FDOT's Traffic Engineering and Operations Quarterly News

SUNGUIDE®

DISSEMINATOR

Construction of Advanced Traffic Management System and New Transportation Management Center Complete in Bay County

District Three of the Florida Department of Transportation (FDOT), in cooperation with Bay County, successfully completed Phase II of the Bay County Advanced Traffic Management System (ATMS). FDOT let Phase II of this ATMS project in March 2008, as a conventional design-bid-build project. PBS&J provided the design and World Fiber Technologies the construction. The initiation of Phase II construction began in July 2008 and concluded in August 2010. This project consisted of installing localized underground conduit and pull box infrastructure to support accompanying installation and interconnection of camera poles, closed-circuit television (CCTV) cameras, and traffic and camera controller cabinets, together with upgrading the traffic signal controllers along the fiber optic cable routes installed during the Phase 1 ATMS project. The Phase II project also integrated an existing legacy intelligent transportation system installed during the construction of the Hathaway Bridge project.

As FDOT completed construction of the Phase II ATMS project, Bay County completed construction of a 5,000 square foot transportation management center

Inside This Issue

September 2010

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Traffic Engineering and Operations Office
605 Suwannee Street, MS 36
Tallahassee, Florida 32399-0450
(850) 410-5600
http://www.dot.state.fl.us

(TMC). The TMC is housed within Bay County's new 120,000-square foot Government Complex. This new TMC gives operators the ability to monitor live area traffic conditions and adjust signal operations at each intersection or along entire corridors, to improve traffic flow according to current conditions, special events, emergencies, or other situations. This compliments another component of the Bay County TMC incident management systems, which permits operators at the TMC to post advisory messages on dynamic message signs located along the Hathaway Bridge corridor alerting motorists of major accidents, hurricane evacuation information, and other incidents. TMC staff also post live camera images from the ATMS to the county's website. This allows travelers the ability to better plan trips and determine congestion levels before leaving home.

The completed system has yielded substantial benefits for Bay County. The morning and evening peak hour travel times have been reduced by as much as 20 percent. The TMC incident management system is used on a regular basis to notify travelers of existing roadway conditions and the TMC website (www.baycountyfl.gov/traffic) has received 36 million visits from travelers planning trips in the past year alone.

This article was provided by Keith Bryant, P.E., Bay County Traffic Engineering Manager. For more information, please contact Mr. Bryant at (850) 248-8740 or email to kbryant@baycountyfl.gov.

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Red Light Running Cameras in Florida

Traffic infraction detectors, the term used for red light running cameras, are now legally authorized for use at signalized intersections throughout the State of Florida. The law became effective July 1, 2010, allowing counties, municipalities, and the state to install specialized vehicle detectors and photographic equipment to automatically identify and record red light running violations.

Florida is one of 26 states that have authorized the use of automated enforcement targeted at reducing the number of intersection accidents and ultimately saving lives. Statistics compiled on national basis in 2008 by the Insurance Institute for Highway Safety show that drivers who ran red lights were responsible for an estimated 170,400 crashes involving 137,000 estimated injuries and 762 deaths. Fifty-six percent of the deaths were law-abiding pedestrians, motorcyclists, bicyclists, and people in vehicles hit by red light runners.

Using the automated enforcement will also free up law enforcement resources for functions more important than monitoring traffic. This can be beneficial in small communities that may not have enough police officers to patrol intersections and large cities where the population density can make it difficult and dangerous to ticket red light runners.

How Do Red Light Running Cameras Work?

There are different types of programs for red light running cameras, but, generally, they take photographs or videos of vehicles that enter an intersection after the traffic signal indication has turned red. The cameras are activated when a vehicle approaches an intersection above a pre-set minimum speed and after a specified time once the signal turns red. Once activated, the camera takes photos or video clip of a vehicle before it enters the intersection and at the onset of the red signal indication; it continues recording as the vehicle passes through the intersection. The camera records the date and time of the event, vehicle speed, license plate number, and time lapsed in the recording. The vehicle owner is identified from the license tag and, after verification of the violation by a trained traffic infraction officer; the civil citation is mailed to the address on record. The violator must pay the penalty of $158 to the Department of Highway Safety and Motor Vehicles, county, or municipality, or furnish an affidavit in accordance with exceptions outlined in Florida Statute 316.0766, within 30 days following the date of the notification in order to avoid court fees, costs, and the issuance of a traffic citation.

