



SUNGUIDE[®] DISSEMINATOR

FLORIDA DEPARTMENT OF TRANSPORTATION'S TRAFFIC ENGINEERING AND OPERATIONS NEWSLETTER



Visit from Tokyo

By Russell Allen, P.E., ITS Program Development Engineer

The Florida Department of Transportation (FDOT) recently received a return visit from delegates at The Institute of Behavioral Sciences (IBS) in Tokyo, Japan as part of their three-state tour of the United States (Chicago, IL, Tallahassee, FL, and San Francisco, CA). Their first visit with FDOT was on May 22, 2015, where we engaged in high-level discussions on the use of probe data sources. Instead of simply having another meeting in a conference room, we invited IBS and their translator to the Traffic Engineering Research Lab (TERL) for a detailed show and tell of our facilities and testing capabilities.

Welcome



Pictured: Dr. Kazuhiko Makimura (left) and Mr. Ryohta Wakai (right) in front of a walk-in Dynamic Message Sign (DMS) at the TERL. Courtesy of FDOT.

On February 7, 2017, Japanese delegates Dr. Kazuhiko Makimura (Deputy Director, Corporate Planning Department) and Mr. Ryohta Wakai (Senior Researcher) from IBS in Tokyo, Japan, accompanied by their translator, Ms. Terumi McAdams (Owner) of T24 Translation, arrived at the TERL for a half-day meeting and tour. Mr. Trey Tillander, P.E., FDOT's Director of Traffic Engineering and

Operations welcomed the group to FDOT and provided a brief overview of FDOT's Transportation Systems Management and Operations (TSM&O) organization and introduced Mr. Russell Allen, P.E. and Mr. Derek Vollmer, P.E. and their roles and responsibilities. He then introduced Ms. Elizabeth Birriel, P.E. as the FDOT's TERL Manager. Following her introduction, Ms. Birriel welcomed the delegates to the TERL and provided an overview of her program and facilities, and the mission of the TERL. She then invited the delegates on a tour of the TERL facilities directly following the scheduled interview meeting. Once she was finished, the meeting was opened for questions and comments.

Interview Questions

Dr. Makimura, Mr. Wakai, Mr. Allen, and Mr. Vollmer, accompanied by Ms. McAdams, proceeded with a question-and-answer session about FDOT's use of probe data, why it is used, any identified issues, and future developments and approaches to its use. The topic of connected vehicle applications was discussed as well. During our conversations, Dr. Makimura mentioned Toyota's recent coordination with the Japanese government in assisting them with post-tsunami relief efforts by locating motorists in Toyota vehicles and relaying the positional information to emergency services to assist with rescue and medical assistance.

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The Tour



Mr. Carl Morse discusses the TERL's human factors research for pedestrian safety and flashing arrows at signalized intersections with the Japanese delegates and their translator. Courtesy of FDOT.

Following the interview session, Mr. Carl Morse, assisted by Mr. Matt DeWitt, led the Japanese delegates on a tour of the TERL facilities. The tour began with a review of the traffic signal equipment and device testing area, the TMC training area, and the Intelligent Transportation Systems (ITS) device testing area. Next, Mr. Morse took the group to the TERL's backyard to provide an overview of the mast arm intersections and equipment (pictured above), an inside look at a walk-in DMS, and an up close view of the span-wire signalized intersection test area. Mr. Morse and Mr. DeWitt then invited the delegates to the TERL Annex to view new environmental test chambers and vibration testing table (shake table), followed by a show-and-tell of historical traffic control devices and tools, ending with a demonstration of the light tunnel for testing the intensity and wavelengths of light emitting diode (LED) modules.

Farewell

At the end of the tour, the delegates thanked the FDOT staff for their time as they prepared to travel to California for their next stop. The FDOT staff thanked them for their visit and invited the delegates to come back any time. The visit was a success for both parties and there were great ideas shared during their time spent together.



