



SUNGUIDE® DISSEMINATOR

511—Tricks of the Trade

FDOT Launches New, Bilingual Statewide 511 Phone System and Web Site

The Florida Department of Transportation (FDOT) has launched its new, bilingual statewide 511 Traveler Information System. This new system replaces the regional 511 phone systems. Now, travelers are able to call 511 anywhere in the state and hear the same voice and call menu options.

FDOT also launched the new statewide FL511.com Web site, replacing the regional 511 Web sites. FL511.com features the same detailed traffic and travel information as the 511 phone system in addition to camera views and links to airports, seaports, and transit agencies. Users can register for My Florida 511 personalized services to receive traffic alerts via a phone call, e-mail, and/or text message. Travelers can customize their alerts by choosing the time of day, day of week, and type or severity of incidents. Users can also program customized routes to hear travel information on their routes first when calling 511.

Florida's 511 phone and Web system gives real-time traffic reports on Florida interstate highways; toll roads, including Florida's Turnpike, Miami-Dade Expressway Authority roads, and Orlando-Orange County Expressway Authority roads; and other major metropolitan roadways. The statewide system provides information on roadway conditions, such as commuter travel times, construction, lane closures, crashes, congestion, and severe weather affecting traffic. Travelers can access traffic, transit, travel times, airports, and seaports, or request information for a specific roadway, city, or county. The system is also updated with public safety alerts, including AMBER, Silver, and Law Enforcement Officer (LEO) alerts.

511 Phone System Made Easy

And so, the question is asked, "How do I use this new system? It's different from the old one and my codes don't work anymore when I dial in." Well, here are the answers you need to navigate your way around 511.

To learn what traffic is like on a specific 511-covered roadway

- Say *English* or *Español*
- Say the *Roadway* name (such as: I-4, State Road 826, A1A); you can ask for a roadway in several ways, such as Interstate 4 or I-4.
- Say a *City* name, *County* name, *Exit* number, or *Mile Marker* number (such as: Jacksonville, Orange County, exit 80, mile marker 210)
- The system will report any unusual conditions in that area
- To check on another roadway, say *Main Menu* and ask for the new roadway

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To learn how long the trip is from here to there

511 does not offer point-to-point travel times, however, it does provide travel times between pre-determined highway segments.

- Say **English** or **Español**
- Say **Travel Times**
- Say a **Roadway** name (such as: I-95, State Road 408, Veterans Expressway)
- Listen for the segment or segments that cover your trip, then request that **segment number** (Segments are named by cross streets and exits. Exit numbers are based on the nearest mile marker.)
- You can **interrupt** the system when you hear the segment you want and then ask for that segment number or name

To check general roadway conditions in an area to discover the best route

- Say **English** or **Español**
- Say a **City** or **County** name (such as: Tampa, Broward County); any unusual conditions in that area will be reported
- Say the name of a **Roadway** to hear specific reports or say **All Reports** to hear all area roadway reports
- To check on another area, say **Main Menu** and ask for another city or county

To connect to an airport

- Say **English** or **Español**
- Say **Airports**
- Say the **name** or **three-letter airport code** of the airport you want (such as: Tallahassee Regional Airport, PBI); the system will transfer you to that airport

Rest area information

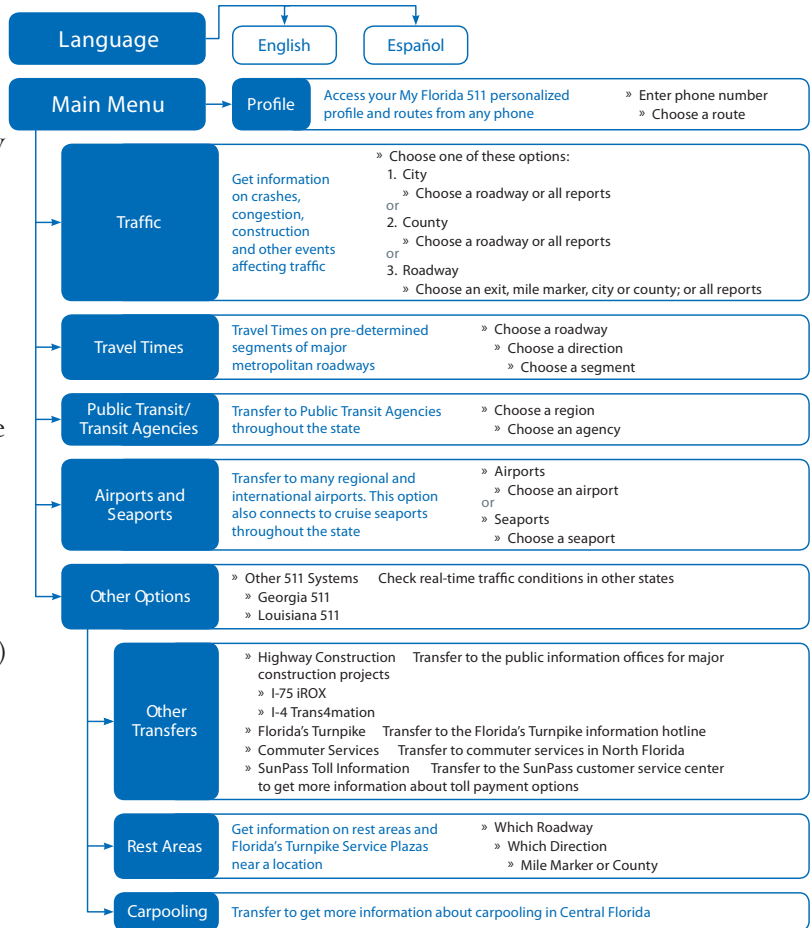
- Say **English** or **Español**
- Say **Other Options**
- Say **Rest Areas**
- Say the **Roadway** name (such as: I-75, Florida's Turnpike)
- Say the **Direction** you're traveling (northbound, west)
- Say a **Mile Marker** number or a **County** name (such as: mile marker 80, 117, Saint Lucie County)