Placement and Installation

The Florida Department of Transportation (FDOT) Traffic Engineering and Operations Central Office developed and published the Traffic Infraction Detector Placement and Installation Specifications, a document outlining the necessary intersection safety and signing requirements for red light running camera installations on any roadway in Florida. Counties and municipalities wishing to install and operate cameras on state roadways are also subject to FDOT general use permit requirements and special provisions. In addition to the safety specification requirements, counties, municipalities, or the Department of Highway Safety and Motor Vehicles that start a traffic infraction detector enforcement program for the first time must make a public announcement and conduct a public awareness campaign of the proposed use of traffic infraction detectors at least 30 days before commencement of the enforcement program.

The new law requires the Department of Highway Safety and Motor Vehicles to provide annual summary reports to the Governor, the President of the Senate, and the Speaker of the House of Representatives regarding the use and operation of traffic infraction detectors along with recommendations and any necessary legislation. The summary reports are to include a review of the information submitted by the counties and municipalities describing the enhancement of the traffic safety and enforcement programs.

This article was provided by Alan S. El-Urfali, FDOT Traffic Engineering and Operations Office. For more information, please contact Mr. El-Urfali at (850) 410-5413 or email to Alan.El-Urfali@dot.state.fl.us.

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Florida's Treasure Coast Welcomes the Road Rangers

There's a new incident responder on Interstate 95 in the Treasure Coast.

Road Rangers are now patrolling the highway in Martin, St. Lucie, and Indian River Counties; looking for crashes, disabled vehicles, stranded motorists, and debris. Their job is to help clear the roadway and keep traffic flowing. The service is provided by Anchor Towing and Marine Transport of Fort Lauderdale under a three-year contract with the Florida Department of Transportation (FDOT) District Four. Anchor Towing is an experienced Road Ranger contractor, providing the same highway assistance services in the Miami, Fort Myers, and Tampa Bay areas.

Road Rangers service patrols are one of the most effective components of traffic incident management. Initially created to assist disabled vehicles in construction zones, FDOT expanded this program to include other types of roadway mishaps. Often arriving at an accident before law enforcement or fire rescue, Road Rangers will protect the scene by setting up cones to direct traffic around the incident. If possible, they will push or pull vehicles from travel lanes to a safe area.

On the Treasure Coast, Road Rangers will operate from 6 a.m. to 10 p.m., Monday through Friday. There will be eight trucks and a roaming supervisor on the highway in the three-county area during these hours.

This article was provided by Gaetano (Guy) Francese, FDOT District Four. For more information, please contact Mr. Francese at (954) 847-2785 or email at Gaetano.Francese@dot.state.fl.us.

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“Back to School” with SunGuide® Training

SunGuide® software, an advanced transportation management center (TMC) software, is critical for the operation of Florida’s freeway system—managing ITS devices and incidents along these limited-access facilities. The TMC operator’s knowledge of the software is important as the operator has to perform several actions using the software in real-time with minimal delay.

As with any software, SunGuide was developed to be easy to use, utilizing a graphical user interface (GUI) to guide an individual through the process. However, there are still areas that could be ambiguous which TMC staff may not know about. Also, with periodic software updates, new functionalities are added which need to be communicated to all users. The SunGuide training program covers these areas. The overall goal of the training program is to efficiently provide training resources that meet the Districts’ needs, equipping them to operate and configure the SunGuide software. Training is a cost-effective way to ensure that staff can perform their duties efficiently and effectively. Without this training, it could be expensive if only on-the-job training were provided and all information was not consistently shared among the TMC staff.

