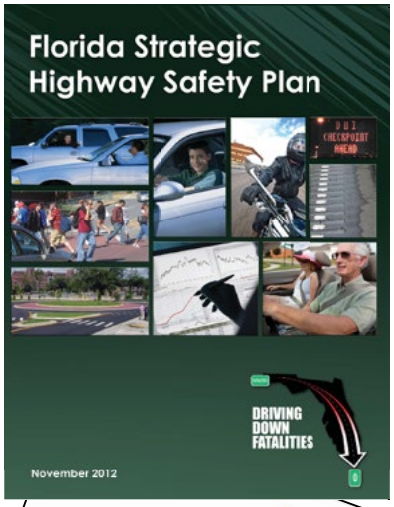
SUNGUIDE®
DISSEMINATOR
Florida Department of Transportation's Traffic Engineering and Operations Newsletter

Reducing Wrong-Way Entry Fatalities in Florida - A New FDOT Initiative

By Raj Ponnaluri, FDOT Traffic Engineering and Operations



Choosing to ignore a road traffic crash as just another accident or "due to driver error" is to ignore the possibility of preventing another incident. There may be countermeasures that could and should have been attempted, which may have saved a life. Data-based knowledge about road traffic crash frequency is, therefore, important in developing engineering applications to drive down injuries and fatalities on public roads. The *2012 Florida' Strategic Highway Safety Plan* pledges support to the Federal Highway Administration's (FHWA) **Towards Zero Deaths** initiative and Florida has signed on to develop actionable items to reach this goal. The Florida Department of Transportation's (FDOT) new initiative to reduce the incidence of wrong-way driving crashes (WWDC) is one such measure. In so doing, FDOT's Traffic Engineering and Operations Office, at the direction of FDOT Secretary Prasad, has initiated a dialogue with District Traffic Operations Offices to develop pilot projects.

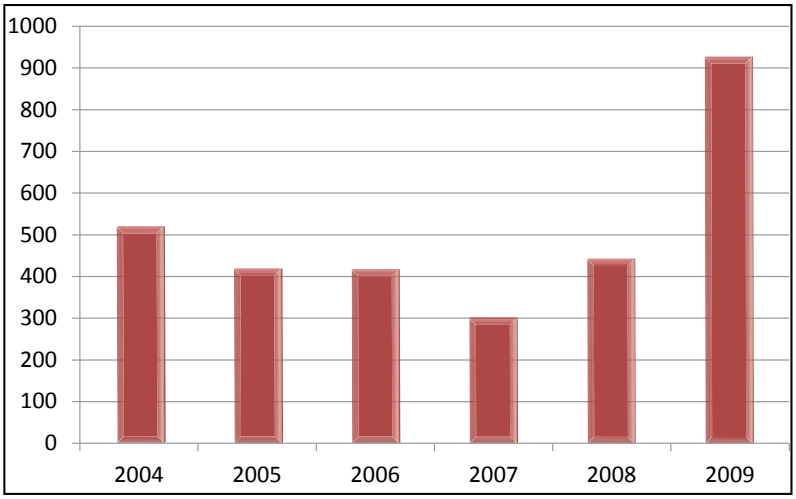
Research shows that WWDCs often lead to serious injuries which, in many instances, result in road traffic fatalities. FHWA and organizations, such as the American Association of State Highway and Transportation Officials, have been discussing WWDCs for over 50 years, but only recently have states been implementing WWDC countermeasures. The National Transportation Safety Board's *Special Investigation Report – Wrong-Way Driving* (NTSB/SIR-1201, PB2012-917003) observed that WWDCs cause grievous injuries and the number of WWDC

Inside This Issue
October 2013

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

fatalities remains consistent overtime. This has served as a catalyst for some states to conceptualize their implementation plans.

Staff from FDOT's Traffic Engineering and Operations Office recently attended the National Wrong-Way Driving Summit and contributed to the discussions on this theme. The states addressing WWDCs are implementing conventional countermeasures that combine signage, pavement marking, and wrong-way detection. Efforts are underway to provide as much information as possible to the motorist who makes a wrong turn while entering a freeway. FDOT is committed to improving road safety, and has placed Florida on the map of states that are, or will be, addressing WWDCs. One of the main objectives is to step beyond conventional countermeasures and apply technologies for minimizing WWDCs.



Fatalities caused by wrong-way driving in the United Sates. Source: National Highway Traffic Safety Administration

Light-emitting diode enhanced wrong-way signs.

