

# SUNGUIDE® DISSEMINATOR

Florida Department of Transportation's Traffic Engineering and Operations Newsletter

## District Two Alleviates Chaos During Bridge Incident

By Peter Vega, FDOT District Two

On September 26th, a "little" incident occurred to the Mathews Bridge along the Arlington Expressway, which created unbelievable chaos for the City of Jacksonville as over 56,000 daily commuters were suddenly disrupted. I was notified shortly after 2 p.m. that the bridge had been hit, and I immediately went to the transportation management center (TMC) to develop a plan of action. To my chagrin all I needed to do was get out of the way as I received updates and watched the TMC folks in action.



Mathews Bridge

At 2:04 p.m., the Jacksonville Sheriff's Office contacted the TMC about the bridge being hit by a cargo ship. That set things in motion. Between 2:08 p.m. and 2:18 p.m., the District Two TMC informed various Florida Department of Transportation (FDOT) departments, law enforcement agencies, media outlets, Jacksonville's Signal Office, and other partnering agencies of the situation. Ryan Crist (TMC Manager) and his staff had already posted a floodgate message on the Florida 511 (FL511) advance traveler information system and were beginning to develop messages for the dynamic message signs. Partnering with Clear Channel, we were even able to get them to post a message on one of their electronic billboards upstream of the bridge approach to display the closure information. Likewise, further coordination with our incident management partners continued to insure that everyone was aware of the fluid situation as updates trickled in. Feeling like I wasn't needed in the TMC, my next stop was our Construction Office to speak with the Resident Engineer, Scott Lent, since there was an existing bridge painting project on Mathews Bridge.

Scott Lent provided the current status of the bridge damage to me and told me that Chief Senterfitt from Jacksonville Fire/Rescue Department was setting up a National Incident Management System (NIMS) command center. Once I reached Chief Senterfitt, we discussed his needs for the initial 24 hours of incident

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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>

command. I made arrangements with Donna Danson from the Traffic Incident Management (TIM)/Intelligent Transportation Systems (ITS) Operations to assist Chief Senterfitt at the NIMS command center. We then coordinated with Central Office ITS Program to determine if new features could be added to the FL511 web site so that we could inform motorists on the status of the bridge closure. This was due to the fact that the Mathews Bridge was on a non-covered arterial roadway system. Once done it was time to put all of our ITS tools to good use.

First, we opened up our BlueToad map to determine traffic conditions on alternate routes. Then we checked the INRIX site to validate the travel time data. The TMC operators were asked to keep a close eye on I-95 in the downtown area because in all likelihood there would be an additional 20,000 cars using this route for a while. I spoke with our Traffic Signal Engineer, Glenn English, to see if the city could change the timing plan for Atlantic and Beach Boulevard so as to better handle the additional traffic. The next task was to contact our TMC consultant to make them aware of the situation and the potential of needing them at all hours of the day and night over the next several days, if necessary. We also contacted our Road Ranger contractor to put them on notice that a fast response to a Safe Tow call would be required in the downtown area. By the time all was said and done, I felt that the TMC staff had done everything humanly possible to assist with this event, so it was all a matter of “wait and see” from then on out.

To help spread the word even further, the TMC created new locations for each critical bridge in their SunGuide® software. Creation of these event management locations allowed for a greater presence of the critical information on FL511.com, appearance of event data on the FL511 phone application, and provided updates on MyFL511 personalized services. This bridge from freeways to arterials resulted in reaching a greater audience



and provided Jacksonville motorists with not only real-time information, but alternate solutions for their trip.

The Mathews Bridge repairs were completed in less than the anticipated 40 days due to project cost incentives that were included in the contract. The bridge opened on September 29th at 5:50 a.m., prior to the annual Florida/Georgia game that took place on November 2nd. This main arterial that runs to the stadium and downtown Jacksonville was open in time to feed the 100,000 person “Largest Outdoor Cocktail Party.” Even after the opening occurred, we continued to monitor the arterial roadway system using the previously mentioned tools. It’s been quite a while since such a challenge has been thrown our way, however, I was very impressed with the response given by our team.

A post construction story was done by our local CBS news affiliate that provides 3D renderings of the damage and potential catastrophe that was avoided. This report can be viewed at [www.actionnewsjax.com/mostpopular/story/Exclusive-Recreation-of-Mathews-Bridge-Collision/V1DSS6NCNE6Rnq3X9bbWWQ.csp](http://www.actionnewsjax.com/mostpopular/story/Exclusive-Recreation-of-Mathews-Bridge-Collision/V1DSS6NCNE6Rnq3X9bbWWQ.csp). Guess Jacksonville can count its blessings that the ship wasn’t one foot to the north or it would be a whole different story to tell!

For information, please contact Mr. Vega at (904) 360-5463 or e-mail to [Peter.Vega@dot.state.fl.us](mailto:Peter.Vega@dot.state.fl.us).

