



A bald eagle exiting I-95 Northbound to I-295 decided to wait in the emergency lane. A combination of JFRD, JSO and Road Rangers provided protection until Florida Fish and Wildlife could successfully assist the bird.

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ITS Announcements

Alachua TIM Meeting Gainesville Operations Building 4/13/2011- 10am

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

Last month I mentioned the retirement of Mr. Kenton Brown. Since then I got the awful news that he is struggling with the career change as he consults government agencies in the Bahamas!!!

I can only hope that this “gig” is available when I decide to leave. Makes me wonder if it’s what made his departure so sudden. In any case, I am a little green with envy, yet happy to see that Kenton has landed on solid ground after the time he’d spent with the Florida DEP. Maybe he has a place for me to lay-up if I decide to go on vacation in the Bahamas.....hmm.....just a thought.

In keeping with the retirement theme, this past month has truly been a very busy and eventful time for the ITS staff. The team completed its analysis on the performance of existing vehicle detectors, launched the use of the Road Ranger smart phone application in a real world environment, began operation of the State Road 21 deployment and streamlined the feedback messaging process being handled for the entire Department. Likewise, we submitted and received approval from FHWA to proceed with the Bluetooth technology contract, brushed up the specifications for the road weather information system contract and began the construction phase of the State Road 9A ITS project. “Whew”, now you see why discussions on retirement have been the theme!?!

Actually, this month has been a very eye opening time for me and the staff. It seems like the years have flown by since I first arrived on the ITS scene and now we need to prepare for the transition. Key members of our ITS Coalition are beginning to drop like flies and I feel we must get everything in order for their successors. It was sort of like being kicked in the head by a horse when Don Fullerton reminded me he only has a few months left with the City. It got even worse when Donna Danson alerted me that she is considering signing up for DROP. John Kell also has addressed the possibility that his retirement is pending. I believe FHP Chief Grady Carrick is also on the DROP but I am not sure when his departure will occur.

Fortunately for us, we have prepared for this moment since the advent of the program. The North Florida ITS Coalition’s Master Plan is in place, so all the successors have to do is turn the page and continue with the process. We have some very knowledgeable and young individuals who can step in to continue our growth. Carlton, Ryan, Sean, Jason, Jill, Sherri, Santos and some others have grown with the program and are a key reason this region is considered one of the top ITS/511 programs in the State, as well as within the Country. My hope is that each individual’s vigor does not stagnate as time passes, thus losing momentum for the goal we are trying to achieve.

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Notes from the D2 ITS Engineer continued

This coming year will be the true determinant on where the ITS program is situated as new projects come on line and newer technologies begin to be utilized. From an operational standpoint I am comfortable that we can handle these new challenges, however from a manpower perspective we may need to beef up our capabilities. We can only stretch our existing staff so far before they begin to break and I foresee the additional workload taking its toll in 2012. The challenge is that the quality and quantity of ITS knowledgeable individuals entering the industry is at a much slower rate than the personnel that are leaving due to retirement or other career opportunities. Many of the Universities in Florida have noticed the transition to roadway management using ITS, thus I am hopeful there will be a new flock available in the coming years.

I want to end this by patting our ITS staff on the back for this past month's performance. The "coup de gras" for March was the successful deployment of the Road Ranger Smart Phone application. Kudos to the team of Jill, Jason, Sean, Donna and Santos for taking this project from concept to reality in less than one year! Ditto for the support provided by the Central Office ITS staff and Southwest Research Institute personnel. I remember last May when we were told by other Districts that "this can't be done!" "Well, nanny-nanny-boo-boo to all those naysayers." Not only

have we surpassed initial expectations but are now developing concepts to make the application more robust and useful to other members of our Incident Management team.

My biggest fear was acceptance by the end-users; the Road Ranger and TMC operators. From the smiles on their faces and eagerness to learn more I can comfortably say that we hit the mark on this one! So far we have noticed a significant drop in radio and telephone traffic. This means the staff can be more productive while improving the accuracy of the data placed in SunGuide. Likewise, it has helped provide precise arrival and departure times for incidents, thereby giving us a greater level of confidence in data contained within the Performance Measure report we run each week.

If anyone has questions regarding the process for developing this application or possible use by your agency, please do not hesitate to contact me at (904) 360-5463.

