a secondary crash by 2.8 percent.
- Reduction of secondary crashes—which constitute approximately 30 percent of all crashes.
- Reduction in congestion through quick clearance—a single blocked lane reduces roadway capacity by 50 percent and even a shoulder-based incident reduces capacity by at least 15 percent.
- Reduction of incident duration by assisting the Florida Highway Patrol—statewide average incident durations are down to about 45 min from 60 min., thus saving many thousands of dollars in delay time.
- Removal of road debris hazards—these cause secondary incidents, too.
- Reduction of congestion-produced air pollutants—tons of emissions are avoided by quick clearance.
- Assistance to disabled or stranded motorists—since the program’s inception in the year 2000, the Road Rangers have made over 2.2 million motorist assists with more occurring daily.



The Road Ranger Incident Response Program is funded through the FDOT and toll authorities as a positive and cost-effective means to address highway safety and congestion mitigation. The 25.8:1 benefit-to-cost ratio says that the citizens of Florida will receive 516 million dollars in economic savings for a 20 million dollar investment.

Many mistakenly compare the Road Ranger Incident Response Program to that of motor clubs such as AAA. Motor clubs provide insurance services and assist the traveling public with travel and tourism services. Motor clubs are for-profit entities that were founded to collect insurance premiums and provide a network of tow trucks. They are “on-call” member-only services and disabled motorists still constitute a hazard for many minutes before help arrives.

The Road Ranger Incident Response Program, on the other hand, is in place to respond to highway incidents of all types, setup temporary maintenance of traffic, protect other first responders and the public, clear the roadway of debris, and get stranded motorists off the side of the highway. All of this reduces distractions and possible secondary crashes. When the Road Rangers are not performing these tasks, they provide assistance to the public, but Road Rangers do not tow vehicles to places of repair; they only relocate vehicles short distances off the highway when needed.

It is important to note that a fully funded Road Ranger Incident Response Program is dramatically less expensive than building additional lanes to increase capacity. The cost to construct two new lanes for two miles is approximately \$45 million and provides additional capacity only in that localized area. That same funding for the Road Rangers would benefit the entire intrastate highway system in Florida.

In conclusion, the primary function of the Road Rangers is to respond to any incident that impacts traffic on our intrastate system; provide safety alerts to oncoming traffic; provide temporary maintenance of traffic to the incident scene; and clear the road of incidents. While Road Rangers do help distressed motorists on the intrastate system, it is because this situation is a traffic hazard that could impact safety, cause on-looker delay, and motorist distraction—which often leads to secondary incidents. The Road Ranger Incident Response Program fully supports the strategic mission of the FDOT and sound traffic incident management principles.

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—Fiscal Responsibility With Reduced Funds

The economy is on a downward spiral as everyone knows, unless you live in that proverbial cave in Tibet. State revenue collections are down all over the country and Florida, unfortunately, is no exception. It seems that the revenue deficit projections for the state change monthly and never for the good. Florida Department of Transportation (FDOT) programs that we once thought were safe from the budget cutting knife have become prime targets for budget reductions. The FDOT's Work Program has been reduced by as much as \$2.1 billion over the course of the Five-Year Work Program. Reductions have hit all offices in some way.

The ITS Program is no exception and has been hit with a \$53.7 million budget reduction. The Central Office worked with the Districts to prioritize projects and, based on these priorities, affected an orderly reduction in the ITS Program budget. With a little luck and good cooperation between all the offices involved, the impact to the ITS Program has been minimized.

The ITS Program was fortunate enough to get some funds back on projects that were let, that came in under budget. The excess funds were returned and helped make up some of the budget shortfall due to this reduction. The bulk of the reduction was made up by eliminating some projects, reducing project budgets, and by moving projects to outer years. One of the primary tenets the ITS Program set up was to avoid reducing the funding for operations and equipment replacement; especially the funds set up for operations. The elimination of an individual project affects only a small portion of the District's total ITS Program; however, the reduction in operating funds affects the whole program. Fortunately, we were able to reduce the ITS Program budget without having to reduce funds for operations and equipment replacement.

