

FDOT DISTRICT TWO

Intelligent Transportation Systems Newsletter –
January 2010
Issue 28



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ITS Announcements

Alachua TIM Meeting

Wednesday, February 12th- 10 a.m.

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

Over the past several years I have targeted 2010 as the moment when the District Two ITS program had to put all the pieces together for the City of Jacksonville and Northeast Florida region. I've prepared our District's ITS personnel and contractors the best that I could for this moment and have ingrained in their thoughts that "It's time to deliver." The support received from Central Office, District Office and the North Florida TPO went beyond anything I could have ever imagined, so it's time for us to repay the favor.

The month of January had an auspicious start when I was notified that the RTMC project was on again for fiscal year 2013. Within one week things got even more interesting when I was asked if this project could be moved up to fiscal year 2011. At this point in time, the design was 90% complete, we had 11 arterial ITS projects in the works and we were in the final stages of our ITS deployments on the Interstate. I figured by the time the RTMC facility was completed we would have only one segment of the Jacksonville area Interstate System left to install ITS components in the southeast quadrant, so "what the heck! Sure let's go for it."

Unfortunately, I learned long ago (2005) that nothing is as simple as it seems. We are still waiting for notification from FHWA on the TIGER Grant application submitted by JTA. These funds are critical for the region to unite all Northeast

Florida transportation partners under one roof. The JTA transit personnel were expected to take up a section of the 4th level where the RTMC was located and would have provided them with real time traffic information along several corridors. The exercise of getting JTA dispatch this information can still be achieved without them being in the facility but it would be very helpful for them to coordinate face-to-face with RTMC staff during major events.

The region should get the decision on the TIGER grant by mid-February. If we are not included in the disbursement we will "circle the wagons" to determine what can be done with the funding we have available. There are several options on the table that will be considered if we need to go to a Plan B but the optimal decision would be to move forward with the original plans. The primary objective will be to get this project Let in fiscal year 2011 to avoid losing this opportunity in the future.

Speaking of auspicious, the ITS Office competed the necessary documents and FHWA approval process for the new Road Ranger Service Patrol contract. The project was advertised January 22nd and a selection will be made in mid-March. The District is using the Invitation to Negotiate process to assure ourselves that the best possible vendor is selected for this contract. Donna and I beefed up the contract a little to capture some of the new

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Notes from the ITS Engineer continued

features in the program. Since the start of this current contract, Central Office has provided several tools that would be beneficial during the communication process with the Service Patrols.

One of the new tools is equipment to access the State Law Enforcement Radio System (SLERS). Each Road Ranger will be given a SLERS radio so that they can communicate directly with the RTMC and our incident management partners in the field. This tool will be very beneficial for incident command since Law Enforcement can place Road Rangers where they are most needed. The second tool Central Office provided was SunGuide software programming to get real time Service Patrol assist information through direct Road Ranger input. The new contract will provide each Road Ranger unit with a laptop to enter their incident information. This “real time” data can be transmitted back to the RTMC for incident tracking. The additional benefit is that it will reduce Road Ranger data collection/dissemination time for our staff by at least 10 hours per week since all of the information will now be handled electronically.

For 2010, everything can't be good news unless you look at the positive side of things. Our long time RTMC Supervisor of over five years, Mr. Derrick Odom, resigned from his position to take the next step in his budding career. Derrick is now the Traffic Reporter for the local FOX & CBS affiliates, providing traffic conditions for morning

and evening commuters. His first day was a few weeks ago and he was terrific. Since then he has reached his comfort zone and is knocking every broadcast out of the park. He even got a little more action in mid-January when heavy rains made roadway traffic pretty interesting.

Even though I was saddened to see him leave (he's like family, you know – a little brother's a good fit) the program will actually get some benefit from his new career. I notice we get a little more of a plug during his broadcasts when compared to other stations and this goes a long way towards educating the public. Hopefully, he will continue to provide free 511 and ITS plugs for the program before a bigger affiliate tries to snatch him away.

We are currently shifting some employees around to fill his shoes. Mr. Ryan Crist will take over the supervisory role and an Assistant RTMC Supervisor will be brought on board to handle Ryan's old duties. Derrick will remain with the program for a while and has accepted a move to an Assistant position for the time being. The thought is that there will always be an open door for him to return to the TMC, but after viewing his broadcasts these past few weeks the realization is that this move will just be a stepping stone to bigger and better things for him in the future. Best of luck Derrick!!! We're rooting for you!

