



SUNGUIDE® DISSEMINATOR

Making the 2011 World Congress on ITS

ITS America Sets its Sights on Florida for 2011 World Congress on ITS

Having just wrapped up a successful Annual Meeting in Houston, the Intelligent Transportation Society of America (ITS America) is gearing up to hold the 18th World Congress on Intelligent Transportation Systems in Orlando, Florida, on October 16–20, 2011. Plans are well underway for the conference, which will include interactive technology showcases, more than 300 sessions, a 200,000 square foot exhibit hall, and countless networking events with intelligent transportation systems (ITS) industry leaders from across the world.



Exhibit hall opening for the 2010 Annual Meeting: (L to R), Ken Philmus, ACS; Patrick McGowan, Telvent (and Chairman of the 2011 World Congress in Orlando); Ann Flemer, MTC California (and Chair of the ITSA Board of Directors); Thomas Lambert (Co-chair of the 2010 Annual Meeting); and Scott Belcher (ITS America President and CEO)

The 2011 World Congress will be like the Annual Meeting on steroids. Over 10,000 of the world's leading transportation policy makers, technology, and business professionals will gather in Orlando to learn about and share the latest in transportation technology. ITS America has a robust team of partners on the ground in Florida helping to assemble an action-packed program that highlights local examples of how technology is transforming transportation.

One of the aspects that will be unique to the 2011 conference will be our emphasis on permanent deployments. We want to go one step beyond traditional technology demos and launch projects that can last long after the conference comes to a close. In addition to showcasing the latest in-vehicle technologies, such as collision avoidance systems, this could include installing technology infrastructure on roads in the Orlando area that provides the latest in real-time traffic information, reduces congestion, and improves the driver experience.

With this 18th World Congress, we are poised to build on the success of the 2010 ITS America Annual Meeting in Houston that took place last month. The Houston area provided many great examples of how technology is transforming our nation's transportation system as well as a superb look at what the future will

Inside This Issue

June 2010

Making the 2011 World Congress on ITS	1
Road Ranger Communications Training	3
SunGuide® TMC Operations at the Turnpike	4
District Six Participates in ITS America and Wins National Award!	6
ITS Florida News	7
Editorial Corner—A Contractor's Point of View	9
Inside the TERL	11
Announcements	12
FDOT ITS Contacts	12

The *SunGuide Disseminator* is a publication of:
Florida Department of Transportation
Traffic Engineering and Operations Office
605 Suwannee Street, MS 36
Tallahassee, Florida 32399-0450
(850) 410-5600
<http://www.dot.state.fl.us>

bring for ITS. We had over 2,000 participants from almost every state, forged new partnerships with a broad array of agencies and stakeholders, and helped expand awareness of how technology can save lives, time, and money, while strengthening economic competitiveness and improving the environment. Some of the highlights from Houston included:

- U.S. Transportation Secretary Ray LaHood and IBM Chairman and CEO Sam Palmisano came together to discuss their visions for the nation's transportation future, including how technology can improve safety, mobility, and the environment. You can view video from this session and download their prepared remarks at www.itsa.org.
- We were thrilled to host a record number of officials from the U.S. Department of Transportation, including senior policy staff and USDOT modal administrators who shared their vision for how ITS solutions can improve safety, reduce congestion, and create more livable and sustainable communities.
- In conjunction with the Annual Meeting, Secretary LaHood also convened a USDOT Surface Transportation Reauthorization Outreach meeting where he was joined by Assistant Secretary for Transportation Policy Polly Trottenberg, Assistant Secretary for Budget and Programs/CFO Chris Bertram, USDOT Research and Innovative Technology Administration (RITA) Administrator Peter, and Deputy Administrator Robert Bertini, ITS America President and CEO Scott Belcher, and other public and private sector transportation and ITS leaders to discuss the reauthorization bill and pressing issues facing the nation's transportation system.
- Over 125 companies and agencies packed the exhibit floor and demonstrated the latest ITS technology solutions, while the Best of ITS from across the county were recognized at our welcome reception and awards ceremony which featured remarks by Congressmen Pete Olson and Gene Green (Texas).
- ITS America welcomed many of our partner organizations for ancillary events held during the Annual Meeting including the USDOT, American Association of State Highway and Transportation Officials (AASHTO), WTS International, North America Super Corridor Coalition (NASCO), International Association of Chiefs of Police (IACP), and U.S. Department of Homeland Security National Transportation Security Center of Excellence.



