



SUNGUIDE® DISSEMINATOR

Florida Department of Transportation's Traffic Engineering and Operations Newsletter

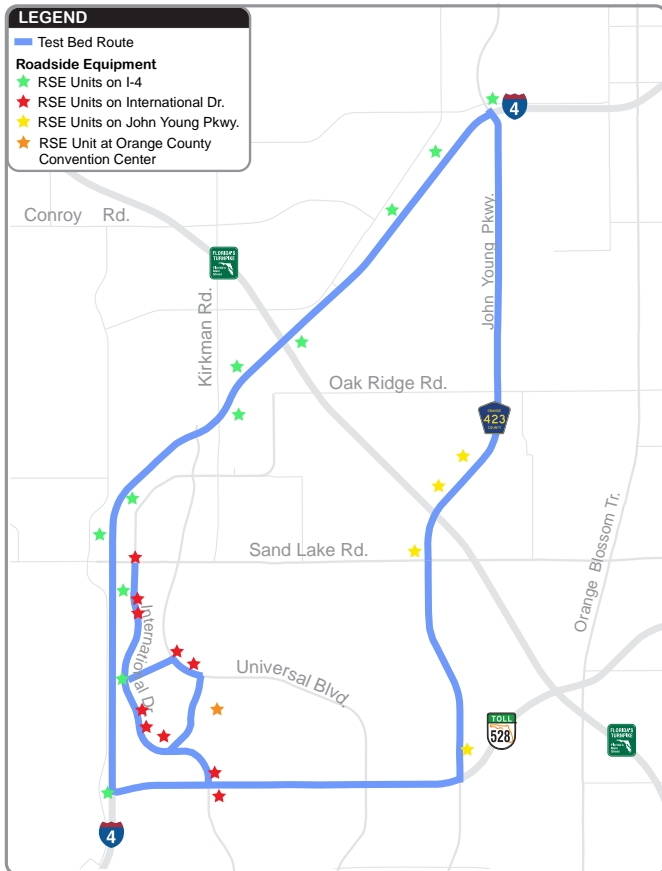
FDOT's Successful Connected Vehicle Demonstration at the 18th World Congress

By Elizabeth Birriel, FDOT Traffic Engineering and Operations

The Florida Department of Transportation (FDOT) Intelligent Transportation Systems (ITS) Program successfully demonstrated the connected vehicle initiative in the Orlando, Florida area during the 18th World Congress on Intelligent Transport Systems. Connected vehicle provides information to motorist in a safe, efficient through a combination of futuristic technologies that ultimately provide

hands-free, real-time safety information to motorists via on-board equipment installed in their vehicles.

Over the past year, FDOT has made significant investments in the SunGuide® software, Florida's statewide advanced transportation management software, enabling it to communicate with special roadside equipment installed on 25 miles of Interstate 4, International Drive, and John Young Parkway. The United States Department of Transportation (USDOT) provided 26 roadside equipment units to FDOT in an effort to



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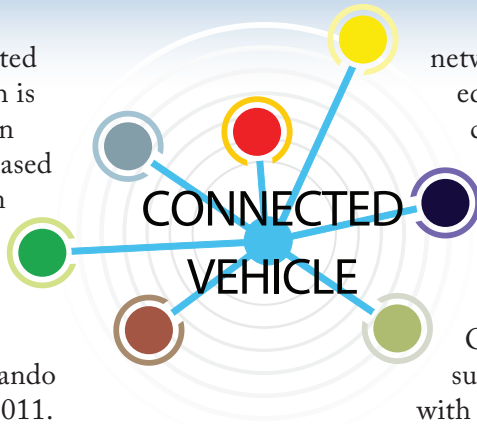
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December 2011

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start a Florida connected vehicle test bed, which is the only transportation management center-based operational test bed in the country.

The Florida test bed debuted at the World Congress, held in Orlando on October 16 – 20, 2011. FDOT demonstrated how information is collected from 42 specially equipped vehicles provided by Lynx, I-Ride Trolley, and various FDOT and demonstrator vehicles. These vehicles operated on the connected vehicle roadways to provide basic safety messages to the SunGuide® software via roadside equipment, and they received traveler advisory messages back from the SunGuide® software. The roadside equipment sends and receives information through a connection to the existing FDOT District Five fiber optic



network. The roadside equipment communicates with the vehicles through a two-way radio with a global positioning system.

Orange County also supports the test bed with signal timing coordination through the roadside equipment at strategic intersections.

This futuristic approach to traffic management is an exciting step for Florida and FDOT plans to continue operation of the connected vehicle infrastructure after the conference, along with future enhancements to the SunGuide® software. It is critical that Florida's roadways provide a safe and efficient environment for motorist to travel on.

Thanks go out to the team that supported and made this initiative a reality, including USDOT, ITS America, Orange County, City of Orlando, Atkins North America, Southwest Research Institute, HNTB, TCD, and SAIC.