Pictured (L to R): Ms. Terumi McAdams, Mr. Carl Morse, Ms. Elizabeth Birriel, Mr. Ryohta Wakai, Dr. Kazuhiko Makimura, Mr. Russell Allen, Mr. Derek Vollmer, Mr. Jeff Morgan, and Mr. Matt DeWitt. Courtesy of FDOT.

Contact Mr. Russell Allen at Russell.Allen@dot.state.fl.us or by phone at (850) 410-5626 for additional information.

District Four ITS Unit Awarded 2016 ITS Florida Outstanding Achievement Award

By Natalie Cortes, Smart SunGuide RTMC, Marketing/Public Outreach Coordinator



Source: FDOT

Wrapping up 2016 in great style, District Four Intelligent Transportation Systems (ITS) Manager, Dong Chen, accepted the ITS Florida Outstanding Achievement award on behalf of the District Four ITS unit for their excellence in innovation for the Maintenance and Inventory Management Systems (MIMS) application. District Four received their nomination after Mr. Chen successfully led the MIMS mobile application project while saving the district \$12,000.

What began in 2010 as a simple maintenance software for inventory audits evolved into a time-saving, streamlined mobile application. The procedure for all ITS equipment is to bar-code and secure items for loss prevention; when District Four realized it took employees five weeks to track ITS devices, they created a solution to shorten the process. Now, the advanced software is available through a smartphone application that provides users with access to key MIMS functions to further streamline

maintenance and inventory management activities. This trendsetting application is unlike alternative options due to its integrated design with SunGuide®, the state's advanced traffic management system software used at all Regional Transportation Management Centers (RTMC) within Florida.

The application eliminated the need for field-hardened laptops and barcode scanners previously used during maintenance or inventory audits, bringing the District's savings to \$12,000 for 2016. Premium features such as allowing users to scan inventory items' barcodes and QR codes using their smartphone cameras, gave this already innovative application a bold statement. Users can also verify or update an item's location by using their phone's internal GPS receiver coordinates. The application incorporates a Geographic Information System (GIS) Google Map displaying geo-located inventory items for selection, as well as list-based searches.

This award-winning innovation was created as a hybrid mobile application, meaning the MIMS app is capable of running on Apple's iOS, Android and other smartphone technologies. After the latest update, District Four now anticipates the application to evolve into a self-learning software based on historical device failures, that monitors the ITS system while identifying and predicting potential problems.

For more information please contact Mr. Dong Chen at (954) 847-2785 or email to Dong.Chen@dot.state.fl.us.



The Best (and Newest) of Intelligent Transportation Systems (ITS) Projects in Florida: Photo Contest for ITS Florida 2018 Calendar

By Jonathan Tursky

ITS Florida is calling all members to be creative and submit photos demonstrating the best (and newest) of Intelligent Transportation Systems (ITS) projects in Florida. The 2017 calendar produced some of the best photos utilized to date and helped to produce an amazing calendar for our membership. This is a reminder to continue to take amazing pictures of ITS devices and implementations throughout the year!

ITS Florida is having its annual photo contest to select the best in Florida to be used in the 2018 ITS Florida Calendar. This is a chance to showcase the best work of ITS Florida members. Each winner will be awarded with placement of their photo in the calendar to be seen all over Florida and potentially the Southeast.

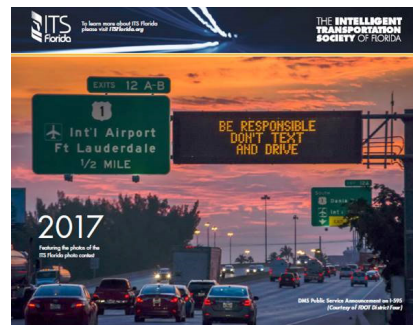
How to Enter

Please submit photographs in high-resolution, landscape (please note that portrait format may be used as an insert only as this format does not fit the layout) format (jpg, png), and a document identifying each photo with a short caption that can be used in the calendar. Please include contact information for the submitter of the photo(s), should ITS Florida have any questions.