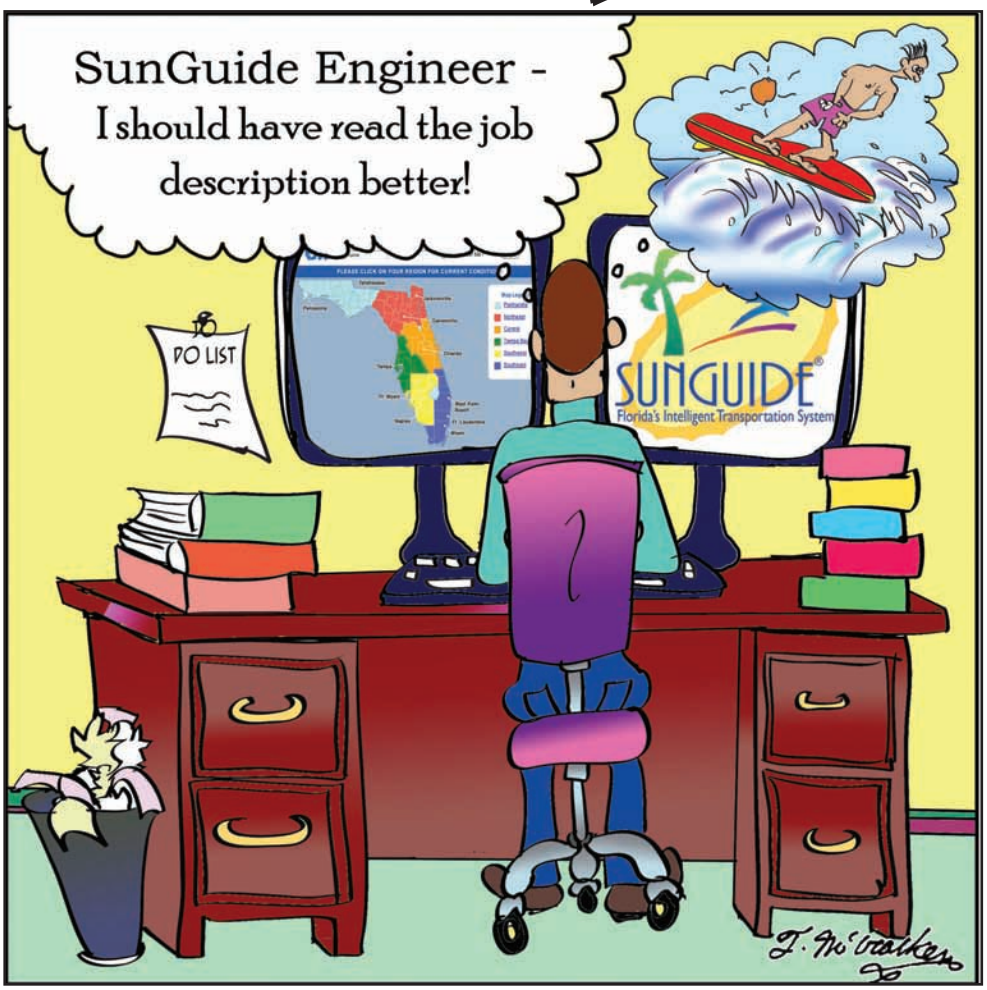
TMC personnel perform diverse functions. TMC administrator staff install, administer, and maintain the software. TMC operators are the software users and perform several time-critical actions based on their knowledge of the software. It is important to provide customized training to different user groups to better assist them in their job functions. As a part of the SunGuide supporting services offered by the Florida Department of Transportation (FDOT) Central Office, SunGuide Operator and Administrator Training provides practical instruction on how to use and configure the SunGuide software.

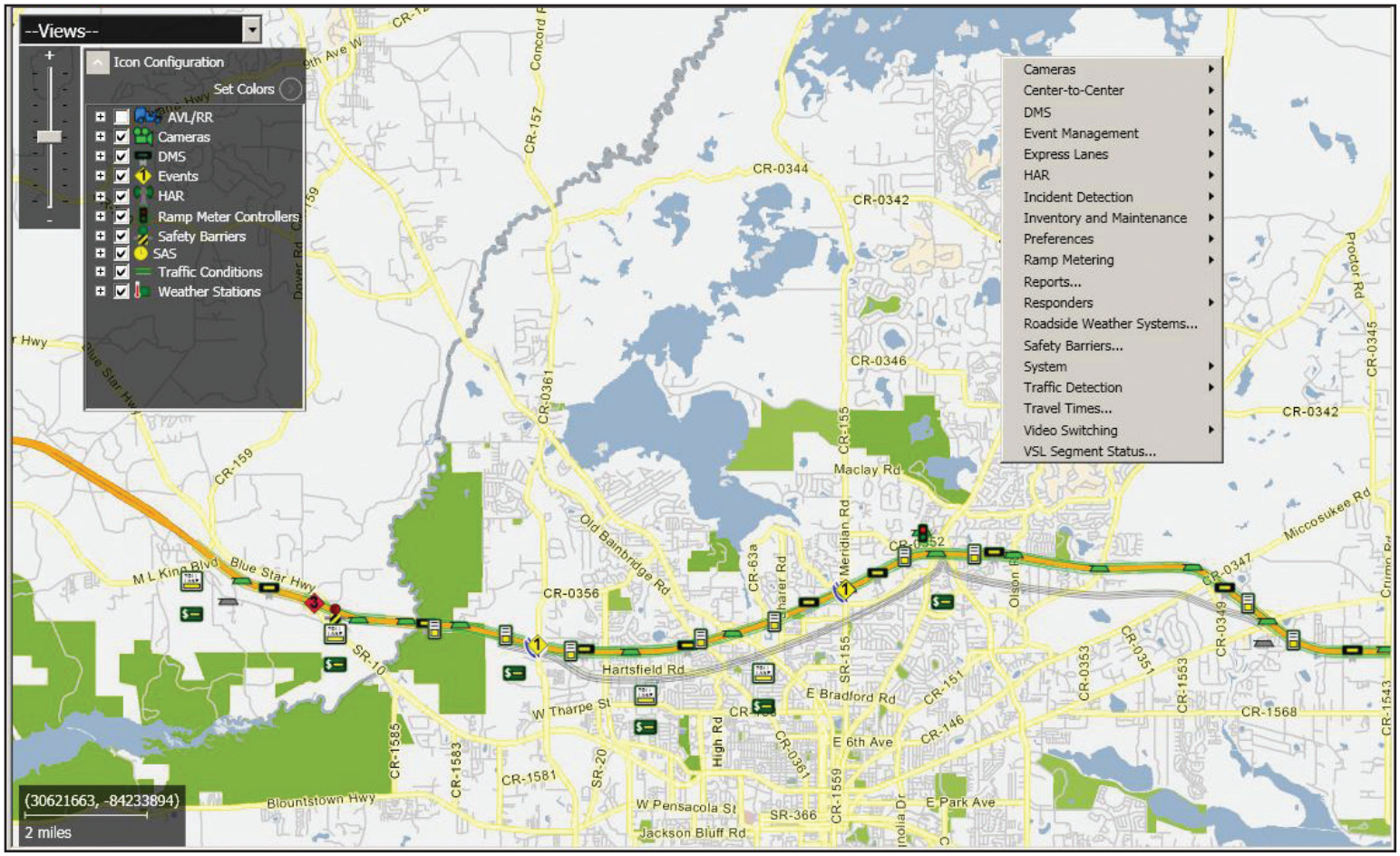
With the recent roll-out of SunGuide Release 5.0, there was a flurry of both operator and administrator training. The new features introduced in the software were the key focus for the training. Administrator Training provides an introduction to the various SunGuide subsystems and some basic instruction on how each is configured. This training is held at the District facility and is typically provided to the District’s SunGuide administrative staff and well as other key staff. The training helps to identify what can be configured within SunGuide and how the configuration allows the district to tailor SunGuide in order to meet their operational needs.

