

FDOT DISTRICT TWO

Intelligent Transportation Systems Newsletter –
November 2010
Issue 38



QUIZ:
What is this a picture of?
Answer in next month's newsletter.

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ITS Announcements

Transpo 2010

Sawgrass Marriott, Ponte Vedra

12/12-12/15/2010

Please contact the ITS Office at (904) 360-5465 if you would like to participate in the meetings.

Notes from the District 2 ITS Engineer

November was a month of surprises for the ITS staff. Some were good and some were sad, but overall we have survived!! First, there is some good news that occurred at our sister city in Alachua County. Gainesville unveiled their new Traffic Management Center to partner agencies on the morning of November 18th. Unfortunately, I could not attend due to previous commitments but many of our TMC staff had a chance to tour the facility and take pictures. This operation will bring a new approach to incident and traffic management in the Gainesville region, thereby paying huge dividends when major events or incidents occur near the city. A future, more detailed article will be written about this TMC once their staff has time to settle into the new facility. "My hats off to Phil, Matt and the rest of the Gainesville team for pulling off this extremely tough effort."

Another bit of great news is that the Traffic Signal system and CCTV camera wireless upgrade in Nassau County has been officially completed and is operational. This project was on State Road 200, from I-95 to Old Nassauville Road. The upgraded system will allow the County to better manage this corridor, especially during major events and incidents. This roadway is a daily route taken by truckers leaving the Port of Fernandina, thus the corridor can get very hectic at times. The County will now be able to respond to incidents much faster with the proper

equipment on-hand to clear the roadway, thereby maintaining some semblance of travel time reliability for the shipping companies. Likewise, they will be able to monitor signal performance from a global perspective (instead of one intersection at a time), thereby enabling them to address complaints/concerns in quicker fashion.

Keeping in tune with the good news, our team met with a few Road Weather Information System (RWIS) vendors over the past month to get a feel and information from an industry we have limited knowledge about. These meetings were to determine our needs to fulfill the NFTPO's request to place RWIS devices on numerous bridges throughout Northeast Florida. At the end of the meeting we began to inquire about costs for such a deployment and learned that we just may be able to complete deployment on the first twenty bridges targeted within the region's Master Plan. Our hope was to get a minimum of ten, however being able to double our initial estimate goes a long way toward achieving the NFTPO's goals.

Another project that has proven to be a huge success is the State Road 21 deployment in Nassau and Duval County. We are currently in the testing phase of the project as we try to determine if the communication system, traffic controllers, ATMS software and CCTV cameras perform as expected. No hiccups so far as we

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Notes from the D2 ITS Engineer continued

checked the system at the City of Jax Traffic Engineering Office, the FDOT TMC and the Clay County Public Works facility. The camera images are amazing and the Counties are already reaping the benefits by examining traffic conditions along this very busy corridor and making arrangements to address certain concerns. The goal is to get this system working optimally in preparation for the holiday rush. It will also be interesting to see motorist's reactions to messages placed on several of the DMS within this project.

One final note of good news relates to the Road Ranger Smart Phone application we are trying to deploy. The ITS team has been coordinating with Central Office and Southwest Research Institute (SWRi) on an application that will allow Road Rangers to initiate an event in SunGuide from the field. This will enable us to get very accurate time stamps which are critical to obtaining data for Performance Measures. There are several other benefits that will also come from this application, but I will save that information for the January newsletter. The biggest question mark is "will it work" and we got our answer in mid-November when we learned SWRi has deployed three Smart Phones in San Antonio that are working as expected. In essence, welcome to the Next Generation of data collection!

Yes, there is one bit of sad news that I must share. It is bittersweet that I must inform you we

recently lost one of our founding members in the District Two ITS program. In honor of this loss I decided to address it in a separate article below. Good help is hard to find but I hope we continue to survive.

"A Stooge is Lost"

At the onset of the ITS program we needed to develop a network that was robust, expandable and dependable for years to come. The TMC was reliant on this network to perform its daily duties and nothing but the best was expected from the equipment.

In 2005 we decided to switch to the SunGuide software, thus we needed Servers that could handle the data workload. We asked the contractor, Mastec, to include four servers for the SunGuide software during the Phase III project.