511 Tips

- Avoid talking on your phone while driving—call 511 before you hit the road or at a rest area; or have a passenger call.
- Speak clearly and slowly, and minimize any background noise—including radios, open windows, air conditioning, and other people talking.
- If you experience recognition issues during your call, your phone's signal strength may be fluctuating; please hang up and call back.
- It is recognized that speaker phones have lower recognition rates; avoid using a speaker phone, if possible.
- Say **Next**, **Previous**, **Stop**, or **Repeat** to navigate through the phone menus quickly.
- Say **Main Menu** at any time to start over.
- Callers can interrupt the voice-activated menus at any time.
- Say **Help** if you need more instruction.
- Callers can switch to touch-tone mode by pressing 88 at any time during their call.

We hope this information helps during your travels throughout Florida.

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



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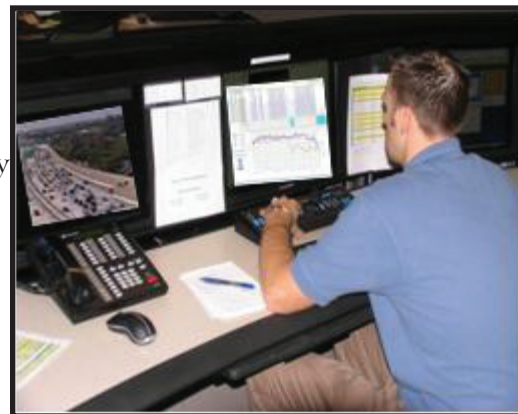
News From District Six—The “Watchers”

District Six Introduces the “Watcher Series,” in Support of Expanded Operations

Fiscal Year 2008/2009 was a period of outstanding growth for the Florida Department of Transportation (FDOT) District Six Intelligent Transportation System (ITS) Program. Marked by the successful implementation of the I-95 Express Lanes (Phase 1A) and Ramp Signaling, the year proved successful in terms of operational efficiency for the District’s Transportation Management Center (TMC) as well.

In preparation for the I-95 Express Lanes operations, the District’s TMC updated its procedures, optimized its resources, and developed software applications to support daily operations. The I-95 Express Lanes project introduced the State of Florida to its first congestion pricing system with a mechanism of variable tolling. Aimed to maximize throughput and efficiency by adjusting toll rates to meet traffic demand, the project necessitated the support of operational tools that would ensure intended goals. The TMC responded to this need by developing a supplemental software application to implement dynamic pricing capabilities ahead of FDOT’s schedule.

The software aptly titled “Express Lanes Watcher” (ELW) has several functions. The application serves to collect historical and real-time traffic data from the express lanes and analyze this information to dynamically generate toll rates based on traffic-density within the express lanes. The algorithm used in this logic is guided by project-specific rules which enable the software to recommend toll rate changes every 15 minutes to maintain free flow conditions along the express lanes. Express lanes operator actions are tracked by the ELW providing a means for ensuring quality control. Additionally, the ELW is capable of extracting data to perform specific analysis as needed for a variety of purposes, such as reporting of system performance, customer inquiries, and trends. The ELW also serves to support the ramp signaling system operations by allowing the operators to quickly identify specific thresholds used to turn on the ramp signals.