Operator Training is usually provided the week following a SunGuide software upgrade at the District’s facility. Each District communicates their specific needs to the trainer ahead of time so that the training can be tailored accordingly. Some Districts elect to be trained on the entire SunGuide software; others focus only on what’s new since the last installed version of SunGuide at their facility; while others are interested in the new functionality with a review of existing functionality. Some Districts have all of their TMC operators present; in which case, the Central Office trainer conducts multiple training sessions to accommodate the different operator shifts. Other Districts employ a ”train-the-trainer” approach in which only TMC supervisors and key staff attend; these supervisors in turn train the operators at a later date.

The training is organized into modules that typically match the named subsystems within SunGuide. Training materials include PowerPoint slides that are available for download from the SunGuide project website, http://sunguide.datasys.swri.edu.

Moment of Humor!





Hardcopies of the slides are provided to the trainees. As the trainer reviews the slides with the trainees via one or multiple projectors, the SunGuide software and the FDOT's Traffic Engineering Research Lab and/or the facility's test SunGuide software is used to demonstrate the material being presented. This allows trainees to become more familiar with the software behavior. In some cases, if time and resources are available, the trainees participate in hands-on training exercises to allow them to become more familiar with using the SunGuide software.

Currently, the Central Office is considering the following ideas to further enhance the benefits of Operator and Administrator Training:

- Video clips demonstrating the software
- Web-based training modules for easy and on-demand access to the training
- A software help system that can be incorporated into the operator user interface for easy access to the needed information at the time and place in which it is needed

The Central Office desires to assist the Districts with utilizing the full potential of the SunGuide software; providing operator and administrator training is a key component of this assistance. The SunGuide software is complex; incorporating it into the operations of a fast-paced TMC is not a simple task. The Central Office wishes to provide this training to form a solid foundation of knowledge to build upon their skills as efficient TMC operators and supervisors. As future releases of SunGuide become available, the Central Office will continue this training and possibly expand upon it meet the growing needs of each District throughout the State of Florida.

This article was provided by Arun Krishnamurthy, FDOT Traffic Engineering and Operations Office. For more information, please contact Mr. Krishnamurthy at (850) 410-5615 or email at Arun Krishnamurthy@dot.state.fl.us.

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Making the 2011 World Congress on ITS in Orlando

Over the summer, teams have been busy shaping the program, tours, and technology showcases for the 18th World Congress on Intelligent Transportation Systems, hosted by ITS America on October 16-20, 2011, in Orlando, Florida. The theme of the conference will likely focus on ITS investments as a critical tool for solving transportation challenges and driving economic growth.