Once the four servers arrived the ITS staff was tasked with developing a naming convention for the equipment. The first naming system mentioned was "A", "B", "C" and "D". Albeit simple, there was just not enough "flair" in this to make it useful. Someone else mentioned using names like "Galileo", "Aristotle" and "Camus", but that was too "chic" for some of us. Of course, names from roles in Star Wars, Shrek and other motion pictures were tossed about, but again many of us were unfamiliar with the names.

Notes from the D2 ITS Engineer continued

Finally the bulb went off in my head and I yelled out to the team “Larry”, “Moe”, “Curly” and “Shemp”!!! Of course! Everybody knew the names of the three (i.e. four) stooges but how would it relate to the SunGuide software? That was what made it so simple. Moe was the leader, thus he would be loaded with the key management programs involved in SunGuide software. Larry seemed to be the mediator, passing along messages between Moe and Curly, thus he obviously had to be involved with the Dynamic Message Signs. Curly had to deal with Moe poking his eyes so he was the clear choice for handling the CCTV cameras. As for Shemp, well this was tough but we finally decided to assign him the equipment that hardly worked but was needed from time to time.

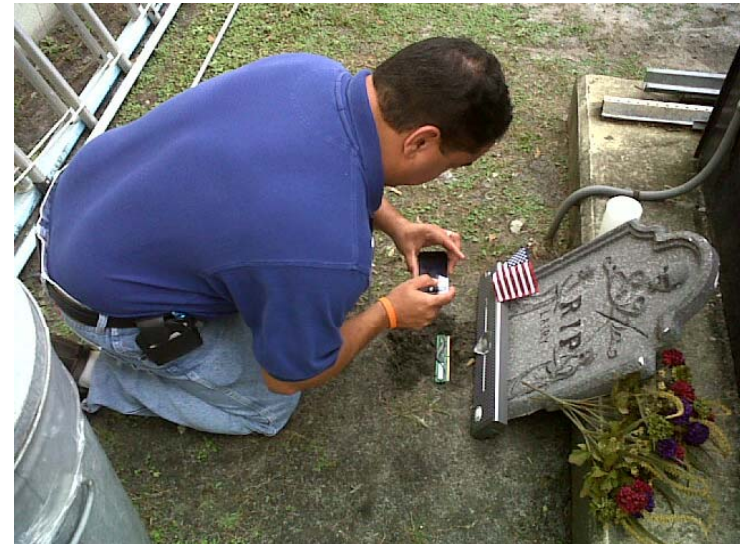
Unfortunately, we lost a key member of the group when Larry went down last week. Over the past six-months we knew he was reaching the final leg of his journey so we’d transferred many of his duties to newer servers at the TMC. At 1 PM on Tuesday, November 16th, Larry took his final “blip” before he called it a day. Fortunately, many members of the TMC knew Larry’s days grew short so we’d begun to prepare for his final going away party.

On Wednesday, during the lunch hour, we held a three minute vigil and burial for our friend and co-worker. I had the chance to say a few words and

then Larry was entombed in a plot behind our generator. He will be irreplaceable (not really, he was replaced by a bigger, faster and better server) but the greatest loss will be the naming convention we have worked with for the past five years. It is now up to Moe, Curly and Shemp to carry the load.

All I have to say is “May God Help Us!”

Pete Vega
 District 2
 ITS Engineer



Farewell to Larry 2005-2010

Performance Measures

In October, there were a total of 2,198 events entered in SunGuide, which is about 200 more than last month. As usual, over half of them were Disabled Vehicles. Additionally, 18% were Congestion and 10% were Crashes. Of all the events, only 147 were Performance Measured events (usually these are lane-blocking events with responders). This is somewhat fewer than in September. The difference is attributed mainly to Crash events, although not all crash events are included in the Performance Measured events, the majority of them are. There were a total of 219 crash events in September, but only 180 in October. This could be due to several reasons; one being a total of over 5 inches of rainfall in September but virtually no rainfall in October.

Another improvement over last month's data is that the average Open Roads duration was much shorter this month versus last month. Last month the Open Roads duration for events of the highest severity level exceeded the 90-minute goal. This month however, the 90-minute goal was met for all severity levels.

The following tables show data for all Performance Measured events. The first table is an overall summary. The second table shows the data based on severity level.

