FDOT's Traffic Engineering and Operations Monthly Newsletter

SUNGUIDE[SM] DISSEMINATOR

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The *SunGuide Disseminator* is a publication of:

February 2006 Edition

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Link to Florida's Statewide ITS General Consultant

SunGuide[SM] Deployment: Lessons Learned in District 6—Miami

This past November was a busy month for District 6 in Miami—the SunGuide[SM] Software, Version 2, was deployed. Following the same deployment process as in

other Districts, the deployment is District 6 was a three-stage event, broken into the following categories: deployment, training, and troubleshooting.

On November 7, 2005, a team of developers from Southwest Research Institute (SwRI), with assistance from our technical engineers, came to Miami to deploy the software. Prior to this, SwRI went over issues such as space allocation for hosting, server upgrade patches, and any necessary hardware upgrades needed for any last-minute functionality concerns.

Our database administrators were sent to a 1-week Oracle administrative training course, which gave them the basic functionality needs for database administration, such as backing up data, data mining, and general server upkeep. The training yielded no certification, but gave the trainees a very good overall knowledge of what could be experienced during installation and upkeep.

There were some small problems with clustering during installation, but, overall, the Oracle database installation met expectations.

On November 15, following the actual software deployment, arrangements were made for the operators to receive familiarization training on handling specifics within the subsystems. This 1-day familiarization training was for logging on the subsystem's startup screen(s), the dynamic messaging signs (DMSs), the sign queuing systems, and various aesthetic features with the program as a whole.

Administrator training was ad-hoc, with an emphasis on user management and splash screen customization, icon management, user preference, and the like.

On November 28, the software was installed, as is (lab standard), and run-through testing was performed, including camera control systems components such as the joysticks and the software-based camera controls. For administrative reasons, the DMS subsystem was brought online three weeks later. This gave the operators an opportunity to learn and acquaint themselves with the camera subsystems.

The only problem with the software came in the camera control subsystem; operators found that some cameras panned too far and too fast when nudged. At the other end of the spectrum, some cameras crawled when called through the new system.

While, technically, this new issue is not a bug, it is an irritant that can be easily solved. If we modify the SunGuide software to allow a speed factor to be uniquely specified for each model of closed-circuit television (CCTV) vendor in the system, a different speed factor could be set for each model of CCTV device deployed.

Through excellent customer service and diligence, the FDOT Central Office worked on behalf of District 6 on this issue and a solution was quickly found to correct this software deficiency.

Overall we have a very good product which, in the long run, holds a lot of promise; and one word sums it all up—***"INTEGRATION."***

The one thing that all of the Districts have been waiting for is here! And the best stance we can take now is to take SunGuide for what it is—***a living technical application.*** Feedback is the way to help it grow.

Many thanks to Liang Hsia, FDOT Central Office in Tallahassee, and the SwRI development team for giving us this application, and the promise for what it holds.

This article was provided by Alphonso Clay, FDOT, District 6. For more information, please contact Mr. Clay at (305) 470-5830 or email Alphonso.Clay@dot.state.fl.us.

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Construction of Northeast Florida RTMC Approved

This past November, the District 2 ITS Section received incredible news—the Growth Management/Strategic Infrastructure System (SIS) funding requested for the construction of a Northeast Florida Regional Transportation Management Center (RTMC) was approved by Governor Jeb Bush. The opportunity to take on such a challenging project had been discussed for the past several years; however, funding always seemed to be the question mark. In August 2005, FDOT asked each District to submit candidate projects that met certain criteria developed for Growth Management funding. All projects that matched these criteria were then prioritized by each District according to work program schedule and regional needs. The criteria used to pare down the number of projects eligible to receive funding were that they be:

1. Consistent with the local government comprehensive plan.
2. Listed as backlogged in the local government comprehensive plan and/or concurrency management system.
3. Supportive of mobility within designated infill areas, redevelopment areas, downtown revitalization areas, designated transportation concurrency areas, or multimodal districts.
4. Located on SIS connectors that remove significant truck traffic from downtowns, historic districts, or residential areas.