We had our most impressive speaker program to date, and we plan to build on this momentum with our Orlando program. Our World Congress Board of Directors gathered in Florida a few weeks ago to get a preview of the Orlando experience and begin to develop an international list of speakers that will ensure that the 18th World Congress is the largest global transportation event of the year.

This is the first of a series of monthly articles that will give you the latest details as the 18th World Congress program takes shape. You can also stay up-to-date by following us on Twitter or joining our Facebook group:

http://twitter.com/its_america

<http://www.facebook.com/pages/Washington-DC/Intelligent-Transportation-Society-of-America/129950007827>

We hope you will get involved; help us showcase the best of ITS here in Florida. So mark your calendars for what is sure to be an unforgettable event!

This article was provided by Emily Fishkin, ITS America. For information, please contact Ms. Fishkin at (202) 721-4204 or email to EFishkin@itsa.org.

* * * * *

Road Ranger Communications Training

Paul Clark, the Florida Department of Transportation (FDOT) Incident Management/Commercial Vehicle Operations Program Manager, provided an editorial in the April issue of the SunGuide® Disseminator entitled “How Are We Doing?” The editorial talked about a survey given to incident responders to see how they felt about the Road Ranger program. A critical question in the survey inquired as to how we could improve communications. Numerous responders noted that it would be very helpful if the Road Rangers could have direct communications with the Florida Highway Patrol (FHP).

Although all FDOT Districts with the Road Rangers program have the Statewide Law Enforcement Radio System (SLERS) 800 Mhz radios used by FHP, only Districts Five and Seven use the radios. This is due to training issues. The Road Rangers operate on their own dedicated channels; however, they have the ability to change channels and communicate directly with the FHP and Motor Carrier Compliance Officers...if they have training.

The FDOT Incident Management/Commercial Vehicle Operations Program recently completed a Road Ranger Communications Training Course. The radio makers originally developed a training course geared more towards law enforcement; we completely redesigned the course with a focus towards Road Rangers. The course covers goals and objectives, SLERS-related rules and regulations, radio etiquette and communications protocols, safety issues related to two-way radios, and understanding radio features and their use.

SLERS rules and regulations require that all users submit to a background investigation. This course outlines the 11 disqualifying criteria that would prevent someone from being able to use the system. During the background investigation, the applicant is electronically fingerprinted and, even though they may pass the original investigation, if they are ever arrested and fingerprinted the FHP is automatically notified of the arrest. This prevents the need for updating background investigations.

Radio etiquette and communications protocols advise the Road Rangers to:

- Always remain professional and courteous while using the radio,
- Avoid unrelated subjects or information,
- Keep messages short and concise,
- Refrain from using slang terms, speak clearly, and NEVER use profanity.

Road Rangers are also advised that if they need to discuss an issue at length with the transportation management center (TMC) operator to use a cellular phone. It further states that radios should be kept secure at all times, a spare battery should be charged at all times, and no one is allowed to use or have possession of SLERS radio unless they have passed a SLERS background investigation.

Safety issues cover Federal Communications Commission rules and regulations as well as areas where Road Rangers should not operate the radios; an example being a blasting area or where there are flammable fumes present.

The training then becomes a hands-on exercise; attendees receive radios and an explanation of the nomenclature and radio operation. This includes display indicators, icons, keypad functions, operation to talk, receiving a call, unlocking the keypad, and changing talk groups and systems. Additionally, an explanation is provided for the emergency button, turning the scan function off and on, and establishing a scan list.

Soon we will travel to the Districts to provide this course to their Road Rangers, Road Ranger supervisors, and TMC operators. Once trained, FDOT’s Road Ranger program will have an effective interagency system to communicate with the FHP at the scene of incidents. This will benefit the safety of all responders and the motoring public.