Pete Vega
District 2 ITS Engineer

Performance Measures

The long awaited SPARR application went live Tuesday, March 15. What was the impact on the performance measures? This soon in the game it's hard to tell the long-term effects, but we can say that there were about 25% more events entered in SunGuide that week than the average for the year. Primarily these were abandoned and disabled vehicle events.

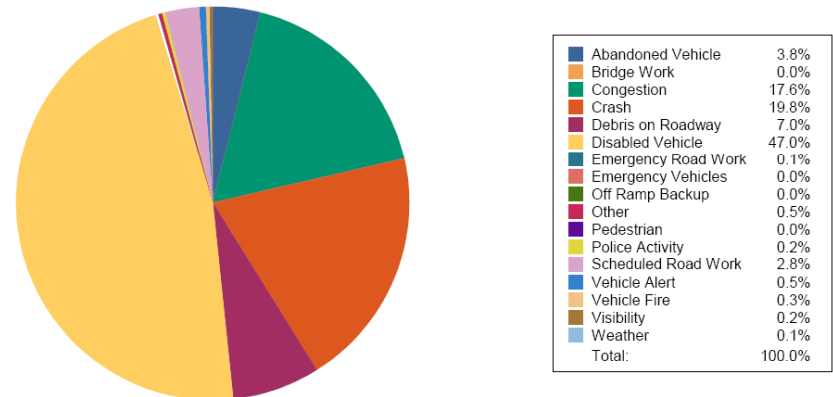
Taking a look at the performance measures data for the last three months, there is a slight increase in the Open Roads duration and roadway clearance duration for March. One thing to keep in mind is that the data for March only includes the first three weeks, however, the main reason these duration times are so long is that there were two incidents in the first week of the month that lasted several hours. Both were in the early morning, one on Saturday on I-95 in St Johns County and the other on Sunday on I-75 in Hamilton County. The later was a fatality.

The following charts give an overview of the performance measures data for the last 3 months and the percentage of events of each type in reference to the total.

Jill Dawson
Metric Engineering

Performance Measures Summary

	January	February	March
Events included in Performance Measures	232	243	144
Notification Duration (min.)*	0.5	0.0	0.0
Verification Duration (min.)	0.6	0.2	0.7
Response Duration (min.)	6.5	7.8	9.0
Open Roads Duration (min.)	27.6	27.1	34.3
Departure Duration (min.)	38.8	44.8	34.6
Roadway Clearance Duration (min.)	35.2	35.1	43.9
Incident Clearance Duration (min.)	74.0	79.9	78.6



Road Ranger Update

The Road Ranger Operators continue to actively patrol our interstates on I-95, I-295, 9A, I-10 and JTB assisting with our traffic incident management. The Operators are going “green” by using new technology with their Smart Phones to record all information when aiding motorists and assisting with incidents. No longer will the Road Rangers have to manually record information as this information is being sent to our Traffic Management Center via a SunGuide application installed on their phones. This will expedite time spent on scenes and create a safer environment. In the month of February, 1718 motorists as well as incident responders were assisted. The Road Ranger Service Patrol Program continues to advance and remain an important member of our incident management team.

ROAD RANGER RESPONDER SURVEY DEADLINE APPROACHING MARCH 31, 2010 –

Incident responders are asked to participate in the Statewide Road Ranger Survey for Incident Responders by going to:

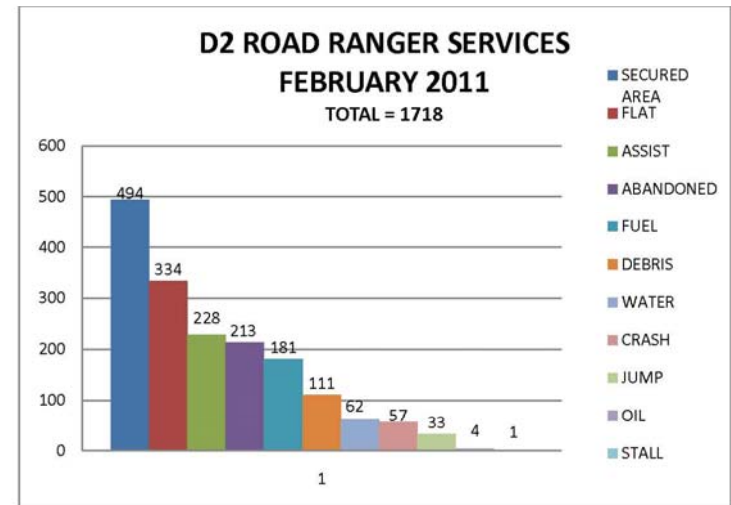
<https://www.surveymonkey.com/s/roadrangersurveyincidentresponders>