During this exercise, the Jacksonville Transportation Authority (JTA) approached District 2 with a proposal to join forces and financing of this facility by combining these funds with their planned Jacksonville Multimodal Transportation Center project. The location of their proposed project, the LaVilla area, fit in well with the District's existing ITS network along the Interstate system; therefore the ITS Section agreed, in principle, with this joint effort. The overall Jacksonville Multimodal Transportation Center would provide travelers with access to the Amtrak rail service, Greyhound Bus Line, Jacksonville Skyway system, JTA bus transfer station and JTA bus rapid transit center. This facility would also house JTA staff and the Northeast Florida RTMC in a building that would be constructed atop a 6- to 7-story parking garage.

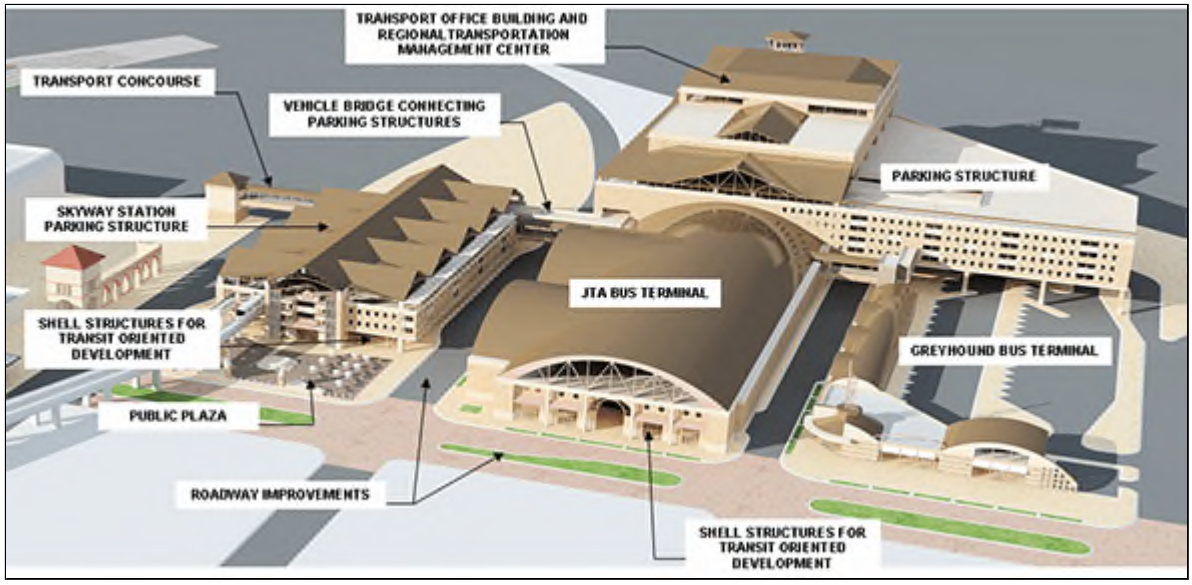
LaVilla Transportation Sub-district

Jacksonville Transportation Center

Fortunately for the ITS Section, DMJM Harris had already been tasked by the District to develop architectural plans for this multimodal complex; therefore wheels for a fully integrated transportation center were in motion long before this opportunity for funding had arisen. In a sense, it was a bit of "kismet" that all the pieces fell into place around the same time. I can assure you that this type of good fortune rarely occurs in multi-agency projects. Due to this run of luck, we felt Karma had stepped in to lead us to where we are today.

The construction of the RTMC was one of the District's top priorities; therefore the District 2 ITS Section was assigned with developing an estimate based on the region's needs and historical information available on RTMC projects done around the state of Florida. While developing the estimate, the District 2 ITS Section felt it would be best to use the "KISS" ("keep it simple, stupid") method by mainly addressing future operational and maintenance needs. Thus, the estimate was focused on controlling future operational costs and not so much on the various aesthetic displays that are seen in many RTMC facilities around the country.