Pete Vega
ITS Engineer

Performance Measures

This month we received a new version of the Quarterly Performance Measures Report. The changes have really improved the system. If only we could have the weekly and annual report formatted in the same way, our data analysis would be superb! Another change that affected the data is that we have had 8 Road Rangers patrolling our freeways for nearly two months.

As always, the holidays played a major role in traffic patterns. The week of Thanksgiving showed a dip in the number of events but not a significant decrease in duration time. In the three weeks between Thanksgiving and Christmas, there were more events than what had been the average for the previous months; the event duration and response times were also longer than what the average had been. The weeks of Christmas and New Years had fewer events than the average, but since then, the number of events has increased to be greater than the average for the previous few months. The first two weeks of January had average duration times of about 6.5 hours. This is 4 times greater than the average for the previous few months. Interestingly, although the duration of lane blocking events increased, the total number of lane blocking events decreased by 15-20% in December and January compared to the previous several weeks. All this is shown in the graph "Number of Events per Week."

The average number of events detected by the

Road Rangers doubled during the last week of September when the number of patrolling Road Rangers increased from 5 to 6, so it was expected that there would be an increase in the number of events when the number of patrolling Road Rangers went from 6 to 8 in November. As regards percentage, the number of Road Ranger stops remained at 100% of events with lanes blocked and 90% of events with no lanes blocked. In looking at the actual numbers though, the addition of 2 patrolling Road Rangers seemed to contribute to the total number of events. Before the augmentation of Road Rangers there was an average of about 260 events per week and after the expansion the average increased to over 300 events per week.

The increase in the total number of events can be attributed to events with no lanes blocked; for these events there was a 35% increase in the number Road Ranger responses. This increase consisted primarily of Disabled Vehicle events.

One thing to note is that as the number of patrolling Road Rangers increased, the number of events detected by FHP decreased. This shows that with more Road Rangers on the road focused on keeping roadways and shoulders clear, fewer FHP officers are being tied up with this task. This allows them to be available so that they can respond more quickly to events of greater urgency.

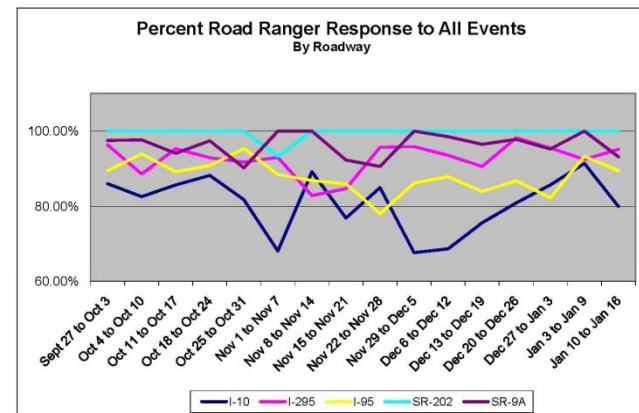
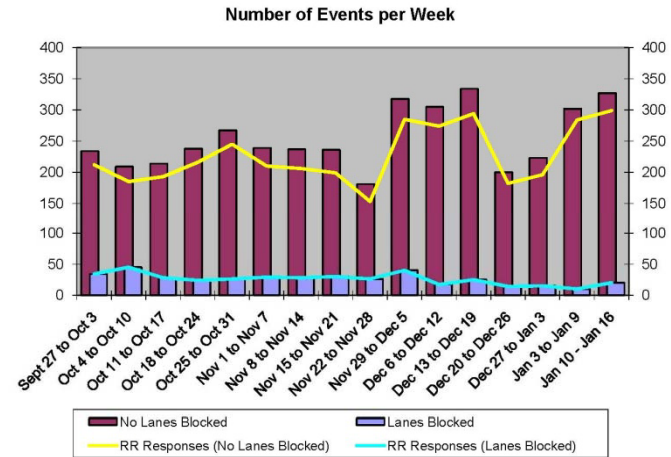
Performance Measures continued

Since SR 9-A and SR 202 do not have CCTV coverage, events on these roadways depend on other sources to be detected, which is primarily the Road Rangers.

Also, when reviewing the average percent of events with Road Ranger response on these roadways, SR-202 shows 100% and SR 9A is 96%; other roadways show a value of about 90% or less as shown in the following chart, “Percent Road Ranger Response to All Events.” Thus the Road Rangers are of great value on these roadways.

