FDOT's Monthly ITS News

SUNGUIDE®

DISSEMINATOR

City of Winter Haven's New Advanced Traffic Management System is Up and Running

The Florida Department of Transportation (FDOT) District One recently completed a $4.1 million design-build advanced traffic management system (ATMS) project in the City of Winter Haven. F.R. Aleman provided the design and Highway Safety Devices provided the construction. The design phase began in June 2009, with the ATMS construction starting in December 2009.

This ATMS project consisted of designing and installing a traffic control system for signalized intersections and intelligent transportation systems (ITS) devices throughout the City of Winter Haven, including 15 closed-circuit television (CCTV) cameras and 17 vehicle detection systems (VDS). There were approximately 12 miles of fiber optic cable installed underground, connecting 44 intersections that are now controlled by the ATMS. In addition, this project included upgrading of traffic signals from span wire cables to mast arm poles at two intersections.

As part of this project, a transportation management center (TMC) was constructed within the City of Winter Haven Police Department. In addition, three hubs—communication centers—were constructed at the city's Public Works facility, City Hall Annex and the newly built fire station; and equipped for traffic monitoring. The CCTVs installed throughout the City of Winter Haven are for monitoring purposes only and do not record traffic movement. This ATMS will monitor and control the traffic signals throughout the City of Winter Haven. This will reduce traffic delays and maintain the flow of traffic during peak travel periods and other unexpected occurrences.

During the ten months of construction, the contractor performed a majority of the work during evening hours. Some of the work included installation of new

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controller cabinets, CCTV cameras, and VIDs. Throughout the duration of the project, there was minimal impact to the traveling public. The ATMS construction was completed in September 2010—on time as well as within budget.

In September 2010, FDOT partnered with the City of Winter Haven to unveil the new TMC. City of Winter Haven officials and staff, FDOT staff, other local municipalities, dignitaries, and the media were invited to tour the new facility and receive information about the ATMS.

This article was provided by Valerie Ciudad-Real, The Valerin Group, Inc. For information, please contact Mr. Chris Birosak at (863) 519-2507 or email to Chris.Birosak@dot.state.fl.us.

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The Selmon Expressway's Conversion To All-Electronic Tolling Complete!

The Tampa Hillsborough County Expressway Authority (THEA) has exciting news to share regarding recent changes to the Lee Roy Selmon Expressway: The Selmon Expressway has been converted to all-electronic tolling (AET) as of Friday evening, September 17, 2010! THEA is the first organization in Florida to convert an entire expressway to AET.

"Converting to all-electronic tolling has been a goal for the Selmon Expressway for a number of years, and since the traditional toll collection equipment was more than 30 years old with no available replacement parts, it was time to make the switch," said Sue Chrzan, THEA communications manager. "In the decision to convert, we also considered the fact that 90 percent of our customers are frequent users, or commuters, and 76 percent of all drivers on the Selmon Expressway were already using electronic tolling – they have a SunPass®."

There are many benefits to converting to AET:

- Cost savings – drivers who use SunPass save 25 cents at each tolling point versus those who choose "We Bill You" by video toll collection. All drivers should see some savings by using less gas without stop-and-go traffic around toll booths
- Convenience – no cash or exact change needed and no more rolling down your window in the rain
- Time savings – no waiting in line to pay or slowing down around toll plazas
- Safety – 58 percent of all accidents occur at toll booths; since there are no toll booths, accidents are expected to be greatly reduced
- Environmentally friendly – with no stop-and-go traffic, the amount of emissions produced by idling vehicles is dramatically decreased

Since AET began on Friday evening, September 17, drivers have two options to pay their tolls: SunPass or "We Bill You." For the occasional driver – or a driver who does not wish to get a SunPass – the Selmon Expressway has an option called "We Bill You." A photo is taken of the vehicle's license plate, and a bill is mailed to the address on the license plate registration.

SunPass is accepted on most toll roads in Florida, and a smaller and less expensive SunPass was recently introduced. The SunPass Mini is a sticker that may be purchased at Publix, CVS, or AAA locations for $4.99. Once the SunPass account is activated with $10, the account is credited $4.99—making SunPass pretty much free!