Basically, the first step was achieving consensus among the numerous stakeholders that would be involved in such an effort. Fortunately for this area, these discussions have been ongoing for the past several years and it was a matter of coordinating everyone's requirements to develop the initial estimate. Agencies queried included the District ITS Section, Motor Carrier Compliance, Florida Highway Patrol, Jacksonville Traffic Engineering office, Jacksonville Fire/Rescue, City of Jacksonville Emergency Operations Center, Jacksonville Sheriff's office, JaxPort, Jacksonville International Airport, First Coast Metropolitan Planning Organization, St. Johns County Traffic Engineering, Clay County Public Works, and JTA.



The objective of this ongoing research was to determine which agencies would be willing to relocate; which agencies desired "virtual" information; and which agencies would provide useful data to the Northeast Florida RTMC. After several meetings, the District received relocation commitments from the Florida Highway Patrol, Jacksonville Sheriff's office, Jacksonville Traffic Engineering and JTA's dispatch center. Each will relocate all or part of their dispatch and operations to the RTMC once construction is complete. The rest of the stakeholders mentioned above are still considering the opportunity to relocate, but also asked that we research the possibility of combining fiber optic networks to share information virtually.

When the Northeast Florida RTMC is completed it will be the first multi-agency operation in the state. Reaching this goal was due to the partnerships and cohesiveness developed over the past several years among the numerous stakeholders. Each and every participant realized that management of the region's transportation network is a combined effort; thus, it only made sense to do it within one facility. The hope is that the region will be able to manage the growth

of traffic more efficiently and will be able to respond to abnormal traffic conditions (i.e. incidents) more effectively while under one roof.

One final thing I should mention is that the region's stakeholders DID NOT attempt this undertaking with a goal of being the "leader" or "model facility" for the rest of the nation. Instead, the stakeholders analyzed the regional traffic problems, found that there was an actual need for such a venture and diligently pursued a solution to the increasing difficulties involved in the overall management of the Jacksonville transportation system. The region could have continued operating through the virtual network we currently have in place; however, every agency felt that we could improve the flow of traffic and responsiveness to incidents by bringing the members closer together. All of this could not have been achieved without the diligence of our ITS Champion—the First Coast Metropolitan Organization. Without their support, this goal would have never left the ground.

This article was provided by Peter Vega, FDOT, District 2. For more information, please contact Mr. Vega at (904) 360-5463 or email Peter.Vega@dot.state.fl.us.

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Research Program Changes

Last year, FDOT implemented changes to the research program. These changes affect how research topics are developed and are the reason FDOT is unable to accept unsolicited research proposals.

This new research policy allows each office to develop their own research topics based on their strategic plan(s). Currently, in the Traffic Engineering and Operations Office, we have two strategic objectives:

1. Reduce non-recurring congestion and improve response during emergency events, and
2. Enhance the safety and efficiency of all road users.

Research topic development isn't only limited to the office strategic objectives; it could also include strategic objectives that have been developed for a program within that office. For example, there are two programs within our office that are currently developing strategic objectives within their own business plans. Both the Traffic Incident Management Program and the Elder Road User Program fall under one of our strategic objectives, as mentioned above.

Once an office has developed research topics, these are presented to the Research and Development Office. Then management selects which research topics will receive funding. Once funding becomes available, the originating office develops the Scope of Service and works through the Research and Development Office to advertise Requests for Proposals.

While the research development process may have changed, it is effective in ensuring that our research focuses on the specific direction that each office has developed for their business plans.

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

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A Message From the ITS Florida President

As the incoming President of ITS Florida (ITSFL), I want to first say thanks for electing me. I will try to perform up to your expectations.

Last year, **Charlie Wallace's** incoming article focused on the history of our organization. Two years ago, **Terry Griffith's** article discussed some long-term goals. With this article, I want to focus on this year; however, I'll look a little backward and into the future.

First, the past. I want to thank those who have preceded me, especially Charlie. His written history was an excellent discussion of where the organization has been. What it didn't do was give a feel for how much ITSFL has grown and the dynamic organization that we are now. In my six plus years with ITSFL, the change has been incredible. While ITSFL has always been a valuable organization, in the last few years it has become *"Must See TV"* (to borrow NBC's term) for all ITS professionals in Florida. The organization's high energy level and incredible accomplishments were recognized at a national level by our receipt of the ITS America 2005 Outstanding State Chapter Award. If you haven't experienced the difference, it's time you became more active.