Photos should be submitted on electronic media via mail delivery or through electronic transmission. The mailing address to submit photos to is:

Ms. Sandy Beck
ITS Florida
PO BOX 56468
St. Petersburg, FL 33732-6468
Email: itsflorida@itsflorida.org

Deadline for submittals is Friday, July 7, 2017 by 5:00 p.m., but don't wait until the last minute.



Source: ITS Florida

Photos will be judged by a panel that represent all geographical regions of the State. Calendars will be distributed at the ITS Florida annual meeting.

If you have questions, please contact Mr. Jonathan Tursky by email at Jonathan.Tursky@TransCore.com or Ms. Sandy Beck at (727) 430-1136 or itsflorida@itsflorida.org.

Please note: All photos submitted to ITS Florida for the calendar photo contest shall become property of ITS Florida. No copyrighted photos will be accepted.

Tampa has Connections

By Steve Johnson, CVP, HNTB



The Tampa Hillsborough Expressway Authority (THEA) provides a critical public service in that it connects bedroom communities to the east with an attractive route to and from the central business district (CBD) of Tampa, as well as points west like MacDill Air Force Base (MAFB) and Tampa International Airport (TIA) during peak travel times.

The CBD is about to experience mobility, safety and environmental improvements from THEA's latest "connections." In September 2015, THEA was one of three agencies selected from a large pool of nationwide applicants to receive Federal Highway Administration (FHWA) funding for a connected vehicle (CV) pilot deployment. These CV Pilots represent real-world installation and operation of CV applications in advance of what is planned to be industry-wide implementation in a few years. These pilots are conducted under research conditions and are closely monitored by FHWA Joint Project Office (JPO) including the

Volpe Transportation Research Center (USDOT) and Texas Transportation Institute (Independent Evaluator). The outcomes are shared through the Research Data Exchange for study and use in advancing future public and private CV efforts. In addition to the applications, the system will validate the Security Certificate Management System (SCMS), and the 5.9 MHz Dedicated Short Range Communications (DSRC) that were developed under previous programs.



Source: U.S. DOT
Source: USDOT



In September of 2016, the THEA team was granted approval of their concept design, including ConOps, system requirements, application development, deployment plans, security concept and human-use approval. At that time, they entered the Design-Build phase and are currently finalizing the system architecture and Data Privacy Plan, and have already selected vendors for the roadside infrastructure and on-board vehicle units. CVs will be on the roads as early as August of this year for beta testing with full implementation of the operations and data collection phase of the fully deployed system in the second quarter of 2018. The grant funds data collection and analysis for research through late 2019, but THEA plans to carry it beyond and expand via their workplan. The applications in Tampa CBD are detailed below by category.

USE CASE	APPLICATIONS USED	TYPE OF APPLICATION	DESCRIPTION
Traffic Progression along 3 target corridors with significant morning backups	Intelligent Signal (I-Sig)	Vehicle to Infrastructure (V2I)	Vehicles send data to roadside Unit (RSU) which communicates with controllers to implement real time adaptive control
Decrease wrong-way entry events at reversible expressway ramps	Wrong-Way Entry (WWE), I-Sig, Probe Data Enabled Traffic Management (PDETM)	V2I, Legacy applications (video detection for secondary trigger point and DMS for upstream warning)	Initial warning to wrong-way driver via WWE app. If secondary detection, then additional warnings to upstream drivers and LEO via PDETM to TMC Operators
Pedestrian Safety	Signalized ped crossing (PED-Sig), Non-signalized crossing (Ped-X) Forward Collision Warning (FCW) and Intersection Movement Assist (IMA)	V2I, Vehicle to Vehicle (V2V) and Vehicle to Everything - personal Smart devices in this case(V2X)	Vehicles, and infrastructure are aware of each other as to location, heading, speed. Pedestrians are added to this positioning via proxy messages generated by the infrastructure. Dead reckoning is used to predict conflicts and send alerts/warnings
Improve bus rapid transit routes and local routes with CV enabled TSP	Transit Signal Priority (TSP) I-Sig	V2I and Proprietary transit AVL and schedule system	Transit system monitors location on route. Bus sends request for priority at every intersection. Based on schedule status, transit system forwards to I-Sig and TSP for implementation if appropriate.
Improve safety at Street Car Conflict points	Vehicle Turning Right in Front of a Transit Vehicle (VTRFTV), I-Sig	V2I	Vehicles and Streetcars both send position and intention information to RSU where VTRFTV determines if a conflict exists due to vehicle executing a right turn and notifies both drivers
Morning backup and safety issues resulting from a long queue up an exit ramp from the reversible express lanes (REL)	End or Ramp Deceleration Warning (ERDW), I-Sig, IMA, FCW, Emergency Electronic Brake Light Warning (EEBL)	V2I	ERDW considers ramp curve geometry, length of queue and stopping distance to broadcast a speed advisory. Equipped vehicles not heeding the warning will receive a forward collision warning when approaching a slowed or stopped vehicle, I-Sig and IMA work to safely move longer queues through back to back right turns.