Despite valuable crash databases and the quality information they provide, one of the main challenges in examining WWDCs is the inability to fully capture and comprehend all the details associated with why the driver put themselves in a wrong way situation, i.e., the specific path they drove along or the factors contributing to the crash. In almost all known cases that involved a physical impact, the victims suffered serious injuries.

Even in the absence of significant details on contributing factors, one suggested and relatively low-cost countermeasure is to install additional signage, even if it results in redundancy. A second set of 'Wrong Way' signs on a freeway off-ramp combined with 'Do Not Enter' signs at the entry point should alert a coherent driver. Proper placement of signs and close attention to the visibility of these signs, particularly at nighttime, is vital to maximizing their effectiveness. The use of pavement markings, arrows with raised pavement markers, and stop bars could also provide cues to the erring driver as well as providing positive guidance for regular motorists. Technology can also be employed to detect wrong-way driving and an alert can be provided with

flashers placed along the edges of wrong way signs. Technologies are also able to alert transportation management centers (TMC) about wrong-way entries.

Lowered wrong-way sign.

FDOT's Traffic Engineering Research Laboratory (TERL) and the SunGuide® software development team are currently working with Districts and several manufacturers to utilize existing intelligent transportation systems infrastructure to detect wrong-way vehicles and provide a variety of alerts. TERL has also identified several different products, including active or enhanced signage that may help wrong-way drivers self-correct before putting themselves and others in grave danger. The pilot projects under design and development will likely include a variety of treatments, including wrong-way vehicle detection and automated response mechanisms. In addition, efforts are underway to integrate wrong-way detection functionality within SunGuide software.

The Traffic Engineering Offices at Florida's Turnpike Enterprise and District Three are developing pilot projects to implement WWDC countermeasures. The initial phase includes development of signing and pavement marking plans to refurbish or install improved and enhanced signage and pavement markings. This phase will be followed by a deployment of additional devices at a few select interchanges to test the effectiveness of the deployed technology. The plan is for these field sites to eventually communicate warnings and other data to TMCs regarding wrong-way detection. Once implemented, these projects should open additional doors to exploring deployment of technology-oriented countermeasures to reduce the incidence of WWDCs in Florida.

For information, please contact Mr. Ponnaluri at (850) 410-5418 or e-mail to Raj.Ponnaluri@dot.state.fl.us.

* * * *

Container Number Database Provides Real-Time Information

By Clay Packard, Atkins

Florida has over $9 million in unpaid commercial motor vehicle citations and thousands of unsafe, out-of-service commercial vehicles on the road. That is a serious tonnage of out-of-compliance commercial vehicles. The Florida Department of Transportation (FDOT) Commercial Vehicle Operations (CVO) Program has teamed with FDOT's Motor Carrier Size and Weight (MCSAW) office and the Department of Agriculture and Consumer Services (DACS) to pool resources with Commercial Vehicle Information Systems and Networks (CVISN) technology to find out-of-compliance commercial vehicles, make our roads a safer place, and collect unpaid citations that would save taxpayers money as a whole.

Bringing this CVISN team together has always been the vision of FDOT's CVO Program; now this vision has been extended to include tying together several CVISN systems with a container number database. This database will provide MCSAW weigh stations and DACS interdiction stations with the real-time information needed to identify out-of-compliance commercial vehicles. Each weigh station and interdiction station can identify commercial vehicles with cameras that capture license plate numbers, United States Department of Transportation (USDOT) numbers, and container numbers. These stations can now

dispatch law enforcement agents to pull over vehicles for processing almost immediately as they come within range of the cameras.

The CVO Program has recruited two additional partners to the CVISN team to make this possible. The USDOT Federal Motor Carrier Safety Administration (FMCSA) and the Florida Highway Patrol (FHP) both provide real-time information for out-of-compliance commercial vehicles. The CVO Program has brought real-time information from their respective systems into the container number database to be distributed to the MCSAW weigh stations and the DACS interdiction stations.