The success of the ELW guided the TMC in the development of another application called the “511 Watcher.” Even though the two applications are used to manage two different TMC functions, the 511 Watcher was conceptualized with the same goals as the ELW—to maximize operational efficiency, reduce error, and track operator and system performance. Responsible for generating the traffic information disseminated onto the new statewide 511 system for Miami-Dade and Monroe Counties, the District Six TMC created the 511 Watcher software as a means to provide quality control and assurance. The 511 Watcher is an application that helps to verify the accuracy and timeliness of the information being populated from the SunGuide® Software to the new statewide 511 system, such as lane blocking events, congestion events, floodgate messages, travel times, and closed-circuit television images.

In pursuit of effectively and efficiently managing congestion by improving all aspects of system operations, District Six also accomplished an important milestone in terms of incident management. The District implemented the Rapid Incident Scene Clearance (RISC) Program to support Florida’s Open Roads Policy. Operating the RISC program requires extended coordination between the TMC, its partner agencies, and contract vendors. In charge of dispatching vendors to manage these large-scale events within their contractually obligated time periods, a need to document, track, and record official incident response and clearance times became essential for the District to properly manage the program in Miami-Dade County. These requirements led the District to develop the “RISC Watcher,” created to assist the District with the critical documentation and



reporting aspects of the program. Similar to the ELW and 511 Watcher, this application also improves efficiency and ensures program effectiveness.

The “Watcher,” series of applications proved to be extremely successful in supporting the District in the managing and operations of new programs. From congestion and incident management, to traveler information, District Six implemented a variety of low-cost interoperable computer applications to help improve overall efficiency.

District Six Launches the Rapid Incident Scene Clearance Program

The Florida Department of Transportation (FDOT) District Six continues to expand its successful Incident Management Program by completing the Vendor Selection and Contract Award to implement the Rapid Incident Scene Clearance (RISC) Program in Miami-Dade County.

District Six recently contracted the services of two locally-owned and operated towing companies and will commence program operations with a Notice to Proceed (NTP) scheduled for July 2009. The District will be among one of the first, statewide, to implement the program, which utilizes monetary incentives to expedite the clearance of travel lanes as a result of complex events where typical, medium, and heavy duty wreckers are not capable of doing so within the state’s prescribed time frame. The program was created to support Florida’s Open Roads Policy, which requires travel lanes to be cleared within 90 minutes after an incident, and calls for contractors to support FDOT and its partner agencies when responding to incidents along the District’s limited-access highways. Unlike regular towing services that assist in removing vehicles and debris from typical incident scenes, RISC contractors will specialize in clearing large scale events that require additional equipment and time for complete clearance.

The RISC’s innovative, incentive driven, contracting mechanism has proven successful in other parts of the state. Initiated by Florida’s Turnpike Enterprise (FTE) in 2004, the program significantly reduced incident duration times by an

PubID	Language	Event ID	Created Date	Created By	Chromo Type	SAE Description
28973	English	211107	7/14/2009 10:11:49 AM	7/14/2009 10:25:14 AM	Event	Reported event from FL-ATIS 511 system.
28974	Spanish	211107	7/14/2009 10:12:49 AM	7/14/2009 10:26:11 AM	Event	Reported event from FL-ATIS 511 system.
28975	English	211107	7/14/2009 10:13:07 AM	7/14/2009 10:26:02 AM	Event	Reported event from FL-ATIS 511 system.
28976	Spanish	211107	7/14/2009 10:14:17 AM	7/14/2009 10:26:02 AM	Event	Reported event from FL-ATIS 511 system.
28977	English	211107	7/14/2009 10:17:30 AM	7/14/2009 10:22:22 AM	Event	Reported event from FL-ATIS 511 system.
28978	Spanish	211107	7/14/2009 10:17:30 AM	7/14/2009 10:22:22 AM	Event	Reported event from FL-ATIS 511 system.



average of 29 minutes since implementation. RISC has served to improve mobility and restore system capacity that otherwise would not have been possible with regular clearance/recovery services. The program also improves efficiency and availability of agency resources by allowing first responders to continue with their regular duties to assist at other incidents along the highway.

The District Six Transportation Management Center (TMC) will dispatch RISC contractors in coordination with Florida's Highway Patrol (FHP) as per the RISC Program guidelines along Interstates 95, 195, 395, and 75 and State Road 826. To receive full monetary compensation, the RISC contractor must respond to the incident with all requested recovery, clearance, and traffic control equipment and necessary personnel within 60 minutes of notification. Additionally, the complete clearance of all crash scene vehicles, debris, cargo, and non-hazardous vehicle fluids must be removed from affected lanes and all travel lanes must be opened to regular traffic within 90 minutes of receiving official NTP. A training seminar detailing these requirements was recently conducted in June 2009, by FDOT Central Office to District Six participants.

To track program requirements efficiently, District Six is finalizing the implementation of a database to document performance measures for the contractors and agencies involved. The database, titled RISC Watcher, is modeled after the highly successful 95 Express Watcher, which is the application used to manage the variable congestion pricing mechanism of the Express Lanes.