For more information on the pilot and the partners/consultants please visit the Pilot website: www.tampacvpilot.com. Follow the pilot on Twitter https://twitter.com/Tampa_CV or on Facebook at <https://www.facebook.com/TampaCVPilot/>. Please contact Steve Johnson for more information at stejohnson@hntb.com.

Exchanging Ideas and More at NOCoE Peer Exchange

By Patrick Son, P.E., National Operations Center for Excellence

The National Operations Center of Excellence (NOCoE) held a peer exchange on December 7 and 8, 2016 in Raleigh, North Carolina for Transportation Systems Management and Operations (TSM&O) professionals in the Southeast region of the country. With a focus on Traffic Information Communications, Traffic Incident Management, and Integrated Corridor Management, select participants took part in this peer exchange from North Carolina DOT, South Carolina DOT, Florida DOT, Virginia DOT, and the I-95 Corridor Coalition.

Within the focus areas previously mentioned, the group explored Real-Time Data (RTD), including its uses and limitations. One of the benefits cited of RTD, is the ability of third-party probe data to assist with putting

“eyes on the road” where DOTs do not have or cannot afford to place cameras. Limitations discussed included how different formats from vendors put a strain on the limited resources of DOTs.



Source: NOCoE



With social media now an integral part of the dissemination of information, the group addressed and exchanged ideas related to the communicating of traveler/traffic information through various social media platforms. The group acknowledged how a large portion of society receives information from Twitter and Facebook; however, Traffic Management Center (TMC) operators don't always directly post to the agency's social media accounts since public information offices manage such postings. However, through TSM&O, the collaboration between operations and public information can provide advanced capabilities, and examples were provided of VDOT and FDOT automatically tweeting incidents and roadway information through its TMC. Technology capabilities are available but more importantly, agencies must agree to a format, information types, and dissemination procedures before messages are posted.

Participants also exchanged ideas and advice regarding Traffic Incident Management with a focus on the coordination between TMCs and State Patrol/Emergency Responders. Various models of integration between TMCs and First Responders include co-location of responders in TMCs, TMC operators in 911 dispatch centers, or a dedicated TMC operator that monitors and provides information for responders.

Integrated Corridor Management (ICM) is an expanding program across the country and many participants acknowledged the importance to ensure the entire system management approach is included in ICM programs. From transit, arterial data, freight, and truck parking considerations, the next phase of ICM needs is to progress from passive to active management. TSM&O also encourages agencies to look at

its policies and to address any changes needed to achieve maximum benefits. For example, an agency is often limited by policies such as suggestions/instructions a DOT can provide the public for alternative routes. Additionally, the TSM&O practice of including non-traditional partners allows additional considerations, such as bridge data information (weight, capacity and height) to be included when planning diversion routes for an ICM system.

Funding for TSM&O was a major topic as well. Attendees outlined various approaches that have worked to garner funding for TSM&O projects, including: a focus on capacity vs. technology, providing return on investment values, and benefit ratios for projects. Additionally, an interesting discussion emerged around an increased interest to integrate more with MPOs in the planning of TSM&O practices. Participants noted how innovative TSM&O practices are often synonymous with a MPO's goals and projects, thus allowing better access to regional funds.