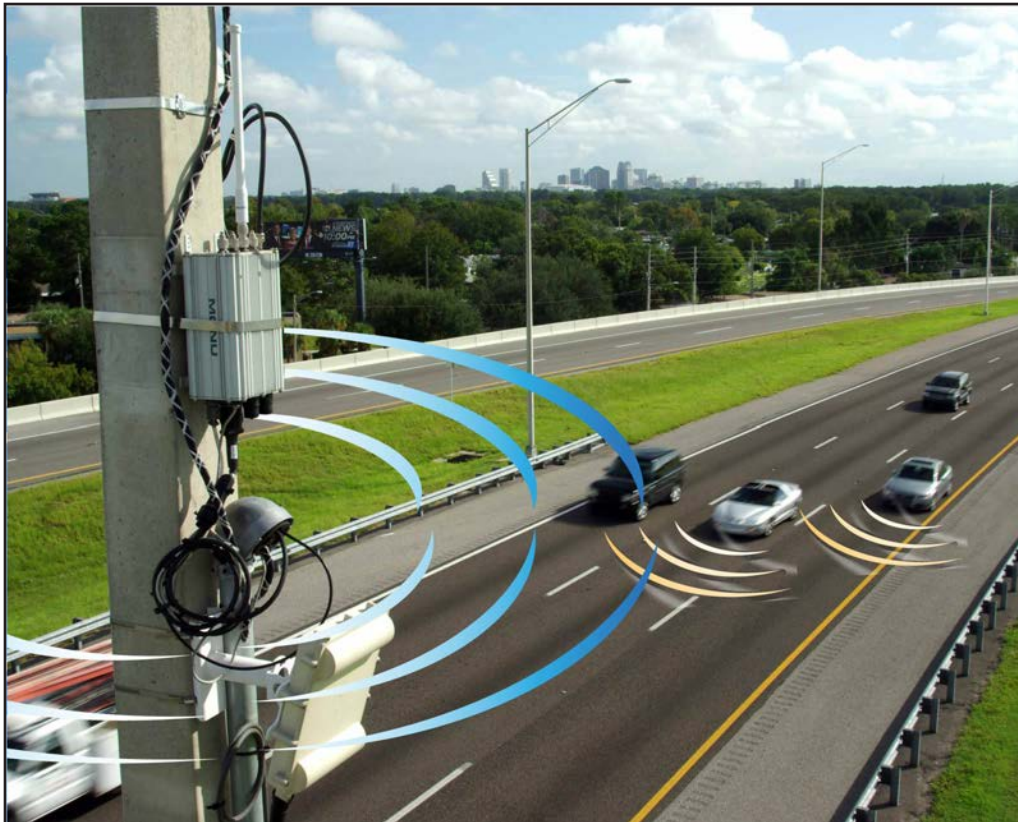
For information, please contact Ms. Birriel at (850) 410-5606, or email to Elizabeth.Birriel@dot.state.fl.us. Additionally, information can be found on the FDOT web site at www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/CV/Connected_Vehicles.shtm.

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District Six to Debut RISC Arterial Program

By Javier Rodriguez, FDOT District Six

The Florida Department of Transportation (FDOT) District Six Intelligent Transportation Systems (ITS) Office is scheduled to launch a pilot program that will introduce the Rapid Incident Scene Clearance (RISC) service along several key arterial roadways in Miami-Dade County. District Six will be the first in Florida to expand RISC onto non-limited access



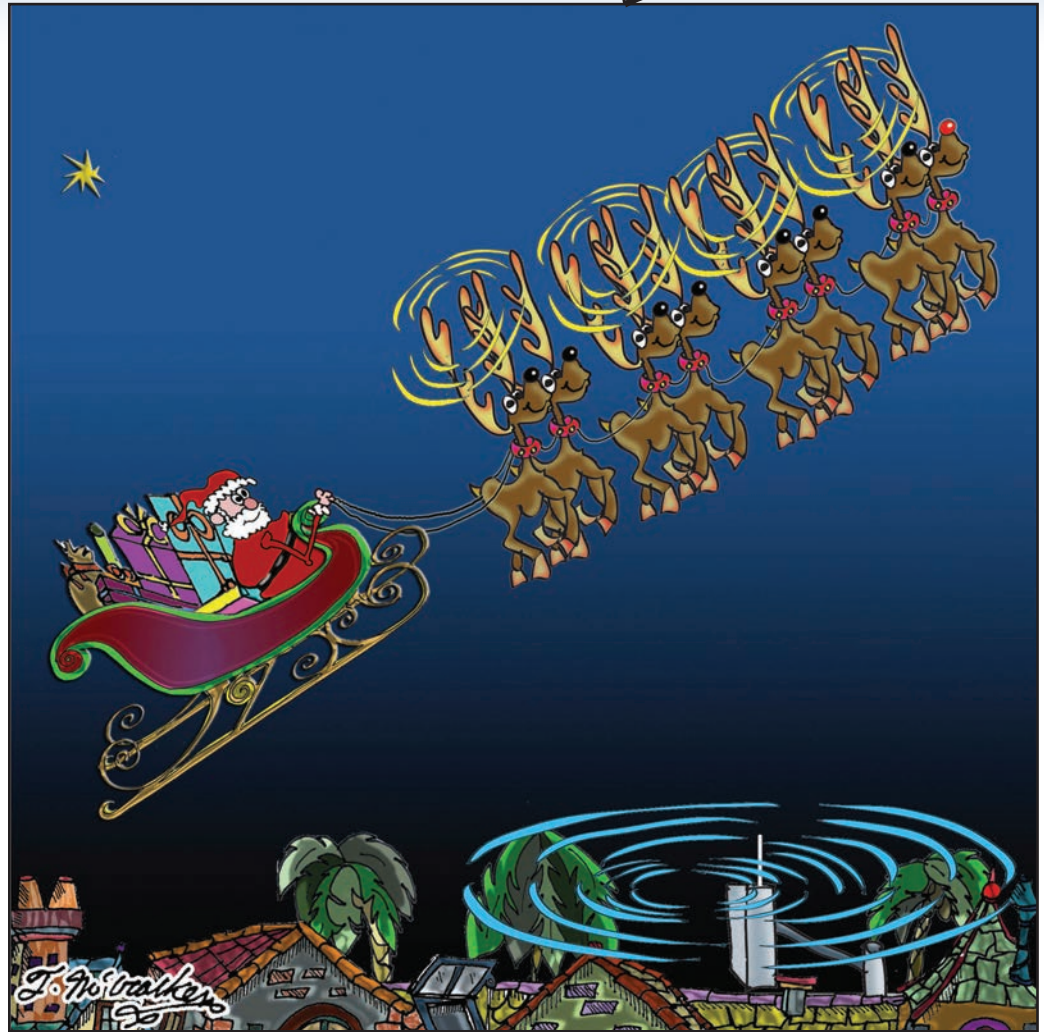
FDOT District Six Incident Commander assesses RISC event in North Miami-Dade County