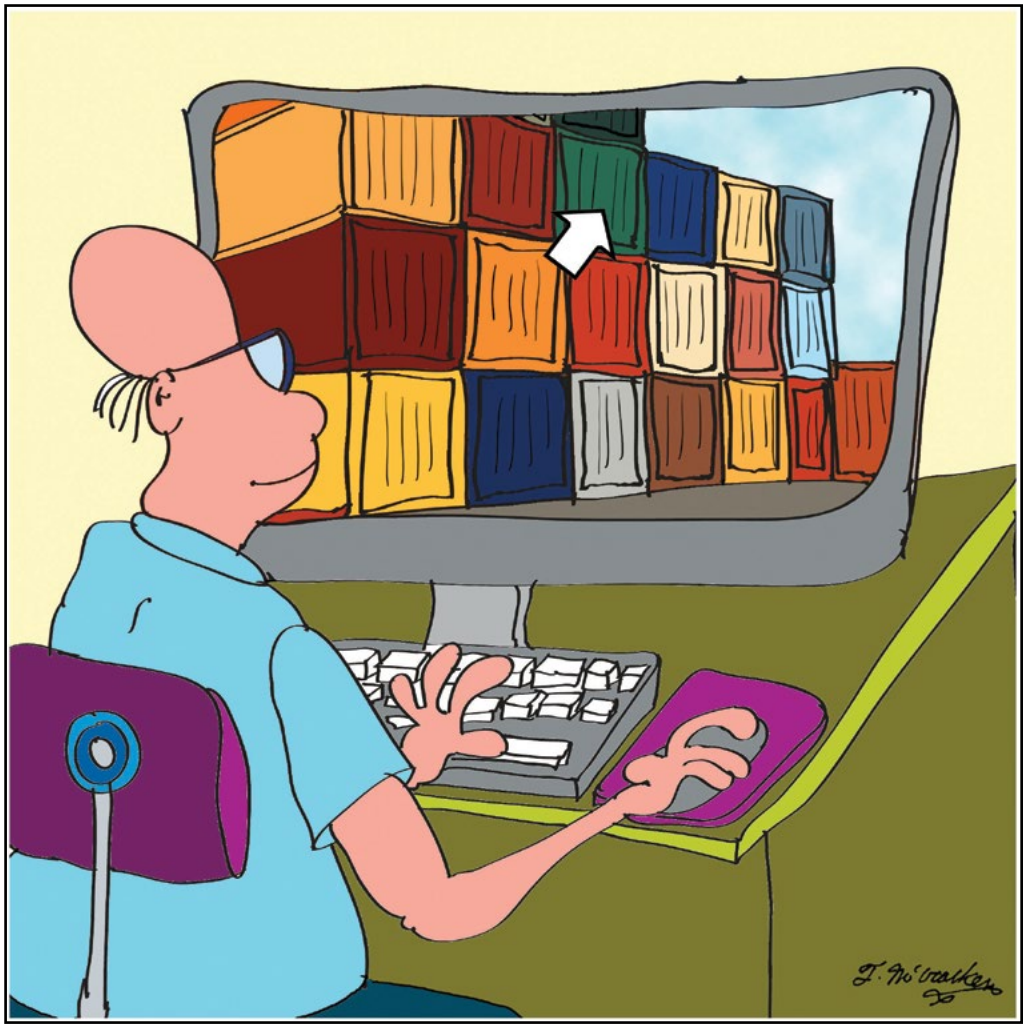
The container number database does more than just forward watch lists – it receives all commercial vehicle identification numbers (CVIDNS) from MCSAW and DACS cameras in real time. The container number database is the only system that has statewide CVIDN reads from both MCSAW and DACS in one place, which can be plotted together on an interactive map for viewing in a web browser. With this real-time information from both agencies, the container number database can detect an out-of-compliance commercial vehicle and send out email notifications to law enforcement in real-time. The container number database also provides a user interface that plots the locations of commercial vehicles of interest on an interactive map. This makes investigating a specific vehicle much easier by entering a number into a search box on a single system's browser interface, rather than going to multiple systems. It will also continue to keep watch for specific commercial vehicles to notify the investigator or enforcement officer in the future. They can register with the CNDB system to receive these notifications of spotted commercial vechicles. Notifications can be for a customized, user-entered watch list or for agency-provided lists, which can currently include FHP overdue citations and Performance and Registration Information Systems Management out-of-service target list.

As more out-of-compliance commercial vehicles are processed, the value of the container number database will be further realized. There will be more agencies providing real-time information that could be integrated into the database. There are also other ways in which the database can be used. The container number database will lend itself as an ideal source for origin/destination information of commercial vehicles, which would be a great benefit to FDOT transportation planning. The future is bright for the container number database in Florida as it is a tool that provides value to FDOT's CVO Program and demonstrates the program's and FDOT's strong leadership.