This article was provided by Sue Chrzan, THEA. For information, please visit www.SaveOnTolls.com or contact Ms. Chrzan at (813) 272-6740 ext. 130 or email to Sue@tampa-xway.com.

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Road Rangers Rock the Treasure Coast

The Treasure Coast Road Rangers got off to a running start on Monday, September 6. This service was highly anticipated by motorists in Martin, St. Lucie, and Indian River Counties, thanks to a media event hosted in Stuart the week prior. Ever since then, they've been a hit.

On Friday, September 3, only a few days before the official Treasure Coast Road Ranger start date, District Four hosted a media event at the Florida Department of Transportation's (FDOT) rest area on I-95 in Stuart. Media were notified of the event through the District Four Public Information Office. Turnout was very good with all four West Palm Beach television stations and one newspaper in attendance. Spokespeople from FDOT were available for interview, Road Rangers provided rides, and the District Four Severe Incident Response Vehicle, Tri-County Towing (a District Four Rapid Incident Scene Clearance contractor), and eight Florida Highway Patrol (FHP) Troopers were present to show their support.

The Road Rangers, contracted to Anchor Towing, were able to make two assists on the day of the media event—one motorist in need of a battery boost and one of the media attendees that ran out of gas on the way to the event. The event went so well, some stations arranged for live coverage the morning of September 6 when official Treasure Coast Road Rangers coverage began.

Within one week of starting, the Treasure Coast Road Rangers accumulated the following statistics:

- 354 events reported
- 27 Abandoned vehicles
- 15 Crashes
- 45 Debris pickups
- 217 Disabled vehicles
- 1 Vehicle fire
- 46 Other events in which the vehicle had stopped and driven away

The overwhelming acceptance of the Treasure Coast Road Rangers by other emergency responders was demonstrated during a serious crash on September 9, on southbound I-95 in St. Lucie County. A box truck rolled over during a heavy rainstorm, blocking the outside lane. The crash occurred just past a curving overpass. St. Lucie Sheriff's Office Lt. Bob Soesbe described the event, "(It was a) very dangerous situation with other southbound traffic speeding over the hill. All of the sudden the traffic slowed to approximately 20 mph. I looked back and the Road Ranger had arrived at the top of the overpass with arrowboard up, lights flashing, and he was tossing cones out. What a big help that was to see. Class A job by the Road Ranger crews." Two Road Rangers blocked the outside and center lanes, while FHP conducted the investigation and hazardous material crews cleaned up a diesel fuel spill. The four St. Lucie Sheriff's Office deputies who responded to the crash were able to return to service.

"Due to the shortage of Troopers and the large territory we cover during a regular shift, the Road Rangers have been helpful in so many ways" said Trooper Joseph Bullock, FHP Troop L, Fort Pierce. "My experience as a Trooper has given me an insight to how dangerous working near a roadway can be and I take officer safety and

the safety of others very seriously while I am performing my duties," he continued. "The implementation of the Road Ranger program is an extension of the FHP family and every Trooper will do their best to protect the Road Rangers while they conduct their business as I know they will do the same for us."

FHP Lt. Tim Frith said the Road Rangers provide a tremendous service, particularly in assisting disabled motorists and removing debris from the highway.

"It frees us up. You need law enforcement officers going after those aggressive drivers and DUI offenders," Frith said. "I can't tell you the difference they've made in removing some really weird objects from the roadway. They're out there all the time and doing a great job for us."

Treasure Coast Road Rangers patrol 6 a.m. to 10 p.m., Monday through Friday.