Although these roadways were part of a Road Ranger route before the augmentation, increasing the number of patrolling Road Rangers decreased the size of each route, which in turn improves coverage. This is supported by the fact that SR 202 and SR 9A showed an increase in the number of events in December and January whereas the other roadways remained the same. Hence, having Road Rangers patrol this route more frequently largely enhances event management overall.

Jill Dawson
Metric Engineering



Road Ranger Update

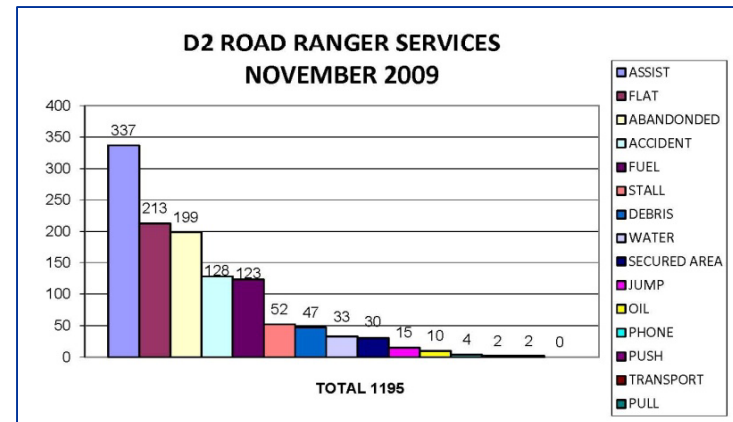
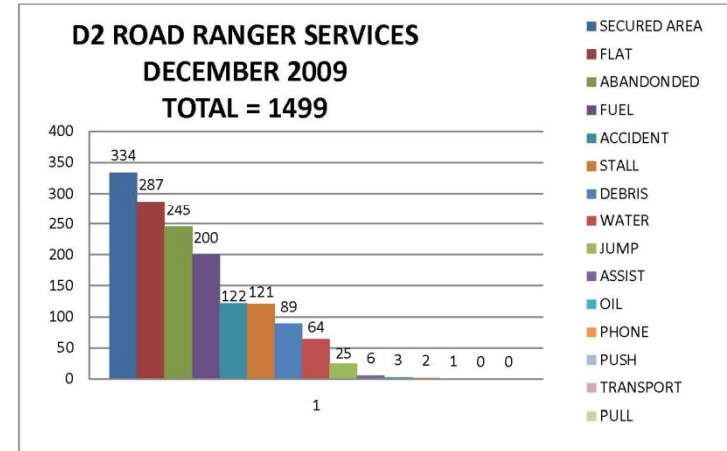
Our District Two Road Ranger Service Patrol Contract is currently being re-bid. On January 11, 2010, the advertisement was issued. The new contract should be awarded by March 2010.

Our current Road Ranger Service Patrol is actively patrolling providing incident assistance to motorists, FHP and JSO on I-95, I-295, 9A, I-10 and J. Turner Butler. All routes are activated providing eight (8) routes, 6:30 AM to 6:30 PM. As shown on the chart below, Road Ranger Operators assisted 1499 stranded vehicles in the month of December. Our Road Ranger Service Patrol continues to be a great asset to our District 2 Traffic Incident Management Program.

RISC (Rapid Incident Scene Clearance Update

Since December 18, 2010, we have not had an incident that required the services of our Rapid Incident Scene Clearance (RISC). We conducted our debrief meetings for the December 8th, December 12th and December 18th RISC incidents and addressed several issues. Bonuses were given for the December 8th and December 18th incidents as all timelines were met.

Donna Danson
District 2 ITS Project Manager



Road Ranger Spotlight...Luis Lee Lambertt

The smile you see on Luis Lee Lambertt's face is genuine. He is happy to be in America and loving every minute of his new life. Born in Havana City, Cuba, Luis made the journey to America in 2006, but it would be 3 long years before his wife and children could join him.

The only time I saw that beautiful smile vanish from his face was when I asked how he came to America. He paused and choking back tears said, "Excuse me. This is always the hard part." From Cuba he took a flight into Guatemala, then slowly made his way into Mexico. From there, he made the rest of the journey by foot into El Paso, Texas, crossing into US territory for the first time in his life. A law passed in 1996 grants safe passage to any Cuban immigrant who touches American soil before being captured. His harrowing days in the desert, wondering whether he'd make it through to the other side or even speak to his family again, were finally paying off. He spent 12 days in various Customs offices and another 6 months in Miami before ending up in Jacksonville.