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

* * * *

Moment of Humor!



Our container number database really changes the meaning of mass storage!

FDOT District Four Fire Hydrant Signs Will Aid Emergency Responders

By Gaetano Francese, FDOT District Four

Reduce incident clearance times; reduce secondary crashes; reduce response times; and reduce the number of responders sent to incidents and improve their safety. These are performance outcomes that the Florida Department of Transportation (FDOT) District Four wants to achieve. As a means to do this, District Four recently installed fire hydrant signs and reflective pavement markers (RPM) to enhance visibility of fire hydrant locations along I-95 in Broward County.

Fire hydrant signs were strategically placed above access holes in the sound barrier walls along I-95 to display their locations. These access points allow firefighters to connect hoses to hydrants on the other side of the barriers, providing a steady flow of water in an emergency. District Four fire hydrant signs have become a statewide standard.

RPMs, which are raised, blue, and reflective, were installed on the shoulder perpendicular to the interstate, pointing out the access holes to assist in locating hydrants during nighttime conditions and inclement weather.

Recent severe incidents along freeways in District Four spurred much conversation by the District Four Traffic Incident Management Team as to the availability and whereabouts of water to service the freeways when the fire department's "on-truck" supplies are depleted at a scene. The Fort Lauderdale Fire Rescue Department requested that fire hydrant signs be installed to help resolve the issues encountered by fire departments trying to locate hydrants.

Removing incidents more quickly from travel lanes and shoulders will return traffic back to normal flow faster, thus reducing any possible secondary crashes. Secondary incidents in high-speed traffic can be severe, even fatal, especially when they occur at the boundary between free-flowing highway traffic and stopped traffic at the end of the traffic queue. District Four believes these signs will help fire departments to reduce the time it takes to control fires on I-95 and get traffic back to normal.

For information, please contact Mr. Francese at (954) 847-2797, or email to Gaetano.Francese@dot.state.fl.us.

* * * *

SUNGUIDE®

Word Challenge Answer

Mr Smith, cars used to have a STEERING wheel, right?!

WRONG-WAY ACCESS HOLES CONTAINER FIVE

95 Express Bus Rapid Transit – Allowing Drivers to Think Outside the Car

By Javier Rodriguez, FDOT District Six

Phase 1 of 95 Express introduced several innovative congestion management techniques that improved the travel time reliability of I-95. Due to the highway's right-of-way limitations, one of the goals of the project was to increase its person throughput by incentivizing high-occupancy travel options for weekday commuters traveling between Miami-Dade and Broward Counties. To achieve this, the Florida Department of Transportation (FDOT) partnered with regional transit agencies to launch the 95 Express Bus Rapid Transit (BRT) service along the corridor. From project findings, the agencies enhanced the pre-existing service to make it a more attractive travel option for drivers to use.

95 Express BRT bus travels northbound on I-95.

FDOT launched the 95 Express BRT program in January 2010, soon after the southbound lanes opened. Transit agencies worked together to provide users with a seamless commute after eliminating the need to transfer county buses at the Park and Ride Lot. They added air-conditioned, Wi-Fi® equipped, hybrid articulated buses to service four routes from Broward County to downtown Miami. FDOT added an additional route one year later after drivers began realizing the time and cost savings associated with using the service. Today, the 95 Express BRT program services five routes and operates 23 buses that each carry 60 passengers. This service expansion not only signaled a great achievement by the program, but also significant progress in driver behavior and in their views about transportation. As a result, ridership increased by 145 percent from before the launch and the service has contributed to the program's overall success.

Passengers board 95 Express BRT in Miami-Dade County.

The success of the 95 Express BRT program shows that transit can play a role in congestion management. It can reduce the number of single occupancy vehicle drivers and increase the quality of person throughput of the highway. It has been one of the tools in District Six's congestion management tool box that has proven to increase traffic flow to benefit all drivers on the highway.

For more information about 95Express BRT, please visit www.95express.com or contact Mr. Rodriguez at (305) 407-5341 or e-mail to Javier.Rodriguez2@dot.state.fl.us.