ITS America is reaching out to local transportation organizations to host co-located meetings during the World Congress as a way for attendees to get even more out of their experience; there will be more than half a dozen technical tours planned to highlight the best of central Florida's transportation infrastructure and programs.

New this year, the 250,000 square-foot exhibit hall will be open to the public for free on the final day of the conference. ITS America will launch exhibit space sales at the end of this month. Enhancements to the new and expanded exhibit hall include:

- Two theatres to host any number of sessions on Monday through Thursday
- Expanded food and beverage stations that now include dining areas in each station
- Poster session displays
- Private meeting rooms for exhibiting companies to use
- An ITS State Chapters Pavilion
- A Florida "Local Agency" Pavilion

Sponsorship is a great way to get your organization noticed at this premier global conference for intelligent transportation. For the first time, sponsors that sign up early will get recognition in ITS America's promotional video that will be debuted at the 17th ITS World Congress this October in Busan, Korea. This video will be shown at state chapter meetings throughout the year and posted on the ITS America website. This is a tremendous way to gain exposure leading up to this event.

For more information on event sponsorships, exhibits, or to host a co-located meeting at the World Congress, please contact Edgar Martinez at EMartinez@itsa.org or (202) 721-4223.

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.

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District Six ITS Program—Then and Now

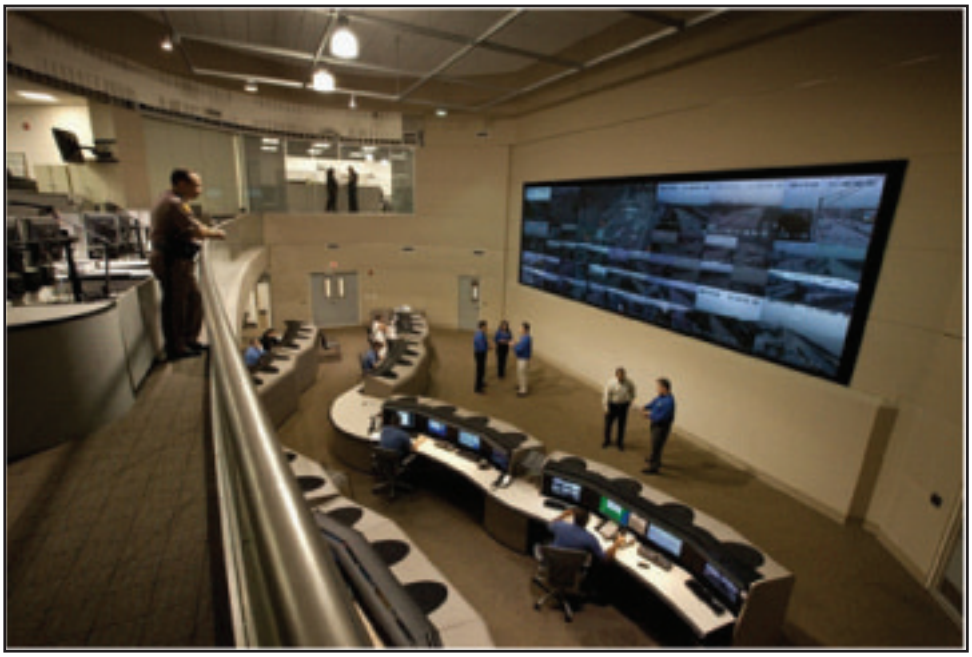
In 1997, the Florida Department of Transportation (FDOT) District Six Intelligent Transportation Systems (ITS) Program was in its beginning stages. It was a long way off from what it is today, managing more than 200 centerline miles of District roadways with less than half the devices and operational resources. Back then, the ITS Program was in its infancy and the District was merely setting the groundwork for what it since has become.

In 1997, the SunGuide® Transportation Management Center (TMC) did not exist. Operators monitored the six closed-circuit television (CCTV) cameras available at that time on black and white television sets, on a part-time basis, inside a conference room in the Traffic Operations Office at the District Headquarters (Adam Leigh Cann Building). They also only had 10 dynamic message signs (DMS) to display traveler information and a limited number of detectors on the roadways. But as the program expanded, more devices were added, as were staff and operational hours.

ITS Operations at the Interim Operations Center (pre-TMC).

Soon after, ITS operations moved to an 11,000 square foot room in the District Headquarters, named the Interim Operations Center (IOC), which would later become the District's Emergency Operations Center (EOC). The IOC contained four operator consoles and a black and white video wall with 16 monitors as well as a few wall-mounted monitors. It was during the days in the IOC that the program began operating 24-hours a day, seven days a week. In the meantime, planning and construction for the TMC building moved forward.