This article was provided by Javier Rodriguez, FDOT District Six. For information, please contact Mr. Rodriguez at (305) 470-5341 or email to Javier.Rodriguez2@dot.state.fl.us.

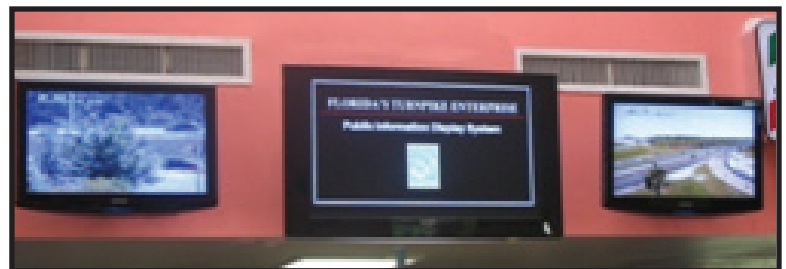
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Turnpike Service Plaza Information Display System

Florida's Turnpike Enterprise focuses on opportunities to keep our customer's safe as they travel. Safety is the number one goal and is integrated into all Turnpike projects and initiatives. The median guardrail program, the canal protection program, and the State Farm Safety Patrol program are all examples of ways that the Turnpike pro-actively provides a safe roadway network. In addition to these visible road improvements, the Turnpike uses public information campaigns to spread safety messages. These campaigns have included a number of methods to display safety messages to our customers. For example, we have installed safety information signs in the Turnpike service plazas, posted safety campaign messages on dynamic message signs (DMS), and utilized billboards with safety slogans.

A great place to reach many of the Turnpike customers is inside the eight service plazas along the Turnpike Mainline from Miami to Wildwood. Each service plaza offers a number of restaurant options as well as rest rooms and a convenience store. Approximately 2,000,000 motorists travel Florida's Turnpike each day with many of them stopping at the service plazas. These customers are stopping to utilize the plaza services or they are just getting out of their cars to walk around for a few minutes during their trip. No matter their reason for stopping, one thing is certain—they will be getting back in their cars and traveling further along the Turnpike. Therefore, our service plazas are a great venue to provide them with information about what they will find along their trip as well as give them some safety information.

In mid 2008, the Service Plaza Information Display System (SPIDS) was completed and put into service. This system consists of one large monitor surrounded by two smaller monitors installed within each of the eight Turnpike service



SunGuide® Disseminator Word Challenge

plazas. The monitors are mounted high on a wall within the main entrance lobbies of the plazas. Therefore, they are easily visible to all visitors to the plaza as they walk through the lobby to their desired destination. The two small monitors present live closed-circuit television (CCTV) camera images from locations north and south of each plaza to give customers a sense of the traffic conditions they will face as they continue their trip. The large center monitor is used to present incident information as well as other information important to our customers, such as safety campaigns.

Recently, Turnpike Traffic Operations, in partnership with the Turnpike Safety and Public Information groups, have focused the safety messages towards seat belt use and weather-related issues. Florida has passed a primary seat belt law and this information has been presented to be sure our customers are aware of this change. As for weather-related messages, tips for driving through the rain and information on tire inflation have been included. July is normally a very wet month with many afternoon showers and thunder storms to challenge the driving public. In addition, statistics have shown that July is a month with higher than average crashes resulting from tire failures. This can be attributed to incorrect tire inflation resulting from temperature changes and other factors.

The Turnpike sees great value in presenting this type of safety information; and the SPIDS deployment is a big part of getting the messages out to our customers. The opportunity to save one life as the result of reading this information makes the investment spent on the SPIDS program worthwhile.

This article was provided by John Easterling, Florida's Turnpike Enterprise. For information, please contact Mr. Easterling at (954) 934-1292 or email to John.Easterling@dot.state.fl.us.

* * * *

Have some fun and complete the Word Challenge! Unscramble the letters to complete the word for the clue found under the boxes. Use the letters in the red circles to complete the final puzzle. The answers can be found on the page 7.



“Sure hope they stop at a soon!”

R E S U T O

511 users can program these to hear their information first.

S T R E A W C H

FDOT District Six's new operations support software.

P R E O G H

Who didn't call before digging!?

S A P L O Ñ E

Say this to hear 511 information in Spanish.

Consultant Roles in Developing a Transportation System Management and Operation Program

The Transportation System Management and Operation (TSM&O) program will provide arterial and freeway travel time reliability through real-time network management and operation. Operational strategies will target all user groups and will focus on decreasing delay associated with incident clearance time, sub-optimal signal timings, detection failures, communications failures, and bus schedule adherence. TSM&O's multimodal approach to operations will require that the agencies with jurisdiction on the defined network of arterials and freeways form partnerships to facilitate inter-agency collaboration and coordination. These agency partnerships are paramount to a successful TSM&O program; however, the partners will occasionally need guidance when developing and implementing their programs.