Now, to the present. ITSFL has 117 organizational members, an all-time high. This is the result of several things—a growing ITS program, **Mike Pietrzyk's** endless membership activities, and the recognition of ITSFL's increasing role in the industry. We need to continue to add members, but more importantly, we need to increase our member participation. As with all volunteer organizations, we always need your help.

A new activity the Outreach Committee is administering is a Speaker's Bureau. To get the word out on ITS, as well as ITSFL, we are creating a process that will organize our efforts. A general presentation, approximately one hour's worth of material that describes ITS and ITSFL, is available to present to any organization—local government, Rotary Clubs, etc. The presentation can be customized to fit any speaker's needs. We need speakers, but if you just want to identify target audiences, ITSFL will find a speaker. If you're interested in helping, please contact **Anita Vandervalk** at (850) 219-6388, or email AVandervalk@camsys.com.

Outreach has also developed an Adopt-a-Legislator program. Members can volunteer to meet with a selected legislator once or twice a year to inform and educate them about the importance of ITS. Our goal is to develop a well-informed group of legislators that will understand the importance of ITS when they vote on funding issues. A new brochure that can be an item to leave behind with staffers and elected officials is available.

2006 is a Transpo year. Mark your calendars for November 27th to 30th to come to the Innisbrook Resort to attend Florida's largest ITS event. Lots of activities are occurring and there are many opportunities to volunteer your time – talk with **Elizabeth Birriel** or any ITSFL Board member.

One of the activities started in 2005 was to develop goals and objectives and, ultimately, measurable actions for each of our committees. This ongoing effort, along with our annual strategic planning retreat, keeps the organization thinking ahead, but also focuses on our members' needs.

One of the benefits that ITSFL has always provided our members is professional training. This year will be one of transition. For the past two years, we have been fortunate to have PBS&J supply training, but that arrangement has ended. **KK Saxena** has agreed to Chair the Professional Capacity Building (PCB) Committee, with the charge of developing a training program. The first step is to determine what is required, then to develop a plan to fulfill the needs. This is a challenging task and KK will need help, but I know he can do it. And I hope you will volunteer to help him.

As you have read this, I'm sure you've picked up a theme. We need your help. ITSFL has grown so large and has too many activities to have everything done by the same small group of people. We need everyone's help. Some people have already volunteered and I thank you. We can use whatever time you can provide us. If you can only give us two hours, we'll find a two-hour task. If you can provide four hours a month, we'll use that also. Just let me or a Board member know.

Finally, a quick glimpse to the future. I see a growing organization with more to do, serving a dynamic group of companies in more ways. All of this will be done with solid leadership and an increasing base of volunteers. As it is often said, "the future is so bright, I'm going to need shades." The one glitch in this is that **Diana Carsey**, our Executive Director, has given us notice that this is her last year. Luckily, we have a year to find a worthy replacement – I think it will take it.

Again, thanks. Now, let's roll up our sleeves and get to work.

This article was provided by Jay Calhoun, Gray-Calhoun & Associates. For more information, please contact Mr. Calhoun at (813) 831-8870 or email Calhoun@graycalhoun.com.

For more information on ITS Florida, please check the ITS Florida Web site at www.itsflorida.org or contact Diana Carsey, Executive Director, at (727) 409-5415 or email CarseyD@verizon.net.

If you wish to contribute an article to the *SunGuide Disseminator* on behalf of ITS Florida, please contact Erika Ridlehoover at (813) 376-0036, or email Erika.Ridlehoover@transcore.com.

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Editorial Corner – ITS Has Come a Long Way in Florida

ITS in Florida has come a long way since the first deployments beginning in the early 1990s. These early systems addressed congestion problems along I-4 in Orlando, I-95 in Miami-Dade County, and a number of critical locations in Jacksonville, including I-10. Funding for these projects came from District sources and had to compete with other needy projects. ITS, which was previously known as Intelligent Vehicle Highway Systems (IVHS), was the new kid on the block. Funding for these projects was dependent on how persuasive engineers were and how creative they could be in developing funding sources.