Jill Dawson
Metric Engineering

Performance Measures Summary

	Current Month	Previous Month	YTD
Events included in Performance Measures	147	177	1,656
Notification Duration (min.)*	0.0	0.0	0.1
Verification Duration (min.)	0.9	1.3	0.9
Response Duration (min.)	2.1	2.3	2.9
Open Roads Duration (min.)	28.9	45.1	46.6
Departure Duration (min.)	29.9	34.6	16.9
Roadway Clearance Duration (min.)	31.9	48.7	50.6
Incident Clearance Duration (min.)	61.8	83.3	67.4

*FHP Data is not available for Notification Duration

Performance Measures by Severity

Severity:	Current Month			Last Month			YTD		
	Minor	Moderate	Severe	Minor	Moderate	Severe	Minor	Moderate	Severe
Events included in Perf. Meas.	82	38	27	87	51	39	610	722	324
A. Notification Duration (min.)*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
B. Verification Duration (min.)	0.8	1.2	1.0	1.0	1.7	1.5	0.5	1.2	1.0
C. Response Duration (min.)	1.3	3.4	2.3	1.4	2.8	3.6	1.8	3.9	2.9
D. Open Roads Duration (min.)	6.9	53.3	61.4	8.5	51.7	118.1	9.2	55.3	97.8
E. Departure Duration (min.)	40.5	8.1	28.4	45.2	22.8	26.3	24.1	11.6	14.9
Roadway Clearance Dur. (min.)	9.0	57.9	64.8	10.9	56.2	123.2	11.6	60.4	101.9
Incident Clearance Dur. (min.)	49.5	66.0	93.2	56.2	78.9	149.5	35.7	72.0	116.9

*severity of 0 or other is not including is performance measures

Construction

The Construction Contract for the Phase VII Project has been awarded to Southeast Underground Utilities. This project will install 96-fiber cable, CCTV cameras, Dynamic Message Signs (DMS), Vehicle Detectors and Roadside Weather Information Sensors along SR 9A from Atlantic Blvd North to I-95. The Project also includes two Arterial Dynamic Message Signs and two CCTV cameras on Heckscher Drive approaching SR 9A in each direction. Construction is expected to begin in early Spring of 2011.

This project is critical to this area due to the continuing growth of JaxPort and also the development along SR 9A. The ITS devices installed by this Project will provide Traffic Management Center Operators with the ability to view the roadways and provide information to motorists and responders alike. This Project has also opened up better communications with members of JaxPort and will hopefully lead to a coordinated effort to provide both Truckers and commuters with congestion free travel.

The I-295 Phase VIII Project has submitted 90% plans. This project is installing 96-fiber cable, CCTV cameras, Dynamic Message Signs (DMS), Vehicle Detectors and Roadside Weather Information Sensors along I-295 from I-10 North to I-95. This project will complete the Fiber Communications ring on I-295 around the

Western side of Jacksonville. This project is important to this area of Jacksonville due to the large number of Trucking companies along the corridor and the proximity to Jacksonville International Airport.

The Phase IX Project, on SR 9A from Atlantic Blvd south to the I-95/SR 9A Interchange is currently working on 60% plans. The project will install 96-fiber cable, CCTV cameras, Dynamic Message Signs (DMS), Vehicle Detectors and Roadside Weather Information Sensors throughout the project corridor. This project will complete the ITS ring on I-295 and SR 9A around the City of Jacksonville and is also in the area of Jacksonville that is expected to have the largest growth over the next few decades. The project will also include Arterial Dynamic Message Signs (ADMS) on the major arterial roadways throughout the corridor.

Several projects are ongoing with Duval and Clay Counties. The SR 21 / Blanding Blvd Project, with project limits from Collins Road in Duval County to Old Jennings Road in Clay County, is in the testing phase. The Arterial Dynamic Message Signs (ADMS) and CCTV cameras are all operational and can be viewed and controlled by Clay County, Duval County and FDOT District Two ITS. This Project not only installed ITS devices, but also installed new traffic controllers

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Construction continued

along the corridor and installed a new System Control Software at Clay County Traffic Operations called ATMS.now. The ATMS.now software is made by Naztec, which also makes the signal controllers, and controls the signals as well as the ITS Devices. Duval County already had the ATMS.now Software and only needed a driver installed to control the new ADMS installations.

