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

# Completing Florida's Intelligent Transportation Systems Story

*By Gene Glotzbach, FDOT Traffic Engineering and Operations*

## Additional Funds for ITS Deployment

The Florida Department of Transportation (FDOT) has been very successful in deploying intelligent transportation systems (ITS). The projects included in the *Ten-Year ITS Cost Feasible Plan*, which was adopted in 2002, were developed primarily to address issues in the urban areas where there was a greater need. That plan is coming to an end and in the next few years the projects listed in the plan will be built out. This will provide ITS in all of Florida's major urban areas and several of the state's medium-sized urban areas as well.

Once FDOT reaches build-out of the *Ten-Year ITS Cost Feasible Plan*, about 60 percent of the limited-access facilities maintained by FDOT will be managed by ITS. The remaining 40 percent are primarily in rural areas with little to no ITS deployments. The limited-access facilities that make up that remaining 40 percent are about 300 miles of I-10, 200 miles of the northern portion of I-75, and I-95 in Nassau and St. Johns Counties. However, FDOT has taken steps to close the rural gap and is providing funding to deploy ITS on rural FDOT-maintained limited-access facilities. Funding comes from District-allocated sources and funds set aside by the Executive Board in July.

District Three has programmed a significant amount of excess funds to deploy fiber optic cable and a limited number of ITS field devices to monitor traffic flow between Pensacola and Tallahassee. That project will be implemented soon and will link Pensacola and Tallahassee together. The remaining distance between Tallahassee and Jacksonville will be paid for from funds set aside by the Executive Board. The Tallahassee to Jacksonville project will deploy fiber optic cable as well



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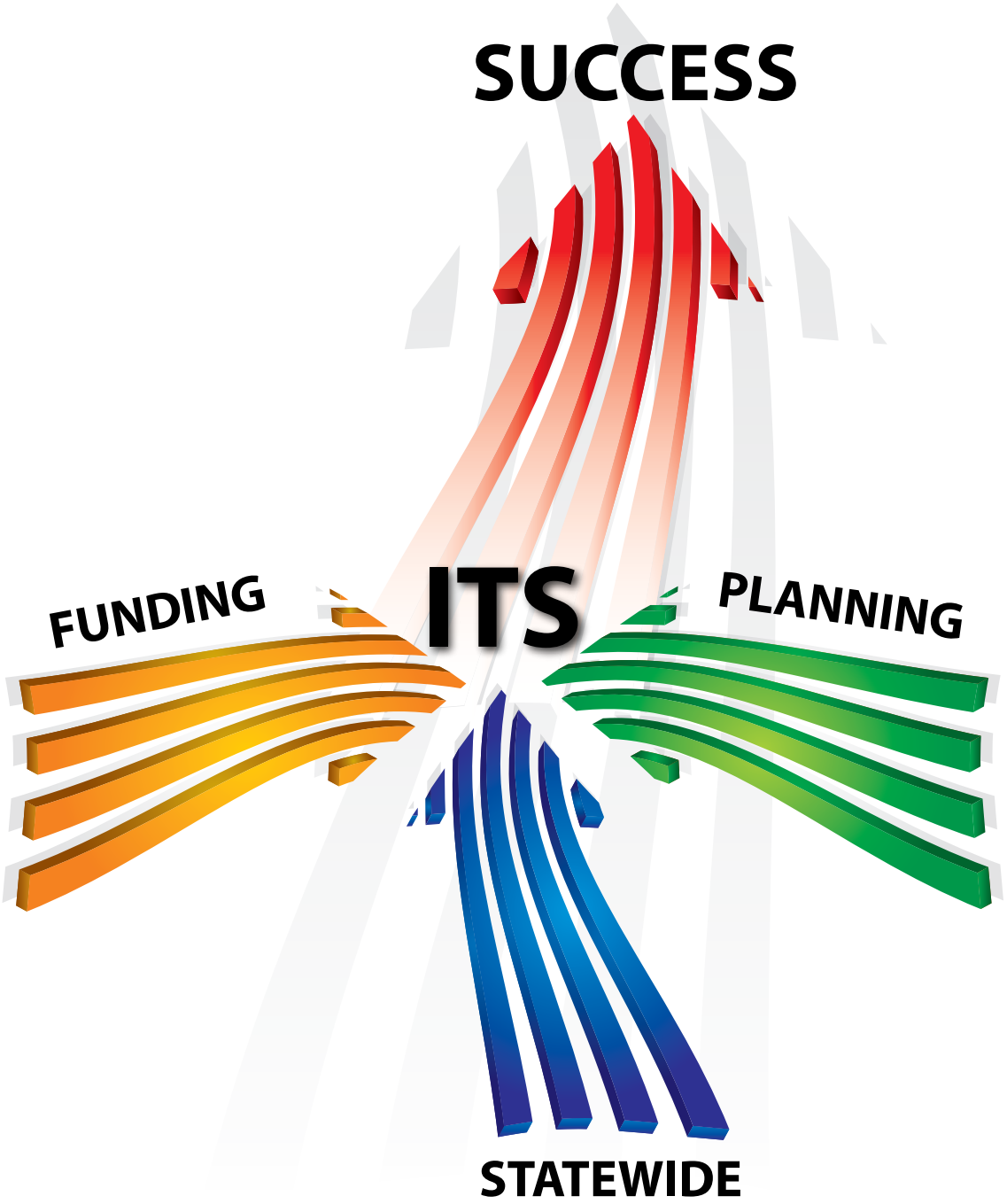
### November 2013