Since those early years, ITS in Florida has really taken off. The *ITS Strategic Plan*, completed in 1999, began the process of building a statewide ITS Program. That plan established an ITS Program Office in Tallahassee, responsible for all FDOT ITS activities, and it also recommended the creation of District ITS Programs with a designated ITS Program Manager. FDOT's actions created the first steps necessary to establish a first class ITS Program. To support the ITS Program, the Executive Board set aside almost $500 million to deploy ITS statewide over an initial 12-year period. This showed FDOT's dedication to deploy ITS statewide like no other state in the nation has come close to matching.

One of the ITS Program Office's first actions was to develop a plan to allocate the funds provided by the Executive Board to deploy ITS. Projects were established, the *Ten-Year ITS Cost Feasible Plan* (*CFP*) was developed, and projects were programmed in the work program. Because of the funding provided by the *CFP*, Florida now has ITS projects being designed and constructed in all the Districts, including Florida's Turnpike Enterprise. These projects include the deployment of dynamic message signs, closed-circuit television cameras, and vehicle sensors to monitor traffic and provide information back to motorists.

However, the *CFP* only provided funds for the deployment of ITS. Funding for operations was still an issue. Subsequent to the development of the *CFP*, the ITS Program made a pitch to FDOT's Executive Board for additional funding to support operations and the replacement of equipment. The Board agreed and dedicated funding to provide assistance our ITS operations and to provide ITS equipment replacement costs.

In order to provide support to the Districts for their ITS operations, the ITS Program has developed a transportation management center software package known as the SunGuide[SM]

Software. This software package has been installed at three existing regional transportation management centers (RTMCs) and will be installed at all new RTMCs. Two RTMCs will continue to utilize their existing software packages in the near term, but as they become obsolete, will switch to the statewide software.

To tie everything together and to assure that the ITS equipment is capable of consistently performing at a high level and that each piece of equipment is constructed to a minimum acceptable level of quality, the ITS Program has developed a set of standards/specifications for ITS field devices and operation center equipment. The standards/specifications have been approved for inclusion in FDOT's Workbook of Implemented Modifications to the Standard Specifications.

In addition to the traditional ITS being designed and deployed by the Districts, Florida has established a statewide advanced traveler information system (ATIS) which utilizes the 511 phone number and a Web site to provide traveler information. This statewide system was deployed as part of the *i*Florida project, which is being accomplished with funds received from the *Surface Transportation Security and Reliability Information System Model Deployment* Grant, sponsored by the USDOT and the FHWA. The statewide ATIS interfaces with the existing regional ATISs to provide more detailed information in Southeast Florida, Tampa Bay and the Orlando areas. Projects are also being initiated in the Jacksonville and Southwest Florida areas to bring additional content to the statewide ATIS.

The ITS Program has also developed a *Systems Engineering Master Plan* resource document, and implemented a Change Management Board to help project managers meet FHWA Part 940 requirements, and is in the process of finalizing the State ITS Architecture. Also, under the ITS umbrella, FDOT continues to support the Commercial Vehicle Operations Program, Incident Management Program, and is developing tools to support the residents and visitors evacuation during emergencies, primarily caused by hurricanes.

ITS can not function without communications and the ITS Program has been busy upgrading the statewide microwave system to improve its capabilities to support ITS. This system has just undergone a $20 million face lift to provide the flexibility and capacity needed to support ITS. Plans are also completed to implement a statewide WAN, with the first phase of the project scheduled to begin next fiscal year.

Florida has really come a long way since those first ITS were deployed. In the early years, FDOT looked up to other states as the leaders in the deployment of ITS. Now those states are beginning to look to Florida as the leader. Our status in the nation, as one of the leaders in the deployment of ITS, is a tribute to those, at all levels of FDOT, that have worked so hard to mainstream ITS into FDOT's way of thinking. Good job and congratulations.

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

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FDOT Equipment Certification

The FDOT Traffic Engineering and Operations Office, through the Traffic Engineering Research Laboratory (TERL), is responsible for approving all traffic control signal devices. Approved devices are kept on the FDOT Approved Products List (APL), a listing of devices that may be relied upon as meeting FDOT specifications, standards, or other criteria.