"Miami is like Cuba but with food and Coca Cola," Luis jokes. "In Cuba, if you are caught with one pound of red meat, you get 2 years in jail. No trial. Just straight to jail." And that's just one of the many reasons Luis decided to make the dangerous journey to America. "I saw that my kids had no future in Cuba."

Back in his native Cuba, Luis began learning to speak English at any early age. His mother worked at the US Naval base in Guantanamo Bay and would teach him a word or two every now and then. The rest he picked up at the Abraham Lincoln School in Havana City. Luis says that's one of the advantages of growing up in Cuba. "I'm very proud of our education system. Education is free. Medical care is free. And we have no taxes. Those are the good things."

While in Cuba, Luis worked at the airport as an Aeronautical Information Officer. From there, he managed to get a promotion working as a Flight Attendant. In 2003 at the age of 38, Luis finally saved up enough money and got a special permit from the government to buy his first car. "Before I got my own car, I had never driven one before. I paid someone a lot of money to teach me, but then I figured after 2 months I could just learn on my own." Luis' first car was a second-hand Fiat that cost \$4,600. (the equivalent of several years' salary in Cuba)

Now Luis is motoring around Jacksonville every day as one of our city's finest Road Rangers. Always eager to serve, always wearing a smile, and one of the smoothest drivers I've ever ridden with. And to think he just started driving 7 years ago!

Road Ranger Spotlight...Luis Lee Lambertt continued

Luis' wife and children were finally able to join him in May of 2009. Their son is 11 and their daughter is 6. Both of the children are learning to speak English at school, but Luis says his wife is still struggling with the language. Since 2006, Luis has been back to Cuba twice. His father, mother and sister still live in Havana. But he hopes to bring them here to America someday. Luis currently has his Green Card, but he's working on getting permanent Citizenship. When he's not at work, he loves playing tennis, watching t.v. and having fun with his kids.



Road Ranger Luis Lee Lambertt

First Coast Traffic Management Team Update

The First Coast Traffic Management Team met on Tuesday, January 19, 2010, with the following agencies represented: Metric, Jacksonville Sheriff's Office, Jorgensen, First Coast Road Rangers, DBI Services, City of Jacksonville Traffic Operations, and FDOT Traffic Operations, FDOT Emergency Operations, FDOT Maintenance and FDOT Central Office, Jacksonville Transportation Authority, Florida Department of Environmental Protection, SmartRoutes, ICA, and Florida Highway Patrol. After incidents were discussed and debriefed, several announcements were made. We are currently conducting a Road Ranger Survey to gather input from agencies responding to incidents to evaluate the services provided by Road Rangers. This survey will end March 1, 2010, and all agencies are asked to participate by completing the survey and sending it to Patrick Odom, Florida Department of Transportation, 605 Suwannee Street, MS 90, Tallahassee, FL 32399-0450. If you need a survey form please contact Donna Danson at (904) 360-5635 or donna.danson@dot.state.fl.us. It was announced HAZMAT Training will be conducted at our next First Coast TIM Team Meeting on March 16, 2010.

Alachua Traffic Management Team Update

Our next meeting for our Alachua Traffic Incident Management will be Wednesday, February 10, at the FDOT Gainesville Maintenance Conference Room, N.E. 39th Avenue at 10:00 AM – 12:00 PM.

Maintenance

The ITS System has continued to be almost fully Operational since last month, with only a few minor issues spread out around Jacksonville. The ITS Maintenance Contractor, Traffic Control Devices, has done a terrific job of keeping up with those issues as they arise. The only major system outage was a planned event, when the Construction Project at I-10 and I-295 had to cut the existing fiber and splice new fiber back to the original. The good news is that since we began to track the Performance level of our ITS Devices early last fall; the numbers have continued their trend of improvement.

Traffic Control Devices has completed much of the inside work at the FDOT Maintenance Yard buildings on Ellis Road to get the facility ready for connection to the ITS Fiber Network. We are currently waiting on approval from Jacksonville Electric Authority to mount the fiber to their poles along Ellis Road to create the fiber connection between I-10 and the Maintenance Yard. Once we have achieved this connection we will be able to provide that office dynamic information on incidents. Several of the managers in the Maintenance and Bridge Departments will be able to pull up cameras and control them to view events in real time. The benefit will be an opportunity for management to share their expertise and wisdom with their staff while relaying this information to their upper management at District Office.