To accomplish the TSM&O program objectives, outside assistance will be needed to shift the agencies from their traditional reactive operations to a real-time TSM&O program. It is recommended that a consultant be included in the TSM&O partnerships to provide assistance where it is needed by the Florida Department of Transportation (FDOT) and local agencies. TSM&O is a new paradigm that will involve several transportation disciplines and agencies and it is recommended that the consultant at least have experience in planning, performance measurement, intelligent transportation systems (ITS), advanced transportation management systems (ATMS), and arterial/freeway/transit operations. Most likely, because one consulting firm will not possess all these skills, the consultant contract will be for a team of consultants who specialize in each of these areas.

Selecting the consulting team will be a challenging task because TSM&O is a new program that is not well-defined and most consultants do not have direct experience with managing and operating a defined network of arterials and freeways. Additionally, the selection process will also be different for each TSM&O program because the consultant team must be familiar with local traffic and local politics, and will need to be able to facilitate partnerships with the local agencies. In order to see how qualified and innovative the interested consulting teams were, District Four asked their short-listed consultants to present on how they would deploy TSM&O in District Four. The consulting teams were asked to consider network operations, the TSM&O partners or local agencies, the benefits of the TSM&O program, and how these benefits would be presented to elected local officials and FDOT to secure future deployments.

When the advertisement for District Four's TSM&O contract ended, seven qualified firms had responded. After narrowing the list to three teams, District Four based their final selection primarily on the consultant's approach to the project's initial deployment. Their presentations were graded on their concepts for the data collection and analyses system, operational strategies, the estimated benefits from their network, and how they plan to present these benefits to elected officials. It was important to include how the consultant would present the TSM&O benefits to the elected officials because it indicated how they plan to interact with the agencies. This, in turn, would reveal how well they know the local agencies' goals through what they plan to present to each agency. The consultant's interaction with elected officials is critical because the consulting team will be the "face of FDOT" for many of the local agencies and political figures; and they must be able to communicate well with these agencies and understand how to fit each agency's needs into the TSM&O program.

For a traffic operations contract, District Four's final selection was unusual because it was awarded to a consulting team whose prime consultant had a strong planning background. However, this may not be unusual for a TSM&O contract because, as District Four is learning, the TSM&O program is both a short-term and a long-term program and the TSM&O consultant must be familiar with the local transportation agency visions, performance measurement systems, and local officials—all qualities of a planning consultant. The technical requirements are then fulfilled by the sub-consultants who have experience with ITS, signal system operations, and transit systems.

Before the District Four consultant team begins work, the first year's activities should be known. Depending on the region's TSM&O program's status, the consultant's first activities may be to evaluate and critique the existing TSM&O program and develop a short-term and long-term master plan. This will include operational strategies, data collection and analyses systems and plans for expansion. These activities will be assigned to the District Four consultant, in addition to the task of preparing a design-build request for proposal for the Broward County TSM&O Initial Deployment Network. Because the Broward County ATMS infrastructure is still being implemented, the Broward County TSM&O program will have the opportunity to help define the

Word Challenge Answer

soon!
R E S T A R E A
"Sure hope they stop at a
E S P A N O L
G O P H E R
W A T C H E R S
R O U T E S

ATMS infrastructure for the TSM&O network. The consultant team will be working closely with the transit and traffic agencies to develop the design's concept, while building the inter-agency partnerships.

Selecting a consultant to assist in developing and operating a TSM&O program will be different for each TSM&O program. However, a few themes will be consistent in all selections, such as the need for a facilitator to form inter-agency partnerships and the need for an expert on performance measurement. The District Four consultant contract will be executed in August 2009 and the District has already started TSM&O programs in Palm Beach and Broward Counties. As the District Four TSM&O program continues to develop, the program's progress and lessons learned will be documented in future SunGuide® Disseminator articles.

This article was provided by Mark Plass and Melissa Ackert, FDOT District Four. For information, please contact Mr. Plass at (954) 777-4399 or email to Mark.Plass@dot.state.fl.us; or Ms. Ackert at (954) 777-4156 or email to Melissa.Ackert@dot.state.fl.us.

* * * *

Moment of Humor!



Call before you dig!



ITS Florida Joins Campaign for Intelligent Transportation Solutions

ITS America distributed the following letter to all of its members, and ITS Florida did likewise to its members, urging them to join this campaign. But ITS Florida didn't just let it go at that—we put our money, and commitment, where our mouth is. At its April 2009 meeting, the ITS Florida Board of Directors voted unanimously to join the campaign as a state chapter—thus far, one of only two state chapters to do so.