The APL is a means for the FDOT to meet *Florida Statute 316.0745, Uniform Signals and Devices*, which states, "All official traffic control signals or official traffic control devices purchased and installed in this state by any public body or official shall conform with the manual and specifications published by the Department of Transportation pursuant to subsection (2)."

More information on the FDOT APL may be viewed at www.dot.state.fl.us.TrafficOperations/TERL/APL.htm. Specific approved products in the FDOT APL may be searched at rite.eng.fsu.edu/iapl/page1.php.

For more information, please contact Carl Morse, FDOT Traffic Engineering and Operations Office, at (850) 414-4863 or email Carl.Morse@dot.state.fl.us.

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Announcements

Mark Your Calendars!

FDOT's Annual ITS Working Group Meeting will be on March 14-15, 2006, at the Radisson Riverwalk Hotel in Jacksonville, Florida. Additionally, during the week of March 14-17, other ITS-related events have been scheduled, including an Exhibit Showcase and ITS Standards Training.

All conference information is available on the ITS Program Web site at www.dot.state.fl.us/trafficoperations/ITS/WGM/WGM.htm. For more information, please contact Ms. Karen England at (850) 580-7867 or email KarenEngland@pbsj.com.

We hope you will make plans to attend!

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Statewide Traffic Incident Management Meeting

The FDOT Traffic Engineering and Operations Office would like to announce an upcoming Statewide Traffic Incident Management Meeting. The meeting will be held on March 7, 2006, in the regional transportation management center at 133 South Semoran Boulevard, Orlando, Florida. For additional information, please contact Paul Clark at (850) 410-5631.

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ITE 2006 Technical Conference and Exhibit

The ITE 2006 Technical Conference and Exhibit, "Transportation Solutions for the Real World," will be held in San Antonio, Texas, on March 19-22, 2006, at the Crowne Plaza Riverwalk. For additional information, please visit the ITE conference Web site at http://www.ite.org/Conference/.

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Congratulations Liang Hsia!

Liang Hsia has been selected Employee of the Year by the Traffic Engineering and Operations Office because of his tireless efforts in the areas of development and deployment of our SunGuide[SM] Software, the recent update of the Statewide ITS Architecture, and development of the scope and work plans for the new Traffic Engineering Research Lab (TERL).

The SunGuide Software is an $11 million project aimed at developing a common software package for the 12 transportation management centers built, or planned, in Florida. The software allows data and video sharing during emergencies and evacuations. Liang has worked extensively with all of the Districts to ensure their satisfaction with the ultimate product delivery.

In addition to his work with the software project, Liang was responsible for the recent update to the Statewide ITS Architecture to bring it into compliance with the newly developed National ITS Architecture.

Liang also led the effort in developing the scope and work plans for the TERL. Located on Springhill Road, the TERL has undergone extensive renovations. Once a testing facility for traffic control devices, the new facility will now also test ITS devices, house ITS telecommunications infrastructure, and perform research on operational issues. Liang's vision and hard work are laying the foundation for what we hope will be a nationally recognized research lab.

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Please Join Us in Welcoming...

The Central Office ITS Program is pleased to announce that Randy Pierce has joined our team as the new ITS Program Telecommunications Administrator.

Randy comes to the ITS team from the Department of Management Services (DMS) where he served for 15 years as the principle communications engineer for the Department of Health, Emergency Medical Services, developing and/or maintaining the statewide EMS Communications Plan. While with DMS, Randy was also the lead engineer with the State's Emergency Operations Center, Emergency Support Function Two, Rapid Impact Assessment Team responsible for the emergency restoration of public safety communications

infrastructures in impacted regions. With the current heightened hurricane seasons, he provided over 2,000 deployed man hours in Florida and South Mississippi.

Randy retired from the United States Navy Reserve in 2001 as a Chief Petty Officer, completing more than 28 years of naval service. Residing in Tallahassee, Florida, with his wife Lauren, Randy enjoys amateur radio (AG4UU) and is an adjunct faculty member and Chairman of the Diving Control Board with the Florida State University Academic Diving Program teaching SCUBA diving.