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*DMS showing bridge status.*

# District Four Expands Control Room Projector Capabilities

By Daniel Smith, FDOT District Four

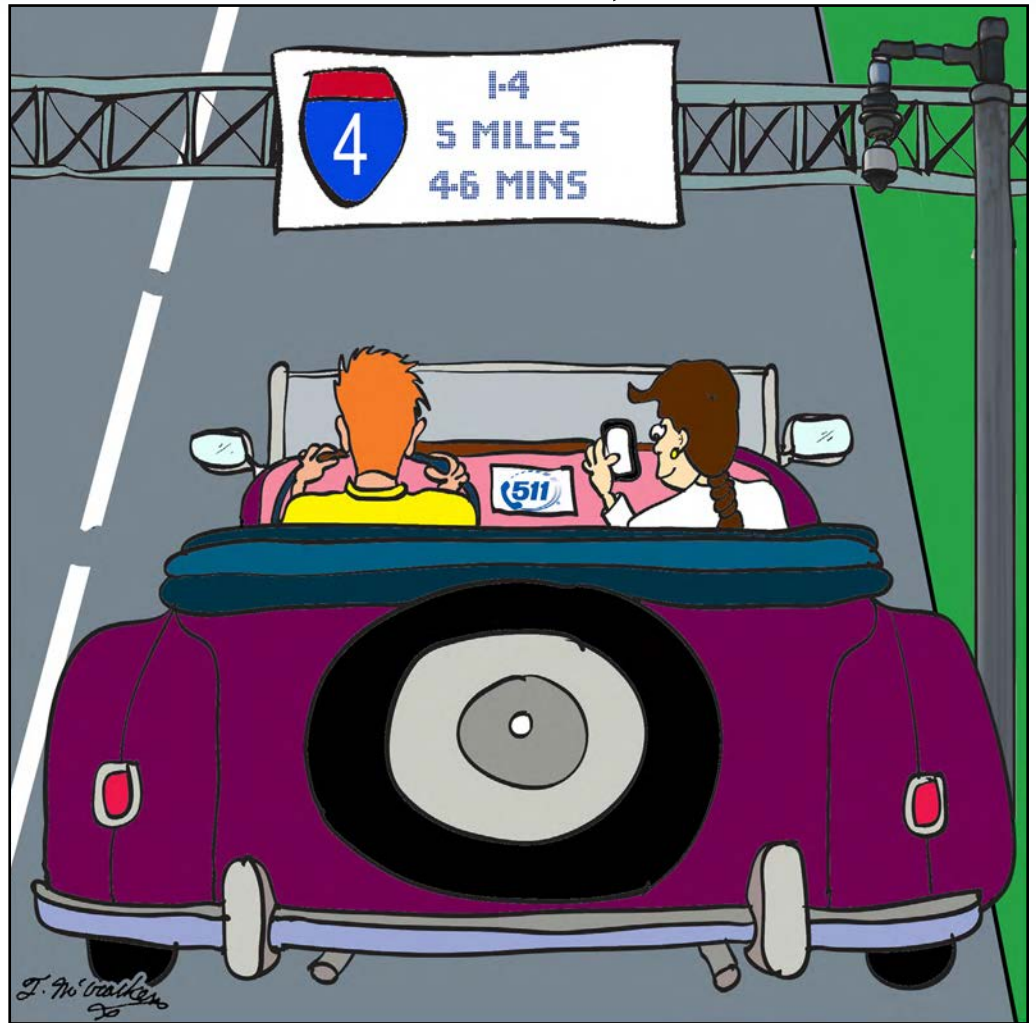
For years, the video wall has been the centerpiece of the Florida Department of Transportation (FDOT) District Four Regional Transportation Management Center's (RTMC) control room. Two years ago, FDOT's RTMC management reviewed the conventional use of the video wall and vacant wall space. As an outcome of this analysis, wall space was identified that could be used to display additional information for RTMC operators. After two years of successfully using commercial off-the-shelf and high-definition video projectors mounted to the control room ceiling to display additional information for RTMC operators, FDOT RTMC management identified another way to display event data on the projectors.



*Additional display space.*

Today, FDOT District Four has a total of ten high-definition projectors in operation: eight projectors are dedicated to displaying traffic speed graphs for the segments of I-95 and I-75 within the District's five counties; one projector displays the local weather radar web site; and the remaining projector displays the SMART SunGuide® web site's active incident list. RTMC operators, supervisors, and managers, and anyone walking by the control room can view, at a glance, the entire speed profile of I-95 and I-75 within the District's five counties. The

# Moment of Humor!



Wow! #loveFloridaITS

speed graphs now also display event icons identifying traffic incidents on the highway, based on real-time data received from FDOT District Four's advanced traffic management system. The traffic speed graphs, along with the identification of traffic incidents, have become a very valuable and cost-effective tool, which provides a big picture view of the entire freeway network within the District, and allows RTMC supervisors and managers to have a snapshot of all traffic incidents being currently managed by operations staff.

Displaying big picture information in this manner gives both managers and operators a greater situational awareness of the roadway. The public will benefit from the RTMC's enhanced system operations by enjoying a seamless experience of the District Four transportation network.