* * * *

Inside the TERL

By Jeffrey Morgan, FDOT Traffic Engineering and Operations

Permitting Traffic Control Devices – Revised Process

Florida Statute, 316.0745 requires all traffic control signals and devices to be certified as **conforming** to the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (*MUTCD*) and specifications published by the Florida Department of Transportation (FDOT) prior to purchase and installation in Florida. The law also authorizes FDOT to permit the use of traffic control devices **not in conformity with the uniform system** upon showing **good cause** (e.g. products having the potential to reduce congestion and/or save lives). This permitting process allows new technology products that may not be in conformity with established FHWA or FDOT standards and specifications to be readily used in the field under authorized conditions.

FDOT's current permitting process has served Florida well by allowing new and innovative products that do not conform to the current uniform system to be installed and tested under real-world conditions. These permits usually lead to a product specification update, new specification and/or evaluation by the Traffic Engineering Research Laboratory (TERL), and listing of the product on the Approved Product List (APL).

As part of TERL's commitment to a continuous improvement environment, FDOT has investigated the statutory intent of the permit language along with the actual and historic application of the permit and has implemented changes felt to be beneficial to all parties involved. TERL's experiences with these permits encompass two distinct product types: new products that are considered experimental where no FDOT or *MUTCD* specification exists; and products that are competitive with existing APL devices (i.e. FDOT specification does exist), but have not been evaluated by TERL and approved for listing on the APL.

The TERL feels these changes will streamline the permit process; empower District Traffic Operations offices and other Florida governmental agencies; and promote FDOT Secretary Prasad's vision for a consistent, predictable, and repeatable FDOT, all while reducing the turnaround time needed to issue a permit.

The New Process

For product that is not currently listed on the APL, but is needed due to a benefit not currently provided by an APL-listed product, an FDOT District Traffic Operations office or other governmental agency will submit a *Request for Traffic Control Device Permit* to the TERL. This request will include a justification showing good cause (benefit to FDOT) and other documentation.

TERL will review the submitted documentation for completeness only; no evaluation will be performed on the product by TERL prior to permit issuance. If a complete application is submitted, the State Traffic Operations Engineer will then issue a permit for the non-conforming product that is **project specific and limited to certain locations and quantities**.

If FDOT specifications exist for the proposed product, the permit request will include a TERL product compliance matrix completed by the vendor indicating conformity or non-conformity to requirements.

If FDOT specifications do not exist for the proposed product, the permit request will include one of the following: Developmental Specification, Modified Special Provision, Technical Special Provision, or other project requirements to be used for procurement.

Permits will no longer be issued with an expiration date or be statewide. The permit will be active for the life of the product and end if the product is removed. Also, three previous requirements have been eliminated: demonstration of the product by the vendor at TERL; approval of a field evaluation plan by TERL; and provision of a field evaluation report at the end of the permit.

The most significant change will be permitting of product, which may already have a competing product listed on the APL. To ensure this is accomplished in a fair and impartial manner, the TERL intends to issue a one-time only permit for a particular device. If the product in question is to be sold, purchased, or installed on future projects, the vendor will be required to obtain APL listing (i.e. must become a conforming product).

For information, please contact Mr. Morgan at (850) 921-7354, or email to Jeffrey.Morgan@dot.state.fl.us.

* * * *

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 5.

Enjoy
and
Good Luck!

Mr Smith, cars used to have a ☐☐☐☐☐☐☐☐ wheel, right?!

G A Y R W O N W
☐☐☐◯◯-☐☐☐
FDOT's new initiative to detect this type of driving.

T E I R C A N O C
☐☐☐◯☐◯☐☐◯
The CVO Program has a new database for these numbers.

H E S S S L A C E O C
☐☐◯☐☐☐ ☐☐☐☐◯
Signs are placed above these to locate fire hydrants.

V I F E
☐☐☐◯
How many routes does the 95 Express BRT service?

Exploring Safety

By Joseph Santos, FDOT Safety Office

In previous newsletters, I shared a general overview of national and state transportation safety efforts with you. Those mentioned included national efforts through legislation (Moving Ahead for Progress in the 21st Century – MAP-21) and state efforts through the *Florida Strategic Highway Safety Plan* (*SHSP*). The efforts of the *SHSP* bring together all of Florida's safety partners to focus on the 4Es (engineering, enforcement, education, and emergency medical services) of safety and includes the following emphasis areas: aggressive driving, intersection crashes, vulnerable road users (pedestrians, bicyclists, and motorcyclists), lane departure crashes, impaired driving, at-risk drivers (aging road users and teens), distracted driving, and traffic data. Last month I highlighted key excerpts from the 2012 *SHSP* on the teen component of the at-risk drivers. This month the focus will be on the other component of the at-risk drivers, the aging road user.