Traffic Control Devices has also been busy connecting some of the FDOT District 2 ITS Fiber System to the City of Jacksonville's Fiber System. These connections provide important redundancy to both the D2 ITS System and the City's Fiber System. This redundancy is useful in the event of fiber cuts or partial System outages. Currently, the City is using the fiber connection for getting their Signal System information between the field and their Traffic Operations Center. Each connection should save the City approximately \$400 per year since they will now be able to drop the AT&T phone connection that is being charged to them on a monthly basis.

Kevin Jackson
 District 2 ITS Field Specialist



www.fl511.com

Construction

The I-95 Project (Phase VI) is installing 96-fiber cable, CCTV cameras, Dynamic Message Signs (DMS) and Vehicle Detectors along I-95 from the I-295 Southern Interchange to the St. Johns County Line. This project continues to run smoothly, with approximately 40% of the work completed. Over 95 percent of the conduit and 75 percent of the pull boxes and splice vaults have been installed. All of the vehicle detector poles and all of the smaller CCTV poles have been installed, leaving only the three larger CCTV poles to be installed. The Dynamic Message Signs have been delivered to the site and are currently undergoing post-delivery testing to ensure that they were not damaged during transport. The Contractor is also currently working on the conduit tie-ins to the Phase III and Phase V Projects.

Once this project is complete it will enable the TMC to monitor a heavily traveled exit ramp at County Road 210 that impacts southbound traffic every evening. It is one of the fastest growing areas in the region with limited arterial systems to serve the numerous bedroom communities. As such, I-95 in this area has a tremendous amount of traffic that impacts motorists as far as Old St. Augustine road (which is five miles away).

The SR 9A Project (Phase VII) has submitted their 90% plans for FDOT review. This project is installing 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 on Heckscher Drive approaching SR 9A in each direction. The project continues to be on schedule to have the Design be completed by the end of March. The Construction Contract will be let in early Fall with an anticipated start of Construction in Early 2011.

Coordination is continuing with the port to implement their needs into this project. The City was notified this past week that Henjin Shipping has agreed to commit to building a new port by 2013. Between this and the arrival of Mitsui Shipping the area is bound to be impacted by the additional trucks in the Hecksher Drive area. The goal is to be ready when this occurs by using the ITS deployment and 511 system to manage truck traffic in this quadrant of Jacksonville, thereby reducing the exponential growth of traffic that will occur in the next two years.

The I-295 Project (Phase VIII) is in the process of creating the 60% 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

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Construction continued

project will complete the Fiber Communications ring around the Western side of Jacksonville. The focus will be on providing roadway information to truck traffic leaving and returning from several of the warehouses in that area.

A lot is going on with our Projects for the City of Jacksonville and Duval County. The State Road 21 Project has submitted 90% Design Plans and the Design Build Team plan to start construction in a few months. The Philips Highway Project is currently having one of the Low Bid Proposers' Bid Packages reviewed for compliance to possibly be awarded the Project. And the State Road 15 Project is currently advertised with a Mandatory Pre-Bid Meeting being held on January 27th. All of these projects are using existing fiber infrastructure and adding Arterial Dynamic Message Signs and CCTV cameras to allow for the City of Jacksonville and Clay County to view their arterial roadways, provide information to travelers, and dynamically adjust their signal timing to help alleviate congestion.

John Kell
District 2 ITS Construction Project Manager

Marketing

The 511 Marketing Team started off the New Year in style! We partnered with the Road Rangers to participate in the city's annual Gator Bowl Parade. Thousands of fans came out to watch Bobby Bowden lead the pack as this year's Grand Marshal.

Along the parade route, we passed out 511 beach balls and magnets. Plus, while we were waiting for the parade to start, Road Ranger Jeff Salyers assisted several parade participants by changing flat tires and jump-starting batteries. The Road Ranger truck was a big hit in this year's parade!

On January 7th, we took a trip to The Players Community Senior Center in Ponte Vedra Beach where we spoke to 54 seniors about the importance of 511. We made lots of new friends, and we're looking forward to visiting with them again in the future.