With Clay County and Duval County now having the upgraded controllers and the ATMS.now software, each county is able to control and monitor all of the new controllers and make real-time changes as needed to ease traffic congestion caused by accidents and special events. All of the devices installed on this project will work in tandem to ease congestion along the SR 21 corridor. The CCTV cameras will allow Traffic Operations personnel to monitor traffic and identify areas of congestion or accidents. The personnel can then post messages on the ADMS to warn motorists of the congestion, providing the motorists advanced warning to allow them to change their travel route if they so choose. Finally, the personnel will be able to change the signal timings and monitor the congestion to ensure that the signal timing changes are effective. Once the congestion has cleared and traffic flow is back to normal, the personnel will then be able to blank the ADMS messages and change the signal timings back to normal.

The US 17 Project, with project limits from Collins Road in Duval County to Creighton Road in Clay County, has submitted 100% plans. This project is similar to the SR 21 Project, as all devices will be able to be controlled by Clay and Duval Counties as well as FDOT District 2 ITS. The US 17 Project devices will also be able to be viewed and controlled by the Town of Orange Park at their Police Dispatch Center.

John Kell
 District 2 ITS Construction Project Manager



The video feed from a camera on SR21/Blanding Blvd. at Youngerman Circle

North Florida TPO Update

As mentioned earlier, many of the North Florida TPO's projects are moving along smoothly and the pieces are beginning to take shape. All of the Counties appear to be very satisfied with the end results, thus they are in the process of adding the necessary funds and personnel to utilize these deployments to the best of their capabilities. The obvious benefit is a reduction of manpower needed to trouble shoot a problem.

Likewise, use of the CCTV cameras is enhancing the capabilities of our responders since they now have live feeds providing information on the location of an incident on the arterial road, the extent of the damages/injuries and the best method to reach this particular event. As the deployments grow we anticipate an exponential improvement in production and response for all of the incident management partners.

We have also been busy working with the North Florida TPO on their planned projects for the next three years. Some of the first year projects put in the Work Program include; deployment of Bluetooth technology on arterial roads throughout Northeast Florida, installation of a wireless link on Beach Boulevard between the beaches signal system and San Pablo Road cabinet, installation of fiber communications between State Road 21 traffic signal system and the Clay County Public Works office on Sleepy Hollow Drive and the installation of CCTV

cameras on the east side of State Road 200 in the City of Fernandina. Also, in this first year the NFTPO has asked for Coalition members to use available CMAQ funds to deploy arterial static and dynamic message signs that could alert motorists of incidents downstream along a roadway.

Second year projects include the installation/upgrade of traffic signal controllers/CCTV cameras along State Road A1A south of State Road 312, 103rd Street and Lem Turner Road. Third year projects involve similar equipment deployments for King Street (in St. Augustine), US 17 in Clay County (including fiber) and State Road A1A in Jacksonville Beach (excluding controllers). These projects extend out to fiscal year 2013/2014 and should be the culmination for most of our major deployments. As always, there will be some gaps to fill in between the next focus area and we will be working to put these pieces together in finding ways to ease the impact of traffic congestion.

As can be seen, this region will be very busy as we balance the additional workload with daily operational issues. The key to our success will be utilization of the NFTPO System Manager, DRMP, who will help guide us through this schedule over the next three years. Another key factor will be maintaining the current expertise on hand to coordinate the work. As many of you

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North Florida TPO Update continued

may know, Mr. Don Fullerton will be retiring within the next year from the City of Jacksonville. Don has been a key partner for the group, providing knowledge and wisdom to our most recent projects. We are hopeful that there will be someone to step up to the plate once he's gone so that we can continue to progress in an efficient manner.

Pete Vega
District 2 ITS Engineer



Don Fullerton and his lovely wife at a recent Clay High School Class Reunion, the # of which has been omitted by design (He doesn't look old enough for retirement)

Marketing

From RV City to the Gridiron Get Down, Everbank Stadium was filled to the gills with fans from both sides of the State line. Of course in the end, the "blue and orange" prevailed when Chris Henry kicked a 37 yard field goal to put the Gators ahead in the Series' first ever overtime matchup. Over 84,000 fans attended the game and several thousand more lined up outside the stadium to take advantage of the world's largest tailgate party.

511 was just one of the vendors providing entertainment outside of the stadium. I don't think our prize wheel ever stopped turning between the hours of 8:30am and 3:30pm, but as soon as the National Anthem was sung and the Navy fighter jets buzzed the stadium signaling the start of the game, it was time to pack up and head home where we could watch the game from the comfort of our own Lazy-Boys.