At-Risk Drivers, comprised of aging road users and teen drivers, is a new SHSP emphasis area for 2012. For data purposes in this emphasis area, aging road users are defined as 65-year- olds and older and teen drivers are 15- to 19-year-olds. Because of the unique challenges and specific needs of these two age groups, each group is discussed individually in the SHSP.

Today's older drivers are driving longer and driving more miles per year than in the past. Research shows that older adults can expect to outlive their ability to safely drive by 7 to 10 years. Florida leads the nation with 18 percent of its population age 65 and older. By the year 2030, over 27 percent of Floridians will be over age 65, and half of them will be 75 or older. Mirroring this growth, an increasing proportion of licensed drivers in Florida are trending older. Florida's population of older residents and licensed drivers grew in composition from 2006 to 2010, and their representation among motor vehicle related crashes, fatalities, and injuries is larger and increased at a faster rate. In January 2011, one quarter of all licensed drivers in Florida were age 60 and older, a small but steady increase from 23.7 percent in 2009.

FDOT has aggressively pursued programs to assist seniors with their transportation safety and mobility needs. A one-stop web site (http://www.SafeandMobileSeniors.org) was created in 2008 to provide easy access to transportation safety and mobility needs for aging road users. In September 2010 the statewide multidisciplinary Safe Mobility for Life Coalition was established to address the specific needs of the State's aging road users. The Coalition includes Federal, state, county, and local professionals from the engineering, enforcement, safety, health, education, transportation, and aging agencies and organizations. The Coalition developed the comprehensive broad-based Aging Road User Strategic Safety Plan which was released in September 2011 (available at: http://www.safeandmobileseniors.org/FloridaCoalition.htm#Strategic_Plan).

Florida's Aging Road User Strategic Safety Plan focuses on 10 emphasis areas, which are designed to improve aging road user safety, access, and mobility by reducing their crash, injury, and fatality rates. Following is an overview of the Aging Road User Strategic Safety Plan 10 emphasis areas:

- *Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources;*
- *Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility;*
- *Provide information and resources regarding aging road user safety, access, and mobility;*
- *Inform public officials about the importance of and need to support national, state, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility;*
- *Promote and encourage practices that support and enhance aging in place (i.e., improve the environment to better accommodate the safety, access, and mobility of aging road users);*
- *Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation;*
- *Promote safe driving and mobility for aging road users through licensing and enforcement;*
- *Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other non motorized vehicles);*
- *Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders; and*
- *Bridge the gap between driving retirement and mobility independence (i.e., alternative transportation mobility options, public transportation, and dementia-friendly transportation).*

The lead "E" selected for the at-risk drivers emphasis area to ensure the action plan is focused and stays on track is **Education**. More information concerning the Florida *SHSP* can be found online at http://www.dot.state.fl.us/safety/SHSP2012/SHSP-2012.shtm.

For information, please contact Mr. Santos at (850) 245-1502 or e-mail to Joseph.Santos@dot.state.fl.us.

* * * *

ITS Florida Membership has "ITS" Benefits

By Gregg Letts on behalf of ITS Florida

Is your organization currently a member of ITS Florida? If not, why not? Has your company ever thought of joining, but wondered, "What do our annual membership dues get us?" Well, in the age of watching our pennies, the ITS Florida Board of Directors (Board) has made it a primary focus this year to provide the answer to this very question and to outline its benefits for our current and potential members.

On ITS Florida's new and revamped web site, www.itsflorida.org, a new tool has been added to the Benefits page: a downloadable one-page document highlighting all of the benefits of being an ITS Florida member. This document allows organizations to see, "at a glance," practically everything being an member brings…and it brings a lot. See the ITS Florida Benefits at a Glance at itsflorida.org/wp-content/uploads/2013/08/ITS-Florida-Benefits-Table-v0.3.1.pdf.

The greatest difference ITS Florida members will notice begins October 1, 2013, with our web site. Until now, all information, events, contacts, and online resources have been publicly accessible. A few years ago, when the Board began their efforts to refurbish the web site, one of the major changes was to make specific information a benefit to MEMBERS ONLY. Knowing that this would require our web site to have login requirements, creating more work for our Board (all of whom are volunteers), the Board felt the overall effort was worth it. Our members will have exclusive knowledge of the latest intelligent transportation systems (ITS) news updates, meeting materials, presentations, 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 assistance from our vast pool of technical experts.