Moment of Humor!

facilities to help emergency responders clear large-scale incidents along corridors most typically accessed by large freight trucks in the county.

The RISC arterial pilot program is set to debut in January 2012, and will provide services along Krome Avenue, MacArthur Causeway, and US 27. It is set to expand on the benefits already experienced along the District's highways to improve the county's incident management efforts and increase driver safety. The arterial program will follow all current service guidelines. Contractors will have to meet specified timelines, including arrival and clearance times to seek full compensation. They will also have to arrive at the scene with the required equipment to expedite incident management efforts and assist responders in clearing travel lanes to meet Florida's Open Road Policy.

RISC has proven to be an innovative and results-driven program since it was first introduced by Florida's Turnpike Enterprise (FTE) in 2004. District Six adopted the program model from FTE and introduced it along its major highways, including Interstates 75 and 95 and State Road 826 in July 2009. Since then, the program has worked to reduce lane clearance times by approximately 130 minutes and total incident clearance by approximately 85 minutes compared to before program launch. These benefits were widely noted



Connected vehicle – providing Santa info to avoid delays!

by the District's Traffic Incident Management (TIM) partners and are the reason they requested that the program be expanded onto arterial corridors as well.

To learn more about the District Six RISC program, please visit www.sunguide.org or to view the recently produced RISC demonstration video, visit the video gallery section of the site.

For information, please contact Mr. Rodriguez at (305) 470-5341 or email to Javier.Rodriguez2@dot.state.fl.us.

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Miami-Dade TIM Partners gather for a RISC event demonstration at the Miami-Dade Fire Rescue Training Facility.

Leon County-City of Tallahassee Public Safety Complex

By Chad Williams, FDOT District Three

City of Tallahassee and Leon County officials gathered on the morning of October 12, 2011, for a groundbreaking ceremony, which marked the beginning of the construction of the \$47.5 million Leon County-City of Tallahassee Public Safety Complex (PSC). The 90,000 square foot multi-purpose facility will be located on ten acres along Easterwood Drive adjacent to the existing Capital Area Chapter of the American Red Cross. Once completed, the PSC will house the Public Safety Emergency Communications Center providing dispatch services for the Leon County Sheriff's Office and Tallahassee Police Department, resulting in more efficient and quicker response efforts for the region, thus saving lives throughout the community.

for a future Tallahassee Fire Department station. The state-of-the-art PSC will be able to withstand winds from a category three hurricane, or F4 tornado. Completion of the project is anticipated to occur in the spring of 2013.

In addition to housing combined public safety dispatch operations, the PSC will also be home to the Tallahassee Regional Transportation Management Center (RTMC). Typically, the Florida Department of Transportation (FDOT) manages and operates freeway facilities, while city or county governments manage and operate arterials, collectors, and local streets. In addition, certain functions, such as law enforcement or emergency services, typically do not

transportation agencies may range from institutional barriers to jurisdictional boundaries to technical challenges. Such was not the case with FDOT and the City of Tallahassee Public Works Office when they resolved several years ago to improve collaborative communications and traffic management within the region. A partnership between FDOT and the city was forged via a Joint Participation Agreement (JPA) formally executed in June 2008, whereby the city agreed to administer the design, establishment, operation, and maintenance of the Tallahassee Interstate 10 Freeway Management System (FMS) and associated RTMC. This JPA contributed funding from FDOT's *Ten-Year Intelligent Transportation Systems (ITS) Cost Feasible Plan* towards the PSC project in order to create an integrated, interoperable ITS deployment for the I-10 limited-access corridor. It was also recognized by the two parties that a secondary objective could be attained by collocating FDOT's Tallahassee RTMC and the City of Tallahassee's Advanced Transportation Management System within the PSC, thereby providing an integrated network between the local roadways and the adjacent interstate corridor.