For information, contact Daniel Smith at (954) 847-2785 or email to Daniel.Smith@dot.state.fl.us.

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# District Six Construction Project Manager Wins ITS Florida Champion Award

By Javier Rodriguez, FDOT District Six

The Intelligent Transportation Society of Florida (ITS Florida) recently honored the Florida Department of Transportation's (FDOT) District Six Construction Project Manager Dari Vorce with the Intelligent Transportation Systems (ITS) Champion of the Year Award at their Annual Meeting and Awards Banquet in Orlando.

The award was given for her longstanding dedication to the ITS industry. She was recognized for her leadership in guiding the District toward laying the groundwork needed to support the expansion of ITS in Miami-Dade and Monroe Counties. Mrs. Vorce has been a champion of ITS from the beginning when the ITS Program was just emerging and practices were being standardized. Mrs. Vorce always went above and beyond to understand the operational complexities of the ITS components in her projects and she helped establish this view as part of her unit's culture.

In every project, Mrs. Vorce assured that the operational needs of the project were being met. She took the time to understand how devices related to the overall system while, at the same time, fulfilling the requirements of the construction office. Additionally, she understood the importance of the testing process for an ITS deployment. She is cognizant of the potential impact that integration and testing has on a construction schedule. Mrs. Vorce has acted proactively to ensure that enough time is left in a construction project for adequate testing. Her preparedness has helped the ITS Office save time, effort, and money in the long run.

Mrs. Vorce started with FDOT as a roadway inspector and eventually worked her way to a project manager position for major construction projects. She led the completion of many successful ITS deployments starting with the Interstate 95 (I-95) Intelligent Corridor System Package B project in 2002. She has deployed ITS technology along 200 miles of roadway throughout the District. Her achievements include installing the first microwave vehicle detectors and color dynamic message signs (DMS). Additionally, she led efforts to install the first wireless communications system from Florida City to Key West. Her contributions to the ITS field deployment, covering countless cameras, detectors, and DMSs include:

- I-95 Intelligent Corridor System Package B,
- SR-826 ITS Project,
- I-75 ITS Project,
- Lower Keys US-1 ITS Project,
- Upper Keys US-1 ITS Project,
- I-195 ITS Project,
- US-1 ITS Project,
- SR-826/I-395 ITS Project,
- Brickell Bridge Warning Beacons Project,
- SR-826 Section 2 Reconstruction, and
- SR-826/SR-836 Section 5 Interchange Reconstruction.

Some of the significant milestones of these projects for District Six include:

- ITS deployment covering over 200 miles of roadway in Miami-Dade and Monroe Counties,
- The first microwave vehicle detector installation,
- The first color DMS installation,
- Installation of a long distance wireless communications system backbone from Key West to Florida City,
- The first spun concrete CCTV pole installation, and
- Completion of the fiber optic cable network along I-95 from the Broward County line to Caribbean Boulevard at US-1 (35 miles).

Mrs. Vorce's efforts prove that the success of an ITS Program is not a result of the ITS team alone, but from the cooperation of partners within the industry as well. District Six is happy and proud that she has been recognized by ITS Florida with this prestigious award.

For information, please contact Mr. Rodriguez at (305) 470-5757 or e-mail to [Javier.Rodriguez2@dot.state.fl.us](mailto:Javier.Rodriguez2@dot.state.fl.us).

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# It's the "Where" That Counts

By Patrick Odom, *FDOT Traffic Engineering and Operations*

Florida is fortunate to have successful traffic incident management (TIM) teams located throughout the state. These teams are composed of state and local incident response agencies that come together at meetings to coordinate and improve incident response in their areas. Discussions during these meetings include upcoming special events, construction or roadway maintenance activities that could impact traffic, training, and a review of major incidents that may have occurred—all with the purpose of improving coordination efforts among agencies and other response partners.

Florida's *Open Roads Policy* continues to be an effective mechanism that aids in incident response. This policy is an agreement between the Florida Highway Patrol and the Florida Department of Transportation to work together to clear incidents and open the roadway within 90 minutes of the arrival of the first responding officer. On many segments of interstate in urban areas, Road Ranger service patrols can respond to and provide assistance before other agencies arrive. Many of these same areas also include coverage for the rapid incident scene clearance program, which provides incentives of up to \$3,500 to participating towing and recovery operators who clear a qualifying incident and open the travel lane within 90 minutes of the receiving the notice to proceed. These programs work very well, but they are not in place on every segment of the interstate and are even more limited on major state roads; however, incidents occur on all roadways at all hours.

The Strategic Highway Research Program 2 (SHRP 2) National Traffic Incident Management Training emphasizes providing accurate

information. Often an incident is reported with less than complete information and this can hinder the response of emergency personnel. Today's technology, including global positioning systems and smartphone applications, can significantly enhance the amount of information available to a traveler to aid in reporting incidents. Although widely prevalent, some travelers and responders do not have these advanced tools or are unable to use them safely while traveling.