The campaign's Steering Committee has had one teleconference to date, and will now be "meeting" monthly. Charlie Wallace is ITS Florida's representative on the Steering Committee and will keep members posted on the campaign's significant work. You are encouraged to send ideas to Charlie; however, it would be better if your company or organization had its own voice (and vote) on the Steering Committee. To join the committee, contact Paul Feenstra (ITS America's Vice President for Government Affairs).

Every reauthorization is important, but this one could be the most important ever to the intelligent transportation systems (ITS) industry. In many respects, ITS has been mainstreamed and some might think it doesn't need special "attention" in the new act; however, we are on the threshold of a new wave of technology and a shift in highway-based transportation from infrastructure construction and maintenance to a more operations focus. ITS is at the heart of both and it is vital that the federal legislation provide its share of the investment in the future of our transportation system. The future must be sustainable in terms of financial stability and to ensure an ever-improving global environment.

Do your part by joining ITS America's Campaign for Intelligent Transportation Solutions!

ITS America's letter follows...

April 10, 2009

To our colleagues throughout ITS America,

We are pleased to announce an exciting new opportunity for you to partner with ITS America to advance intelligent transportation systems (ITS) and technology solutions in this year's surface transportation authorization bill.

This year presents an opportunity greater than we have seen before to advance ITS solutions and create opportunities for the ITS community in the transportation bill and other policy debates including climate change and energy legislation. As Congress grapples with how to finance transportation in the midst of shrinking Highway Trust Fund revenues, while also working to reduce traffic-related fatalities, congestion and CO2 emissions, ITS technologies and solutions are available that can help provide a safe, smart, and efficient 21st century transportation network.

Dedicated funding for ITS deployment, operations and research and policy changes that require performance improvements are critical for improving transportation while also creating new opportunities for ITS to play a much stronger role in the future of our transportation system.

This year can be an unparalleled success in advancing federal support for ITS research and broad deployment opportunities, but we need your help. Other organizations and special interest groups are spending millions of dollars to advocate their interests in the authorization bill. The ITS community needs to actively advocate for ITS priorities and convince Congress and the new Administration of the benefits of ITS for solving national and local transportation challenges.

The ITS community is well positioned to make a difference this year, but we risk missing this opportunity unless we make a serious and collective commitment to effectively advocate our priorities to Members of Congress, the Administration, media who are covering the transportation debate, and key stakeholders. While other organizations are supportive of ITS solutions, ITS America is the only association

actively fighting on your behalf for ITS priorities on Capitol Hill. Without an effective advocacy effort to promote our agenda, we risk losing a great opportunity. This would be extremely detrimental to ITS America's member companies and organizations, and would also be a real setback for our nation's transportation system which is in dire need of smart technologies and innovations.

To accomplish our objectives, ITS America is launching a Campaign for Intelligent Transportation Solutions, and we need you to become a partner in this effort. While we are not raising millions of dollars like some industries, an effective outreach campaign will require at least a modest investment to increase our probability of success. We are asking your organization to consider sponsoring this campaign. Your sponsorship will enable ITS America to supplement current resources to:

- Retain professional policy development and advocacy support for the ITS community;
- Launch an aggressive media campaign to promote ITS priorities;
- Hold Congressional outreach and visibility events in D.C. and key Member districts;
- Create effective educational and outreach materials for Congress and the media;
- Provide web-based grassroots advocacy tools;
- Employ government and public affairs staffing support; and
- Mobilize ITS America members, state chapters and partner organizations in Congressional and media outreach.

The annual cost to become a sponsor of the Campaign for Intelligent Transportation Solutions is three times your organization's annual ITS America membership dues. If you are unsure of your current dues level, please contact Laura Rogers at 202-721-4217 or lrogers@itsa.org. As a sponsor, you will:

- Become a member of a new Legislative Steering Committee that will oversee ITS America's legislative priorities, strategies and outreach efforts;
- Receive free membership in ITS America's Congressional Roundtable (an \$1,800 value), which will give you direct access to key decision makers;
- Have greater opportunities to participate in Congressional briefings and hearings, press conferences, and media events and interviews; and
- Receive other benefits including priority points toward booth selection at future ITS America events, free advertising opportunities in ITS America publications, and other activities designed to inform policymakers and the media.

ITS America anticipates that this campaign will last for two years, but plans to continue until Congress approves, and the President signs, the next surface transportation bill. While it is unclear how quickly Congress will pass the bill, time is of the essence as the House Transportation and Infrastructure (T&I) Committee is already writing the legislation and plans to have a bill on the House floor this year.

This is an unprecedented opportunity to advance ITS solutions on Capitol Hill, and the return on investment will be substantial for your organization and for the ITS community if we are successful in achieving our legislative goals in the transportation bill.