With the game behind us and the Georgia Bulldogs licking their wounds, it was time to head up to the I-95 Florida Welcome Center to greet weary travelers as they made their way into the Sunshine State for the Thanksgiving holidays. With a little help from our First Coast Road Rangers, we passed out fliers and promotional items detailing our free travel and roadside assistance services available throughout the State.

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Marketing continued

What a fantastic month! Armed with enough turkey and mashed potatoes to last us 'til January, it's time to start focusing on our Christmas wish list. At the top of our list, safe holiday travels for everyone and short lines at all area department store checkout counters. Oh, and maybe a drop in prices at the pump!

Sherri Byrd
511 Marketing Manager

Maintenance

The ITS Maintenance Contractor, TCD, has been doing preventative maintenance activities at device sites throughout the ITS System this month. Preventative maintenance activities include things such as changing out cabinet filters, cleaning dust out of cabinets, removing/killing bugs and pests, checking connections, and fixing any noted issues. Preventative maintenance is very helpful in cutting costs for the Maintenance Program. By doing all of the activities previously mentioned, more serious problems, which are usually very costly, are averted.

While doing the preventative maintenance, TCD, has also been upgrading the power supplies in the older DMS signs along I-95. The

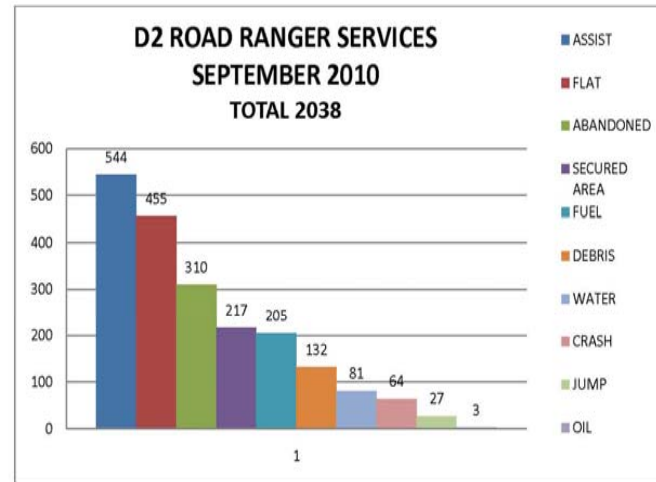
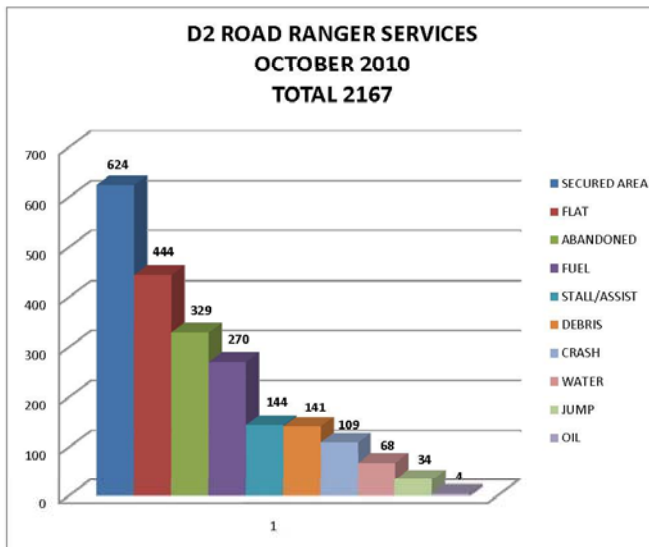
old power supplies, which have begun to fail fairly regularly, were replaced with new power supplies, which should ensure that the DMS are more reliable in the future. TCD has also been trying to fix the remainder of the vehicle detector sites that were struck by lightning over the summer.

FDOT District 2 ITS had previously stationed a portable wireless CCTV trailer at the I-295/SR 9A/I-95 Interchange for coverage of the Interchange throughout the Construction of the Interchange and had left the trailer at this location since construction to be able to view the interchange. With the newly completed Phase 6 Project, which extends down to the Rest Area near the Duval County/St. Johns County line, this camera trailer was no longer needed at the Interchange. TCD has since moved the wireless trailer to the CR 210 Interchange on I-95 to allow the District 2 Traffic Management Center to view the heavy congestion during peak traffic times on CR 210. Once a wireless link is established between the camera trailer and the D2 ITS System, TCD will then look to connect to the St. Johns County wireless system along CR 210 to enable the D2 TMC to see St. Johns County video images along the corridor.

