



# SUNGUIDE® DISSEMINATOR

## District Six Expands 95 Express to Reduce Congestion



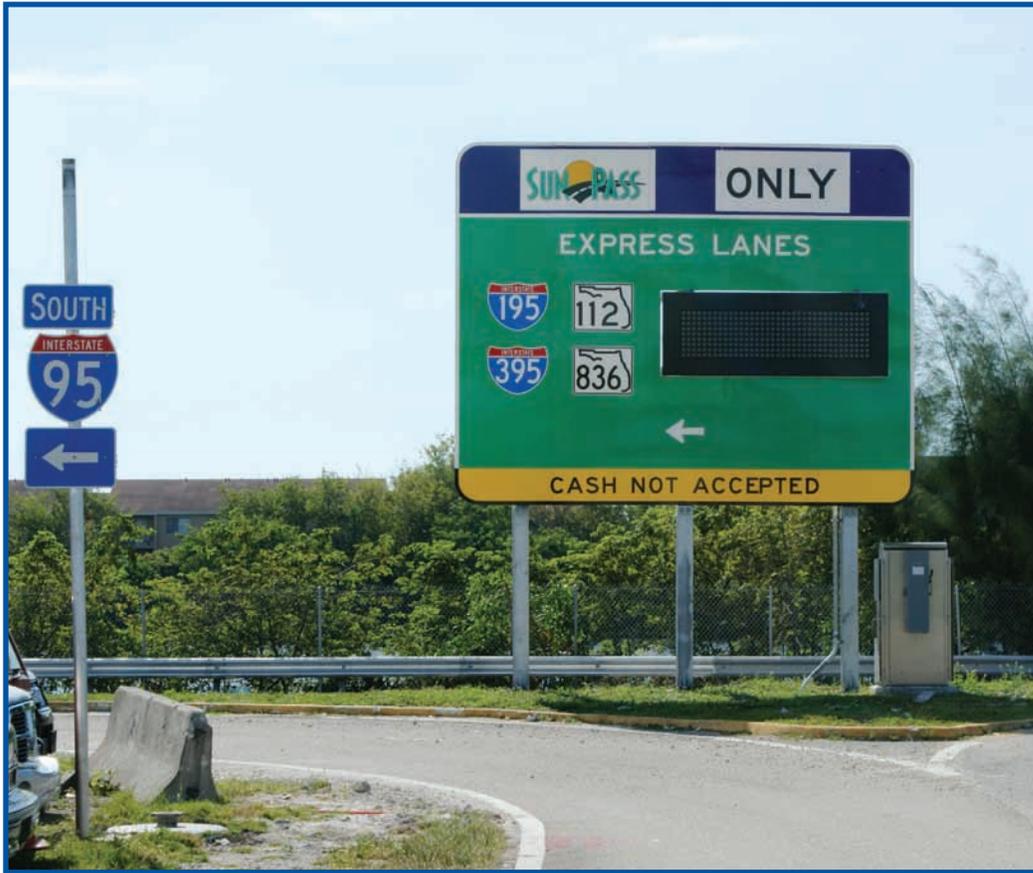
The Florida Department of Transportation (FDOT) District Six Office is preparing to begin operation of the southbound portion of the 95 Express in Miami-Dade County.

Installation of the plastic poles (delineators) is scheduled to begin during the week of December 2, 2009, and tolling operations will commence in January 2010. The facility will work in the same way as Phase 1A on Interstate 95 (I-95) and is expected to reduce congestion along the corridor in the southbound direction, between the project limits of Miami Gardens Drive/NW 186th Street and State Road 112 (Phase 1B).

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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>



Once toll collection starts, Phase 1B will bring the District's highly effective mobility improvement plan closer to completion. It will increase the travel-time reliability for more than 290,000 motorists who travel through the facility each day, and will reduce congestion along the southbound portion of the corridor during the morning rush-hour period, a time of high traffic. The new facility will collect tolls electronically through the SunPass® system and toll rates will be determined by the dynamic pricing software operated at the District's transportation management center (TMC) based on real-time traffic conditions.