Another major benefit is participation or exposition at any ITS Florida ONLY events. Examples of these events include Lunch and Learns, Training Webinars, and Annual Meetings. The best part is that an unlimited number of employees in a member organization may participate. Non-members are not allowed to participate or register for these events without first joining ITS Florida. For similar events where ITS Florida jointly hosts with another organization, non-members are allowed to attend/exhibit, but members receive a significant discount. Our biennial conference, Transpo™, is a good example of this type of event. In 2014, ITS Florida will jointly host the ITS 3C Summit with ITS Georgia and the Gulf Region ITS Chapters in Mobile, Alabama! Look for more articles on this event in future *SunGuide® Disseminators* and ITS Florida newsletter releases.

Let's not forget that ITS Florida members have opportunities to sponsor events, such as our annual ITS calendar and scholarships, which are all ways to give your organization and company logo more "face time" around the state for a very reasonable price; but ONLY if you are an ITS Florida member.

ITS Florida also has an annual awards program that recognizes the best in the industry, both projects and people. Although anyone can be nominated, only members of ITS Florida can win these prestigious awards. This is an excellent way to be recognized for outstanding work and/or service to the ITS industry, similar to ITS America, but on a state level,.

ITS Florida has many committees, such as the Outreach Committee, Professional Capacity Building Committee, Events Committee, and the Management Committee, that serve the needs of the organization. Each committee has sub-committees, which allow members opportunities to get involved and gain more valuable information in the industry. In order to be involved on a committee or sub-committee, you must be an ITS Florida member. ITS Florida's Professional Capacity Building Committee

is one of the few in the state that is able to offer professional development hours for training taken through this organization. For more specific information on each committee, please visit the ITS Florida web site.

ITS Florida has a big year planned for 2014! Any organization, whether it be public, private, or academia, would be amiss to not be involved and be a member during a fantastic year such as this. ITS Florida is looking at an opportunity to partner with our reciprocal member, TEAMFL, for a meeting in Bonita Springs in 2014. This is an opportunity that no ITS firm should miss! The main event for ITS Florida is the ITS 3C Summit in Mobile, Alabama in September 2014. This is a joint regional meeting with ITS Georgia, ITS Florida, and the Gulf Region ITS Chapters. Many other ITS state chapters will be in attendance, but not involved in the planning and partnership of hosting the meeting. This is a "must attend!" There will be other events throughout the year either face-to-face or via teleconference, so every ITS firm should be involved with ITS Florida in 2014, but don't make this a one-year commitment. Every year provides value as demonstrated here.

So, is your organization as heavily involved in ITS networking, training, and marketing as it would like to be? Is statewide participation and access to all facets of the ITS industry in Florida part of your organizational goals? If your company or agency is not a member of ITS Florida, then how do you know for sure you're getting all the latest information or best available training? Non-members MAY be able to say they do, but ITS Florida members definitely can. So join today at www.itsflorida.org/join.

For additional information, contact Sandy Beck at ITSFlorida@ITSFlorida.org.

* * * *

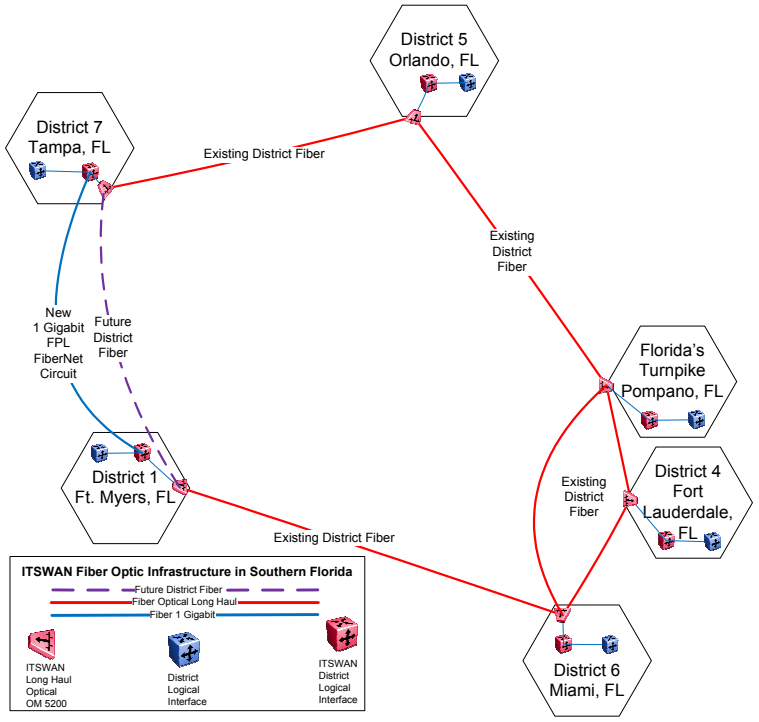
Editorial Corner: Reinforcing the ITS WAN