**The *SunGuide Disseminator* is a publication of:**
**Florida Department of Transportation**
**Traffic Engineering and Operations Office**
**605 Suwannee Street, MS 36**
**Tallahassee, Florida 32399-0450**
**(850) 410-5600**
**http://www.dot.state.fl.us**

as field devices (closed-circuit television cameras, dynamic message signs, sensors, etc.) sometime beginning in fiscal year 2016, which should coordinate well with the District Three deployment time frame.

District Five has programmed funds for three projects to deploy fiber optic cable and field devices to operate I-75 in Sumter and Marion Counties. These projects are scheduled to go to construction in the next couple of years. District Two has programmed funds to deploy fiber optic cable and ITS field devices from the Marion/Alachua County line to SR-24 in Gainesville. These funds were allocated by the State Legislature and were in response to the multi-vehicle pileup in Payne's Prairie just south of Gainesville. Construction is projected to begin this fiscal year. The Executive Board approved additional funds to complete I-75 from SR-24 to the Georgia state line. Construction is projected to begin in the segment from SR-24 to the Georgia state line sometime next fiscal year.




The remaining sections of rural interstate highway without ITS are on I-95 in St. Johns and Nassau Counties. The Executive Board approved funds to deploy ITS in these counties, which will complete the deployment of ITS on I-95 for the full length from Miami to the Georgia state line.

Within the next five years, the complete interstate system in Florida will be managed by ITS. All 12 regional transportation management centers will be linked together with fiber optic cable allowing FDOT to move data and video around the state to better support FDOT's mission. Thanks go out to the Executive Board and Management for their support of the deployment of ITS. No other state in the nation has a statewide deployment of ITS and fiber optic cable like Florida.

For information, please contact Mr. Glotzbach at (850) 410-5616 or e-mail to Gene.Glotzbach@dot.state.fl.us.

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# SunGuide® Software Provides a Needed Enhancement – Video on Desktop

*By Clay Packard, Atkins*

Video has always been an integral part of the Florida Department of Transportation's (FDOT) intelligent transportation systems (ITS) architecture. With SunGuide® software, transportation management center operators are able to control closed-circuit television (CCTV) video at their workstation. SunGuide software now makes CCTV video control even more user-friendly and available "at your fingertips" with the video on desktop (VOD) enhancement available with Release 5.1.1.