The TMC officially opened on June 25, 2004. The 32,000 square foot building was equipped with eight operator consoles, a second-floor communications and dispatch center for the Florida Highway Patrol (FHP), a vastly improved video wall with colored imagery as well as more devices available to TMC operators. There were a total of 69 CCTV cameras to monitor roadways and 22 DMS to use in disseminating traveler information.



ITS Operations at the TMC today.

But there were still several improvements to be made.

When TMC operators found incidents in which any of the 22 DMS were helpful, they would have to manually type a message for each individual DMS – and then manually blank each DMS once the event cleared. Average incident duration times were approximately 42 minutes at the end of 2005. CCTV camera feeds were unavailable to the public, and the District's

Federal Highway Administration (FHWA) Traffic Incident Management (TIM) Self Assessment score was 60.9 percent.

Needless to say, the 95 Express and Ramp Signaling Projects were also a long way off.

With these initiatives in mind, ITS staff spent the next several years innovating, enhancing, and deploying. More ITS devices were added to the District's infrastructure year-after-year. Today, the District is home to 219 CCTV cameras, 102 DMSs, 263 detectors, and 22 ramp meters – a total of 606 devices. When operators detect an event with lane blockage, the SunGuide® software can select a range of suitable DMSs, and the message deployed on each DMS is generated automatically and disseminated by the click of a button, reducing the chances for human error and improving efficiency and consistency. This improved method for deploying DMS messages resulted in the TMC disseminating 54,103 messages in fiscal year 2009-2010. And, in addition to ITS Operations and FHP dispatch staffs, the TMC also houses staff for Miami-Dade Expressway Authority, Florida Fish and Wildlife Conservation Commission, the State's Technology Office and Florida Department of Law Enforcement.

With the constant enhancement and standardization of incident management and traveler information procedures, among other factors, the District reduced its average incident duration times, ultimately reaching an average of 31 minutes during fiscal year 2009-2010 – a nearly 74 percent reduction from the TMC's inaugural year. All 219 CCTV cameras deployed in the District are now available in near full-motion video to all members of the public, including the media and partner agencies. And the previous FHWA TIM Self Assessment score of 60.9 percent also increased, with fiscal year 2009-2010 resulting in a score of 86.9 percent.

With the launch of the 95 Express Project, which includes ramp signaling, the program has established itself as an emerging leader in the ITS arena. It has gained recognition throughout the years and is serving as a resource for other programs looking to implement similar projects as well. These various achievements, however, are only the beginning. As District Six continues its mission to improve the overall safety and efficiency of our roadways, the ITS Program will continue to find ways to enhance current operations and deploy innovative systems that meet the future demands of our regional transportation system.

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

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SunGuide® Disseminator Word Challenge

We invite you to have some fun and complete the *SunGuide Disseminator* 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 11.

Enjoy
and
Good Luck!

Call 511—Find out when traffic will be ☐☐☐—☐☐☐☐!

G U S I E N U D

Critical for operation of Florida's roadways.

V C T C

Used to monitor roadways.

R O N S P H I P O S S

Great way to receive corporate recognition at the World Congress.

R A M I N T

County newly covered by Road Rangers

Editorial Corner—Notes From the District Two ITS Engineer

On the morning of June 22, I experienced an event that incorporated all the training and expertise District Two's traffic incident management (TIM) team put into place over the past several years.

On that morning, an accident occurred at 9:25 a.m. on I-295 southbound, approximately one-mile south of Blanding Boulevard. A vehicle had driven onto the shoulder and impacted the dynamic message sign (DMS) just south of this interchange. Although the transportation management center (TMC) operators did not witness the crash, seconds after the accident they noticed a queue building up along this corridor and searched for the cause.

Once they located this incident, they immediately called me from my office so that I could provide guidance/oversight for this very severe event. The TMC monitor displayed a ball of fire 25 to 30 feet in the air that was directly under the DMS, thus generating a concern unlike anything I'd experienced in the past.

Santos Morin was supervising the TMC operators from the Urban Office and, although only six months in the position, coordinated the event like a seasoned professional. He utilized the services of the TMC operator and Florida Highway Patrol (FHP) TMC operator to get the proper incident responders to the scene as quickly as possible. I tried to help Santos by giving direction; however, I quickly learned he was on top of it. The discussion went like this, "Santos, you need to call fire/rescue." **"It's been done sir."** "Santos, has FHP made JSO aware of the situation?" **"Already took took care of that."** "How about calling the Maintenance Office for MOT?" **"I did that a few minutes ago."** "Have the Road Rangers been contacted to set-up preliminary MOT at the scene?" **"A unit is on the way."**

This discussion went on for several more seconds before I realized Santos had a grip on things. I then went through some scenarios for this very unusual event in my mind. Some concerns were heat stress to the structure, the internal components of the sign melting or catching on fire, possible burning sign debris falling on the roadway, the structure collapsing due to the impact, possible live voltage on the ground risking the lives of the responders, and impacts on traffic at this very busy interchange.