Sherri Byrd
511 Marketing Manager

North Florida TPO Update

Projects being managed for the North Florida TPO are starting to accelerate as the New Year began. Nassau County has received the necessary equipment from NazTec and is finalizing a contract to have the traffic signal system upgraded by a contractor. The City of Jacksonville has begun testing the Traffic Engineering Research Lab (TERL) approved Vicon cameras along State Road 13 to determine what bandwidth limitations may be encountered. The State Road 21 project is at 90% design, the Philips Highway project is in final selection and the State Road 15 project is currently being advertised. In St. Johns County there is still some pending equipment delivery for State Road A1A but we have initiated the design of this project with the North Florida TPO System Manager, DRMP.

There are also joint projects in Duval County being done on Atlantic Boulevard, Beach Boulevard, Baymeadows Road and Roosevelt that are in the works. Likewise, funding is now available for St. Johns County to begin traffic signal upgrades and CCTV camera installations along US 1 in St. Augustine. The key component that will help in escalating these projects is getting some products approved by TERL. For instance, the City of Jacksonville and their Information Technology Department utilize a Sixnet switch for communication. This product is currently in the evaluation process at the TERL and can't be used until final approval has been received.

Another desired product is the Bosch CCTV digital camera currently under the testing process at the TERL. This product significantly reduces the bandwidth required to transmit video images. This is imperative since some local agencies will have to incorporate DSL or wireless technology to transmit the information. To give you a clear understanding, the Vicon camera can provide clear streaming video at 2.5 Megabytes. Anything less and you get blurred images and "blipping" on the screen. This component also requires an encoder to digitize the image for communication from the field to the TMC. The main challenges with this existing approach are bandwidth limitations, cabinet space and possible impacts from lightning.

The Bosch CCTV digital camera has an internal component in the device that encodes the information and can transmit clear video images at 0.15 Megabytes. Thus, the product these local agencies desire allows them to manage bandwidth at much lower levels while saving room in the cabinet for other components. As an example, Clay County received pricing for a DSL link and received a price of \$1,500 per month for a 10 Megabyte line. That means that they would only be able to transmit a maximum of four streaming videos before their network "chokes" and locks up. They could get a 100 Megabyte line for their system but it would double the cost to \$3,000 per month and would limit them to about 40 camera feeds.

North Florida TPO Update continued

We have been working very closely with TERL personnel to get these products approved since it will enable local agencies to save on operational funds while providing a limitless amount of information. It is anticipated that final approval from TERL will be received in February.

We would like to take this opportunity to again bestow accolades to the North Florida TPO for their support of the region's transportation system and ITS program. When we discuss these projects with personnel that deal with roadway operations every day (i.e. the TMC operators) we are amazed at how important it is to them. Their belief is that having arterial information available will enable them to provide more detailed and useful information on the DMS and 511 system. For instance, knowing that an arterial still has capacity will give them the opportunity to divert some traffic. Likewise, knowing an arterial is at capacity lets the TMC Operators know that they will have to pass the message along further up stream. So, "thank you" NFTPO!



Operations

During the holidays we saw an uptick in non-recurring congestion events and accidents due to frantic shoppers and people rushing to holiday parties.

Despite schools being out and people off of work 511 had its second highest call volume of 2009 with a total number of area calls reaching 21,138 for the month or almost 700 calls per day! The TMC had 1,906 events and of those, 273 had lane blockage. That is an increase of 300 events from November. The Road Rangers continued to pound the pavement and assisted on 1,451 of those events during December.

With 2010 here, the TMC is excited to provide even better information to the motorists in Northeast Florida. Utilization of a traffic airplane, new phases of ITS devices being deployed and a partnership with a wrecker company to provide traffic updates near Gainesville will provide new avenues for traffic information and help us to update in areas previously without any coverage.

The TMC depends on FDOT and FHP personnel to give us traffic information. 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 is relayed to our operators in real time.

Remember: Know Before You Go! Dial 511.

Ryan Crist
TMC Supervisor

Spotlight on...Craig Carnes

Three years ago, Craig Carnes accepted a position as Office Manager for Jacksonville’s Metric Engineering Office. “My wife and I had always wanted to live in St. Augustine and this was the perfect opportunity for us to make that happen,” says Carnes.

Before that, he was in Ocala working for Florida’s Turnpike. In just a few short years he worked his way up from Entry Level ITS Engineer, to ITS Maintenance Engineer, and finally to ITS Construction Manager where he handled the largest ITS Construction budget in Florida and spent a good deal of time instrumenting every mainline mile of the Turnpike with ITS Devices and Fiber Optic Cable. This is Craig’s story.