Currently, Phase 1A of the 95 Express continues to surpass project expectations. Due to a combination of advancements in software, a specialized incident management plan, and a comprehensive operations system, the facility operates at free-flowing speeds 95 percent of the time. In a recent federally mandated study, the 95 Express was shown to

have increased travel speeds from 20 miles per hour in the former high-occupancy vehicle lanes to a monthly average of 57 miles per hour during the evening rush hour period (4:00-7:00 p.m.). By improving vehicle throughput on the express lanes, traffic congestion has also decreased on the general purpose lanes, increasing travel speeds from 20 to 41 miles per hour during this same time period. This improvement in mobility has caused motorists to take notice. Since tolling began to June 30, 2009, more than 4.2 million vehicle trips were serviced through the facility and collected tolls totaled approximately 2.8 million dollars in revenue to offset operational costs.

Phase 1A of the 95 Express has proven successful on all accounts. From its operational benefits to the overwhelming public approval, the transportation community also took notice. The 95 Express was named one of America's top ten best transportation projects in 2009 by the American Association of State Highway Officials (AASHTO), and the public voted it to the top spot to recently win the People's Choice Award in AASHTO's national competition. The public's approval is a testament to how well the first phase of the project is working. As shown in a recent FDOT survey, 76 percent of participants believe the facility provides a more reliable trip than the general purpose lanes on I-95; 58 percent stated that they would like to see express lanes developed in other areas of southeast Florida as well.

The northbound portion of the 95 Express introduced motorists to the concept of variable toll collection and Phase 1B will increase the operational benefits to complete the congestion relief project in Miami-Dade County. Phase 2, which will extend the 95 Express project to downtown Fort Lauderdale in Broward County, is slated for completion in 2012.

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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## Word Challenge Answer

S C H O L Z O N E I  
 Slow Down Dude! This is a  
 R E S P O N D E R  
 O R G A N I Z E D  
 T E C H N O L O G Y  
 D E L I N E A T O R S

## District Six Leads Regional Fiber Communications Resource Sharing Efforts

The Florida Department of Transportation (FDOT) District Six Intelligent Transportation Systems (ITS) Program has been actively working towards developing a regional fiber sharing network. As part of this effort, the FDOT District Six ITS Program has held numerous meetings and teleconferences to identify spare fiber availability with representatives from the following partner agencies:

- FDOT District Four
- Florida's Turnpike Enterprise (FTE)
- Miami-Dade Expressway Authority (MDX)
- Miami-Dade County Enterprise Technology Services Department (MDC-ETSD)

The intent of this effort is to identify fiber optic communications resources and facilities among regional transportation agencies which will allow redundant communications rings for the FDOT networks. These communications rings will help the FDOT to reduce operational downtime during accidental fiber cuts and improve network capacity and reliability.

A significant outcome of this effort is obtaining a fiber link between the Terremark Network Access Point (NAP) of the America's facility and the District Six transportation management center, which will assist the FDOT in its video sharing efforts with its partners, along with the State Emergency Operations Center (SEOC) and other public agencies residing at the NAP. The District Six ITS Program is also coordinating with the MDC-ETSD to set up additional communications nodes at the Miami-Dade Lightspeed Building, Miami-Dade South Government Center for geo-diversity, and a communications node at Miami-Dade Permitting and Inspection Center to access the Florida International University Integrated Intelligent Transportation System (IITS) Laboratory. Other outcomes include potential cost savings due to the re-allocation of leased communications lines to FDOT or partner agency-owned fiber.

A highlight of this effort is the on-going coordination with various ITS and roadway construction projects to implement the communications rings. The District Six ITS Program has formal fiber sharing agreements with some of the regional partners and will reach out to the others to finalize this effort.

This article was provided by Julio Orozco, FDOT District Six. For information, please contact Mr. Orozco at (305) 470-5385 or email to [Julio.Orozco@dot.state.fl.us](mailto:Julio.Orozco@dot.state.fl.us).

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## Moment of Humor!