This article was provided by Charlie Creel, FDOT Traffic Engineering and Operations Office. For information, please contact Mr. Creel at (850) 410-5613 or email to Charles.Creel@dot.state.fl.us.

* * * *

SunGuide® TMC Operations at the Turnpike

Florida's Turnpike Enterprise (FTE) is pleased to announce that it recently completed the transition of its transportation management center (TMC) software system to the Florida Department of Transportation (FDOT) SunGuide® software platform, joining the rest of the TMCs in Florida in a common operating software platform. FTE has been deploying intelligent transportation system (ITS) technologies since 2001. Elements that comprise the Turnpike's ITS include the TMC facilities; voice, data, and video subsystems; communications infrastructure, and field devices. The initial communications infrastructure was a combination of leased telephone lines and microwave radios to provide the links between the TMC, field devices, and other traffic management and public safety agencies. Since then, FTE has installed more than 500 miles of fiber optic communications infrastructure across a 460-mile



system of limited-access facilities. In addition, the number of ITS field devices has grown dramatically to include 555 closed-circuit television (CCTV) cameras, 116 dynamic message signs (DMS), three road weather information system (RWIS) devices, 16 highway advisory radio (HAR) transmitters plus HAR beacons, six CB radio alert systems (CBRAS), two speed monitoring systems (SMS), eight service plaza information display systems (SPIDS), and over 1,300 vehicle and travel time detection devices, which are comprised of both radar-based sensors and toll tag reader/automated vehicle identification (AVI) devices.

Since opening their TMC in 2001, the main ITS operational software for FTE was "SunNavSM." The term SunNav was service marked at the statewide level. It was originally a re-hosted version of the Georgia Department of Transportation's (GDOT) "NaviGator" Advanced Traffic Management System (ATMS) software, and has been through many enhancements since its first installation via FTE's direct improvement to the software platform. However, in the early 2000s, FDOT made a decision at the statewide level that the TMC software across the state would be a newly developed platform through statewide support and resources; this software was named SunGuide. At the time, FTE continued to utilize SunNav as the initial versions of SunGuide were developed, tested, and placed into production.

After careful comparison of TMC software functionality and operational impacts, FTE made the decision to transition from SunNav to SunGuide in June 2009. The decision was made to take advantage of the extensive effort put into the creation and upkeep of the statewide software system, including the recent upgrades for data exchange towards Florida's Advanced Traveler Information System (FLATIS)/ Statewide 511. Until recently, it had not made sense for FTE to make this transition as the prior ATMS software had more capabilities specific to FTE's system than the initial SunGuide deployments. However, SunGuide has been through a number of

revisions and functionality enhancements to make it a more functional and robust software, meeting most of FTE's operational needs. In addition, extensive work would have been necessary on FTE's current software in order to transition to the next level of proactive incident management and for new automations in response plan generation. Therefore, the time was right for the SunGuide transition.

FTE identified a number of items as necessary enhancements to the SunGuide software to meet their needs. However, most of these items were not critical for a transition to the software to begin. One critical item to address in order for the Turnpike Mainline to operate with the new software was the ability for SunGuide to operate legacy DMS. This issue was solved through the assistance of the FDOT Central Office by development of a driver to allow SunGuide to operate the legacy DMS. These DMSs will be replaced in several years, but are critical to operations until that point.

FTE decided on a phased approach to the transition. Phase I of the transition was the Southern Connector Extension (SR 417) from MP 0 to MP 5.1, on the south side of Orlando. This phased approach allowed FTE personnel to become familiar with the transition process and begin operating a small section of roadway with the SunGuide software. Once the Southern Connector Extension transition was successful, FTE transitioned the Daniel Webster Western Beltway (SR 429), which is a newer roadway without much traffic on the west side of Orlando. After the DMS driver was completed and a new set of application servers were delivered in March, the transition of the rest of the Turnpike system was conducted one roadway section at a time for the off-mainline facilities. The Turnpike Mainline and Homestead Extension of Florida's Turnpike then followed all at once for operational reasons. This full transition took place in mid-April 2010. Immediately statewide, motorists were able to take advantage of faster activation of DMS and FLATIS/511 messaging, including, but not limited to, more detail in congestion reporting and faster updates when conditions change. While center-to-center (C2C) operations currently remain limited to FLATIS, discussions are underway to use SunGuide's C2C functionality to also exchange pertinent data with other FDOT Districts.