Kevin Jackson
District 2 ITS Field Specialist

Road Ranger Update

Assisting in our traffic incident management the Road Ranger Service Patrol Operators handled 2167 assists to stranded motorists in the month of October. On Saturday, October 23rd and Sunday, October 24th, Road Rangers were deployed to assist in the heavy traffic caused by the Air Show. The Road Rangers are a valuable tool in our Incident Management Team being available to assist with additional travelers during the holiday season. The Road Rangers create a safe environment for our traveling motorists as well as boosting the performance levels in traffic incident scene clearance to achieve the Team's mission of the 90 Minutes *Local Open Roads Policy*.



RISC – RAPID INCIDENT SCENE CLEARANCE – UPDATE

We have had no incidents requiring the Rapid Incident Scene Clearance Contractors since September 27th. Our RISC Contractors, - Southern Wrecker and Recovery, LLC., Walt's Wrecker Service, John's Towing Auto and Truck Services, Inc., and University Towing and Transport, Inc. – are ready to be activated if the need arises.

Donna Danson
District 2 ITS Operations
Program Manager

Traffic Incident Management (TIM) Update

ALACHUA TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

Our next Alachua Traffic Management Team meeting will be on December 8th. This meeting will be held at the City of Gainesville’s Traffic Management Center and members will receive a tour of the center.

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE:

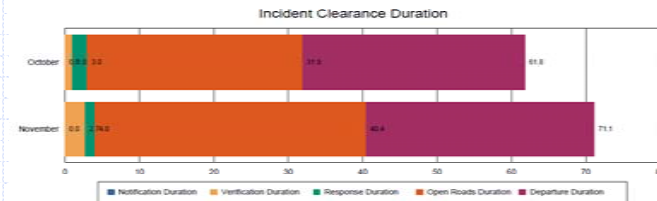
The First Coast Traffic Incident Management Team held its meeting on Tuesday, November 16th at the Florida Department of Transportation’s Urban Office Training Center – 2198 Edison Avenue - at 10:00 AM. In keeping with our Team Mission to reduce incident scene clearance times, the Team actively monitored the incidents by reviewing incident reports compiled by Ed Ward and our TMC’s SunGuide software.

Performance Measures

This Quarter to Date

	October	November	Total
Events included in Performance Measures	147	88	235
Notification Duration (min.)	0.0	0.0	0.0
Verification Duration (min.)	0.9	2.7	1.6
Response Duration (min.)	2.0	1.3	1.7
Open Roads Duration (min.)	29.9	36.5	31.7
Departure Duration (min.)	29.9	33.7	30.2
Incident Clearance Duration (min.)	61.8	71.1	65.3

*FHP Data is not available for Notification Duration



After evaluation the following issues were discussed:

1. Request for area to be established within or adjacent to new construction zones to allow for safe investigation of traffic crashes or placement of disabled vehicles.
2. Request all future construction and long-term maintenance contracts that result in significant lane closure establish a requirement and procedure to notify the regional communications

Traffic Incident Management (TIM) Update cont.

center of the closure at least 30-minutes prior to the road or lane closure and within 30-minutes of the roadway being opened. This will allow for input of the closure and opening into the State Law Enforcement Computer Aided Dispatch system, SunGuide, and VMS as necessary.

3. Installation of guardrail on the northbound exit ramp of I-95 to westbound Airport Road. This request is being made due to the number of crashes investigated on the ramp where the vehicles leave the paved roadway as a result of unsafe speed.
4. Addition of signs along SR-9A in the area of the Dames Point Bridge instructing motorist to remove disabled and crashed vehicles from the roadway, if possible. If not possible, then they should contact 911 if their vehicle becomes disabled in the roadway to the extent the vehicle cannot be removed and becomes a hazard to other traffic.
5. Consideration to create a safe location to move wrecked or disabled vehicles at either end of the Fuller Warren Bridge ramps to Park Street and Palm Avenue. Land owners on Park Street and Palm Avenue continuously complain to FHP about disabled and wrecked vehicles in their parking lots.

Our Team will continue to monitor the incidents in our area to achieve our goals.

District 2 TRAFFIC INCIDENT MANAGEMENT TEAM MISSION:

The Florida Department of Transportation District Two's Traffic Incident Management Teams through partnering efforts strive to continuously reduce incident scene clearance times to deter congestion and improve safety. The Teams' objective is to exceed the Open Roads Policy thus ensuring mobility, economic prosperity, and quality of life.