The FMS is to be deployed along an 18-mile segment of I-10 (from approximately mile marker 192 to mile marker 210) and is to extend some distance into adjacent Gadsden County in order to provide reasonable ITS coverage of the U.S. 90 interchange west of the Tallahassee metropolitan area. This deployment will include traffic monitoring cameras at one-mile increments, radar or other incident detection stations at approximate one-half mile increments, dynamic message signs strategically located at



The PSC will also host administrative offices for Leon County Emergency Medical Services (EMS) and the Tallahassee Fire Department. Leon County EMS operations, including dispatch services, will also be headquartered at the PSC, as will the Leon County Emergency Operations Center. With room for expansion on the ten-acre site, there is also available space

correspond with the agency that operates the roadway facilities. The result of this complex institutional arrangement is that transportation systems are routinely operated from a facility-specific perspective, resulting in less than optimal operations when viewed from a systemwide standpoint.

Reasons for the lack of communications and interoperability between

interchange approaches, and a fiber optic communications cable backbone throughout the limits of the project. This system will provide an integrated network between local major roadways and I-10, translating into more efficient monitoring of travel conditions and increased safety on area roads for motorists.

For information, please contact Mr. Williams at (850) 415-9504 or email to Chad.Williams@dot.state.fl.us.

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Golf Cart Crossing and Operation on the State Highway System

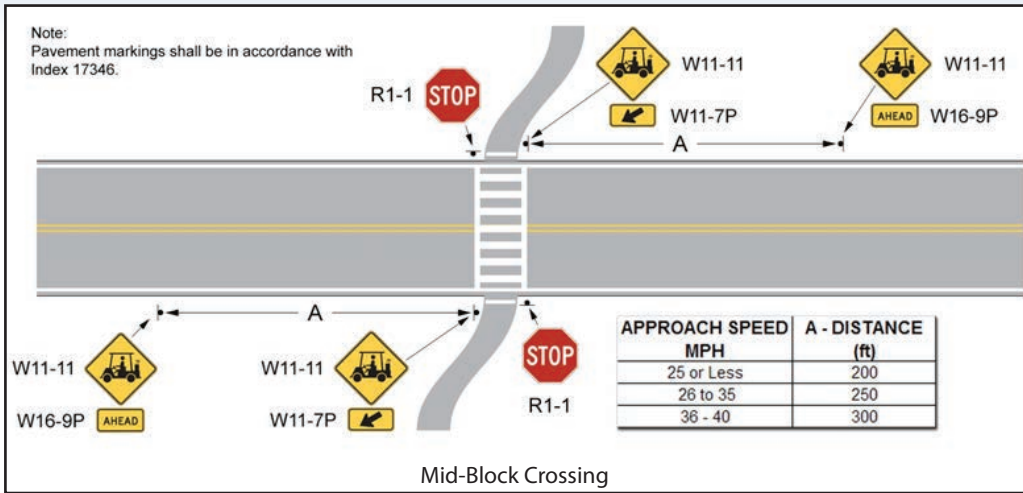
By Alan El-Urfali, FDOT Traffic Engineering and Operations

The Florida Department of Transportation's (FDOT) *Traffic Engineering Manual (TEM)* now includes a new chapter and section that establishes criteria and guidelines for safe operation of golf carts on authorized portions of the State Highway System (*TEM*, Chapter 5, Section 5.1).

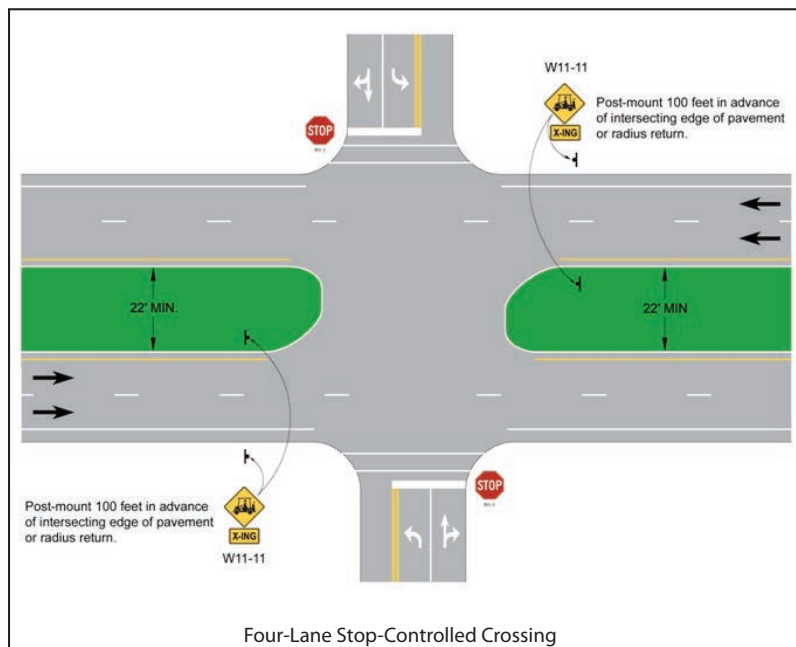
FDOT developed this section in response to a growing public interest in using golf carts to make short trips for shopping, social, and recreational purposes. These passenger-carrying vehicles, although low-speed, offer a variety of advantages, including comparatively low-cost and energy-efficient mobility. The use of these vehicles, instead of larger, gasoline-powered vehicles like passenger cars, provides a quieter transportation alternative that does not pollute the air.