As of today, the entire Turnpike roadway system is operated using SunGuide software for most advanced traffic management system functions, although FTE continues to use other support applications for HAR, CBRAS, and SPIDS operations. The Turnpike does hope to gain certain modifications made within the software to enhance the ability of the TMC operators to better manage incident responses consistent with FTE's operations philosophies. These include certain data tracking elements and plans for incident response contracts such as Towing & Roadside Repair, Rapid Incident Scene Clearance, and the Roadway/Facilities Maintenance units' response to property damage events. Discussions are on-going with Central Office, the statewide software vendor Southwest Research Institute, and FDOT Districts to identify enhancements that will benefit all SunGuide users. The Change Management Board will review any additional enhancement and approve prior to implementation. Turnpike personnel involved in the process and operations agree that Turnpike TMC operations using SunGuide have resulted in a tremendous success towards delivering higher levels of customer service and safety in ATIS functionality to Turnpike motorists.

This article was provided by John Easterling, Florida's Turnpike Enterprise. For information, please contact Mr. Easterling at (954) 934-1620 or email to John.Easterling@dot.state.fl.us.

* * * *

District Six Participates in ITS America and Wins National Award!

Representatives from The Florida Department of Transportation (FDOT) District Six Office attended this year's Intelligent Transportation Society of America (ITSA) Annual Meeting and Exposition, held in Houston, Texas. District Six gave presentations on three different topics: the Value of Congestion Pricing, Traveler Information, and Ramp Signaling. The FDOT was also nominated for and won the organization's prestigious Best New Innovative Product of the Year Award for its role in deploying and operating Phase 1A of the 95 Express Project. District Six accepted this honor on behalf of FDOT.

A panel of industry professionals selected District Six to present on three of its latest achievements at the national conference. The District submitted a series of technical papers detailing the operational experience gained through the development of three traffic management systems deployed in the last year. District representatives were given the opportunity to share their papers with members of the ITS community in two Interactive Sessions as well as in one Deployment Practices Session. The first interactive session presentation focused on the benefits derived from utilizing dynamic pricing versus time-of-day pricing when operating a managed lanes facility. The paper, titled: "95 Express Lanes, What is it Worth," compared both approaches and detailed how the FDOT's dynamic pricing system was able to enhance the overall success of the 95 Express Project in its goal to reduce congestion and improve mobility along Interstate 95 in Miami-Dade County. The second paper selected as part of the annual meeting detailed the development of the "511 Watcher" software application to improve the quality and timeliness of the information broadcast through the new statewide 511 traveler information system. The paper discussed how this application helped the District to meet and exceed the newly implemented performance measures resulting from the system's transition from a regionally to a centrally managed program. The last paper presented referred to the lessons learned in planning, deploying, and operating the State of Florida's first ramp signaling system. The presentation focused on the measures taken by the operations' team to ensure proper implementation as well as the practical experiences gained as a result.

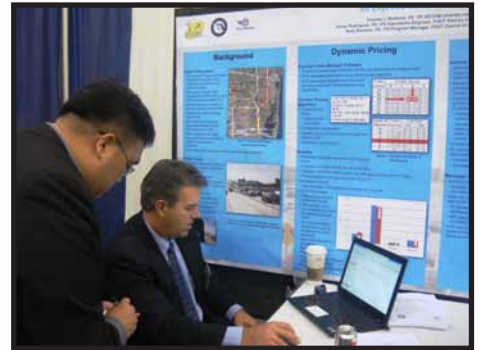
All three technical papers presented garnered great interest from event goers and attendees. The selection of these works also proved how recent initiatives are gaining noticeable attention in the national arena and shows the growth in the role District Six is playing in the advancement of the ITS Program.

In addition to participating in several of the technical information-sharing sessions, FDOT was also honored with the Best New Innovative Product of the Year Award for successfully implementing and operating Phase 1A of the 95 Express. FDOT was presented with this honor as part of the annual meeting's award ceremony, where several of the most significant project are recognized by the ITS community.