Attached [see below] are more detailed sponsorship materials, including additional benefits and a summary of ITS America's legislative priorities and outreach strategy. If you would like to become a partner in this effort or if you have questions, please contact Paul Feenstra, ITS America's Vice President for Government Affairs, at (202) 721-4237 or by email at pfeenstra@itsa.org.

Thank you for your consideration, and we look forward to continuing to work with you to advocate for more widespread use of ITS solutions across our transportation system.

Sincerely,

Randell H. Iwasaki
Chief Deputy Director
California Department of Transportation
Chairman, ITS America Board of Directors

David St. Amant
President and COO
Econolite
Chair, ITS America Policy and Business Council



Note: the two documents referenced in the letter can be found at:

Sponsorship Costs and Benefits – <http://www.itsa.org/itsa/files/ITSSolutionsCampaign-SponsorshipBenefits.doc>

Legislative Goals and Strategy – <http://www.itsa.org/itsa/files/ITSSolutionsCampaign-LegislativeGoalsandStrategy.doc>

This article was provided by Messrs. Paul Feenstra, ITS America, and Charles Wallace, ITS Florida. For further information, please contact Mr. Feenstra at (202) 721-4237 or email to PFeenstra@itsa.org; or Mr. Wallace at (352) 374-6635 or email to Charles.Wallace@telvent.com.

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.

* * * *

Editorial Corner—Protecting Our Investment

Tough financial times and the high price of scrap copper wire may be the reasons the Florida Department of Transportation (FDOT) Districts across the state have experienced an increase in thefts of installed copper wire from their intelligent transportation systems (ITS) infrastructure. These thefts cost thousands of dollars in materials alone, with labor expenses for inspection and reinstallation adding even more. In particular, District Seven has recently been victim to losses totaling over \$90,000 in materials and labor, affecting ten cabinet locations along one segment of the Tampa Bay SunGuide® System and rendering them inoperable until materials are obtained and repairs made.

The District Seven ITS staff and their ITS Maintenance Contractor, TransCore, were challenged with determining the best way to protect the copper infrastructure from future thefts, albeit with limited resources. Initially, an analysis of the specific theft locations was performed revealing the following: typical pull box and power tree locations selected were not easily seen from the roadway, often located down steep embankments or in high brush or wooded areas; sites with larger higher voltage copper wire (300 and 350 MCM) were targeted first; and heavy duty tire track marks were left in the turf at the sites. These facts alone created suspicion that the perpetrators were familiar with the project—specifically targeting the sites with large wire. In addition, they appeared to be well prepared and equipped to pull such heavy wires of long lengths at the sites selected.

Second, the District Seven and TransCore ITS staffs identified various ways available to better secure the sites. The determination was made to deploy various locking devices, based on the type or location of the site. The freeway management system's heavier gauge copper pull box sites were acknowledged as the top priority of the system to be secured due to the perpetrators' targeting of these sites in the area and the replacement cost. TransCore designed and engineered a custom heavy duty locking mechanism for use at these particular sites.

One of the main design considerations, besides resilience, was the requirement that the final installation height be less than four inches, as other asset managers and contractors are often working in these areas of FDOT's right-of-way. The final design height of the locking bar was reduced to less than two inches. The remaining lighter gauge sites and splice vault locations are being protected by the installation of security bolts with custom keyed heads.

Another method of security that District Seven is implementing involves simple concealment. In the past, it was preferred to keep the pull box and splice vault sites clean from overgrown grass and dirt so as to be obvious to either a contractor or asset manager in order that they be better avoided. Now it appears that by making the sites more visible they have become vulnerable to perpetrators looking to steal copper. TransCore recommended placing radio-frequency identification (RFID) locating disks into each pull box for location purposes while allowing the turf coverage to keep the site from plain view. In some instances, the District may consider placing sod over the sites to more thoroughly camouflage them. The locating disks emit an RFID signal that is detected using a specialized reader. The locating disks can be partitioned so that a particular frequency is emitted for fiber optic cable and a different frequency is emitted for pull boxes. These can be partitioned any way the customer desires. This feature makes locating the exact item needed much easier.

Small locking cards are also being installed for the power tree services. Securing the power tree boxes in this manner will enable maintenance staff to quickly identify if someone has tampered with the power site, perform an inspection, and alert the District. Although these particular locking devices are small, they will serve as a deterrent for unauthorized personnel accessing the power boxes.

Throughout this time, the District Seven and TransCore ITS staffs have also been working with local law enforcement to collect and officially report the details of these thefts. Trail cameras were installed at key locations to capture pictures as motion is detected at the most susceptible sites. These pictures are stored on a memory chip located in the camera, which are then collected and downloaded



regularly and after the identification of any unusual activity. While implementing the above measures, TransCore also provides nightly physical inspection of those areas found to be most at risk, immediately reporting any unusual activity to law enforcement. It is hoped that with multiple pairs of “eyes on the road” working the area interstates, the culprits will be deterred and, perhaps found and brought to justice, preventing further loss the District Seven system.