Fiber is the light of my life.

# Central Florida Regional ITS Architecture Update

The statewide intelligent transportation systems architecture (SITSA) was last updated by the Florida Department of Transportation (FDOT) in 2005 after significant coordination with various stakeholders throughout Florida. That SITSA update took six to seven months to complete. The seven regional intelligent transportation systems (ITS) architectures (northwest, northeast, Tampa Bay, southwest, southeast, central, and Turnpike) were also developed in conjunction with the SITSA.

ITS architecture ensures that planning and deployment can occur in an organized manner and it promotes interoperability. FDOT completed the 2005 SITSA updates in order to be compliant with the requirements detailed in the Federal Highway Administration's (FHWA) Part 940 in Title 23 of the *Code of Federal Regulations*.

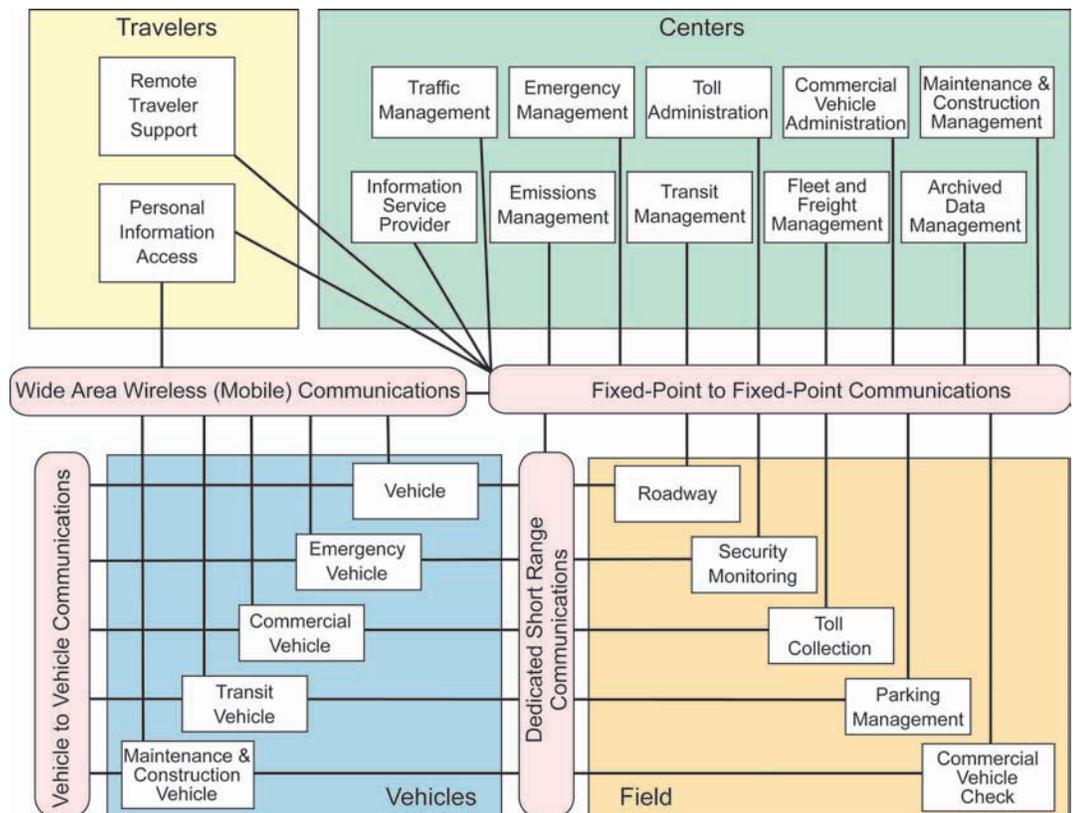
All projects planned within the state of Florida need to demonstrate compliance with the regional and statewide ITS architectures. Even though the ITS architecture represents high-level planning of the transportation system, it is important to understand and demonstrate how each project meets the objectives of the statewide ITS. Since the 2005 SITSA update, if a project is initiated by a District which requires changes to the regional architecture, the respective architecture documents are amended, provided that the FDOT Change Management Board (CMB) approves the changes.