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

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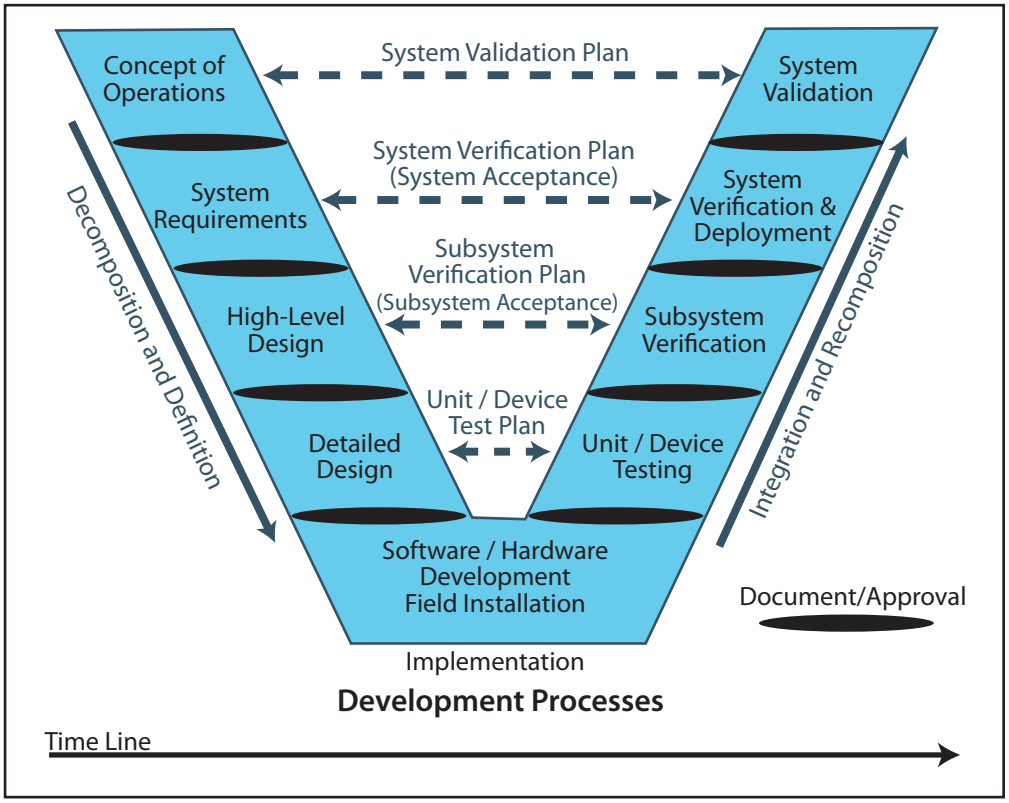
Systems Engineering Practice for SunGuide® Software Development

The SunGuide® software system, an advanced traffic management systems (ATMS) software, is used in 12 transportation management centers across Florida. To ensure that this system satisfies the needs of the stakeholders and stays within the budgeted cost and schedule, the Florida Department of Transportation (FDOT) employed the systems engineering process throughout the planning, design, development, and implementation of the software.

The Standish Group, a national research firm, conducted a study in 1994 and found that only 16 percent of all software-intensive system development projects were deemed successful. With software-intensive projects, there are significant risks relating to budgeting, scheduling, and identifying stakeholder needs. Studies performed by the International Council on Systems Engineering (INCOSE) show that investing in systems engineering improved the project cost-performance ratio and increased the potential for project success.

SunGuide was initiated in early 2004 with the vision of having a common standardized ATMS software framework that would allow FDOT Districts and local agencies to pick and choose software modules based on their operational needs. This would allow the Districts and agencies to realize the cost savings from not having to develop their own individual systems; however, they would also enjoy the flexibility of using a specific set of modules that meet their operational needs.

The graphic to the right illustrates the systems engineering process used for SunGuide software development. Stakeholders were involved through all stages of the development lifecycle, starting with the Concept of Operations, then leading to the systems requirements and detailed requirements, and the software design process. This allows several opportunities for the stakeholders to better understand the software concept and to offer suggestions for modifications that better fit their needs.



One of the key approaches in systems engineering is to take a complex problem and break it into smaller manageable pieces that can be comprehended and worked on by different teams. The SunGuide software is significantly complex and during software development, the software system was broken into modules that were individually developed. The modules were then connected to each other within the software system as the software was integrated.