By Randy Peirce, FDOT Traffic Engineering and Operations

It has been five years since the first segments of the Florida Department of Transportation (FDOT) Intelligent Transportation Systems (ITS) Program's wide area network (WAN) became operational in south Florida. The regional transportation management centers (RTMC) in Districts Four and Six, and Florida's Turnpike Enterprise (FTE) were connected along with the statewide microwave system at that time. By the end of 2012, the Florida 511 advanced traveler information system was connected to the ITS WAN along with the remaining Districts. The network had grown in size and is connected over District-managed fiber optic facilities and the statewide microwave system. The FDOT Central Office ITS Program manages optical multiplexers and Ethernet switches located throughout the ITS WAN deployment.

Now that the ITS WAN has grown, it is time to reinforce the network to better withstand outages in the southern half of the state. FDOT has done that with the latest project, a one-gigabit Ethernet connection between the RTMCs in Districts One and Seven. This provides high bandwidth connectivity in a self-healing ring configuration.

FDOT issued an Invitation to Bid to provide connection service for Districts One and Seven. The scope required provision of 24/7 one-gigabit Ethernet service with a service level agreement committing the vendor to a four-hour restoration of service in the event of an outage. There are penalties if that requirement is not met. This service is very similar to one FDOT issued in mid-2011 for service between the RTMC in District Six and the Traffic Engineering and Research Laboratory. That service has performed well and FDOT has yet to assess a penalty for an outage on that agreement.



Minor construction work to achieve the last mile connections to each RTMC from the vendor's network was required. Drawings were submitted, reviewed, and approved to perform the connections. Equipment was installed and tested in each of the RTMCs. The connecting circuits were tested and network traffic was re-routed. District and Central Office staff reviewed and inspected the work and testing, which worked very well together in each District. After the final testing was approved, the connection opened for business in September 2013. FDOT now has a complete optical ring in the southern half of the state. As District One completes its deployment along I-75 to District Seven, further ITS WAN projects will be planned.

For information, please contact Mr. Pierce at (850) 510-5608 or e-mail to Randy.Pierce@dot.state.fl.us.

* * * *

Announcements

Welcome Derek!

We are pleased to announce that Mr. Derek Vollmer has accepted the ITS software and architecture position in the ITS Program. Derek graduated in 2008 from FSU with a master degree in electrical engineering and is a registered profession engineer in Florida. Many of you already know Derek, as he was part of the Atkins ITS general consulting group working at the Traffic Engineering Research Lab. In his new position, Derek is responsible for managing SunGuide® software, FDOT's statewide traffic management software; ITS architecture coordination; systems engineering coordination; central data warehouse, Regional Integrated Transportation Information System project management; and ITS specification development and coordination.

Congratulations to...

Please join us in congratulating **Matthew DeWitt** for receiving the International Municipal Signal Association Traffic Signal Tech Level I certification.

Gene Glotzbach received FDOT's sustained exceptional performance award recognizing the recipient's outstanding contributions to FDOT's mission. Gene was recognized for his efforts with maintaining the I*TS Ten-Year Cost Feasible Plan*, development of the *Systems Engineering Management Plan*, development of the statewide 511 traveler information system, and development of ITS specifications. In addition, Gene was recognized for his representation of FDOT in several national organizations, including the National 511 Coalition Working Group and the I-95 Corridor Coalition's Traveler Information Services Program Track Committee.

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
2198 Edison Avenue
Jacksonville, FL 32204
(904) 360-5630

District 3
Jared Perdue, DTOE
Lee Smith, 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
Jeremy Dilmore 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

Paul Clark
Incident Management and Commercial Vehicle Operations
(850) 410-5607

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

Alan El-Urfali
Deputy State Traffic Engineer - Systems
(850) 410-5617

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