This peer exchange is an example of a NOCoE service providing opportunities to not only share amongst peers and colleagues in an engaged setting, but to also find those solid successful TSM&O practices to be shared with the larger TSM&O community.

The peer exchange information, presentations, and meeting proceedings document can be found on our website at: <http://www.transportationops.org/ondemand-learning/2016-southeast-peer-exchange>. For more information on NOCoE's peer exchanges, please contact NOCoE Managing Director, Patrick Son at pson@transportationops.org.



Source: HNTB



FDOT District Six Recognizes Road Rangers for 17+ Years of Service

By Javier Rodriguez, P.E., District Six TSM&O Program Engineer

The Transportation Systems Management and Operations (TSM&O) Office is recognizing four of our longest-serving Road Rangers for their contribution to the Incident Management Program in District Six.

The Road Rangers, Mr. Leland De-Booy, Mr. Leonard Fiallo, Mr. Dalison Pacheco and Mr. Luis Pereda, began their posts soon after the program launched in 1999 and combined have almost 80 years of experience.

They have been an asset to the program since the beginning and became especially valuable as the District's incident management program grew to support the 95 Express and ramp signaling projects. These projects, combined with increases in commercial vehicles and overall traffic volume, led to more complex incident management scenarios in the field. The Road Rangers carried out new road clearance procedures and supported the District to help meet all project and safety goals.

Mr. De-Booy, Mr. Fiallo, Mr. Pacheco and Mr. Pereda have all played a major part in the District's success. They have mentored new staff, served as roaming supervisors and are often assigned to operate and manage the larger scale procedures such as the hard closures of 95 Express.

Name: Leland De-Booy, Road Ranger for 22 years

Current Position: Roaming Supervisor along State Road 826 and Interstate 75

Vehicles Managed: Flatbeds, tow trucks and pick-up trucks

Mr. De-Booy began his career in 1995 after being referred to the "Service Patrol" program, as it was previously called, by his brother. His favorite part of the job is helping people when they are at their wit's end. His most unforgettable memory was assisting a young woman whose car had been totaled in a hit-and-run accident. He was able to calm her down and keep her safe until her mother arrived.

Name: Dalison Pacheco, Road Ranger for 18 years

Current Position: Tow-Truck Operator along Palmetto Expressway

Vehicles Managed: Tow truck

Mr. Pacheco began his career operating Road Ranger pick-up trucks. His favorite part of the job is helping disabled motorists. He also enjoys the teamwork and assistance from other Road Rangers and first responders on more complex incidents.

Name: Luis Pereda, Road Ranger for 18 years

Current Position: Tow-Truck Operator and Express Lane Hard Closure Assist

Vehicles Managed: Pick-up truck

Mr. Pereda began his career as a tow truck operator. His favorite part of the job is feeling fulfilled after helping drivers in need. One of his most unforgettable memories was assisting a woman in labor whose car stalled on the shoulder of State Road 874 and getting her to safety.

Name: Leonardo Fiallo, Road Ranger for 17 years

Current Position: Flatbed Driver along Palmetto Expressway, I-95 and 95 Express

Vehicles Managed: Flatbed tow truck

Mr. Fiallo began his career as a tow-truck operator. His favorite part of the job is being part of a dynamic team that makes a difference in the lives of people every day.

These Road Rangers are being commended for dedicating their careers to keeping us and our roadways safe. They selflessly help others in need while exposing their lives to perilous traffic conditions every day. On behalf of District Six and the motoring public, thank you!

For more information, contact Javier Rodriguez at (305) 640-7307 or by email at Javier.Rodriguez2@dot.state.fl.us.