Prior to 1998, there was a growing conflict in the treatment of golf carts between state and local laws on the one hand, and federal law on the other. That conflict unnecessarily restricted the ability of vehicle manufacturers to produce and sell, and consumers to purchase, these vehicles for other than golf course use. In 2008, Florida passed legislation authorizing local jurisdictions to permit general on-road use of golf carts, subject to speed and/or operational limitations. Most conventional golf carts, as originally manufactured, have a top speed of less than 18 miles per hour. Under previous National Highway Traffic Safety

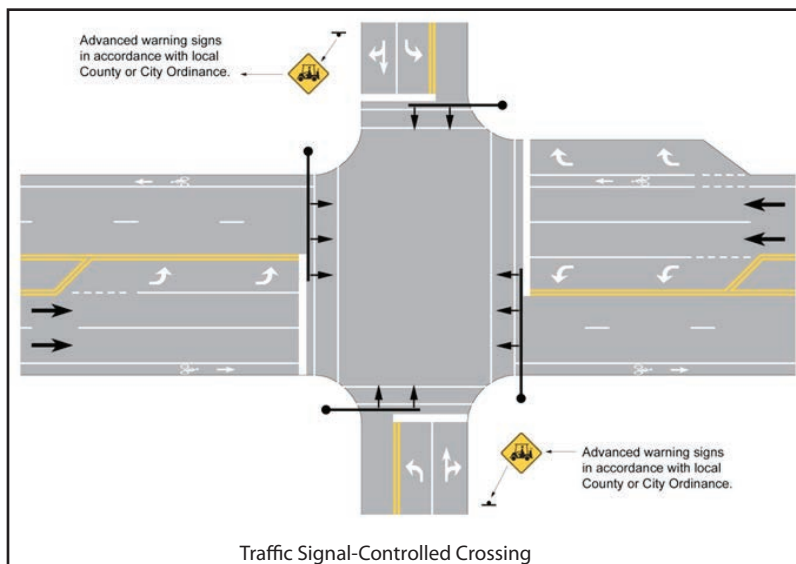


Administration (NHTSA) interpretations and regulations, so long as golf carts and other similar vehicles are incapable of exceeding 20 miles per hour, they are subject to only state and local requirements regarding safety equipment. However, if these vehicles are originally manufactured so that they can go faster than 20 miles per hour, they are treated as motor vehicles under federal law. Similarly, if golf carts are modified after original manufacture so that they can achieve 20 or more miles per hour, they too are treated as motor vehicles.



To resolve this conflict, and to permit the manufacture and sale of small, 4-wheeled motor vehicles with top speeds of 20 to 25 miles per hour, NHTSA's final rule reclassifies these small passenger-carrying vehicles. Instead of being classified as passenger cars, they are classified as low speed vehicles (LSV). Since conventional golf carts have a top speed of less than 20 miles per hour, they are not included in the new classification.

Golf cart manufacturers are now offering "Street Legal Golf Carts" that fall under the LSV classification. These vehicles are subject to license plate registration and on-board safety features, such as lights and safety belts, and are allowed to operate on public roads that have a posted speed limit of 35 mph or less.



Golf cart use and operation on public roads is authorized only under certain circumstances as defined by *Florida Statute, Section 316.212*. The intent of the new *TEM* section is to provide criteria and guidelines to the FDOT Districts for authorizing golf cart crossing at designated locations along Florida's State Highway System and to promote uniformity within the state. The new section also provides safety recommendations to counties and municipalities wishing to enact ordinances authorizing golf cart use on sidewalks adjacent to or on the State Highway System within their corresponding jurisdictions.

For information, please contact Mr. El-Urfali at (850) 410-5413 or email to Alan.El-Urfali@dot.state.fl.us.

SunGuide® Software Embraces Database Independence to Offer Choices to Users

By Arun Krishnamurthy, FDOT Traffic Engineering and Operations and Clay Packard, Atkins North America



“Doing more with less” is a heavily used tactic to address these tough economic times. The database engine of the SunGuide® software, Florida’s statewide advanced traffic management software, is the Florida Department of Transportation’s (FDOT) next target. Several SunGuide software users are embracing the concept of having the freedom to choose a database platform, rather than being limited in their options. This is in alignment with FDOT’s vision to be vendor agnostic, so long as the product meets their needs. Moreover, this increases competition and reduces cost.

SunGuide software uses a commercial-off-the-shelf database product to store information collected at transportation management centers (TMC). SunGuide software and the database have significant interaction, constantly storing and retrieving data at high frequencies. Any unavailability of the database would render SunGuide software non-functional. As SunGuide software is critical for the TMCs to manage traffic and is heavily dependent on the database, that database can be considered to play a significant supporting role at the TMC as well.