Please join us in welcoming Randy to his new position.

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Also Join Us in Welcoming...

The FDOT Traffic Engineering and Operations Office is pleased to announce that Fred H. Heery, Sr., P.E. has joined our team as the State Traffic Studies and Systems Engineer.

Fred comes to us from the consultant industry. He holds a BSCE from Drexel University and an MCE from Villanova University, majoring in Traffic Engineering. Fred began his career with the New Jersey DOT and later moved to Tallahassee and joined the Traffic Engineering Division of the City of Tallahassee. There, he managed the countywide signal system and was actively involved in the design and installation of the city's advanced traffic management system (ATMS). Following that, Fred joined an ITS consulting firm and prepared ITS designs, performed field integration, and ITS CEI services for Florida's Turnpike Enterprise and District 7.

Prior to coming aboard, Fred was the System Manager for District 7 on the Pinellas Countywide ATMS and the Pasco County ATMS traffic adaptive projects.

Please join us in welcoming Fred to his new position.

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New Research Project

The FDOT Traffic Engineering and Operations Office recently signed a contract with Dr. Kien Hua, with the University of Central Florida, to begin a Real-Time Route Diversion Research Project. The objective of this project is to provide: (1) criteria for processing real-time route diversion incident management data, and (2) a computer model for planned and real-time strategies to be used for incident management. The computer model shall be able to process real-time incident management data and apply a dynamic traffic assignment method using the DYNASMART model to provide a real-time route diversion plan.

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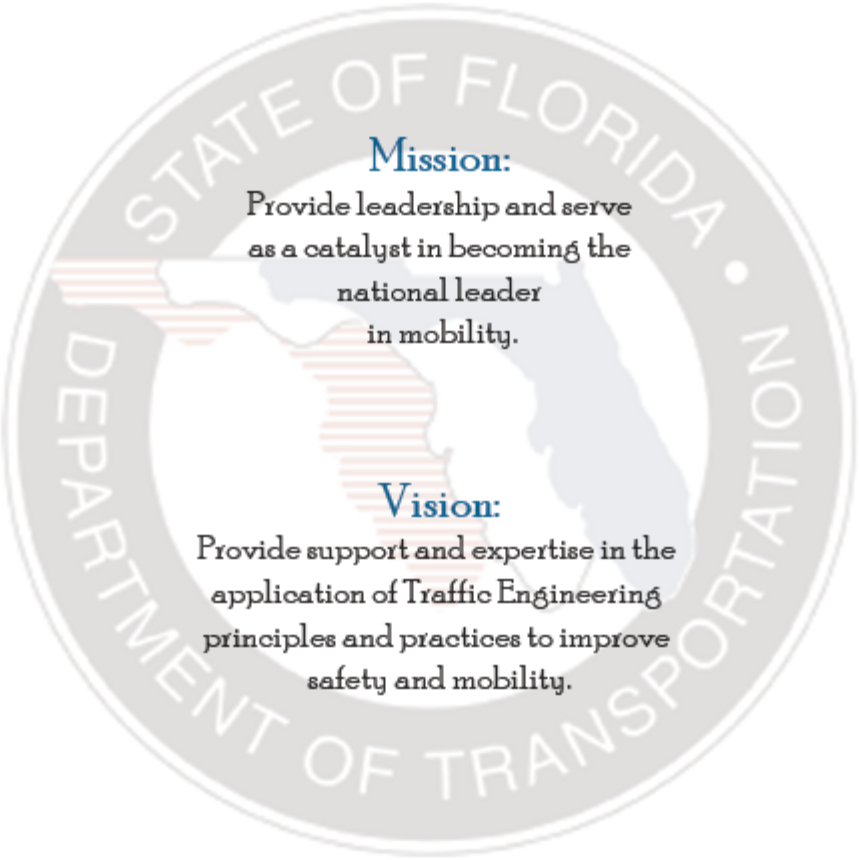
FDOT Traffic Engineering and Operations Mission and Vision Statements



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PBS&J QCAP Document Control Panel	
Created by:	England
Reviewed by:	England, Priore
Date:	February 6, 2006