Prior to VOD, operators used SunGuide software to switch CCTV video on to shared displays, including a large video wall or monitors fed by a hardware decoder. Separate graphical user interfaces were needed for each of these activities – pan/tilt/zoom (PTZ), video wall control, and hardware decoder switching. Furthermore, the video was displayed on a different display than the operator workstation where the PTZ commands were located. This left room for improvement of the CCTV video.

VOD solved these issues by bringing all of the functions necessary for controlling and viewing a camera in one screen that is integrated with the SunGuide software operator map. The operator can now right-click the camera icon from the SunGuide software operator map and launch the video right on their desktop. More camera icons can be dragged and dropped into the VOD window, creating a video wall of multiple video streams. Once the video is on the screen, the operator can control the video by clicking controls that are built into the video viewer. These controls are translucent and disappear when the mouse is moved off the camera. The controls include PTZ, focus, iris, and presets. Other features of VOD include the ability to save


*The VOD concept originated in District Four. This image shows all the video an operator needs on the top row of monitors. The concept was expanded to include several other features and full integration into the SunGuide software operator map.*

layouts so that the work involved in positioning video feeds within VOD windows can be recalled later. Each window can also be full-screened, and each viewer area can have a tour that switches among multiple camera feeds every few seconds.


*Translucent controls that allow the operator to PTZ, go to/save preset location, and alter the focus of the camera.*

VOD allows for a new concept for how operators consume video and utilize their local desktop displays and shared displays. Since operators can build their own video wall right on their desktop for the roadways or locations they are interested in, the entire video wall is no longer needed for displaying as much camera video. Instead, the shared displays can be used to present other status of various components of the ITS network. District Four pioneered this concept using their video wall to display real-time status of incident duration performance measures, ITS device health and status, a network map showing health and status of the ITS roadside network, incident information, generator status/health, and reversible lane animated status. They also have several projectors showing a traffic speed profile map along a roadway segment. This information is more usable and digestible to other stakeholders who monitor status of the overall system. Displaying "big picture" information in this manner gives both managers and operators a greater situational awareness of the roadway. The public will benefit from the enhanced system operations by enjoying a seamless driving experience.


With the operator consoles on the bottom used for a personal video wall right on the desktop, the shared video wall can now be used as a status wall as show in the District Four image above. A few highlights include: the real-time, county-specific performance measures and roadside ITS network status shown on the left of the image, reversible lanes status shown on the upper-middle of the right, and the traffic speed profile shown on the lower-middle of the right.

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

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# District Five Looking Forward as Freeway Instrumentation Reaches Completion