Recently, District Five proposed a new project involving joint coordination with the City of Ocala and Marion County to deploy ITS along SR 200 and I-75 interchanges. This project also included fiber optic connection from I-75 to the FDOT maintenance facility. It was recognized that this project would require changes to the existing architecture for the City of Ocala and Marion County.

FDOT requires that any changes to an ITS architecture be presented and approved by the CMB. As this project required regional ITS architecture changes, Mike Smith (District Five ITS Engineer) presented the required project details and

architecture changes at the CMB held on July 7. The CMB unanimously approved the proposed change and Central Office tasked their general consultant team to coordinate with the project team and stakeholders to make the necessary changes to the regional ITS architecture.

After discussions and a review, the architecture details for the City of Ocala and Marion County were modified to accommodate the project and to identify the capabilities for these local agencies as the ITS deployments expand in and around their agency boundaries. The final updated Central Florida Regional ITS Architecture document was posted on Consystec's Web site ([http://www.consystec.com/florida/d5/web/\\_regionhome.htm](http://www.consystec.com/florida/d5/web/_regionhome.htm)) on September 1, 2009. This most recent architecture update uses the National ITS Architecture Version 5.1, consistent with the 2005 SITSA update.



This article was provided by Arun Krishnamurthy, FDOT Traffic Engineering and Operations Office, and Michael Smith, FDOT District Five. For information, please contact Mr. Krishnamurthy at (850) 410-5616 or email to Arun.Krishnamurthy@dot.state.fl.us.

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## United We Guide

Florida was one of six states to receive a small grant from the National Center on Senior Transportation (NCST) to develop a statewide older driver safety plan. Since Florida has existing older driver programs that are being effectively implemented within many agencies, our team used the grant funds to develop and implement a new community-based pilot project.

Our diversified United We Guide team consists of members from:

- Florida Department of Transportation (Gail Holley – Traffic Engineering and Operations, Tenda McPherson – Safety, and Amy Datz – Transit),
- Florida Department of Health (Kyla Shelton),
- Florida Department of Elder Affairs (Buddy Cloud),
- Florida Department of Highway Safety and Motor Vehicles (Selma Sauls – retired),
- Florida Highway Patrol (Lt. Bill Leeper),
- Florida Commission for the Transportation Disadvantaged (John Irvine), and
- A transportation consultant (Lisa Bacot).



Our team goal is to improve the transportation safety and mobility of Florida's senior

population by providing training at the local level to assist seniors within the community to identify transportation options that will be best suited to meet their individual mobility needs.

The United We Guide Mobility Manager Pilot Project was created with the thought that, in Florida, there is a Community Transportation Coordinator (CTC) in every county. To meet our team goal, we would train the CTCs to be true "mobility managers" in two counties (urban and rural) within the state. This pilot project focuses on revising the roles and responsibilities of the CTC to be more inclusive of all available transportation options and resources for seniors and other transportation disadvantaged populations or vulnerable road users.

The counties that were selected by the team to pilot this project on mobility management are St. Johns County, through the St. Johns Council on Aging, and Putnam County, through Ride Solutions, as both are the CTCs for their respective counties. The mobility managers have been trained by our United We Guide team to provide one-on-one assistance to seniors who need help with any type of transportation, safety, or mobility issues. A local phone number has been designated for each mobility manager in each county. Seniors in St. Johns County can reach their mobility manager by calling (904) 209-3700 and asking for the Mobility Manager. In Putnam County, seniors can call (386) 325-9999 and voice prompts will direct them to their mobility manager.

Both counties have been trained and began taking calls in August and they will continue through December 31, 2009. If the project proves to be a success, the United We Guide team, along with the two pilot counties, will evaluate the best way to duplicate this program throughout the rest of the state.

This article was provided by Gail Holley, FDOT Traffic Engineering and Operations Office. For information, please contact Ms. Holley at (850) 410-5414 or email to [Gail.Holley@dot.state.fl.us](mailto:Gail.Holley@dot.state.fl.us).