My first call was to the Bridge Department to let them know that this structure had been hit. The goal was to get someone from their office to inspect this DMS as soon as possible, just in case we needed to have our intelligent transportation systems (ITS) maintenance contractor dismantle the structure immediately.

My next call was to the FHP dispatch center. I wanted to alert them that accident investigators needed to proceed with caution since there could be 220 volts on the ground at the location. My final call was to our media liaisons so that the word could be spread to motorists about anticipated impacts to traffic along I-295.

After finishing up the calls I rounded up the ITS staff so that we could continue with an assessment of the situation by viewing the monitors It was 9:40 a.m. and we noticed that the Jacksonville Sheriff Office (JSO), FHP, and fire/rescue had reached the site. We saw that the DMS pole-mounted cabinet was on the ground; the fire had shifted to just behind the DMS; traffic build-up was approximately two-miles upstream of the accident site; traffic on Blanding Boulevard was building exponentially; and rire/rescue had closed two lanes. By 9:45 a.m. we decided the best thing to do was to go there so that we could provide assistance to the incident responders. I had Jason (Network Administrator), Donna (TIM Project Manager [PM]), John (ITS Construction PM), and David (ITS Maintenance) go with me to the accident site since each could provide services for their area of expertise.

Upon arrival we determined that there could be a risk of high voltage on the ground so we shut the power off at the main breaker. We also noticed that fire/rescue, remembering the numerous debates held during the TIM meetings, reduced their lane closure to one. The Road Ranger had already completed his maintenance of traffic (MOT) for the one lane and began to

position himself upstream of the accident site in hopes of alerting motorists about the pending traffic congestion. His goal was to help us avoid a secondary accident that would make the situation much worse. While FHP proceeded with their investigation, I decided to take a look at the structure with John to determine if there was a possibility that it would collapse. Luckily, we found no damage to the foundation, structure, or DMS so we felt everything would be fine until the Bridge Department had a chance to inspect for any damages.

About ten minutes after our arrival a Bridge Maintenance crew pulled up to the accident site to lend a hand. They were already doing inspections on the I-295 structures and decided to come to this location at once due to the severity of the accident. Likewise, the Roadway Maintenance representative also showed up to the site so we had the opportunity to hold mutual discussions with both parties. David coordinated with everyone so that they could begin the inspection as soon as the accident site was cleared. Their objective was to determine if this structure had to be disassembled due to structural damage, If so, David could get a crew out that afternoon to begin the work with the hope that everything could be addressed before sunset.

At 10:10 a.m. the County Coroner arrived to begin their investigation. Unfortunately, two lives were lost in the accident due to the impact and explosion; therefore. their job was to gather as much evidence as possible prior to moving the bodies. The TIM team had spent the last couple of years working closely with the County Coroner on expediting response times; however, this went beyond our wildest imagination.

By 10:20 a.m. we felt everything was under control, thus the group headed back to the office. On the way back, I decided to take I-295 northbound to get a different view of the MOT, incident responder activities, congestion at Blanding Boulevard, and the traffic queue on I-295 southbound. To my amazement, the responders were already wrapping things up, congestion on Blanding was non-existent, and the traffic queue was one-half mile at most in the southbound lanes.

Once back at the office, I decided to recap the morning's events with the TMC operations and ITS staff with the hope of gaining some lessons learned from our mistakes. Unexpectedly, I found that we actually did everything as best we could and nothing had fallen through the cracks. Even though this event was very rare everyone held their own during a strenuous situation, performing admirably under pressure. The one-lane was not cleared within the desired 90-minute Open Roads goal; however, for this situation I would make the exception.

My thanks go out to everyone who assisted with this incident since it shows that we have made extraordinary progress within our TIM program.

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

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Word Challenge Answer

will be MOO—VING!

Call 511—Find out when traffic

CCTV

MARTIN

SPONSORSHIP

SUNGUIDE

ITS Florida Awards Nominations

The *Merriam-Webster* dictionary defines the word award as, "something that is conferred or bestowed especially on the basis of merit or need." This quote is here to remind us that it's time to reflect on individuals and teams who have shown dedication, hard work, and have accomplished something that is truly unique. The time has come for ITS Florida Awards!