Traceability is a powerful verification tool, ensuring that each systems engineering process fulfills the objectives of the higher level. Every requirement must map to the objectives detailed in the Concept of Operations until the requirements provide complete coverage. Similarly, every test case must map to specific requirements until all requirements are adequately covered. Traceability is used throughout the SunGuide development processes to that end for every SunGuide release; the end product distributed to the users meets the needs of the identified and approved stakeholders from the concept of operations.

Typically, there is a "disconnect" between software engineers and stakeholders for any software development project. The systems engineering process defines the protocols and processes to make this interaction efficient and effective to reduce risk, resolve interpretation ambiguities, and verify that the stakeholders' objectives are fulfilled. SunGuide development takes advantage of the systems engineering process, which has greatly contributed to making SunGuide a successful project. With a systems engineering approach, more time is devoted to initial management, process, and planning activities. This reduces avoidable and expensive software rework when inadequacies and errors are detected at a later stage in the development process.

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

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Rapid Incident Scene Clearance Annual Report

There has been a lot written about the Florida Department of Transportation's (FDOT) Rapid Incident Scene Clearance (RISC) program, a highly innovative heavy-duty towing and recovery program. This program supports the "Open Roads Policy," which establishes a 90-minute goal for clearance of a motor vehicle crash or incident on Florida's roadways. The purpose of the RISC program is to safely and quickly restore highway facilities for safe public use. This program is a major component of Florida's traffic incident management strategy. It is a incentive-based program encouraging towing companies to meet the 90-minute clearance goal.

This article provides an overview of the fiscal year 2009-10 statewide RISC activities. The Traffic Incident Management Section of the Traffic Engineering and Operations Office developed the RISC annual report, which is published on the FDOT website at http://www.dot.state.fl.us/trafficoperations/Traf_Incident/Traf_Incident.shtm. The FDOT Districts provided the data utilized in this report, which is representative of their respective programs. The goal of the report is to view the program as a whole, not to gauge the performance of individual District programs or towing operators.

Currently, Districts 1, 2, 4, 6, and 7 and Florida's Turnpike Enterprise (FTE) have RISC vendors. These vendors cover approximately 1,371 centerline miles of limited-access roadways within the state. During the reporting period (July 2009 through June 2010), the RISC program had 94 activations with bonus-incentive payment to vendors totaling $240,800.

These RISC activations were for fully loaded tractor-trailers and tankers, heavy-duty cargo trucks, loaded dump trucks, several severely damaged recreational vehicles, and one large boat that came off its transport trailer. Each of these activations was unique in either the incident location or the type of vehicle involved; each required specialized equipment and operator expertise to safely and quickly re-open the highway.

A review of the data indicated that the most active RISC period was from noon to 3 p.m., with 24 percent of the activations occurring during this time. The data also showed that the most active 12-hour period was from 6 a.m. to 6 p.m.; this period accounted for 63 percent of the RISC activations.

For analysis purposes, times related to RISC events were broken into four segments:

1. Activation – From when the initial incident occurs to notification of the RISC vendor.
2. Arrival – From notification of the RISC vendor to their on-scene arrival with all required equipment.
3. Notice to Proceed (NTP) – From when the RISC vendor arrives to authorization to begin the clearance process.
4. Clearance – From when the RISC vendor is given the NTP to when all lanes are open to traffic.

The average RISC activation time in this fiscal year was 21.9 minutes. This time varies widely throughout the state depending on several factors: law enforcement arrival, incident scene assessment, identification as a RISC incident, etc. Activation times ranged from less than one minute to a maximum of 152 minutes.

RISC vendors agree to arrive on the scene of an incident within 60-minutes of notification of RISC activation. Data in the annual report indicated that the average arrival time was 48.2 minutes. Although this time is well within the contract limits, FDOT's goal is to see improvements in next year's RISC report.

The vendor has 90 minutes to clear the incident from the travel lanes after receiving the NTP. In a few situations, the NTP was given prior to arrival of all the RISC units. The NTP time varies based upon the time it takes for the field incident investigation to be completed or, in some cases, for completion of hazardous material clean-up. The average NTP shown in this annual report was 25.5 minutes.