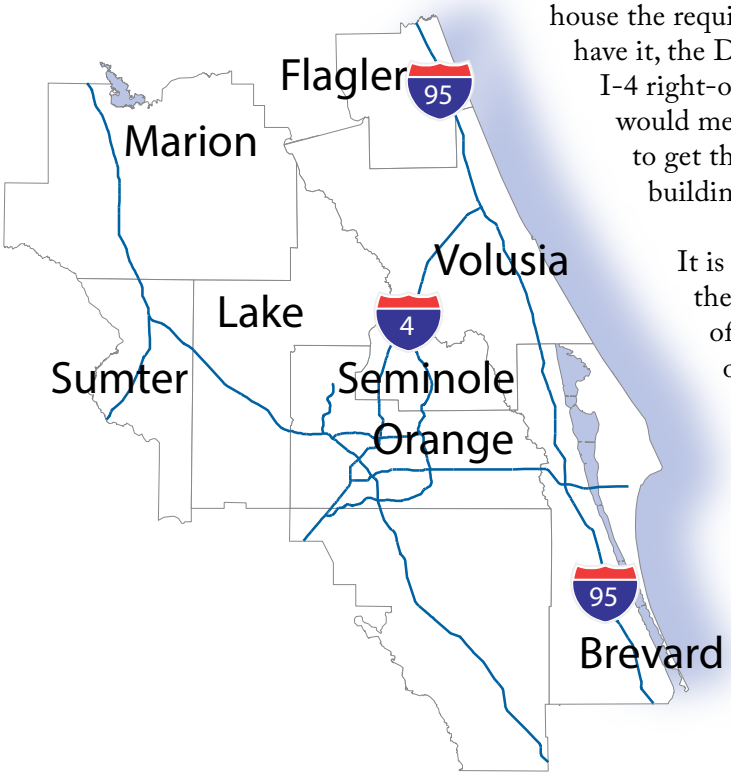
*By Jeremy Dilmore, FDOT District Five*

In November 1990, the Florida Department of Transportation's (FDOT) District Five deployed its first freeway management system project, the I-4 Surveillance and Motorist Information System, or I-4 SMIS. It consisted of 18 closed-circuit television (CCTV) cameras, just over 30 detectors, and four dynamic message signs (DMS) routed to a small building off SR-50, co-located with the Florida Highway Patrol. The feeds were displayed as quads, four pictures on one screen, on four deep tube television sets, allowing 16 of the 18 cameras to be viewed at anytime. To get a better view an operator could change channels to get a single camera feed on their screen.

Technology has obviously advanced since then and the system has grown. Now District Five is approaching complete coverage of the freeway system. I-4 and I-95 are fully instrumented with CCTV cameras, detectors, and DMS. This fiscal year, as part of two I-75 widening projects, intelligent transportation systems (ITS) instrumentation from District Five's southern border with District One, up to Florida's Turnpike will be awarded. A standalone ITS project later in the year will run fiber, CCTV, and microwave vehicle detection system along I-75 from Florida's Turnpike to north of US-27. Next fiscal year another ITS project will finish the instrumentation of I-75 from US-27 to the border with District Two. The last segment of the beltway around Orlando, Wekiva Parkway, will also be constructed with fully instrumented ITS and tolls over the next few years.

All told, District Five's ITS will have over 400 CCTVs, 80 DMSs, and 400 detector stations integrated and operated from the regional transportation management center (RTMC). This does not include the Orlando-Orange County Expressway Authority's (OOCEA) deployments along SR-408, SR-528, and SR-417, which are also operated from within the RTMC as part of a long-standing partnership with OOCEA.

Don't think this means the freeways are complete. District Five is following in the footsteps of Districts Six and Four with the deployment of managed lanes next calendar year. The 21-mile, over $2 billion project, dubbed "Ultimate I-4", will bring express lanes to the Orlando area. This will take the District from operating an incident management and traveler information system into the role of actively managing demand on our roadways.




All of this growth means, of course, more operational needs. While the challenge is always to do more with existing resources, the current RTMC appears unable to house the required staff to operate the anticipated deployments. As luck would have it, the District came into possession of a building as part of the Ultimate I-4 right-of-way acquisition that could fill the need. A study has shown it would meet the project needs of District Five ITS. District staff is working to get the required permissions from our legislators to transform the building into a new RTMC.

It is an exciting time to be working in District Five. In the near future, the freeways will be fully instrumented; managed lanes will be taking off; the beltway will be completed; and a new RTMC could be opening. This is not to mention the multimodal aspects of SunRail and All Aboard Florida that will need to be discussed, or the local interest in active arterial management, which is working its way through the metropolitan planning organizations.

While one part of the mission of ITS, the instrumentation of freeways is being completed, the next steps are coming more clearly into focus.

For information, please contact Mr. Dilmore at (386) 943-5360 or e-mail to Jeremy.Dilmore@dot.state.fl.us.

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# District Four Activates a Traffic Management System

*By Daniel Smith, FDOT District Four*

The Florida Department of Transportation (FDOT) District Four recently initiated a traffic management system using variable speed limit (VSL) signs. This traffic management system is designed to improve safety along a busy section of SR25/US27 (Okeechobee Road) near West Broward High School. The purpose of the VSL signs is to inform motorists of adjustments to the existing SR25/US27 speed limits on school days, during which time the school's flashing school beacons (FSB) will be in operation, and also for periods of school activities (e.g. sporting events) associated with West Broward High School. At other times, the VSL signs will display the normal speed limit of 65 miles per hour (mph).