District 2 TRAFFIC INCIDENT MANAGEMENT TEAM VISION:

Through cooperation, communication and training the Teams intend to reduce incident scene clearance times by 10% each year through 2015.

Donna R. Danson
 FDOT District 2
 ITS Operations
 Program Manager

Operations

We have a lot to be thankful for here at the Transportation Management Center. One of the things to be thankful for is the increase in coverage and tools at our disposal. In the six years that SmartRoute Systems has had the contract in District 2, the ITS coverage area has expanded greatly and tools to bring in information have grown. While this makes our job easier, it adds more duties and responsibilities.

Back in 2004 when this contract started I worked a 16 hour shift on Thanksgiving. Operations were a lot different back then. We only had eight DMS (now 35) and only 18 cameras (now 87 cameras!) to monitor and use to disseminate information, not to mention the close to 200 detectors we now have. Double entry and killing trees with paper reports occurred on every shift. Now standardization and technology has taken the stage to increase productivity, reliability and speed.

During that shift, Penny Kamish, Project Manager, brought me up two plates of Thanksgiving lunch (Editor's note: it was three plates) and dinner. She and another employee sat and talked with me for awhile and it was like a real Thanksgiving. It was my first Thanksgiving a thousand miles from my family and that meant the world to me. If you know me, and my love of food, you would know that the anticipation of the frozen Banquet meal in the freezer had me a little down.

While ITS coverage and new tools are fancy, the thing I am most thankful for is the people I get to work with. Not a lot of people enjoy going to their job everyday, but I am one of the lucky ones that do. Thank you everyone for all of your hard work!

After a slight drop in incident numbers from July to August and August to September we saw an uptick again in October. The total number of events for the month jumped from almost 300 events in September to 2,198 and Road Ranger events raised to 1,589 while performing 2,522 activities. The top two activities the Road Rangers perform are assisting with flat tires and providing MOT (Maintenance of Traffic). Despite the increase in events, thankfully we saw lane blocking events in October dropping down to 345 events, down from 425 in August.

Without ITS devices outside of Jacksonville (and parts of Jacksonville) the TMC depends on FDOT and FHP personnel to give us traffic information reports. You can reach our 24/7 line at (904)301-3700 extension 122 or our work day line at (904)360-5465. You can now also leave feedback on the Next Generation 511 system about road conditions and bugs you may find in the system that will be relayed to our operators in real time. Remember during this Holiday Season: **Know Before You Go! Dial 511.**

Ryan Crist
TMC Lead Supervisor

Spotlight on... Arun Krishnamurthy

Arun Krishnamurthy is the ITS Software Standards and Architecture Coordinator for the Florida Department of Transportation. Even though he's based out of the Tallahassee office, he frequently visits all the outlying offices, making him a favorite in the District 2 area. He plays a mean game of tennis, and he's been Employee of the Quarter twice in the last 18 months. This is Arun's story.

Talk about your upbringing – where were you born / raised?

I was born and raised in a small town in eastern India. My dad worked as a mechanical engineer at a steel plant. The plant was so big (encompassing several hundred acres) that the township was built around it. It was a great place to grow up.

Early Career and/or brief job history:

While finishing my masters at Vanderbilt University, I interned briefly at the Metropolitan Transit Authorities (MTA) at Nashville. I worked for PBS&J for a couple of years at the FDOT office in Tallahassee, and this was my first full-time job. I then moved to Jacksonville for the next few years and worked for Kimley-Horn and Associates. Two years ago, when I heard about the opportunity to join FDOT in the same office where I had previously worked, I was excited about the opportunity and moved back to Tallahassee.

Job Description – your role in transportation:

In my current role, I manage the contract for SunGuide software. SunGuide software is an advanced traffic management center (TMC) software used statewide in the district TMCs. The software is fairly complex but also interesting, and needless to say, it keeps me busy. Currently, we are working with Pete Vega in developing a smart phone application for Road Rangers. Road Rangers would be able to enter information from anywhere in the field into the SunGuide software system. Yeah, there is an app for that!

Do you have any funny stories relating to your career? Such as a foot-in-mouth moment or a bad day at the office story?