The Disseminator Anagram

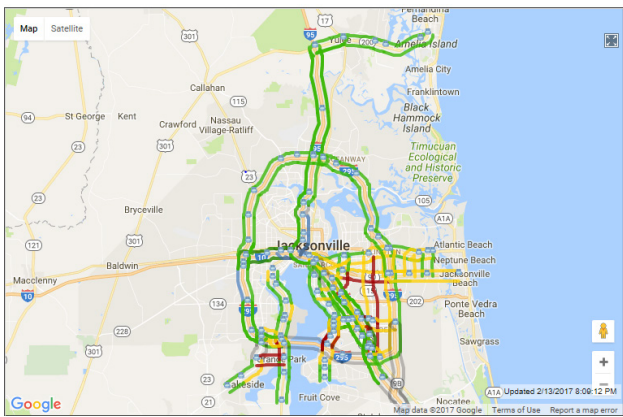
Taking a coffee break? Want a bit of a brain teaser? Play our Disseminator Anagram and see how quick you are. Each is from a different article from this edition of the SunGuide Disseminator. If you need a bit of help, the answers are located below our game.

1. Reclassification bet unite shove: _____ (3 words)
2. Fruits rid cot: _____ (2 words)
3. Cotton she top: _____ (2 words)
4. Clench vet iced one: _____ (2 words)
5. Gene axe perch: _____ (2 words)
6. Rare dragon: _____ (2 words)



Regional Arterial Management Program (RAMP) Roll-Out By Ryan Crist, TMC Manager, Metric Engineering; Pete Vega, P.E., TSM&O Program Manager

District Two launched their Regional Arterial Management Program (RAMP) in November 2016 with the first roll-out consisting of 10 corridors in the Jacksonville area. When the roll-out is complete, 32 Routes of Significance will be covered on Northeast Florida's most traveled arterial roadways. District Two's arterial coverage will branch out to cover Jacksonville, Gainesville and parts of St Johns, Clay and Nassau Counties. The vision is to be the leader in Arterial Management and traveler information dissemination in the United States. RAMP will set the benchmark for travel time reliability with the efficient movement of motorists, goods and services throughout the First Coast.



BlueTOAD map of Greater Jacksonville area (source: FDOT)

RAMP will provide reliable management and monitoring of the state roadways and traffic signal system to maximize the flow of traffic and leverage infrastructure. RAMP provides active management and monitoring of signals, leading to a more consistent and reliable operational experience by the maintaining agency and the traveling public. This will be achieved by combining the monitoring, management and optimization of ATMS.now for each municipality as well as event management, information dissemination and performance measures via the SunGuide software.

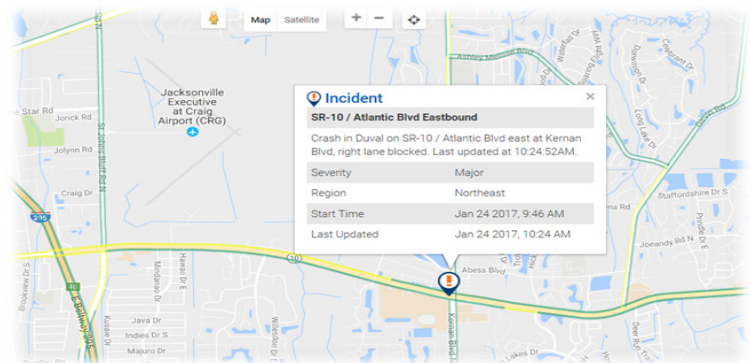
Active management allows agencies to receive daily feedback and create performance measures moving forward. A key benefit is expeditious field response, which increases infrastructure reliability and addresses recurring/non-recurring congestion to minimize delays. These practices encourage coordination between agencies and promotes public awareness. Active management of a multi-modal transportation network allows for seamless coordination of efforts; a practice that has been in place on interstate systems for over a decade.

Over time, as RAMP develops, additional tools will be incorporated to make the First Coast system more robust. Management strategies that will be utilized from the onset will include the active arterial management

of state roads, dissemination of information using 511, dynamic message signs (DMS) and communication to other partnering agencies, dynamic signal re-timing, and monitoring of the traffic signal system and event management. Future strategies will include Transit Signal Priority (TSP); Integrated Corridor Management (ICM) and adaptive signalization, among others. These efforts will help address the needs that were identified by the National Traffic Signal Report Card that are captured in the Moving Ahead for Progress in the 21st Century Act (MAP-21).