On school days, the VSL signs will gradually reduce the speed limit before the school zone FSB lights are turned on. The signs will transition from 65 mph to 55 mph for a short period. The signs will then transition down to 45 mph just before the FSB lights are turned on and for a short period after the FSB lights are turned off. The transition time will allow motorists to adjust to the lower speed limits as they approach the school zone.


*VSL sign along SR25/US27 near West Broward High School.*

By using intelligent transportation systems technology, an active "smart" system will provide the flexibility to control speeds as the situation dictates, thereby optimizing traffic flow rather than imposing the same fixed speed for all conditions. The new VSL system will provide a safer environment for students in the school zone and more efficient traffic flow for motorists traveling on SR25/US27 near the school.

This system will include closed-circuit television cameras to monitor the VSL system devices and traffic flow for the purposes of verifying proper operation, and related communications equipment. FDOT's District Four SMART SunGuide® Transportation Management Center in Fort Lauderdale will operate the VSL system.

Activation of the VSL system was delayed because of a resurfacing project along US27, which was recently completed.

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

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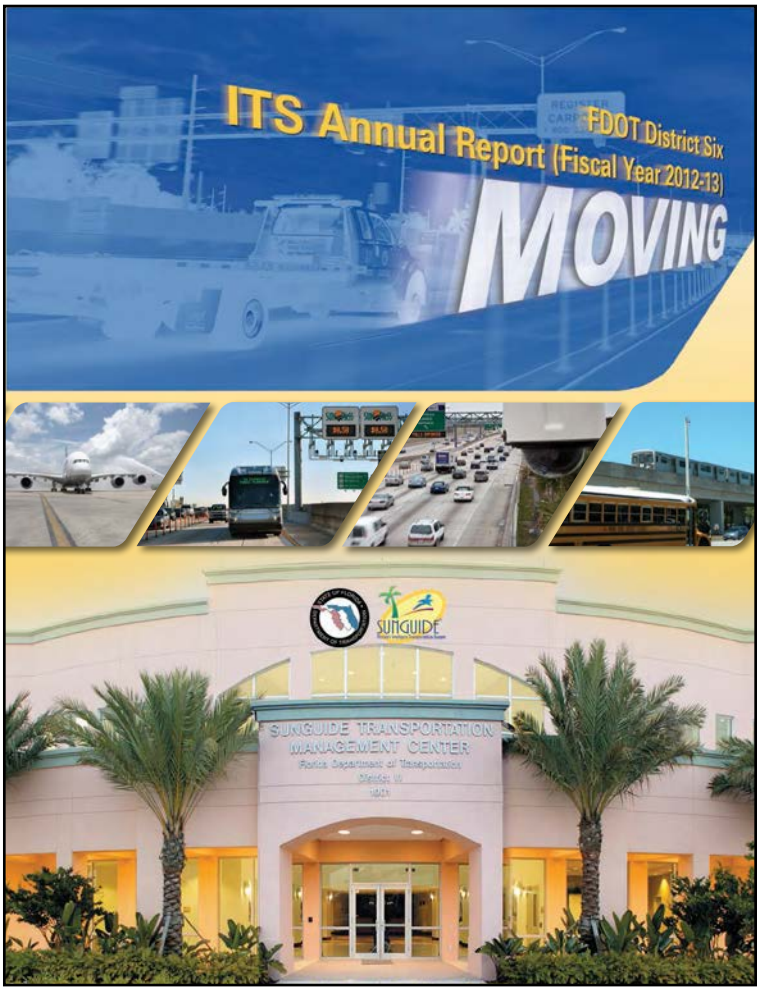
# District Six Annual Report for Fiscal Year 2012/2013 is now Available!

*By Javier Rodriguez, FDOT District Six*

The Florida Department of Transportation (FDOT) District Six Intelligent Transportation Systems (ITS) Office recently published its *ITS Annual Report* for fiscal year 2012/2013 (FY 12/13). This report features the different initiatives completed by the District as well as the projects planned for the upcoming year.