Clearance time for opening all lanes ranged from six to 252 minutes with an average of 60.7 minutes. Although the overall average was well within the 90-minute limit goal, it is imperative that FDOT review those events that did not meet the clearance goal. This will help to determine what the issues were, i.e. was this truly a RISC event or not; if not, is additional training needed to ensure that responders are aware of the RISC activation criteria.

With a statewide incident duration of 156.3 minutes for RISC events, there is room for improvement. The Traffic Engineering and Operations Office staff, in cooperation with their District counterparts, will determine the actions needed to improve the RISC program, with an overall goal of lowering the total incident duration average for RISC events.

This article was provided by Charles Creel, PBS&J/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.

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District Six Replaces Legacy Dynamic Message Signs

The Florida Department of Transportation (FDOT) District Six Intelligent Transportation Systems (ITS) Office is nearing completion on its first-ever dynamic message signs (DMS) replacement project.

The $1.5 million design-build project is replacing 13 DMSs along Interstate 95 (I-95), State Road 826 (SR 826), State Road 9 (SR 9), U.S. 441, and Florida's Turnpike Spur. The project is replacing nine highway DMSs and four arterial DMSs that were reaching the end of their life cycle. Existing sign structures are being refurbished, but were not entirely replaced to avoid additional procurement costs. Various communications network enhancements are also being performed to improve system reliability and connectivity with the transportation management center (TMC). Construction began in October 2009 and final project completion is tentatively scheduled for October 2010.

Thanks to these enhancements, District Six can continue to provide its high-quality traveler information services to south Florida motorists. DMSs help FDOT to disseminate traffic information, such as incidents, closures, and travel time messages, along its roadways. By informing the public of such pertinent traffic information in real-time, motorists are empowered to

make better, more informed decisions when traveling along our roadways, improving overall mobility and safety. The 511 phone system, as well as FL511.com and the closed-circuit television (CCTV) camera streaming on www.SunGuide.org, also play an important part in FDOT's traveler information services.

District Six is committed to ensuring the highest possible quality of service and, thus, another replacement project to be let during fiscal year 2010-2011, will continue FDOT's maintenance efforts by replacing ITS devices, such as CCTV cameras, roadway detectors, and other DMSs that are reaching the end of their life cycles. The project will also fill in remaining gaps of ITS coverage along limited-access facilities to continue optimizing traffic management services and improve the regional transportation system in Southeast Florida.

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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Transpo 2010: "ITS—NOW MORE THAN EVER"

The Transpo 2010 Program Committee is excited to announce the program for December's Transpo 2010 conference, to be held December 12-15, at the Marriott Sawgrass, Pointe Viedra Beach. Take some time to look at the program below, including track and session titles, and session moderators. Session speakers are currently being notified.