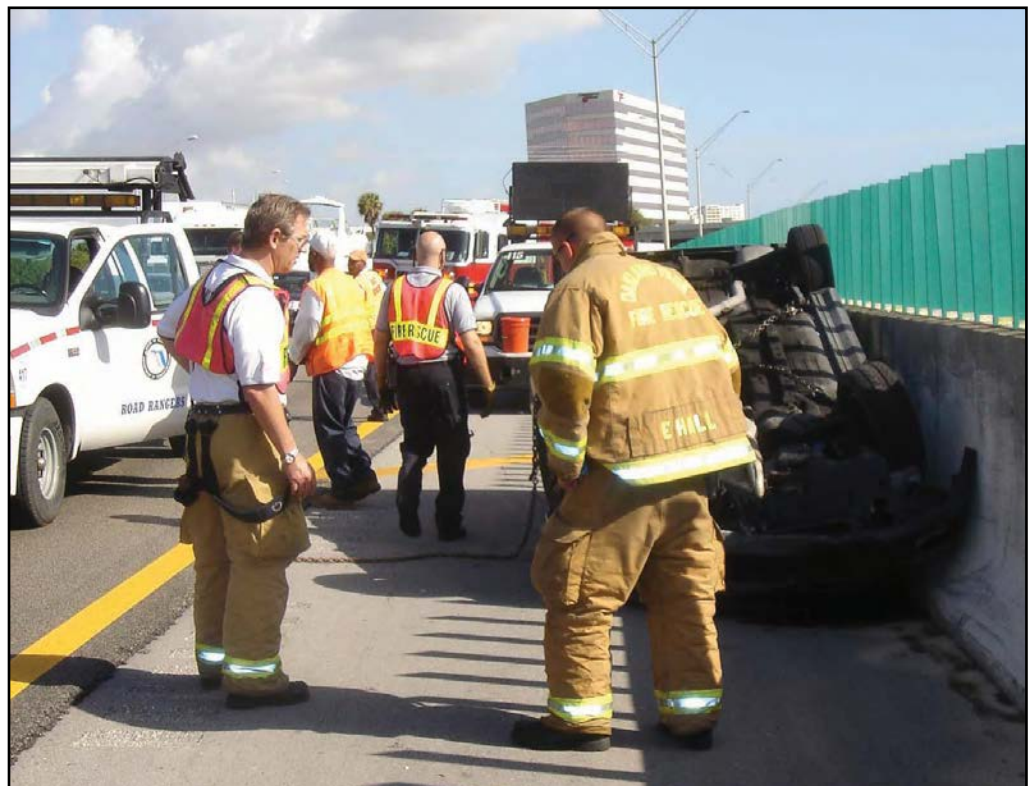
One of the most critical components of information required to report an incident is the location. This can be especially difficult on multi-level interchanges, rural interstates, or local roads. Interstate signs can provide key information; referencing an exit number can be extremely helpful whether it's a previous or an upcoming exit. It is also important to provide the direction of travel to the emergency operator so that agencies or towers can respond on the correct side of the highway as many interstates have center barriers with limited emergency

crossovers. Mile markers are additional sources of information that can be used to describe the location of an incident. Providing an accurate location of an incident on a rural roadway can also be challenging. One of the most helpful location references would be the name of a nearby intersecting roadway or even a body of water. When reporting an incident, also try to give as much information about the vehicle (make, model, and color), and the number of occupants, if possible.

As we continue on our journeys to meetings, conferences, training sessions, and even visits to see family for the holidays, please remember that traffic incidents can happen anywhere and providing accurate information to emergency dispatchers will aid in help arriving faster.

For information, please contact Mr. Odom at (850) 410-5631 or e-mail to [Patrick.Odom@dot.state.fl.us](mailto:Patrick.Odom@dot.state.fl.us).

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*First responders at an incident.*