The ITS Program will pursue recouping these funds when the economy picks back up. However this is not something that is going to happen overnight; most likely the economy will not turn around for another couple of years. The economic stimulus package that our new administration has been talking about is projected to bring billions of dollars to the state. While these funds are slated for traditional road construction, Districts are working on making sure that ITS components are addressed in these projects.

The bottom line is that the ITS Program has survived the first round of budget cuts which have impacted to the overall program. Any additional cuts will surely affect the future of the ITS Program and the FDOT's ability to effectively manage the traffic on our congested roadways.

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

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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 Intersection and ITS Products

A total of 102 applications have been submitted for listing on the FDOT's Approved Products List (APL). Of these applications, 88 were approved for product evaluation. Out of the 88 approved applications, 70 products have been received for evaluation. There have been 44 product approvals and 26 evaluations closed due to inactivity, insufficient data, or failure. A total of 12 ITS devices were approved in 2008.

Approved products can be viewed at the following Web pages:

Signalized Intersection products - <http://www3.dot.state.fl.us/trafficcontrolproducts/>

ITS products - http://www.dot.state.fl.us/TrafficOperations/Traf_Sys/ITS%20APL/TemporaryITSAPL.shtm

APL Vendor Quality Assurance System Evaluation—2008 Totals

Qualification of the manufacturer is required before a device can be evaluated for listing on the APL. A total of 12 qualification submittals were received in 2008, of which eight passed and were qualified and four failed. There were also 15 re-qualifications completed. Re-qualifications are due every four years. At the end of 2008, there were 96 qualified manufacturers.

This article was provided by Jeff 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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Announcements

The Florida Department of Transportation is pleased to announce the appointments of Mr. Fred Heery and Mr. Trey Tillander as the two new Deputy State Traffic Operations Engineers in the Traffic Engineering and Operations Office in Tallahassee effective January 23, 2009.

Fred will serve as the Deputy State Traffic Operations Engineer – Operations Section. Fred will oversee the Traffic Studies, Highway Signing, and Safe Mobility for Life areas, as well as serving as the lead person on any Manual on Uniform Traffic Control Devices (MUTCD) issues and legislative bill analysis. Fred is a Registered Professional Engineer in Florida, New Jersey, and Pennsylvania with over 26 years experience in the transportation field. Fred has a Bachelor of Science in Civil Engineering from Drexel University, a Masters in Civil Engineering from Villanova University, and a Certified Public Manager Certification from Rutgers University. Fred has worked as a Project Manager and Principal Engineer for the New Jersey DOT, as the City Traffic Engineer for the City of Tallahassee, and as the Principal ITS Engineer for a consultant firm. Fred has



currently served as the Traffic Systems Studies Engineer in our office for the past four years.

Trey will serve as the Deputy State Traffic Operations Engineer – Systems Section. Trey will oversee the traffic signal and ITS equipment testing and certification program, and serve as lead person for evaluation of new traffic control devices. Trey is a Registered Professional Engineer in Florida with over 16 years experience in the traffic engineering and ITS field. Trey has a Bachelor of Science in Civil Engineering from Georgia Institute of Technology. Trey started his career in the District Four Traffic Operations Office in the ITS area, then moved to District Five as the ITS Program Manager. Trey then served as Vice President of a consultant firm specializing in traffic engineering and ITS projects. Trey returned to the FDOT and has been the ITS Software, Architecture and Standards Administrator in our office for the past three years.

Please join us in welcoming Fred and Trey to their new positions.

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FDOT Traffic Engineering and Operations Mission and Vision Statements



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(850) 410-5607

Fred Heery

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

Physical Address: Mailing Address:

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|---|---|
| Rhyne Building 2740 Centerview Drive Suite 3-B Tallahassee, FL 32301 | Burns Building 605 Suwannee Street MS 36 Tallahassee, FL 32399 |
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