	Track 1	Track 2	Track 3
Track Name/Theme	**Where is our "NOW"?**	**What is "MORE"?**	**Planning the "EVER"**
Sunday, December 12, 2010			
1:00 PM	Golf Tournament		
6:00 PM	Icebreaker Reception		
Monday, December 13, 2010			
8:00 AM	Opening Session—Welcoming Remarks: Marion Waters, ITS/Ga; Ken Jacobs, ITS/Fl; David Low, Ga. ITE; Gerald Ross, GDOT Deputy Commissioner; FDOT District 2 Secretary		
9:30 AM	Break		
10:00 AM - Technical Session 1:	Information - Now! Moderator: Mary Hamill	New Ways to Get More Done Moderator: Andy Phlegar	IntelliDrive for the Ever Moderator: George Gilhooly
11:30 AM	Exhibit Hall Opens with Lunch in the Exhibit Hall		
1:00 PM - Technical Session 2:	System Software Issues Moderator: Arun Krishnamurthy	HOT/PPP - More Alternative Delivery Moderator: Javier Rodriguez	What is "good enough" for Ever? Moderator: Chester Chandler
2:30 PM	Break		
3:00 PM - Technical Session 3:	Uses of ITS Data Moderator: Trey Tillander	More TMC Operations Moderator: Marwan Abboud	Modeling Expectations for the Ever Moderator: Anita Vandervalk
5:00 PM	Reception in Exhibit Hall		
Tuesday, December 14, 2010			
8:00 AM - Technical Session 4:	Incident Management NOW Moderator: Terry Hensley	More Traffic Signals - and their Systems Moderator: Andy Lucyshyn	Will We Ever Squelch the Privacy Concerns About ITS? Moderator: Rick Schuman
9:30 AM	Break		
10:00 AM - Technical Session 5:	Traffic Operations NOW Moderator: Carla Holmes	More Transit ITS and More Traffic Moderator: Lokesh Hebbani	Incident Management of the Future Moderator: Paul Clark
12:00 PM	Lunch in Exhibit Hall		
1:30 PM - Technical Session 6:	Transportation Funding: Todd Long, GDOT; Ananth Prasad, FDOT; Jeff Lindley, FHWA		
3:30 PM	Partner Meetings, Networking		
6:00 PM	Reception & Banquet		
Wednesday, December 15, 2010			
9:00 AM	Special Plenary Session: Will There EVER be Enough funding for Transportation Needs: Panel with Rep. John Mica (invited), Bob Poole, a FTC member, and a State Legislator		
10:45 AM	Break		
11:00 AM	Closing Session: Scott Belcher, ITS/America, and Stephanie Kopelousos, FDOT Secretary		
12:00 PM	Transpo 2010 Adjourns		
1:00 PM	Florida PE PDH Training (separate registration required)		
5:00 PM	Training Ends		

For more information on ITS Florida, please check the ITS Florida Web site at www.itsflorida.org or contact Sandy Beck, Chapter Administrator, at itsflorida@itsflorida.org. If you wish to contribute an article to the SunGuide Disseminator on behalf of ITS Florida, please email Mary Hamill at MaryKHamill@global-5.com.

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Editorial Corner—How's Your Network?

In the world of intelligent transportation systems (ITS), we are all familiar with the benefits of effective networking—being able to interconnect devices allows for sharing of resources and data. We have "LANs, MANs, SANs, WANs, and VPNs" using fiber optics, wired technologies, and wireless technologies in our day-to-day communications, to a point where we don't even realize it anymore—it is just a part of our life. Our networks have grown and grown to where we are at a point that if we lose one system it can be crippling to our operations. Without these networks how would we get all the information we need that drives our day-to-day operations?