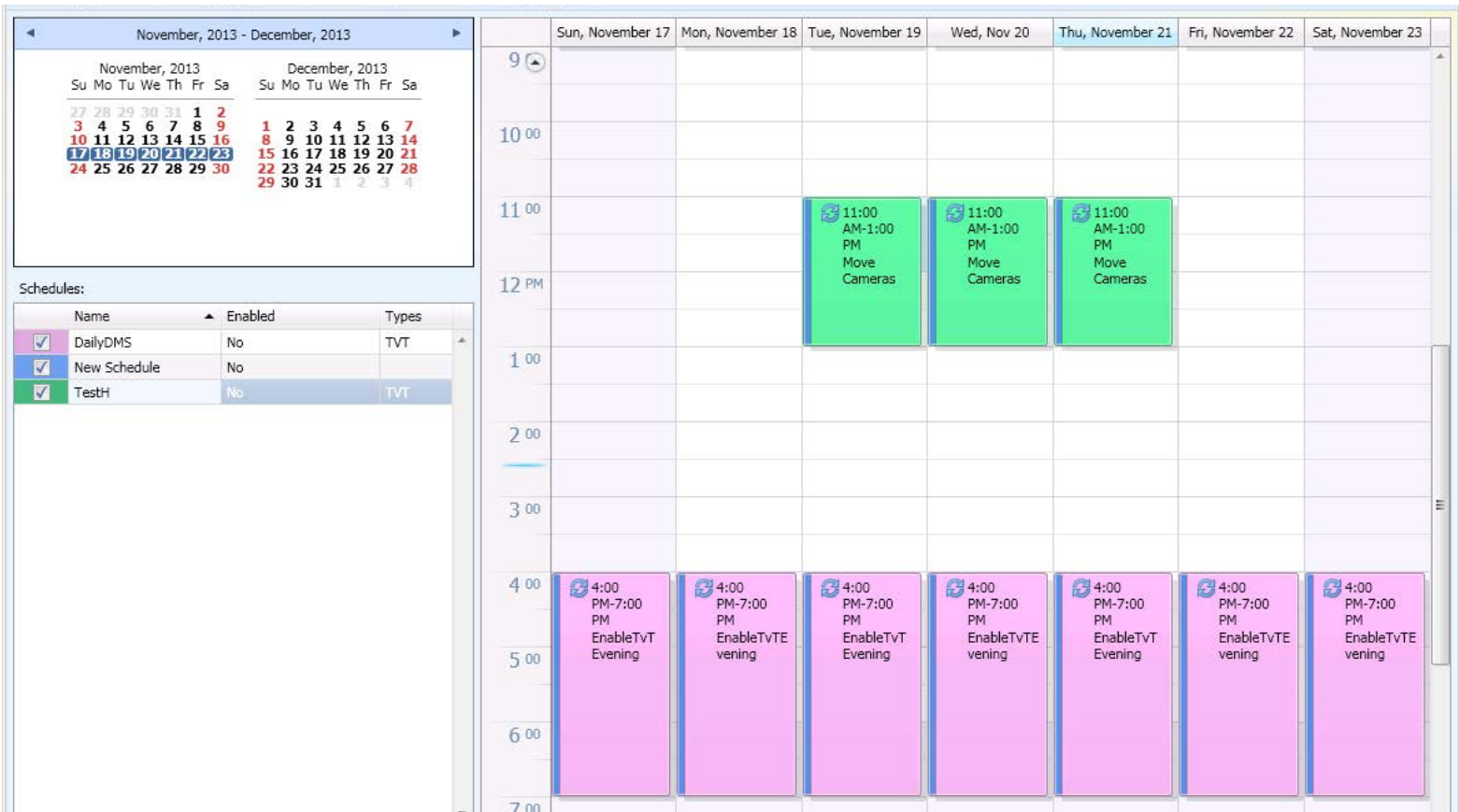
# SunGuide® Software's Scheduled Actions Subsystem