For more information about the technical papers mentioned in this article, please visit the Press Room section of the District Six Web site at www.sunguide.org.

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.

* * * *



ITS Florida News

ITS Florida Named Outstanding Chapter Finalist

The Intelligent Transportation Society of America (ITS America) recently named ITS Florida as a finalist and first runner-up for the 2010 Outstanding State Chapter Award. The award was presented to Ken Jacobs, President of ITS Florida, at the awards ceremony on Monday, May 3rd at the ITS America Annual Meeting and Exposition in Houston, Texas. The award application detailed the trusted advisory role of ITS Florida and the continuing educational events, professional development, legislative liaison and outreach activities that distinguish ITS Florida members.

Last year, ITS Florida initiated its photo contest and member-sponsored calendar, which was distributed throughout the state and nation. The 2010 calendar received excellent reviews and the call for entries for the 2011 calendar follows.



(L-R Scott Belcher, Ken Jacobs, Brad Dennard and Ann Flemer)

The Best (and Newest) of ITS Projects in Florida—Photo Contest for ITS Florida 2011 Calendar

ITS Florida is calling all members to solicit their photos demonstrating the best (and newest) of ITS projects in Florida. Florida is a powerhouse in ITS and ITS Florida wants to document it in the 2011 calendar.

ITS Florida is having a photo contest to select the best ITS projects in Florida to be used in the Second Annual ITS Florida Calendar. This is a chance to showcase the best work of ITS Florida members. Each winner will be awarded with a Certificate of Recognition and placement of their photo in the calendar to be seen all over Florida and potentially the southeast U.S. The completed calendars will be first available at Transpo2010 in Ponte Vedra Beach, FL on December 12 – 15, 2010.

How to Enter

Please submit a photo in JPG, TIF or PDF format to Sandy Beck at ITS Florida. With the photo(s), please make sure to include a caption that can be used in the calendar that details what the photo(s) illustrates. Please also include contact information for the submitter of the photo(s) should ITS Florida have any questions. Photos should be submitted on CD via mail delivery. The mailing address to submit photos to is:

Ms. Sandy Beck
ITS Florida
215 NW Monroe Circle North
St. Petersburg, FL 33702
Phone: (727) 430-1136
Email: itsflorida@itsflorida.org

Deadline for Submittals is Friday,
August 27, 2010 by 5:00 p.m.

Photos will be judged by a panel of judges that will represent all geographical regions of the state. Winners will be announced by Thursday, September 30, 2010.

Photos submitted in last year's contest may be resubmitted for consideration. ITS Florida will not include any photos submitted last year into this year's contest. To be considered for this year's contest, they must be resubmitted.