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## Traffic Data Collection For 511

In 2009, the Florida Department of Transportation (FDOT) introduced a new resource for congestion management—the Statewide Florida 511 Advanced Traveler Information System (ATIS). This new resource provides the traveling public with reliable and accurate information regarding traffic conditions across the state. The real-time traffic conditions reported through this system are provided through the utilization of traffic data supplied by both public and private resources.

Prior to the launch of the Statewide Florida 511 ATIS, there were five regional systems. Each region was responsible for its own data collection, phone system, and Web site. FDOT District Seven (Tampa Bay Region) had a contract with Traffic.com (NAVTEQ) to collect data and operate and maintain the regional system and Web site. This external data (not from FDOT cameras or detectors) was obtained by means such as cell phone probes, monitoring emergency responder channels, roving patrols, etc.

Each of the five regional systems differed in several aspects. The "build out" status of intelligent transportation systems devices (cameras, detectors, etc.) in each region had a significant impact on the amount of external information required. District Seven was relatively new to the business, so the percentage of road miles covered by devices in our region was less than some of the other regions. As a result, we required more external information to support our regional 511 system.

With the transition to the new statewide system, there is no longer a need for the operation and maintenance of a regional system. However, the need for data collection to support the statewide system remains. In order to facilitate the

necessary collection of traffic data, FDOT District Seven developed a scope of services and issued an Invitation to Negotiate (ITN) to solicit proposals from private companies interested in providing accurate, real-time traffic data to support the statewide system.

FDOT considered three qualified teams who expressed interest in providing the necessary traffic data. The NAVTEQ team was selected based on their prior experience with the regional Tampa Bay system and their willingness to provide the data at no financial cost to FDOT.

Through this data sharing agreement, District Seven receives traffic incident information via a private Web site and telephone notification of major incidents. In return, NAVTEQ receives video images and detector data from FDOT for use with its private traffic reporting and telephonic notification of any event not detected by NAVTEQ. Examples of data received by FDOT include information regarding traffic incidents, traffic back-ups, crashes or other issues that may affect traffic flow.

The data sharing agreement is a true public/private partnership that benefits the traveling public. While operating the regional system, the cost to the District for 511 data collection, not including the establishment and operation of the Web site and interactive voice response, was approximately \$265,500 per year. Through the data sharing agreement, the District receives traffic data for enhanced operation of the Statewide Florida 511 ATIS and the vendor receives traffic data for its business at no cost to either party.

This article was provided by Terry Hensley, FDOT District Seven, and Robert Skaggs, VANUS, Inc.. For information, please contact Mr. Hensley at (813) 615-8611 or email to Terry.Hensley@dot.state.fl.us.

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## TIM in '10—Training all Responders

Traffic incident management (TIM) is defined as the planned, systematic, and coordinated use of human, mechanical, institutional, and technical resources to reduce the duration and impact of incidents, and improve the safety of crash victims, incident responders, and motorists. In the State of Florida, multiple partners combine to accomplish TIM, including law enforcement, fire-rescue, emergency medical services (EMS), transportation agencies, towing and recovery service providers, and others. They are supported by 21 active TIM teams in the state, covering 39 counties. The primary focus of these teams is to improve the 3 Cs—communication, coordination, and cooperation—among incident responders.

Post-September 11, responders around the nation were required to undertake training in the National Incident Management System (NIMS). TIM is a conceptual subset of that broader concept of coordination among responders, specifically focused on the traffic incident. The federal NIMS program recognized the need to orient and/or train all responders in incident management. Similarly, there is a need to reach critical mass with traffic incident responders.

To achieve effective communication, coordination, and cooperation, first responders at the scene of a traffic crash or traffic incident must have a common knowledge base from which they operate. It is essential that these responders all receive a basic level of TIM training. Having all responders educated with the same materials will promote better incident coordination and aid in promoting safe, quick clearance goals to all responding agencies.