Talk about driving the company car into the company's garage door.....I will call that a bad day. I was an intern in Nashville at Metropolitan Transit Authority (MTA). My main task was to survey bus stop locations and I had to drive around town for it. First day with the car and the accident happened. After that accident, I was kindly requested to use my personal car for business purposes.

What was really sweet....at the end of my internship, my supervisor took a picture of the garage door that was bent out of shape. He had

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Spotlight on... Arun Krishnamurthy cont.

everybody in the office sign the back of the picture, then framed it and gave it to me as a send off present. I still have it hanging on my office wall as a testament of my “transportation skills”.

What’s the best advice anyone’s ever given you?

“Having imperfections is better than nothing” – Sometimes I am afraid to take any actions because of what others might think. This helps me overcome those fears and helps me make progress.

Do you have a favorite quote? Something that inspires you?

"Do not wait to strike till the iron is hot; but make it hot by striking"

This is inspiring and really makes you less dependent on waiting for things to happen. Instead, you work on making them happen yourself. This comes from continuous hard work, diligence and collaboration with others who share the same value.

How long have you been at your current job?

Almost two years. It’s been a lot of fun and has been a great learning experience. We have an energetic bunch of folks in our office, and the folks I work with at the districts are great as well.

Describe a ‘defining moment’ in your career or personal life.

Personal life.....Without a doubt, the day I first met my yet-to-be-wife about six years ago. I had just broken my hand when playing tennis and had a big ugly cast on my right hand. She moved into the same community where I was living. I met her through a common friend of ours, and then one and a half years later, we got married.

Best job ever / worst job ever... or both?

I will have to say that my current role is, by far, the best job. I have far more responsibilities that I have had in the past. I love a good challenge and this is a perfect fit.

Tell us a little about your family.

My wife, Manasa, and I have been married for four and a half years. She is a very sweet and understanding. We enjoy a lot of things together.

Do you have any hobbies?

I love outdoor sports especially tennis and table tennis.

Favorite vacation spot?

Orlando. For the past few years, Manasa and I have been traveling to Orlando to spend a few days. There are so many things to do

-CONTINUED ON FOLLOWING PAGE

Spotlight on...Arun Krishnamurthy cont.

there from Disney World to Universal Studios to all the entertainment on International Drive. It is so easy to be entertained there and we love it.

Anything else you'd like to add...

I love the NFL and support the Jacksonville Jaguars. The team has had its ups and downs, but most of time, it's fun to watch them as they bring their best game each time.



Arun with his garage door crash picture.

REMINDER!

Transpo 2010, one of the largest meetings of Transportation Professionals is just two weeks away!

Don't miss out on this very important meeting with informative technical presentations, lively discussion, training, on-site tours of Jacksonville area ITS facilities and a state-of-the-art technology exhibition all the the lovely Sawgrass Marriott Resort.

Can't get away for the full conference December 12th-15th? Daily passes are available!

Register now at

<http://www.cvent.com/EVENTS/Info/Summary.aspx?e=c6da3cfb-dd8b-4133-84a4-02a9611478c9>



Photo Gallery 1



A couple of Georgia fans learning about our great FL511 system



511 brings everyone together!



Larry's final resting place

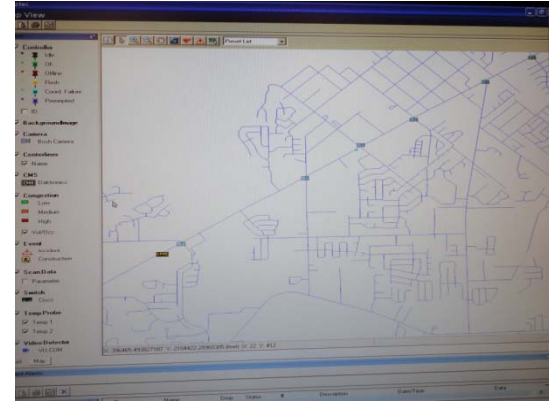


The void left in the rack after the passing of Larry

Photo Gallery 2



City of Jacksonville Traffic Operations



Clay County Traffic Operations
ATMS.now
Traffic Signal Control software



Attendees at the open house for the
City of Gainesville Public Works –
Traffic Management Center



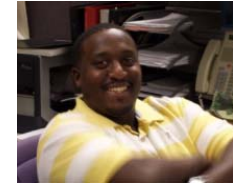
The video wall at the
City of Gainesville Public Works –
Traffic Management Center

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