By Clay Packard, Atkins

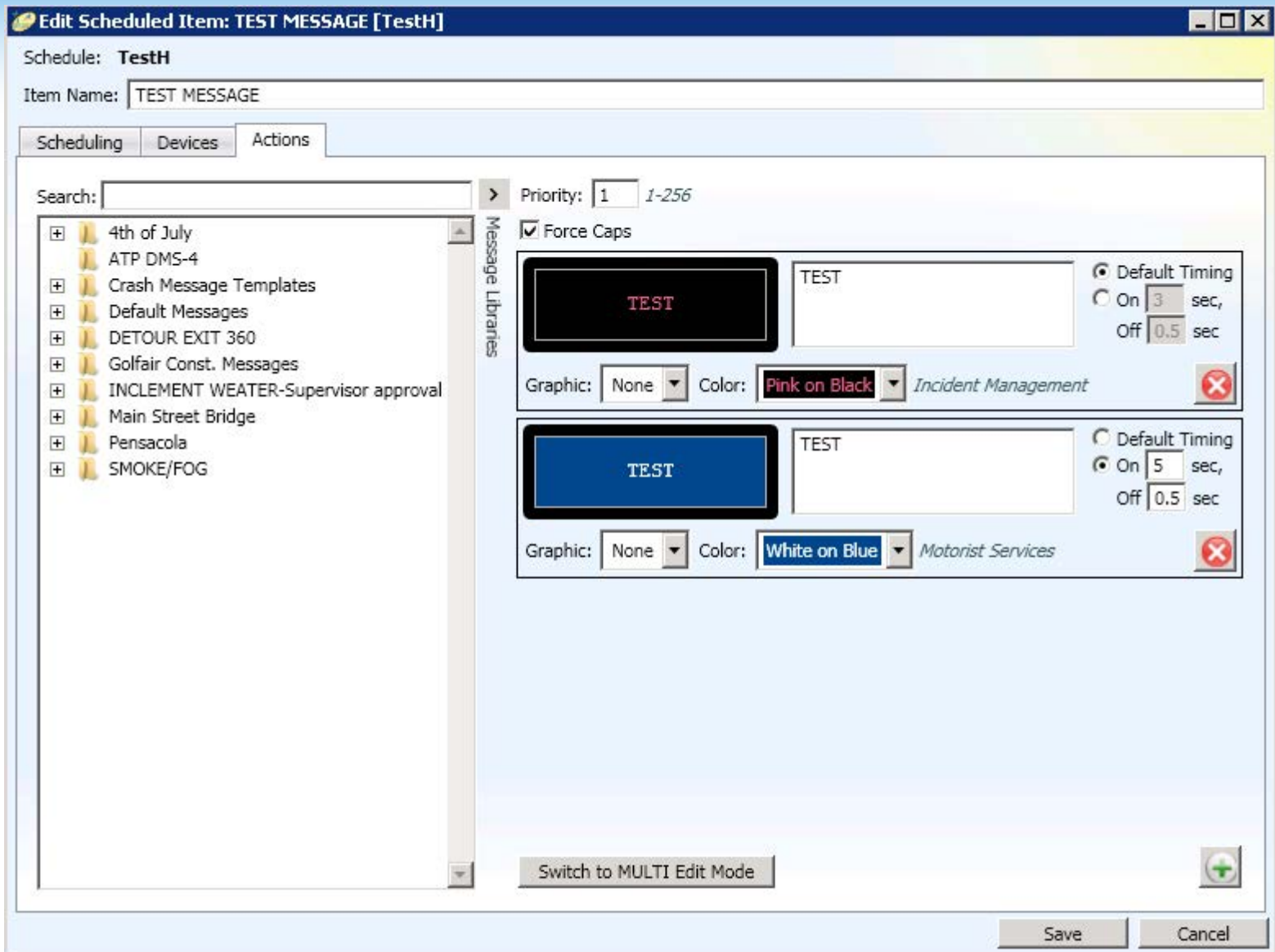
SunGuide® software facilitates and even automates many facets of traffic operations. Some operations are only partially automated due to the need for an operator to make a more complex set of decisions and at least approve the action prior to activation. Other operations are great candidates for automation based on a schedule. The latest release of SunGuide software has made this possible. This article explores the completely overhauled scheduled actions subsystem and a few scenarios that demonstrate the operational value of this new subsystem.

In October 2006, SunGuide software release 2.2.2 first introduced a scheduling subsystem. With release 6.0, the software has taken this to the next level in terms of modernizing the interface to make configuration feasible and even user-friendly. Conceptually modelled after the Microsoft® Outlook-style calendar and appointments, schedules are created with items containing lists of actions. These items span from a start and end time, and can even repeat with the application of a recurrence pattern. The list of actions range from moving cameras and posting messages on dynamic message signs (DMS), to turning on and off travel time messages. In the next release, the scheduler will even allow reports to be generated and emailed to the recipient. While the scheduler itself is much more usable, each of these specific actions that can be included in at scheduled item address a specific operational need.

The most recent schedulable action item is to turn travel time messages on or off from being sent to DMSs. Not all transportation management centers (TMC) operate around the clock, everyday, and one of the responsibilities of the operators is to verify that the travel times posted to motorists look reasonable or take corrective action. The travel times schedule includes an item beginning when the TMC opens and ending when it closes. This scheduled item uses a daily recurrence pattern on weekdays or whatever days the TMC is open. When the TMC operations shuts down for the evening, turning off travel times is one less item on the operational procedures for operators to do manually and is an action that doesn't require any complex decision-making process.



*All scheduled items appear in an Outlook-style calendar view that can be viewed on a daily, weekly, or monthly basis.*



*The “Add Message” dialog is used to create messages for the Scheduled Actions Subsystem.*

Dynamic message safety campaigns are designed to promote safety messages for motorists. This calls for messages to be posted on the DMSs, but only for a maximum of two hours per day. The scheduler is ideal for this task as it can be automated and help ensure that the message is placed on signs for exactly two hours.

Closed-circuit television (CCTV) cameras, when not specifically needed for active verification of an incident, can be automated to help increase their coverage area. Normally, there are a large number of CCTV cameras that are displayed to operators who may spot an incident occurring. Sometimes the incident could be right by a camera that an operator is looking at, but in the other direction. The scheduler can setup an action list to move cameras around so that they automatically “tour” multiple directions of a roadway.

The scheduler was architected in such a way that additional SunGuide software actions could be incorporated. The next release will bring reporting into the scheduler’s arsenal, whereby a detector status and a detector calibration report could be scheduled to automatically generate each morning, and be emailed to field technicians who could then perform maintenance on any failed or suspect detectors.

The scheduler and its action items are just a few more ways that SunGuide software brings value to traffic operations.

For information, please contact Mr. Packard at (850) 410-5613 or e-mail to Clay.Packard@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 12.

Enjoy  
and  
Good Luck!



Hohoho! □□□□□□□□ is on the go!

T H E M A W S

□ □   □ □ □ □

This bridge was struck by a cargo  
ship in District Two.

S N O I C

□ □ □ □

These identify traffic incidents on  
District Four's video wall.