To effectively reach every Florida first responder (police, fire, and EMS), a conceptual framework for TIM training is required. "TIM in '10" is a joint project undertaken by the Florida Highway Patrol and the Florida Department of Transportation (FDOT). We have reached out to the Florida Police Chiefs Association, the Florida Sheriff's Association, and the Florida Fire Chief's Association for their endorsement. Together we should all agree on the goal to provide every Florida first responder with Traffic Incident Management Training for Responders by the end of the year 2010. This effort will encompass all state, county, and local law enforcement agencies, volunteer and municipal fire/rescue departments, and numerous towing and recovery professionals.

Reaching tens of thousands of responders is an ambitious goal, but one that is worth achieving to improve responder safety and save lives. Delivery of such training must be efficient as well as cost-effective; therefore, a three-pronged approach—classroom, online, and video training—has been adopted to reach critical mass. Each of these approaches is derived from a comprehensive synthesis of nationwide TIM programs. These training modules are created to maximize responder training opportunities.

The Center for Urban Transportation Research (CUTR) created a classroom training module for "Maintenance of Traffic (MOT) for Responders" aimed specifically at traffic incident responders. The course envisions bridging the gap between MOT for construction and maintenance personnel and the limited resources of emergency responders. The resulting product is a comprehensive TIM training program, delivered in the classroom environment in a 4 to 6 hour format.

The realities of resource constraints make the prospect of reaching all responders with a classroom product unrealistic. For this reason, Florida will



host Web-based, online and streaming video TIM training modules. With a personal computer, individuals or groups of responders will be able to use a self-paced approach, in available time increments, to accomplish TIM training in less than one hour total.

The extensive Microsoft® PowerPoint slide series that accompanies the CUTR classroom product is being retrofitted to an independent study format, similar to the NIMS online training that is familiar to every responder. The slides convey all of the content required for a good understanding of TIM, in a familiar and convenient format.

The roll call video has been a staple for training police and fire personnel for decades. The North Florida Transportation Planning Organization funded development of a comprehensive guidebook and a series of five short (6 to 8 minute)

videos aimed at training responders in TIM. Both the portable document format (pdf) version of the guidebook and the video product are mass-produced in a digital format. The Incident Management Section of the Traffic Engineering and Operations Office has shipped these videos to the FDOT Districts for distribution to agencies throughout the state. We have asked the Districts to provide a list of agencies to which the video has been provided along with the number of personnel to be trained in each agency. A database has been developed to track the total number of persons trained.

A new Web site is being developed to support TIM activities and training in Florida. This Web site will serve as a clearinghouse for TIM training information and resource materials.

A poster and brochure, explaining the program, is also in the development stage for distribution throughout the state.

“TIM in ‘10” will bring a higher level of traffic incident management awareness among responders and foster better working relationships which will enhance the safety of responders and improve the traffic flow around incidents.

This article 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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## SAVE THESE DATES FOR **TRANSPO2010**



Visit [ITSTranspo.org](http://ITSTranspo.org) and the events calendar at [itsflorida.org](http://itsflorida.org) to learn more about this exceptional networking and educational opportunity.

**WHAT:** Transpo2010  
**WHEN:** December 12 – 15, 2010  
**WHERE:** Sawgrass Marriott  
1000 PGA TOUR Boulevard,  
Ponte Vedra Beach, FL 32082

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## SAY YES TO ORLANDO IN 2011! THE COUNTDOWN CONTINUES

ITS Florida invites you to plan ahead for the ITS America Annual Meeting and World Congress with more attractions than any other!

**WHAT:** 18th Annual ITS World Congress, held jointly with the ITS America Annual Meeting  
**WHEN:** October 16 - 20, 2011  
**WHERE:** Orlando/Orange County Convention Center

## Editorial Corner: Be Safe—Don't be a Statistic

By the time you read this, we will have had our heaviest travel day nationally. Typically more people are on the road during the Thanksgiving holiday period than at any other time of the year. Unfortunately, too many of those travelers did not make it to their destinations. Be safe; don't be a statistic as we take time off to visit with family and friends over the upcoming holiday season. We want you all back to work safely after the holidays.