It is that time of year to nominate ITS Florida members for awards that will be presented at our Annual Meeting and Banquet held at Transpo2010 in Ponte Vedra Beach, Florida, on December 12 - 15. The awards may fall into one of the following:

ITS Florida Member of the Year Award

This recognizes an intelligent transportation systems (ITS) program, project, or other accomplishments that are of significant benefit to the transportation industry and to the traveling public during this calendar year. The award can be for any public or private-sector member of ITS Florida.

ITS Florida Member of the Year Award

This is to recognize that person, or persons, who has contributed significantly to the ITS community during this calendar year. The person nominated should be noted for contributing to ITS Florida's mission/goals.

ITS Florida President's Award

This individual award recognizes superior career achievements in ITS and extraordinary service to ITS Florida.

ITS Champion Award

This award may be given to an individual (ITS Florida member or not), who has made significant contributions to advance the cause of ITS in Florida.

Certificate of Outstanding Achievement

This is an "open-ended" class of awards that may be given by ITS Florida for outstanding service by individuals or organizational units.

Honor Roll

This is an award for someone within the ITS Florida community who has greatly contributed to ITS throughout their career and has retired or is nearing retirement.

So now is the time to start that reflection process and identify the outstanding individuals and the agency that has moved forward in their ITS programs or excellent projects and submit your nomination for these awards by **September 30, 2010**. The nomination form is located on the ITS Florida website.

This article was provided by Tahira Faquir, Gannett Fleming, Inc. For information, please email Ms. Faquir at TFaquir@GFNET.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.

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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 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.

Notable activities during the past three months include:

- **Began using the recently renovated Certification Lab.** This building was the original signals testing shop and is now being used to test various devices, such as traffic controllers and cabinet assemblies. The building also contains a light-testing tunnel that is used to test traffic signals and electronic message signs.
- Completion of the TERL's new test intersection. This intersection includes mast arms to facilitate installation of various products that are attached or installed in a mast arm intersection.
- Updated the *FDOT Minimum Specifications for Traffic Control Signals and Devices*. This document contains all material and functional specifications used to qualify manufacturers and evaluate and certify/approve all product listed on the FDOT Approved Product List (APL).
- Completed certification of:
  - Temple Hybrid NEMA TS1 - TS2 Wired Cabinet Assembly, Model TF4116MT
  - Comtrol Managed Field Ethernet Switch, Model RocketLinx ES8510-XT
  - Stop Experts Rectangular Rapid Flashing Beacon Assembly, Model Enhancer Series
- West Central Signs (dba Signstar), manufacturer of LED Internally Illuminated Street Name Signs, and N-Tron, manufacturer of Managed Ethernet Switches, were both qualified this period. To date, no product from either company has been approved and listed on the APL.
- Allmand Bros, manufacturer of Arrow Boards, and Trafcon Industries, manufacturer of Trailer and Vehicle Mounted Changeable Message Signs, became the first manufacturers qualified as part of the transitioning of electrical/electronic products from the FDOT Qualified Products List to the APL.

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 and Trey Tillander, 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.

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Announcements

Congratulations to TERL Personnel Achievements!

Please join us in congratulating our hard workers at the Traffic Engineering Lab. Not only are they completing their day-to-day work, but also a little extra curriculum!

- **Clay Packard** for his achievement in passing the Fundamentals Examination (Engineer Intern) for the State of Florida from the National Center on Education and the Economy. As many of you know, this is the first step to become a licensed professional engineer; Clay plans to pursue this license in the near future.
- **Khue Ngo** for his achievement in passing the exam for a Certified Systems Engineering Professional (CSEP) from the International Council on Systems Engineering (INCOSE). This certification is highly sought-after for those engineers seeking recognition for their education, experience, and knowledge in the highly competitive field of systems engineering. The CSEP rating is a useful and coveted milestone in the career of a systems engineer.
- **David Bremer** for certification as a Traffic Signal Technician Level I by International Municipal Signal Association (IMSA). David also has the IMSA Work Zone Control Safety Certification as a prerequisite to take the Traffic Signal Technician I.
- **Derek Vollmer** for certification under Cisco Certified Network Associate (CCNA). CCNA validates the ability to install, configure, operate, and troubleshoot medium-size route and switched networks, including implementation and verification of connections to remote sites in a wide area network. CCNA curriculum includes basic mitigation of security threats, introduction to wireless networking concepts and terminology, and performance-based skills.

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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:
Rhyne Building
2740 Centerview Drive
Suite 3-B
Tallahassee, FL 32301

Mailing Address:
Burns Building
605 Suwannee Street
MS 36
Tallahassee, FL 32399

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