Currently, SunGuide software supports only one database product, Oracle®. FDOT plans on also adding support for Microsoft® SQL Server 2012. This will be available in the first quarter of 2013 as version 6.0 with the full gambit of testing and documentation. To add this support, the business logic will be removed from the database and will be implemented in SunGuide software, making it much easier to maintain support for multiple databases by simplifying the scope of the database to

storing data, not also executing business logic. Having done this, rather than duplicate the logic into the new database being supported, will also make it easier to add support to another database engine in the future. The database objects and scripts will also need to be updated in SunGuide software to support any database.

FDOT uses advanced database features in the day-to-day TMC operations to ensure minimal service disruptions. Not all database products in the market offer these advanced features, so FDOT is careful in its choice of database products. Microsoft SQL Server offers similar advanced features as Oracle in the areas of high availability and disaster recovery as well as clustering and virtualization.

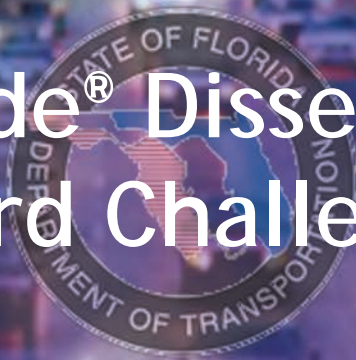
When finally choosing a database platform, there are several things to consider, and advantages certainly exist for each option discussed. However, by providing choice, and thus competition, FDOT can ensure that users have the opportunity to get the best possible value from their database provider. This will make SunGuide software more cost-effective to operate as well as making it much more attractive to potential new users.

For information, please contact Mr. Krishnamurthy at (850) 410-5615 or email to Arun.Krishnamurthy@dot.state.fl.us.

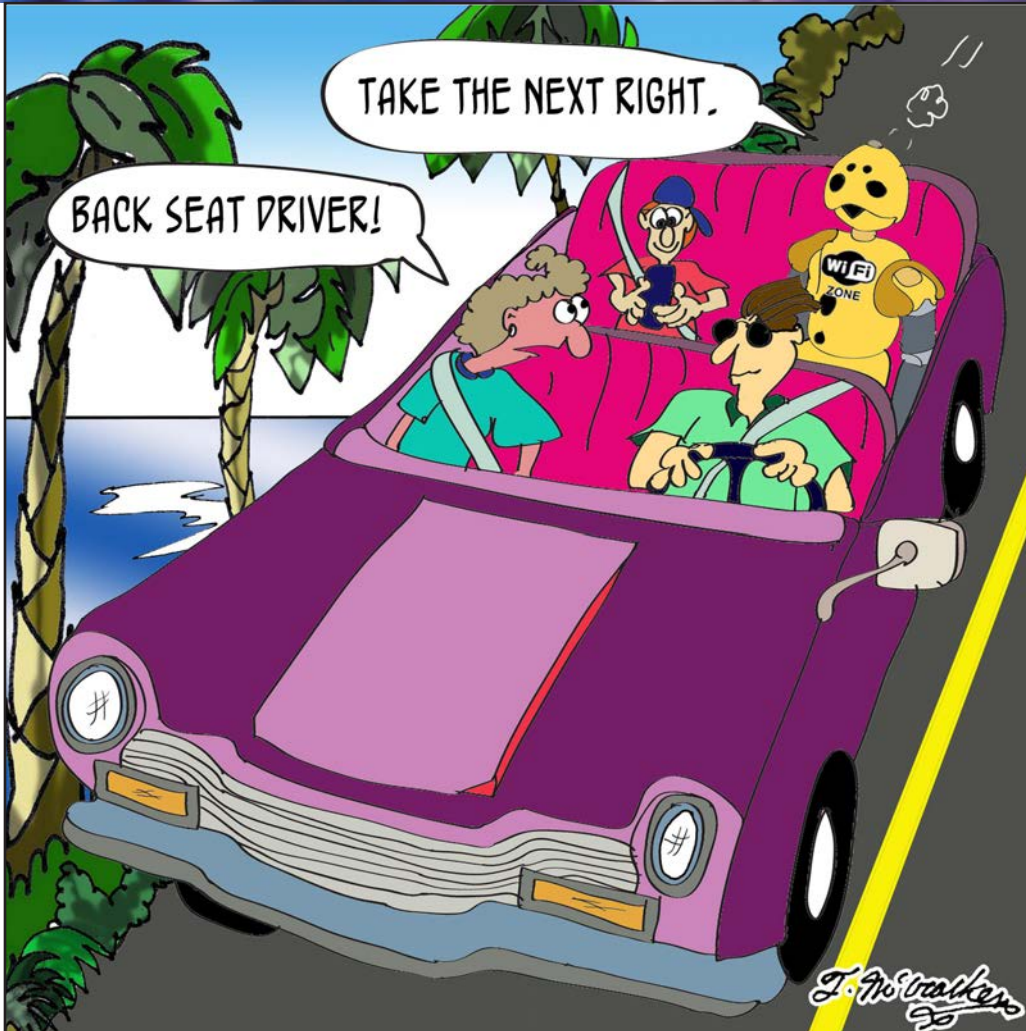
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SunGuide® Disseminator Word Challenge

SUNGUIDE
Florida's Intelligent Transportation System



ALL TRUCKS
MUST ENTER
WEIGH
STATION
3/8 MILE
WHEN
FLASHING



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 11.