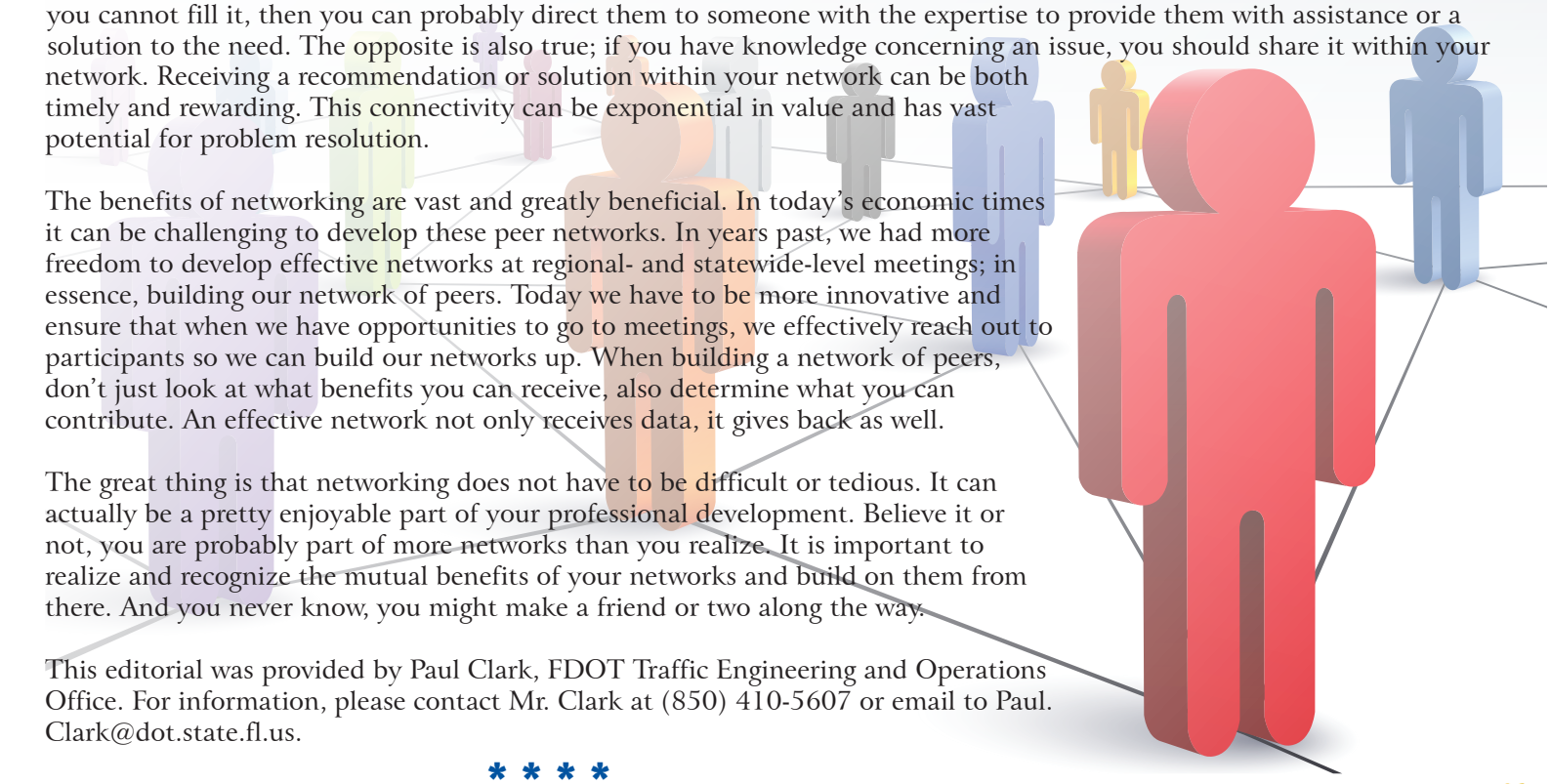
The devices we use for networking are amazing, but we cannot forget about the most rewarding and beneficial networking devices we have—ourselves. When I was young man, my dad told me, "Son, it's not WHAT you know, it's WHO you know that counts." The older I get the more factual I find this statement. If no one knows, or if you don't know, other peoples skills, talents, and projects, how can we make the best use of them? It's all about having a network of people to draw on for ideas and solutions.

We often have to work together to achieve common goals, but are the goals we are achieving truly what is needed? This is where effective networking comes in to play. We often internalize our goals and projects; this is where I hope to challenge all that read this article. My challenge is for you to step back and ask yourself—is my network fully functional?

Sharing knowledge is one of the key benefits to effective networking. We are all dealing with issues daily and sometimes trying to find the right solution for an issue can be a daunting task. As an individual, we probably have common experience and knowledge with our peers, but as a network of people, we collectively have a staggering amount of innovation and knowledge to fall back on. You might find that someone has already found a solution to an issue or they might have ideas on how to effectively develop a resolution to an issue. Being part of a network and sharing ideas leads to shared solutions.

Opportunities can also be created by networking. The thing is, you never know when or where these opportunities will arise. We are always looking for ways to create partnerships and joint ventures—basically, figuring out how we can effectively team up. By being part of an effective network, you can learn of opportunities and take action to seize a beneficial opportunity when it arises. If you are not connected, you can never be plugged in to the right opportunity.

In my years at the Florida Department of Transportation Emergency Management Program, I was often called upon to provide information and responses to questions regarding policies, procedures, and response capabilities. I quickly learned that there was no way that I could have all the answers myself, but it was imperative to have the connections with the right people to get the answers. Connections are so important in effective networking. When you have an effective network and you see a need, if you cannot fill it, then you can probably direct them to someone with the expertise to provide them with assistance or a solution to the need. The opposite is also true; if you have knowledge concerning an issue, you should share it within your network. Receiving a recommendation or solution within your network can be both timely and rewarding. This connectivity can be exponential in value and has vast potential for problem resolution.