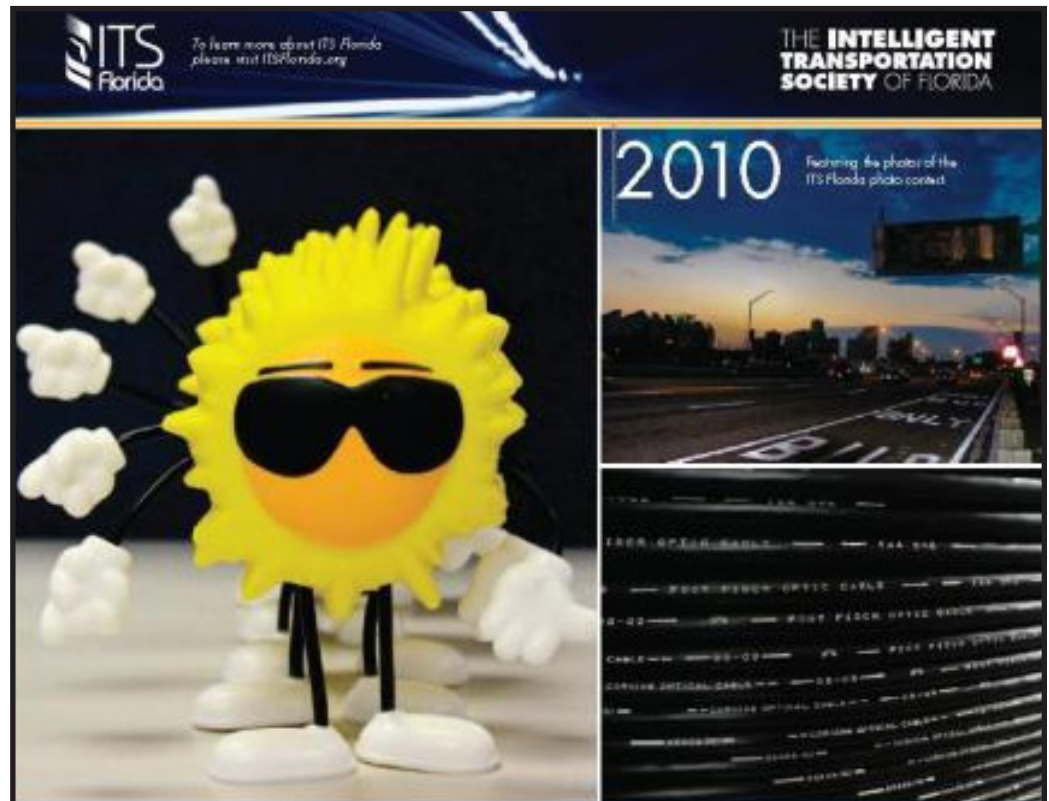
******Please note that all photos submitted to ITS Florida for the calendar photo contest shall become property of ITS Florida. No copyrighted photos will be accepted. ******

For questions, please contact Ms. Erika Birozak at erika.birozak@transcore.com or Ms. Sandy Beck at itsflorida@itsflorida.org

Please keep in mind that ITS Florida will soon be soliciting sponsorships for this calendar. Don't let your company's name be left off of the 2011 calendar!

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—A Contractor’s Point of View

Since the dawn of time, a key factor in mankind’s development has been a consistent improvement in our ability to move people and products, safely and quickly. Developments in technology and design have driven transportation’s progress. These new technologies and designs increase productivity and efficiencies.

Technology advancements also enable our standard of living to rise, and they reduce many inconveniences. Society prefers to be comfortable and desires a life free of hardships. People constantly seek new and improved methods of performing tasks and will pay for the new and improved method—if it makes life easier or better in some way. It has been proven that drivers are willing to pay to use a road—if it means arriving at a destination faster.

One cannot deny society’s drive for convenience. For example, the invention of crude weapons assisted our ancient ancestors in their hunt for food. These spears and knives allowed hunting expeditions to be more productive, requiring less time to acquire food, and leaving more time for other endeavors. This spare time and the drive for efficiency led to the invention of the wheel and wagon. Surely, our ancestors were happy not to have to carry heavy loads up the hill anymore. One only had to push or pull a wheeled wagon. However, this was still hard work. So they enlisted an animal to perform the work of powering the wagon. Transportation was born.

Along came roads and with the addition of a power train to the wagon, you now have a basic car or truck. Leap forward... computers are invented and introduced into vehicles. Computers can operate a car similar to a robot, applying the brakes or gasoline when needed. Add a global positioning system (GPS) and you have the capability to fully automate a car. This car can pilot persons or goods along any roadway where communications are available to provide the car’s computer and navigation system with the information needed to safely perform the braking or acceleration functions. As many of you know, this technology is available for installation in cars today.

Over the past decade, we witnessed and participated in the expansion of intelligent transportation systems (ITS) throughout Florida. This industry overcame many skeptics and partnered with governmental agencies to deploy this technology.

Public agencies such as the Florida Department of Transportation (FDOT) and the Orlando-Orange County Expressway Authority (OOCEA) have led the way by deploying the latest available technology into our transportation infrastructure. The fiber optic cable, closed-circuit television cameras, vehicle detectors, dynamic message signs (DMS), variable rate tolls, and automated tolling equipment have been implemented along Florida’s Turnpike and interstate system. Further, ITS deployment along arterial roads has commenced and is now reaching into cities through the installation of automated traffic management systems (ATMS). The intersection points between the ATMS and freeway management systems are broadening the network. This ITS build-out must continue.