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

I was born in Melbourne Florida, but my parents moved us to West Virginia when I was 10 months old. I was raised in North Central West Virginia in a very rural area. I have a god brother, Mike, who my parents raised from the time he was almost seven years old. My parents are both deceased, but Mike and I keep in close contact even though he lives in Indiana.

After graduating High School, I joined the USAir Force to see the world and qualify for the GI Bill.

The Air Force let me see the world by stationing me in New Jersey and sending me to the Persian Gulf once a year. Luckily, I was able to get an early release to attend West Virginia University, where I graduated with a Bachelors Degree in Electrical Engineering.

Describe your role in Transportation:

I have various roles in my current position, depending on which hat I am wearing at the particular time. I am currently serving as Project Manager for the Phase 7 ITS Systems Manager Project for District 2, which is designing and will integrate the ITS System to be constructed on SR 9A from Atlantic Blvd. North to I-95. I am also serving as Assistant Project Manager on the District 2 TMC Consultant Contract. And finally, I am serving as Project Engineer for the SR 21 ITS and Signal Interconnect Project.

Even though these duties have different titles, the role is basically the same. I do whatever I need to do on a project to make sure that FDOT District 2 and the motoring public, get the best project possible. It is important that ITS and Traffic Operations Projects continue to be constructed, because Right of Way is limited, so FDOT cannot continue to cost effectively add more lanes. Advances in ITS and Signal Systems will continue to be very beneficial to motorists for years to come.

Spotlight on...Craig Carnes continued

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?

On my way to work on December 27, 2005, I was involved in an accident on Florida's Turnpike about a mile away from my Office at the Turkey Lake Service Plaza. The accident closed the Turnpike for several hours. While standing in the middle of the Turnpike waiting for the cars to be towed and waiting for a friend who was coming to pick me up, my cell phone rang. I answered the phone and my friend on the other end asked me to look up and wave to the helicopter that was circling above, because the accident was one of the major stories of the morning.

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

If you want something – go after it. The other important part of that statement, that some people seem to miss, is to do it ethically. I never want to reach a goal, but not be able to look in the mirror and like the person that I see.

Describe a 'defining moment' in your career or personal life.

I was always a good student, but never really wanted to go to college. In High School I had an opportunity to "shadow" a professional person of my choosing for a day. I chose to shadow an Electrical Engineer, because I knew several

people who were electricians and I was taking a class in Residential Wiring. When I came home from school, I told my parents that I was determined to be an Electrical Engineer. Without that opportunity I'm not sure what I would be doing today.

Tell us a little about your family.

I have been married to my wife August for 8 years. We met as teenagers while I was in Florida visiting my cousin, and then "reconnected" years later. August is an interpreter for the deaf for St. Johns County Schools and has worked at Nease High School for 2.5 years now. We have a 16-year old son named Tristan who attends Nease High School, loves video games and hates chores.

Do you have any hobbies?

I grew up in the outdoors and still love to fish and hunt. My family and I also enjoy taking the Jeep to the beach in the summer.



Craig Carnes

Photo Gallery



The view from our Traffic Surveillance plane of a crash involving a car and a semi. Funding from Central Office has allowed us to deploy a fixed wing plane for surveillance of traffic in areas without ITS devices to help provide the most accurate data possible for 511



511 "visits" with Ponte Vedra Seniors



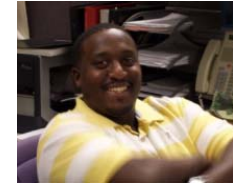
511 in the Gator Bowl Parade. Pictured Donna Danson And Jeff Salyer driving Road Ranger vehicle

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TMC Desk at FDOT **360-5465** Mon-Fri 6a-6p
 TMC Desk at FHP - ***FHP (301-3700) x 122** -24/7/365
 Penny Kamish, Project Manager
 Ryan Crist, TMC Supervisor
 John (Sean) Wilcox, TMC Supervisor
 Jason Summerfield, Network Manager
 Derrick Odom, TMC Assistant Supervisor
 Sherri Byrd, 511 Marketing Manager

<p><u>D2 Day Operators</u> Brian Deiter Jesse Gilmour Jessica Lakey Adam Page</p>	<p><u>D2 Night & Weekend Operators</u> Jason Evans David Rolfe Rebecca Reid</p>	<p><u>D3 Day Operators</u> Santos Morin Adrienne Catapano Jessica Vazquez Ed Capps</p>	<p><u>511 Probe</u> Sherri Byrd Kristen Kirk</p>
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