District Two has taken a systematic approach as to which corridors were selected and when they will be deployed. Corridors for RAMP coverage were determined as part of the Routes of Significance effort. This effort included input from the Florida Department of Transportation (FDOT), the Florida Highway Patrol, the North Florida Transportation Planning Organization, and various municipalities. These corridors will be the primary focus for arterial event management and signal monitoring.

The proper handling of events is the lifeblood of the RTMC and RAMP. Coordination between Regional Transportation Management Centers (RTMCs) and dissemination of information to the public and traffic incident management (TIM) Partners will help District Two meet the stated goals. RAMP will be utilizing SunGuide to input and process event data as well as travel times. Travel time information will be provided via Bluetooth technology, traffic detectors and/or vehicle probe data. SunGuide event management will focus on, but not be limited to, crashes, lane blocking events, severe weather, construction and special events conforming to the provisions set forth by the Federal Highway Administration (FHWA). Event Management Reports will be accessed via SunGuide and provided to FDOT Central Office to meet deliverable requirements.



RAMP event on FL511.com (source: FDOT)

SunGuide has been used by FDOT RTMC's since the initial release back in 2005 when it only performed basic Advanced Traffic Management System (ATMS) functions including providing control of intelligent transportation systems (ITS) devices, some event management and video switching. As District Two has turned to merging the arterials in with the interstates there have been some SunGuide, limitations that have been unearthed that are being addressed. These limitations, for the most part, are due to SunGuide being designed for limited access facilities. These issues range from the straightforward of having a traffic signal



malfunction event type to arterial vs. interstate performance measure flags to map displays and simply having a relationship of a location be at an intersection. Some of the more challenging topics include when a covered road experiences changes to its roadway designations (e.g. US-1, US-1/Philips, US-1/New Kings Rd, US-1/Old Dixie Highway) to response plan generation and device linking. These topics are currently being tackled by the SunGuide Software User's Group (SSUG) and District Two hopes to have resolution soon.



Source: FDOT

The early returns have been very positive as the RAMP Operators have monitored/reported ATMS signal alarms, posted to DMS/511, dispatched signal technicians, performed various rudimentary real-time adjustments to controllers and coordinated with law enforcement, maintenance, construction and other partnering agencies. With each roll-out the benefit is increased as coordination is enhanced while response and clearance are expedited. RAMP's proactive management leads to time and money being saved via numerous forms of improvements to travel time reliability and increases to safety of both responders and motorists.

For more information, please contact Pete Vega at (904) 360-5463 or by email at Peter.Vega@dot.state.fl.us.

ANNOUNCEMENTS:

Rick Morrow, P.E., District Five Director of Transportation



Congratulations to Rick Morrow, P.E. as District Five's new Director of Transportation Development. Rick was chosen from a group of highly qualified candidates who interviewed for the position. Rick replaces Frank O'Dea, P.E. who is retiring at the end of this month.

Rick started with the Florida Department of Transportation (FDOT) in 1993, in Orlando, working for Traffic Operations. He left the department in 1999 for the private sector. Rick returned in

March 2005, when he was selected as the district's Traffic Operations Engineer, and has held the position to the present.

Rick also served as Interim Director of Transportation Operations from September 2006 to April 2007. Rick's new duties will include production of FDOT's Work Program, as well as overseeing Planning, Design, Right-of-Way and Modal Development for the nine counties in the District Five region.

Rick is a registered Professional Engineer in Florida and is a Civil Engineering graduate of the University of Central Florida.

Rodolfo Garcia, P.E., District Six Director of Operations



Rodolfo (Rudy) Garcia was recently appointed as the District Six Director of Operations, which became effective March 10, 2017.