T A R F S W O E

□ □  □ □ □ □  □

Scheduled actions subsystem  
received a complete overhaul in the  
SunGuide \_\_\_\_\_.

W H A F

□ □ □ □

This agency announced funding  
to further ICM.



# Inside the TERL

By David Bremer, Atkins

As part of its work to maintain the Florida Department of Transportation's (FDOT) Approved Product List (APL), the Traffic Engineering Research Laboratory (TERL) has performed testing for portable changeable message signs (PCMS) and arrow boards for years. The TERL will now expand its PCMS and arrow board testing program to support the National Transportation Product Evaluation Program (NTPEP) and report findings to NTPEP as part of this national testing program sponsored by the American Association of State Highway Officials (AASHTO).



NTPEP includes various technical committees for testing products, from high-density polyethylene pipe to maintenance of traffic devices, which includes PCMS and arrow boards. NTPEP's test schedule for PCMS and arrow boards, also known as flashing arrow panels, originated in northern states and, therefore, the testing, although rigorous and thorough, did not meet FDOT's requirements.



*NTPEP testing for arrow boards*

Since NTPEP already performs tests for portions of FDOT requirements, NTPEP approached FDOT in an effort to reduce repetitive testing. NTPEP wanted to know how their test procedures could be modified so that devices they already tested would not require retesting for inclusion on FDOT's APL. TERL proposed revisions to the NTPEP test plan were reviewed and accepted by the NTPEP oversight committee, which consists of both vendors and state officials. However, certain criteria of the revised test procedure could not be met by the existing host state performing the NTPEP testing. Therefore, Alan El-Urfali, P.E., Deputy State Traffic Operations Engineer, began negotiations between FDOT and NTPEP for TERL to be the host facility for hot weather testing of devices.

NTPEP testing for PCMS and arrow boards has always included visibility, legibility (PCMS only) and 'shutdown' testing. The visibility and legibility tests are observations performed concurrently on each device being tested. Evaluators begin at a known distance and offset, and approach the device under test (DUT), noting their distance from the DUT once it becomes visible/legible. These tests will still be performed only at the cold test deck.

Shutdown testing consists of removing any charging mechanism from the battery source to determine how long the DUT will function without being charged. While cold weather, with daily highs reaching the 40s and freezing nights, offers certain issues for each DUT, TERL staff believe the battery test would not be representative of the environmental issues encountered in Florida, where the lows during summer months may never go below 80 degrees, and highs often reach the upper 90s. Therefore, the hot test deck will only re-perform the shutdown test in Florida during July/August rather than North Carolina in January/February.

TERL is hopeful that our contribution to NTPEP's testing of PCMS and arrow boards will encourage other states that may not already utilize NTPEP testing to begin to do so. We also believe that as highways and departments of transportation change to meet the future, additional technical committees may arise within NTPEP where the TERL can contribute experience, such as in the testing of signalization and intelligent transportation systems products.

For information, please contact Mr. Bremer at (850) 921-7305 or e-mail to [David.Bremer@dot.state.fl.us](mailto:David.Bremer@dot.state.fl.us).

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## ITS Florida: Don't be Left Out of the ITS Know

*By John Easterling on behalf of ITS Florida*

As 2014 is quickly approaching, it is that time of year to make sure your organization renews its Intelligent Transportation Society of Florida (ITS Florida) membership. The Board of Directors recently decided to keep the 2014 membership dues at the same level for the fourth straight year without any increases! Unlike many other professional associations, ITS Florida is built primarily from company and public agency memberships. As you can see below, membership dues are at a quite reasonable level for the benefits being returned to an entire member organization. The ITS Florida annual dues structure by organization type are:

- Private Sector with three or less employees - \$ 250
- Public Agency with less than 100,000 in population - \$250
- Public/Private Sector, not meeting the above qualifications - \$420.
- Students, retirees, and individual affiliates - \$25

Annual invoices were recently mailed out to existing members' primary contacts. Payments for renewing and new members can be conveniently made by visiting the ITS Florida web site at [itsflorida.org/join/membership-dues/](http://itsflorida.org/join/membership-dues/) for electronic payments, or by sending a check to: ITS Florida, 215 NW Monroe Circle North, St. Petersburg, FL 33702.

### Important Update to all Members

As you may have noticed, ITS Florida has been making great strides to provide enhanced value to our members' annual membership. One of the values ITS Florida is providing is "members only" information on our new-look web site, [ITSFlorida.org](http://ITSFlorida.org). In order to maintain the best records for ITS Florida, a NEW login and/or password will be provided annually to each member organization to access specific ITS Florida information, which will be available only to current paid members. From now on, the login/password will expire every year on or about January 15. In order to receive new annual log in information, your organization's dues will have to be received by ITS Florida prior to this date or the organization will lose access to the "member only" section of ITS Florida's web site.