The report documents how District Six continued moving forward with its goal of providing drivers with safer, more reliable roadways in southeast Florida. It outlines the operational improvements made to its public services as well as the enhancements to internal procedures and software applications. As a result of its work, District Six reduced average travel lane clearance time by 41.5 percent from the benchmark of 50 minutes in 2005 to 29.2 minutes last fiscal year.

To achieve these results, the District assessed previous years' operations and identified the goals needed to optimize results. District Six expanded the functions of its Operations Task Manager (OTM) application, which serves as an extension of the SunGuide® software and incorporates various operator functions into one interface. In FY 12/13 OTM's Incident Notification Module was upgraded to add vehicle alerts from the Road Ranger automatic vehicle locator; and the Report Scheduling module added dynamic message sign (DMS) usage reports to summarize overall DMS usage. Additionally, the District's Operator Quality Control application (previously developed to evaluate operator actions per event) was enhanced to also evaluate actions for voided events and false alarms. The software upgrades automated these labor intensive tasks allowing operators to focus on other initiatives. Staff was able to expand their focus to improve program operations and increase service output. Operators exceeded performance measures while managing 39,200 total events and 13,300 lane blockage events. Additionally, District Six increased its traveler information services by posting a total of 217,300 messages on its DMSs – a 54 percent increase compared to last year. This increase, coupled with the alerts posted on the Florida 511 traveler information system, helped drivers stay informed about real-time traffic conditions including traffic congestion, planned construction, and crashes.

The combination of these improvements helped District Six provide the public with reliable roadway conditions despite increased traveler demands. They helped the team manage operations for major active projects, such as ramp signaling and 95 Express Phase 1, while allowing them to simultaneously support the 95 Express Phase 2, State Road 826/State Road 836 Interchange Reconstruction, and the Port of Miami Tunnel construction projects, among others. For its efforts, the Intelligent Transportation Society of America recognized District Six with a national award for the third year in a row.

The report is available on www.sunguide.info. For information, please contact Mr. Rodriguez at (305) 470-5757 or e-mail to Javier.Rodriguez2@dot.state.fl.us.

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# ITS Florida: TechForum2013

*By Jay Calhoun, Sara Calhoun, and Ken Jacobs on behalf of ITS Florida*

The Intelligent Transportation Society of Florida (ITS Florida) held its TechForum2013 on October 9-11, 2013, at the Rosen Shingle Creek in Orlando, Florida. If you weren't there, what did you miss? Only the premier intelligent transportation systems (ITS) event in Florida this year. This three-day conference presented the latest in technology and thinking from the Federal Highway Administration (FHWA), vendors, consultants, and academics.

The conference started with the Connected Vehicle 101 course presented by Mike Pina and Robert Sheehan from the United States Department of Transportation. Attendees learned about the safety, mobility, and environmental applications envisioned for connected vehicles. Mike and Robert presented an overview of the infrastructure requirements being developed, including communications standards, operations and maintenance implications, and upcoming policy decisions. Bottom line of the course – connected vehicles are closer than you think.

Thursday began with a vendor showcase. Ten vendors provided presentations on the latest technologies in the ITS industry. These new technologies included the use of radio frequency identification in transit, thermal closed-circuit television (CCTV) camera technology, an automated warning gate that can be used for maintenance of traffic and traffic control applications, and the latest way to locate underground cable. These fast-paced presentations provided a lot of information in a short time.

All this information and the Technical Program hadn't even started! That started after lunch on Thursday with opening remarks from Conference Chair Ken Jacobs, Pinellas County Traffic Engineering. New ideas from the areas of connected vehicles, ramp metering, adaptive signal control, transportation systems management and operations, data warehousing, and autonomous vehicles were presented by consultants, manufacturers' representatives, public sector employees, and academicians. Many ideas were presented over the two days!