Rudy has 23 years of Florida Department of Transportation (FDOT) experience most recently as the District Six Maintenance Engineer. He also worked in construction for 10 years after serving in the Professional Engineer training program.

Rudy's varied experience gives him a solid technical background to meet the challenges of his new position. He is known for creating a positive work environment that emphasizes excellence.

Congratulations, Rudy!



Jim Stroz, P.E., District Five Traffic Operations Engineer



Jim Stroz has been appointed the District Traffic Operations Engineer for District Five. His appointment became effective Friday, March 31st.

Jim graduated from the University of Central Florida with a Civil Engineering Degree and is a registered professional engineer in Florida.

He has over 20 years of engineering experience including working in District Five Traffic Operations for the last 11.5 years as the Assistant District Traffic Operations Engineer.

Congratulations, Jim!

Retirement of Frank O'Dea, P.E.



Frank O'Dea has been with the Florida Department of Transportation (FDOT) since 1986, starting out in the Cocoa office as a P.E. trainee. Frank would later rise through the ranks to serve as the District's Construction Engineer from 2002 to 2011.

During 2009 to 2011, Frank spent one-and-a-half years in the dual role of both District Construction Engineer and District Maintenance Engineer. In 2011 Frank was selected as the Director of Transportation Development for District Five, where he's served ever since.

We thank Frank for his tireless efforts as a director, and for all the hard work he's put in during his years at FDOT.

We wish him the best of luck in his future endeavors.

Congratulations!

LOOKING TO BE A CONTRIBUTOR FOR THE NEXT ISSUE OF THE SUNGUIDE DISSEMINATOR?

Email Jennifer Rich (Jennifer.Rich@dot.state.fl.us) with your story subject and title.

This newsletter is issued on a bi-monthly basis and we'd love to have your contribution be a part of the next edition.



FDOT Traffic Engineering and Operations Mission and Vision Statements

Mission

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

Vision

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

FDOT CONTACTS



DISTRICT 1

Keith Slater, DTOE

Mark Mathes

FDOT District 1 Traffic Operations
PO Box 1249
Bartow, FL 33831
(863) 519-2490

DISTRICT 2

Jerry Ausher, DTOE

Peter Vega

FDOT District 2 Traffic Operations
2198 Edison Avenue
Jacksonville, FL 32204
(904) 360-5630

DISTRICT 3

Steve Benak, DTOE

Lee Smith

FDOT District 3 Traffic Operations
1074 Highway 90 East
Chipley, FL 32428-0607
(850) 638-0250

DISTRICT 4

Mark Plass, DTOE

Melissa Ackert

FDOT District 4 Traffic Operations
2300 W. Commercial Blvd.
Ft. Lauderdale, FL 33309
(954) 777-4350

DISTRICT 5

Jim Stroz, DTOE

Jeremy Dilmore

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

DISTRICT 6

Omar Meitin, DTOE

Javier Rodriguez

FDOT District 6 Traffic Operations
1000 NW 111th Avenue, MS 6203
Miami, FL 33172
(305) 470-5312

DISTRICT 7

Ron Chin, DTOE

Chester Chandler

FDOT District 7 Traffic Operations
11201 N. McKinley Dr.
Tampa, FL 33612
(813) 615-8600

FLORIDA'S TURNPIKE ENTERPRISE

John Easterling, DTOE

Eric Gordin

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

CENTRAL OFFICE

Trey Tillander

Director, Traffic Engineering and Operation Office
(850) 410-5419

Fred Heery

State TSM&O Program Engineer
(850) 410-5606

Jeff Frost

State TIM/CVO Program Manager
(850) 410-5607

Alan El-Urfali

State Traffic Services Program Engineer
(850) 410-5416

Elizabeth Birriel

Traffic Engineering Research Lab Manager
(850) 921-7361

PHYSICAL ADDRESS:

Rhyne Building
2740 Centerview Building
Suite 3B
Tallahassee, FL 32301

MAILING ADDRESS:

Burns Building
605 Suwannee Street
MS 90
Tallahassee, FL 32399