There are a lot of distractions over the holiday season. Don't let technology add to that distraction by taking your attention away from driving safely. Statistics have shown that "texting" while driving can be as dangerous as driving with a blood alcohol level that exceeds the legal limit. If you must text or use your cell phone, find a safe place to pull over, such as a rest stop, to send your message or make your call. **Anything that takes your attention away from driving is dangerous.** Taking your eyes off the road for only a moment can be disastrous, particularly at 70 miles per hour, or faster.

Obviously, don't drink and drive. If you think you have had too much to drink, you probably have. Let a designated driver take you home or take a taxi. During the holiday season, programs such as "tipsy taxi" are generally available to take you home, and at no cost to the rider. Take advantage of these opportunities if they exist. Don't get a DUI. Spending a night in jail is not something you would care to write home about.

An average person can process a 12 ounce beer's worth of alcohol in about an hour. With the legal limit of .08, two drinks in short order will put you over the limit. If you are smaller than average, one drink could put you over the limit.

**Be smart and be safe.** Check on roadway conditions by dialing 511 or by going to the FL511.com Web site before you leave. The 511 phone number and the Web site can provide you with what is happening on your route to your destination before you leave, so you can plan your trip to avoid problems. Based on information provided by the 511 system, you may choose to take a different route or leave at a later time to avoid traffic problems. If you are already en route and need to check on traffic, let a passenger do that for you. Do not call while driving. The 511 system provides traffic information on the state's limited-access system, including toll roads and a small number of arterial systems (generally in central Florida).

Have a happy holiday season and be safe on your drive to your destination, where ever that may be. Please take heed of the posted speed limits, particularly in active work zones. We all want to enjoy this holiday season.

This editorial was provided by Gene Glotzbach, FDOT Traffic Engineering and Operations Office. For information, please contact Mr. Glotzbach at (850) 410-5616 or email to [Gene.Glotzbach@dot.state.fl.us](mailto:Gene.Glotzbach@dot.state.fl.us).



## Cross-County Commuters Now Getting Travel Time Messages on I-75

For the first time in South Florida, motorists traveling along I-75 are able to access accurate, up-to-the-minute travel time information for destinations crossing the Miami-Dade/Broward county line in both directions.

This initiative is the result of a joint effort between the Florida Department of Transportation's (FDOT) Districts Four and Six to give motorists more complete trip time estimations when traveling between each county. Dynamic message signs (DMS) located in advance of the county line will display travel time messages providing these estimates to give commuters enough time to make smarter, more informed driving decisions when traveling along the corridor.

A total of three DMSs will display these cross-county travel time messages along the 10.4 mile stretch of the corridor—one DMS in Miami-Dade County at Miami Gardens Drive and two DMSs in Broward County at Griffin Road and Sheridan Street.

In order to complete this initiative, FDOT worked with Florida International University (FIU) to evaluate the accuracy of the travel times. FIU tested both the SunGuide® Software estimated travel times and the travel time ranges that would be posted on the DMSs. The evaluation was performed by comparing these estimated travel times with the ground-truth travel times, which were collected through a floating car study. The test runs were conducted during the morning and evening rush hours during the week of October 5, 2009. The results of the study revealed that the travel times calculated by the SunGuide Software were accurate since the times collected through FIU's floating-car study fell within SunGuide's estimated range.

This article was provided by Daniel Smith, District Four, and Manuel Fontan, District Six. For information, please contact Mr. Smith at [Daniel.Smith@dot.state.fl.us](mailto:Daniel.Smith@dot.state.fl.us) or Mr. Fontan at [Manuel.Fontan@dot.state.fl.us](mailto:Manuel.Fontan@dot.state.fl.us).

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## Inside the TERL

The FDOT has a goal to assure that only a safe and uniform traffic control system and ITS are implemented in the state of Florida. The Traffic Engineering Research Lab (TERL) plays a part in obtaining this goal by satisfying Florida Statute 316.0745 - Uniform Signals & Devices. Below is a look Inside the TERL at activities that help accomplish our goal.