Enjoy
and
Good Luck!

Not one!

N N E T C E D O C

O W L D E P E S

L I C H E V E

C H I E V E L

Uses futuristic technologies.

New classification for golf carts.

R O O M F I T S C

T E Y A S F

FDOT is adding support for this software vendor.

Virtual inspection stations would help increase _____.

ITS Florida News

By Sandra Beck, ITS Florida

ITS America Awards ITS Florida with Outstanding Chapter Award

ITS America has over 25 state and regional chapters representing 40 states. Each chapter deserves appreciation and recognition for the work they do at the local level. This year, the best chapter program was revamped and judged by the chapters themselves to encourage broader participation by all the state chapters.



For more than 18 years, ITS Florida has excelled as the state's leading advocate for innovation and technology used to make transportation safer, more efficient, more affordable, and to create high-quality jobs. A broad membership base, strong partnerships, and effective advocacy are the keys to this group's success. Chapter leadership recognizes that the group's relevance rests on its ability to respond to member needs and its sensitivity to Florida's transportation challenges and opportunities. In addition to their normal program, ITS Florida spent much of 2010 planning for the 18th World Congress. As host chapter, ITS Florida played a huge supporting role in planning this event—

including local arrangements, volunteers, tours, technology showcase, and the welcome reception and dinner.

Congratulations to ITS Florida, the Outstanding State Chapter in Division 1.

ITS Florida Anne Brewer Scholarship

The Annual Anne Brewer Scholarship Program provides awards to undergraduate or graduate students attending a state university that is a member of ITS Florida. The winner must show significant scholastic aptitude in the area of transportation and intelligent transportation systems and, in honor of Mrs. Anne Brewer, display abilities in teamwork, leadership, and dedication. This year, the Anne Brewer Scholarship went to two individuals:

Mohamed Ahmed is currently obtaining his PhD in transportation with an area of concentration of Applications of ITS in Traffic Safety.



He is enrolled at University of Central Florida where he earned his Masters in 2009. His current grade point average (GPA) is 3.85. He has been a graduate teaching and research assistant since 2008, and in the fall of 2010 received the

“Graduate Teaching Assistant Award.” He has served as the instructor of record for surveying for undergraduates and continues to work towards making surveying field work enjoyable for students. Mr. Ahmed has practical experience working on various highway projects on a national and international level, with special emphasis on planning, design, evaluation and rehabilitation of highways, for more than seven years.

Nagesh Nayak is currently pursuing his PhD in civil engineering and transportation with research interests in airport capacity, economics, and



planning. Prior to starting at the University of South Florida, he graduated from the University of Mumbai, India. He has been a research assistant and co-instructor since 2008. He received the Graduate Research Award and has an outstanding GPA of 3.8. Mr. Nayak won the Fred Buggarf Award in 2010 and was the 2009 Anne Brewer Annual Scholarship winner.

For more information on ITS Florida, please check the ITS Florida Web site at www.itsflorida.org or contact Sandy Beck, Chapter Administrator, at itsflorida@itsflorida.org.

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ITS America Honors District Four at 18th World Congress

By Sarah Stanley, FDOT District Four

On October 17, 2011, the Florida Department of Transportation (FDOT) District Four intelligent transportation systems (ITS) team was called to take the stage at the 18th World Congress on Intelligent Transport Systems. In front of an international audience, the Intelligent Transportation Society of America presented the team with a Best of ITS Award in the category of Best New Innovative Products, Services, or Applications. This award, which recognizes innovative projects that provide transportation solutions to users through ITS deployments, including the areas of public safety, security surface transportation efficiency, and the reduction of carbon emissions, was in recognition of the Maintenance Inventory Management System (MIMS). MIMS was also recognized in 2010 by ITS Florida.



Dong Chen (center) accepts Best of ITS Award on behalf of FDOT District Four. Photo courtesy of ITS America.

“The award may have been presented to District Four, but it positively reflects on the FDOT as a whole,” said Dong Chen, District Four ITS Program Manager.

For more information about the award or MIMS, contact Dong Chen at Dong.Chen@dot.state.fl.us or 954-847-2785.

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Editorial Corner: A Futuristic Look

By Paul Clark, FDOT Traffic Engineering and Operations

I recently had the opportunity to attend the 18th World Congress on Intelligent Transport Systems as an exhibitor for the Florida Department of Transportation and was amazed by the technology advances in technology being made by automobile and intelligent transportation systems (ITS) device manufacturers. Everything from collision avoidance systems, connected vehicle technology, and even pedestrian detection in vehicles that will cause automatic brake application, could possibly be available to consumers in the near future. With all the information regarding the passenger vehicle industry, I sit back and wonder what will the future of commercial vehicle operations look like?