Now ten years later, at a time when transportation funding is at a minimum, we must continue to promote the benefits of implementing technology on Florida’s roadways. No one can deny that ITS makes our roadways safer and more efficient.

There remain many roadways in Florida without ITS infrastructure. If Florida is to reach its potential, there must be continued investment in the deployment of ITS technology on our highways. Only then can Florida achieve its goal of having a transportation information super highway system. We must all champion this use of technology.

Think of the convenience if you could hop into an automated car, input a destination, and then sit back and relax. The free time could be used to rest, to read, to prepare for a meeting, or maybe to invent the next leap forward in technology.

The current transportation infrastructure is not capable of these functions. The infrastructure cannot now provide the information needed to allow automated vehicles to use the road. This will be possible one day. However, many steps remain in the progression of transportation before this goal can be reached. If this dream is to be achieved, there must be a continued investment in ITS. It is our duty to ring the bell to alert the public of the benefits of ITS.

Recently, there have been indications that the usefulness of ITS is increasingly being recognized by the masses. Positive articles on the benefits and future of ITS have appeared in the St. Petersburg Times and the Wall Street Journal. The media and, most importantly, the traveling public have started to recognize the benefits of the technology being deployed.

The simple travel time information provided on DMSs is helping the public navigate the fastest route to their destination. Cameras and detectors are providing operators with vital information that is processed and disseminated to provide solutions

to real-time traffic congestion issues. Accelerated response times by emergency personnel are saving lives and clearing accidents quicker.

Do you need proof of public awareness? Transportation management center operators are receiving calls from motorists about messages posted on DMSs. Complaints are being received when actual travel times differ from the anticipated travel times posted. Be advised that drivers are watching, reading, and reacting to the information provided. Drivers are depending on the accuracy of the provided information and are making transportation decisions based on that information. The accuracy of that information is the responsibility of those designing, installing, and operating these systems—that would be us.

Transportation planning has caused us to design roadways for the four hours of peak traffic times in a normal workday. Peak traffic usually occurs between 7:00 and 9:00 a.m. and 4:30 and 6:30 p.m. Designs to accommodate increased peak traffic typically include purchasing additional right-of-way and widening roads and bridges.

Florida's population growth led to the constant need to widen roads yet again to accommodate evermore increases in traffic. Of course, this has fueled the vibrant highway construction business of which we are all a part. However, many of our highways operate substantially under capacity for the other 20 hours in a day that are not peak hours. There is a better way.

Mankind has consistently proven that given information, we will make decisions that increase productivity and make lives more convenient or efficient. This remains true in transportation.

We must all champion the benefit of ITS. Recognize that we compete with others for dwindling transportation funding. The asphalt paving lobby has been very successful in convincing that Florida's roadways must be paved, milled, and re-paved to provide a smooth riding surface for the traveling public. Smooth roads are a must. However, the smoothness of a riding surface is not very important when vehicles are traveling at only five miles per hour.

Our industry must be innovative in finding new ways to provide for increased traffic to safely use roads. Through the use of ITS, the usefulness and efficiencies of our roads can be extended. ITS will help find new ways to increase revenue and lower the costs of operating roadway systems. Let's stretch our transportation dollars smartly by investing in ITS—it can make existing roadways more efficient and future roadways more productive.

Remember - Information is Power and Time is money. Believe it!!

This editorial was provided by Lou Buenaventura, Highway Safety Devices, Inc.. Mr. Buenaventura is also chairman of L.E.S.S. a joint FDOT/FTBA committee having influence on specifications and indexes that govern lighting, electrical (ITS), signing, and signal work on FDOT projects. For information, please contact Mr. Buenaventura at (813) 759-1559 or email to LouB@highwaysafetydevices.com.

* * * *

Inside the TERL

The Florida Department of Transportation (FDOT) has a goal to assure that only a safe and uniform 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.



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, and comprehensive product evaluation and testing,
- The initial development and continuous improvement of all traffic control system product 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, are of good quality, and perform as required.