The primary mission of the TERL is to maintain an Approved Product List (APL) of devices that have been tested and verified to meet FDOT requirements. Establishing and maintaining the APL encompasses a broad variety of activities. These activities include the review of manufacturer quality assurance/quality control (QA/QC) programs, comprehensive product evaluation and testing, development and continuous improvement of specifications, maintenance and technical operations of the systems used for testing (including the design, installation, and operation of a small-scale transportation management center [TMC]) as well as the installation and integration of field devices around the TERL facility and various remote testing locations. The primary goal of these efforts is to ensure that products sold and deployed on transportation projects in Florida are safe and reliable, perform as required, are of good quality, and are manufactured by companies who have demonstrated good QA/QC practices and customer service.

### How to Get on the FDOT Approved Product List

- 1) Vendor Qualification = review of the vendor's quality control and assurance program
- 2) Device Evaluation = review of the device to verify conformance to FDOT's standards

**Vendor Qualification + Device Evaluation = APL listing**

Approved products can be viewed at the following Web pages:

Signalized intersection products - [www3.dot.state.fl.us/trafficcontrolproducts/](http://www3.dot.state.fl.us/trafficcontrolproducts/)

ITS products - [www.dot.state.fl.us/TrafficOperations/Traf\\_Sys/ITS%20APL/TemporaryITSAPL.shtm](http://www.dot.state.fl.us/TrafficOperations/Traf_Sys/ITS%20APL/TemporaryITSAPL.shtm)

The following Web page lists each product that is required to be listed on the APL - [www.dot.state.fl.us/TrafficOperations/Traf\\_Sys/terl/apl4.shtm](http://www.dot.state.fl.us/TrafficOperations/Traf_Sys/terl/apl4.shtm).

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

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## Announcements

### Get Ready

The ITS America's 20th Annual Meeting & Exposition – Connecting Communities through Smart Transportation Solutions will be held on May 3-5, 2010, at the George R. Brown Convention Center in Houston, Texas. The 20th Annual Meeting & Exposition will focus on core issues that relate to connecting communities through smart transportation solutions.

Mark the date on your calendar. More information is available at [http://www.itsa.org/annualmeeting/c80/News\\_and\\_Events/Calendar/Annual\\_Meeting\\_and\\_Exposition.html](http://www.itsa.org/annualmeeting/c80/News_and_Events/Calendar/Annual_Meeting_and_Exposition.html).

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### 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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### Central Data Warehouse Workshops

The Statewide Transportation Engineering Warehouse for Archived Regional Data (STEWARD), is a central data warehouse research project designed by FDOT and the University of Florida to provide a repository for data generated by Florida's transportation management centers. This research project was created to provide an archive that will support the development of performance measures and promote further research into traffic flow and congestion modeling.

Information on STEWARD is available at <http://cdwserver.ce.ufl.edu/steward/index.html>.

As part of this project, a series of workshops to present the research results to the stakeholders from Central, District Planning, Traffic Operations, and Safety Offices are scheduled in 2009 as follows:

- Nov. 5: Traffic Engineering Research Lab, Tallahassee
- Dec. 1: District 7, Tampa Bay SunGuide RTMC
- Dec. 2: District 4 Broward County RTMC
- Dec. 7: University of Florida
- Dec. 8: District 5, DeLand
- Dec. 9: District 6, Miami RTMC

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## FDOT Traffic Engineering and Operations Mission and Vision Statements



# FDOT Contacts

### District 1

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

### District 2

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

### District 3

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

### District 4

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

### District 5

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

### District 6

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

### District 7

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

### Florida's Turnpike Enterprise

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

### Mark Wilson

State Traffic Engineer  
(850) 410-5600

### Elizabeth Birriel

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

### Trey Tillander

Deputy State Traffic Engineer - Systems  
(850) 410-5615

### Paul Clark

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

### Fred Heery

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

**Physical Address:**      **Mailing Address:**

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

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