We determined that our hubs also warranted additional security measures. Locks were hardened with a second long deadbolt installed on each door, the hinges were pinned, and alarm systems that will alert the TMC when a hub door is opened are being installed.

This article was provided by Terry Hensley, FDOT District Seven, and Elizabeth Bitting, TransCore ITS. For more information, please contact Mr. Hensley at (813) 615-8611 or email to Terry.Hensley@dot.state.fl.us.

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Inside the TERL

The Florida Department of Transportation (FDOT) has a goal to assure that only a safe and uniform traffic control system and ITS are 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.

The primary mission of the TERL is to maintain an Approved Product List (APL) of devices that have been tested and verified to meet FDOT requirements. Establishing and maintaining the APL encompasses a broad variety of activities. These activities include the review of manufacturer quality assurance/quality control (QA/QC) programs, comprehensive product evaluation and testing, development and continuous improvement of specifications, maintenance and technical operations of the systems used for testing (including the design, installation, and operation of a small-scale transportation management center [TMC]) as well as the installation and integration of field devices around the TERL facility and various remote testing locations. The primary goal of these efforts is to ensure that products sold and deployed on transportation projects in Florida are safe and reliable, perform as required, are of good quality, and are manufactured by companies who have demonstrated good QA/QC practices and customer service.

Notable activities during the past month included:

- Lane-use control signals from McCain Traffic Supply and Southern Manufacturing were submitted for review as part of two projects in District Six (Miami) and District Two (Jacksonville).
- McCain Traffic Supply’s retroreflective border backplates were submitted for approval as part of the new FDOT requirement that louvered backplates be placed on all signal sections for all approaches. The retroreflective border backplate is required for all backplates where the posted speed for the approach is 45 mph or greater.
- A first draft of a specification for electronic display signs is under development. This specification will cover electronic regulatory signs, electronic warning signs, and electronic speed feedback signs.
- Certification of EtherWAN hardened manage switch (Model: EX73322-AAB) was concluded.
- SunGuide® Release 4.2.2 was installed and tested on the TERL testing network.
- Work is in progress with the Central Office Procurement Office to extend the ITS Device Statewide Procurement Contract for another year. The current contract ends in September 2009. An attempt is also being made to develop an APL product contract that would include all products listed on the APL.
- Updates to the closed-circuit television (CCTV) pole standards and coordination with the Structures Office for listing CCTV poles on the Qualified Products List are ongoing.
- Coordination with various FDOT offices to consolidate the ITS device material specifications listed in Section 700 of the *Standard Specifications for Road and Bridge Construction* into Section 600 – Traffic Signals is ongoing.
- Review of Skyline’s variable speed limit sign and arterial dynamic message sign (DMS), as research for future specification development, is underway.



Southern Manufacturing signal



McCain Traffic Supply’s retroreflective border backplates

- Standards updates regarding DMS issues and the impact of foundation design changes, etc. is also ongoing.

The TERL welcomes and encourages any comments and feedback you may have regarding product listed on the APL. We want to hear from you.

Is there a product you would like to have placed on the APL?

Are you a maintaining agency in Florida that would like to sponsor a project to evaluate a new product or would you like to share your experiences with a product (good or bad) with us?

If so, please contact us.

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

Welcome Back Paul Clark!

We are pleased to announce Paul Clark as our new Incident Management/ Commercial Vehicle Operations Program Manager in the FDOT Traffic Engineering and Operations Office in Tallahassee. Paul is replacing Mike Akridge, who recently retired. Paul previously worked for Mike in the incident management area during his last position with FDOT. Paul returned to FDOT on July 10, after working in the private sector for the past few years. He has over 13 years experience with FDOT at Central Office and District One in the areas of traffic engineering, emergency management, roadway design, and construction. Paul also served in the US Army.

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Join Us in Welcoming Roxanna

Please welcome Roxanna Navarro to the staff of Telvent, the FDOT Telecommunications General Consultant. Roxanna will perform administrative support tasks for the FDOT staff and project administration duties for the FDOT Telecommunications program. Roxanna graduated from the University of South Florida with a BA in Psychology and pursued some graduate work at the University of Central Florida. She is also skilled in graphics design and preparation. For the last year Roxanna has worked as a receptionist and administrative assistant in the Traffic Engineering and Operations Office and prior to that she worked for the Department of Financial Services. Please welcome Roxanna to her new and expanded role at FDOT.

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FDOT Traffic Engineering and Operations Mission and Vision Statements



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