Notable activities during the past month included:

- Transportation Control Systems' (TCS) retroreflective back plates (Model BP-5000 Series) became the second set of retroreflective back plates approved and listed on the FDOT's APL. TCS joins McCain Traffic Supply whose back plates (Model M6 Series) were approved in July 2009.
- Bosch Security Systems became the third manufacturer to have a closed-circuit television (CCTV) camera listed on the APL. The VG4 500 model series, with model numbers limited to: VG4-52(3,4)-ECE(0,1,2)(M,P), was approved in April 2010. Bosch joins Cohu and Vicon whose CCTV cameras were approved in 2008.

Vendor Qualification Activities

- During the preceding month, four manufacturers were added to the FDOT's APL vendor qualification list. Multilink, Jupiter Systems, Allmand Bros., and Trafcon Industries met the requirements to be listed as qualified vendors. The products now move on to the next step to get listed on the APL – product evaluation.

The TERL welcomes and encourages any comments and feedback regarding products listed on the APL. 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; would you like to share your experiences with a product (good or bad) with us? If so, we want to hear from you.

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

Announcements

Invitation to Bid - Approved Product List Traffic Equipment

The Florida Department of Transportation (FDOT) issued an Invitation to Bid (ITB) (Advertisement Number: ITB-DOT-09/10-9027-LG) to establish a two-year contract for the purchase of FDOT Approved Product List (APL) traffic equipment. More information on this ITB is located on the FDOT Web site at http://vbs.dms.state.fl.us/vbs/ad.view_ad?advertisement_key_num=87057

* * * *

Save These Dates for Transpo 2010

Transpo 2010 will be held on December 12-15, 2010 at the Sawgrass Marriott in Ponte Vedra Beach. More information on participating in this event can be found at <http://itstranspo.org/>.



* * * *

FDOT Traffic Engineering and Operations Mission and Vision Statements

Mission:

Provide leadership and serve as a catalyst in becoming the national leader in mobility.

Vision:

Provide support and expertise in the application of Traffic Engineering principles and practices to improve safety and mobility.



FDOT Contacts

District 1

L.K. Nandam, DTOE
Chris Birosak, ITS
FDOT District 1 Traffic Operations
PO Box 1249
Bartow, FL 33831
(863) 519-2490

District 2

Jerry Ausher, DTOE
Peter Vega, ITS
FDOT District 2 Traffic Operations
2250 Irene Street, MS 2815
Jacksonville, FL 32204-2619
(904) 360-5630

District 3

June Coates, DTOE
Chad Williams, ITS
FDOT District 3 Traffic Operations
1074 Highway 90 East
Chipley, FL 32428-0607
(850) 638-0250

District 4

Mark Plass, DTOE
Dong Chen, ITS
FDOT District 4 Traffic Operations
2300 W. Commercial Blvd.
Ft. Lauderdale, FL 33309
(954) 777-4350

District 5

Richard Morrow, DTOE
Michael Smith, ITS
FDOT District 5 Traffic Operations
719 S. Woodland Blvd., MS 3-562
DeLand, FL 32720-6834
(386) 943-5310

District 6

Omar Meitin, DTOE
Rory Santana, ITS
FDOT District 6
1000 NW 111th Avenue, MS 6203
Miami, FL 33172
(305) 470-5312

District 7

Gary Thompson, DTOE
Chester Chandler, ITS
FDOT District 7 Traffic Operations
11201 N. McKinley Dr.
Tampa, FL 33612
(813) 615-8600

Florida's Turnpike Enterprise

John Easterling, DTOE
Eric Gordin, ADTOE
Florida's Turnpike Enterprise
PO Box 9828
Ft. Lauderdale, FL 33310-9828
(954) 975-4855

Mark Wilson

State Traffic Engineer
(850) 410-5600

Elizabeth Birriel

Deputy State Traffic Engineer - ITS
(850) 410-5606

Trey Tillander

Deputy State Traffic Engineer - Systems
(850) 410-5617

Paul Clark

Deputy State Traffic Engineer - Incident Management and Commercial Vehicle Operations
(850) 410-5607

Fred Heery

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

Physical Address: Mailing Address:

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

* * * *

* * * *