Why would any organization focused on providing intelligent transportation systems (ITS) services and products in Florida not want to be an ITS Florida member? Our members will have exclusive access on the web site to the latest ITS news updates, presentations, solicitations, job postings, and our newest feature, the ITS Technical Forum. The ITS Technical Forum is an online tool (i.e. blog) for members to openly discuss any issues where they may require interest from our vast pool of technical experts. The Technical Forum alone provides that access to a wealth of ITS knowledge that can pay back a membership fee over and over throughout the year.

Membership over the year also brings countless opportunities via ITS Florida committee participation, networking, and training events. Additionally, a major benefit of your organization's membership is participation or exposition at any ITS Florida ONLY event. These include lunch and learns, training sessions, webinars, and the annual meeting. An unlimited number of employees in a member organization can participate in these functions, and non-members are not allowed to register for these opportunities without first joining ITS Florida. ITS Florida also offers significant member discounts for other open training or conference opportunities, such as the biennial Transpo™ conferences. For those interested, sponsorship opportunities are plentiful and include having your organization's name and logo associated with ITS Florida events, the annual ITS Florida calendar, and the scholarship program.

Please renew or join now to take advantage of all the exciting opportunities coming in 2014. On September 14-17, 2014, ITS Florida will be jointly hosting the ITS 3C Summit with ITS Georgia and Gulf Region ITS Chapters in Mobile, Alabama. This will be the largest southeast U.S. regional ITS summit in history with technical sessions, face-to-face networking with the industry, trading ideas, and the exhibit hall demonstrations.

Renew or start your organization's membership; but don't just join, get involved with ITS Florida to be part of "the Florida ITS Know."

Please contact Sandy Beck at [ITSFlorida@ITSFlorida.org](mailto:ITSFlorida@ITSFlorida.org) for additional information.

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# Editorial Corner: ICM – An Opportunity for Florida

By Kris Milster, FHWA, Florida Division

## Announcement

On November 1st, 2013, the Federal Highway Administration (FHWA) announced, via Federal Register, that there will be specific funding allocated through a competitive grant process to further the development of integrated corridor management (ICM). The funding will be for up to 80 percent of each proposed program/project and should not exceed \$200,000. There is funding for up to ten awards across the country.

## What is ICM?

ICM is a term that reflects the “multimodal and multi-jurisdictional” approach to a corridor. As most of you know, in urban areas, an interstate facility is not the only traveled route. There are parallel arterials, rail corridors, and other limited-access facilities (and yes, even bikes) that all work together to provide travel options to thousands upon thousands of people. Therefore, wouldn't it make sense that these all communicate and work together, instead of against each other?

This is where ICM steps in. Conceptually (and practically), it is a method/process to help facilitate this interagency collaboration for operations of a corridor via a decision support system, or DSS. This DSS is essentially a way for all agencies to communicate and execute operational plans should an incident occur. However, the DSS concept is not the only tool in the toolbox. The concepts of system engineering and analysis, modeling, and simulation (AMS) are also integral to this effort.

## How does it relate to FDOT's TSM&O Program?

FHWA's ICM grants are an integral part to further the Florida Department of Transportation's (FDOT) Transportation Systems Management and Operations (TSM&O) Program.

The ICM concept is a tool, like express lanes or ramp metering, to achieve the TSM&O objective. It helps bring together stakeholders to better utilize and coordinate the various intelligent transportation systems and operational elements for a more effective and efficient movement of people through a corridor.

## What does it mean for Florida?

This grant gives Florida the chance to be one of the next ICM sites in the country. This grant provides a great opportunity to not only mirror the accomplishments in San Diego and Dallas, but to also be even more innovative and to push the boundaries of what we currently do. This is a chance to not only be at the state-of-the-practice, but state-of-the-art. For example, how does the advent of smartphone technology assist in ICM?

What are some strategies to integrate connected and automated vehicles?

## What other opportunities exist outside of this grant?

If you go through the process and are not selected for a grant or have decided that your area is not ready just yet, there is still hope! FHWA is still committed to furthering the ICM concepts and is willing to hold workshops, webinars, and peer-exchanges with state, local, and other partners. Let us, at the FHWA Florida Division Office, know what your goals and objectives are and we can work with you to further your needs.

## Questions? Comments?

For information, please contact Mr. Milster at (850) 553-2246 or email to kris.milster@dot.gov.

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Sources: [http://www.its.dot.gov/procurements/icm\\_grants.htm](http://www.its.dot.gov/procurements/icm_grants.htm)

<https://www.federalregister.gov/articles/2013/11/01/2013-26057/integrated-corridor-management-deployment-planning-grants>

# Word Challenge Answer

A W H E  
 S N O C I  
 R A W T F O S  
 S M E H A T M A  
 Hohoho! T R A V E L E R S is on the go!



## Announcements



**PRESENTS:**

*'Combined Intelligence' - Working Together for Smarter Transportation*  
**ITS 3C SUMMIT**  
 September 14 - 17 [2014] Mobile, AL

[its3csummit.com](http://its3csummit.com)





## FDOT Traffic Engineering and Operations Mission and Vision Statements



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