The highlight of any ITS Florida event is the opportunity to network. Hosted by ITS Florida President John Easterling, the ITS Florida Annual Meeting and Awards Banquet provided a meet-and-greet opportunity as well as an opportunity to recognize some of the organization's stars of 2013. Recipients included:

- 2013 Anne Brewer Scholarship – Academic – Mr. Tolga Ercan, a Master of Science in Civil Engineering student from the University of Central Florida;
- 2013 Anne Brewer Scholarship – Technical Training – Mr. Robert Woda of TransCore. This was the first time the technical training scholarship was awarded.
- ITS Florida Outstanding Achievement Awards:
  - FDOT District One Traffic Incident Management Team and its leadership by Bill Fuller for successfully conducting Strategic Highway Research Program training.
  - FDOT District Four ITS Unit for deploying a Districtwide power distribution system and installing back-up generators along the I-95 and I-75 corridors to offer a steady power supply for the ITS network. District Four also implemented a Maintenance of

Communication Plan to emphasize continuity of ITS during interstate construction projects.
  - Advanced Protection Technologies, Inc. for establishing a customized ITS-specific surge protection training seminar that is provided on an on-going basis to educate FDOT ITS personnel, ITS consultants, and ITS contractors from all over Florida on surge protection issues related to deployment of ITS infrastructure.
- A Certificate of Outstanding Achievement was awarded to the Manatee/Sarasota Traffic Management Center (TMC). This unified regional TMC currently manages approximately 414 traffic signals, 150 CCTV cameras, and 60 vehicle detectors that are connected via fiber optic cable and Ethernet communications. Operators monitor and operate the system via individual workstations and a 15-cube video wall display.

*District Four staff receiving the Outstanding Achievement Award.*

- A Certificate of Appreciation was awarded to John Beck of the Beck Consulting Group. John has been a friend of and advisor to ITS Florida for many years and has assisted us with issues such as the elimination of funding for Road Ranger service patrols, a public-private partnership training course, and meeting our state legislators.

Of course, the TechForum2013 could not happen without the support of its sponsors, including:
- Gold Sponsors:
  - Econolite
  - Metric Engineering
  - Schneider Electric
  - Trafficware
- Silver Sponsors:
  - AECOM
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  - IMSA
  - Gresham Smith and Partners
  - Kimley Horn and Associates
  - Lucent Group
  - TransCore
  - World Fiber Technologies
  - VIBE

So, if you were there, you know it was a great conference. If you weren't there, you missed a great conference. In either case, that should be incentive enough for you to mark your calendar now to attend the ITS 3C Summit in Mobile, Alabama, on September 9-14, 2014, because you really can't afford to miss this ITS super show. The ITS 3C Summit is a regional meeting being hosted by the ITS Florida, ITS Georgia, and Gulf Region ITS (includes Louisiana, Mississippi, and Alabama) chapters, with many other state chapters and ITS America pledging their support. Don't be left behind!

If you have any questions or wish to provide an article to ITS Florida, please contact Sandy Beck at itsflorida@itsflorida.com.

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# Editorial Corner: A Look at CVISN

*By Paul Clark, FDOT Traffic Engineering and Operations*

Since I came back to the Florida Department of Transportation (FDOT) in July 2009, I have had the amazing opportunity to work as the program manager for Florida's Commercial Vehicle Information Systems and Networks (CVISN) Program. This program is a multi-agency initiative with a goal of using advanced technologies to improve commercial vehicle safety, streamline regulation of the commercial vehicle industry, and improve efficiency of motor carriers and motor coach companies operating in Florida.

The Florida CVISN Team is made up from various Florida state agencies, including FDOT, Department of Highway Safety and Motor Vehicles, Department of Revenue, and the Department of Agriculture and Consumer Services (DACS); the Federal Motor Carrier Safety Administration (FMCSA); and private sector representatives from the trucking community as well as the Florida Trucking Association. The Florida CVISN Team has been meeting on a regular basis since 2001 to share and discuss program activities and commercial vehicle operations issues. This team works to plan projects, and each team member has an equal say in the program's oversight. The Executive Steering Committee governs the CVISN Team and is comprised of one person from each state agency, the FMCSA, and the Florida Trucking Association.