The benefits of networking are vast and greatly beneficial. In today's economic times it can be challenging to develop these peer networks. In years past, we had more freedom to develop effective networks at regional- and statewide-level meetings; in essence, building our network of peers. Today we have to be more innovative and ensure that when we have opportunities to go to meetings, we effectively reach out to participants so we can build our networks up. When building a network of peers, don't just look at what benefits you can receive, also determine what you can contribute. An effective network not only receives data, it gives back as well.

The great thing is that networking does not have to be difficult or tedious. It can actually be a pretty enjoyable part of your professional development. Believe it or not, you are probably part of more networks than you realize. It is important to realize and recognize the mutual benefits of your networks and build on them from there. And you never know, you might make a friend or two along the way.

This editorial was provided by Paul Clark, FDOT Traffic Engineering and Operations Office. For information, please contact Mr. Clark at (850) 410-5607 or email to Paul.Clark@dot.state.fl.us.

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Inside the TERL

This issue of Inside the TERL focuses on the new statewide Approved Product List (APL) contract. This contract, which includes contracted prices for all products listed on the APL (of which a responsive bid was received), will benefit the Florida Department of Transportation (FDOT) and all APL end-users by providing approved traffic equipment at competitively bid prices along with promoting the use of approved products in Florida.

FDOT Approved Product List Traffic Equipment Contract lets Public Agencies Purchase Approved Products at Competitive Prices

The FDOT Traffic Engineering and Operations Office and the Central Procurement Office in Tallahassee have worked together to establish a statewide contract for APL-listed traffic equipment. The new statewide contract includes pricing from 34 vendors for over 500 items currently listed on the FDOT's APL. Each item on the contract includes its associated FDOT APL certification number. FDOT has awarded and executed contracts based on the Invitation to Bid (ITB)-DOT-09/10-9027-LG; purchasing agreements are now in place with numerous vendors with APL-listed products.

Over the years, many people within FDOT and other end-user transportation agencies have expressed the need for a convenient and competitive contract for purchasing the traffic control equipment listed on the APL. Past contracts that included APL-listed equipment were limited to only a few select items. The new traffic equipment contract covers a much broader range of APL-listed equipment and includes pricing from multiple vendors for multiple products within various categories which results in a greater degree of selection for purchasers.

- The new contract replaces prior signals and ITS equipment statewide contracts.
- All items approved and listed on the APL were eligible to receive a bid, but only items for which a responsive bid was received are included on the contract.
- In some cases, multiple vendors are listed (as authorized dealers) for certain items. For those items, the purchaser can use their discretion and elect to place their order with any of the listed vendors for that item.
- Vendors may offer discounts, which the contract language encourages, based on quantity or other factors; but purchasers are still advised to request quotes based on their specific needs.

Initial reaction and feedback to this new statewide contract has been positive and multiple end-user agencies have expressed interest in using the contract to purchase equipment for new deployments as well as system maintenance.

The effective dates for the initial contract are September 1, 2010 to August 31, 2012. The contract will be reviewed periodically to add and/or remove items as they are added and/or removed from the APL. We anticipate advertising the next update to this ITB during the first quarter of 2011. This update will add products that have been placed on the APL since the initial advertisement of the initial contract and will also request quotes for products that did not receive responsive bids from the initial ITB.

The FDOT Approved Product List Traffic Equipment contract documents are available online at:
http://www.dot.state.fl.us/procurement/agencytermcontracts.shtm

Thanks to the FDOT Central Procurement Office!

The Traffic Engineering and Operations Office in Tallahassee wants to take this opportunity to thank Lillian Graham and David Callaway of the FDOT Central Procurement Office for all of their efforts and their enthusiastic support during the development and implementation of this contract.

This article was provided by Ron Meyer and 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.

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Announcements

2010 Transpo™

ITS: NOW MORE THAN EVER

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/.

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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.

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