We already have virtual WIMs, or weigh-in-motion stations, at several locations in Florida where we can weigh a truck at highway speeds without the truck ever having to stop or slow down. This data is then available to an officer via a wireless connection to their laptop. This technology augments fixed scale stations, but doesn't replace them. These virtual WIM stations may include wireless communications, remote cameras, electronic transponders, optical character recognition cameras, and/or license plate reader technology to support enforcement. The strength of virtual WIM technology is its flexibility to screen targets, focusing on vehicles in violation.

The next step for commercial vehicles may possibly be virtual inspection stations. These stations could be used to screen the carrier, truck, trailer, and even the driver without the vehicle ever having to stop. These stations would help increase the safety of commercial vehicles and drivers, while reducing congestion, emissions, and fuel

consumption due to having to pull into scale facilities or being stopped for an inspection.

By utilizing electronic vehicle identification, using a transponder or other device, there is so much more that can be done without ever having to stop a vehicle. A system like this could allow for electronic identification of the motor carrier, power unit, trailer, and driver. This initial identification step is imperative for the entire process to be successful.

After electronic vehicle identification, the safety and compliance status of the motor carrier, truck, trailer, and driver could also be electronically verified based on identified criteria provided by law enforcement. This would allow for consistent application of policies and procedures indicating when to perform additional inspections, therefore ensuring the efficiency and effectiveness of state law enforcement by targeting carriers and drivers that are higher safety and/or compliance risk.

A system such as this could help by looking at the:

- **Carrier**
 - o Operating authority
 - o Out-of-service orders
 - o International Fuel Tax Agreement status
 - o Motor Carrier Safety Improvement Process level
- **Truck**
 - o Out-of-service within the last 24 hours
 - o Vehicle registration status
 - o Weight, height, and length
 - o Stolen vehicle
 - o Permit status

- **Trailer**
 - o Stolen vehicle
 - o Bill of lading
- **Driver**
 - o Commercial driver license (CDL) status
 - o CDL restrictions/endorsements
 - o Medical card status

By targeting specific information, we can determine which carriers are compliant and which are not. It will allow law enforcement to target those carriers that are non-compliant while allowing those carriers that are to receive positive scores in the safety management system. These innovations and systems are going to make traveling on the roadways even safer for all while providing us with a truly intelligent transportation system.

For information, please contact Mr. Clark at (850) 410-5607, or email to Paul.Clark@dot.state.fl.us.

* * * *

Word Challenge Answer

Y E T F A S

E L H C V

D E S W L

T O S R M I C

E L H V

D E C T E N C

Not ANOTHER one!

Inside the TERL

By Jeff Morgan, FDOT TERL

Florida Statute 316.0745 - Uniform Signals & Devices requires the Florida Department of Transportation (FDOT) to evaluate and certify all official traffic control signals and devices before their purchase and installation in the state of Florida. The FDOT Traffic Engineering Research Laboratory (TERL) supports this mandate by evaluating these devices and listing them on the FDOT Approved Product List (APL).

Following is a look Inside the TERL at activities that support listing and maintaining over 1,000 products from over 120 vendors on the APL.

Product Approval Process

Improvements continue to be made to the approval processes and procedures to maximize efficiency and reduce product evaluation time. One recent change has been to allow first party testing (as opposed to independent third party testing) for ancillary devices for verification of National Electrical Manufacturers Association environmental requirements only. This will reduce cost burden on manufacturers that have the capability to perform this type of testing in-house. However, TERL reserves the right to require independent testing if problems are found associated with the environmental requirements.

Product Specifications

Due to rapidly changing technology, updates and/or new product specifications are a continuous activity at the TERL. Many specifications used to evaluate products are either currently under revision or scheduled to be revised. Major updates include revision of the dynamic message sign (DMS) specification to accommodate color and graphics functionality as well as to allow product innovation by organizing the specification into the following three categories: walk-in, front access, and embedded. A new specification recently published includes functional and material requirements for in-roadway lights (new section A654 of the *Minimum Specifications for Traffic Control Signals and Devices*).

New Products

New products recently evaluated, approved, and listed on the APL include the following:

- The first video display control system (Model Fusion Catalyst) manufactured by Jupiter Systems (September 2011).
- The first full-color walk-In DMS (Model VMS-133 Series) manufactured by Ledstar (September 2011).
- The second rectangular rapid flashing beacon (RRFB) (Model SB435 RRFB) manufactured by Spot Devices (August 2011). This joins the first RRFB manufactured by Stop Experts (Model Enhancer Series) which was approved July 2010.

TERL Shortcuts

Specifications for all products reviewed by the TERL can be found at: http://www.dot.state.fl.us/trafficoperations/Traf_Sys/terl/apl4.shtm

The three-step process to get a product listed on the APL can be found at: http://www.dot.state.fl.us/trafficoperations/Traf_Sys/terl/apl2.shtm

Acceptable Quality System List (listing allows a vendor to submit product to TERL for testing) can be found at: http://www.dot.state.fl.us/trafficoperations/Traf_Sys/Acceptable_Quality_System_List.shtm

Products listed on the APL can be found at: <http://www3.dot.state.fl.us/trafficcontrolproducts>

We want your feedback – good or bad. We remain committed to serving our customers (FDOT District offices, local transportation agencies, and the people of Florida).

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

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FDOT Traffic Engineering and Operations Mission and Vision Statements



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