The Federal CVISN Program has two phases – Core CVISN and Expanded CVISN. Once a state receives certification as "CVISN Core Compliant" from FMCSA, it moves into Expanded CVISN. In order to be eligible for the maximum available federal funding, a state must attain CVISN Core Compliance. Florida received CVISN Core Compliant certification in February 2009. Formal planning for Expanded CVISN began in 2007. Florida has since received $6 million in federal funding for CVISN projects.

Some of the projects that have been completed in the state's Expanded CVISN are two virtual weigh stations, also known as virtual bypass systems (VBS), which were constructed in 2012. The first location was at the Flagler Weigh Station (north-and south-bound) and the second location was at the Wildwood Weigh Station (north- and south-bound). These VBS will be used to monitor motor carriers that bypass scale facilities.

Another Expanded CVISN project was upgrading the DACS interdiction stations with the latest technology. The project includes cameras for image capture of front license plate, side of truck, and cargo container number. The functionality of the

*DACS interdiction stations upgrade with latest technology.*

system is identical to the existing tag recognition system (TRS). This project has enhanced the current container number reader (CNR) system at 11 interdiction stations. The enhancement allows for manual entry of a vehicle's container number into the CNR system; once the data is entered, it queries various databases to check for criminal activity with the primary focus on freight theft. Also as part of the upgrades at the DACS interdiction stations, funds were used to link the Performance and Registration Information Systems Management (PRISM) database to the existing TRS that was already in-place. One of the capabilities this added was the capability to detect vehicles passing through DACS interdiction stations that are listed in the PRISM database as having an out-of-service order. This system will allow law enforcement to identify out-of-service carriers and take the appropriate action to ensure they become compliant.

*Cameras for image capture of front license plate, side of truck, and cargo container number.*

One of our ongoing Expanded CVISN projects is the container number database. This project, when completed, will be a commercial vehicle container number database system that tracks container/vehicle movements and graphically presents the data. This data will allow us to more accurately determine freight flows throughout the state. This data can then be used to help us determine where we need to prioritize projects that will help the commercial motor carrier community.

We are also in the process of upgrading the Permit Application Systems (PAS). This project will aid the motor carrier community by further streamlining the process for obtaining oversize/overweight and over-dimensional permits. These ongoing enhancements will greatly decrease the turn-around time from application to approval of the majority of these permits. These automated processes will also assist the Permits Office in handling the increase in demand for permits and credentials.

Some of our upcoming CVISN projects include installing United States Department of Transportation (USDOT) readers at weigh in motion (WIM) ramps. These readers will automatically 'look up' motor carrier status. Motor carrier status includes safety violations, out-of-service violations, delinquent fines, etc. This will help improve safety by identifying and removing unsafe carriers from the roadways.

FDOT is currently developing a new method (kiosks) for deployment of PAS to our WIM facilities throughout the state. To complement public and private sector permitting process improvements, IPAS will provide an internet-based interface to PAS that will allow commercial vehicle operators the ability to apply, pay for, and receive permits on-site.

Florida's Expanded CVISN Program will continue to capitalize on previous investments and successes to optimize the safe and efficient movement of people and goods throughout the state, improve the state's commercial vehicle regulatory environment, ensure commercial vehicle operations-related safety without undue cost to the motor carrier industry, and guide the development and installation of adopted CVISN projects and programs in an efficient and cost-effective manner.

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

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# Announcements

## Welcome Mark Lucas!

Please join us in welcoming Mark Lucas to the Florida Department of Transportation (FDOT) Traffic Engineering Research Laboratory (TERL). Mark joins us as an Intelligent Transportation Systems (ITS) Specialist through the Atkins general consulting team. He will support FDOT's ITS Aprroved Product List testing and ITS specifications support. Mark has years of experience, including a long tenure with General Dynamics doing work in electronic design, manufacturing, compliance testing, system integration, auditing, and a host of other activities that should provide a good foundation for the work he will perform in support of the TERL.

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## FDOT Traffic Engineering and Operations Mission and Vision Statements

**Mission:**
Provide leadership and serve as a catalyst in becoming the national leader in mobility.

**Vision:**
Provide support and expertise in the application of Traffic Engineering principles and practices to improve safety and mobility.

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