RISC – RAPID INCIDENT SCENE CLEARANCE – UPDATE

On March 10th at 7:10 AM two semi trucks and a garbage truck crashed while traveling north on I-75, one mile north of SR 26. FHP activated our RISC Contract calling University Towing to respond to

successfully clear the incident within a timely manner. Even with garbage being scattered over the interstate and a hydraulic fluid spill it appears the RISC timeline was met by University Towing, with the help of responders of our Alachua Traffic Incident Management Team. Final debrief will be held on April 13th immediately following the Alachua Traffic Incident Team Meeting.

THANKS TO ALL RESPONDERS FOR THE
EXCELLENT TEAM WORK.



Donna R. Danson
FDOT District 2
ITS Operations
Program Manager

Traffic Incident Management (TIM) Update

ALACHUA TIM TEAM UPDATE

The Alachua Traffic Management Team will meet at 10:00 AM on April 13th at the Gainesville Operations Office, 5301 NE 39th Avenue. We have had several major incidents in the last 2 months which we will be debriefing. Attendance of all members is important.

FIRST COAST TIM TEAM UPDATE

The First Coast Traffic Incident Management Team met on March 15th at the FDOT Urban Office Training Center, 2198 Edison Avenue. The following agencies were represented: FDOT ITS, JTA, FDOT Maintenance, Transfield Services, City of Jacksonville Traffic Operations, Road Ranger Service Patrol, SmartRoute Systems, FDOT Emergency Operations, FDOT Central Office, FDEP, DBI Services, Nassau County Sheriff's Office, St. Johns Sheriff's Office, FHP, FDOT PIO, FDOT Traffic Operations, Jorgensens, PBS & J, HNTB, Jacksonville Sheriff's Office, COJ Environmental Office, and Metric Engineering.

After all agency reports were given, the team spent time discussing several major incidents occurring within the last two months. According to the report given on our Team Performance Measures, our Team is continually improving our incident duration times and achieving the goals set in our *Team Vision Statement*.

A SPECIAL THANKS TO ALL TEAM MEMBERS FOR THE CONTINUED GROWTH IN TEAMWORK.

REMEMBER TO ACCESS THESE SITES FOR VALUABLE INFORMATION:

Maintenance of Traffic (MOT) for Incident Responders in Florida: this training course is available in a classroom (by contacting me) or available online at the following link:

<http://wbt.dot.state.fl.us/ois/MOTTIRCBT/index.htm>

TIM Network Website: Chief Grady Carrick (Florida Highway Patrol) has asked us to share a new website with all TIM Team members in an effort to help form a national network of TIM professionals. This network, developed by the National Traffic Incident Management Coalition, hopes to connect TIM professionals from different disciplines and agencies, and share best practices. The website asks you to complete a short survey, and you sign-up to receive additional information regarding Traffic Incident Management:

<http://www.gfnet.com/Survey/TakeSurvey.asp?SurveyID=3Jl6l5LH796KG>

Traffic Incident Management (TIM) Update cont.

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.

Construction

The Construction Contract for the Phase VII Project has been awarded to Southeast Underground Utilities and the Notice To Proceed has been issued. The first day of contract time was March 14, 2011. This project will install ITS devices, infrastructure and communications along SR 9A from Atlantic Blvd going North to the I-95/I-295/SR 9A Interchange. Highlights of the project include installing fiber optic cable in bridge-mounted conduit attached to the Dames Point Bridge and making a connection to JaxPort. The connection to

JaxPort is expected to assist in coordination between JaxPort, the Traffic Management Center and other local agency partners, to assist in moving cargo in and out of JaxPort while causing the least traffic congestion possible.

The I-295 Phase VIII Project is currently being advertised and should be under contract in the next few months. This project will install ITS devices, infrastructure and communications along I-295 from I-10 going North to the I-295/I-95/SR 9A Interchange. This project will complete the installation of the ITS System along I-295 and will enable the TMC to monitor the heavy truck traffic that is common along the corridor. This will enable more timely and accurate information for motorists traveling the corridor.

The Phase IX Project Designer is currently working on the 90% Plan Submittal. This project will complete the ITS fiber communications 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 to help relieve congestion caused by some of the larger businesses and retail areas on the East Side of Jacksonville and in Jacksonville Beach.

Construction continued

The US 17 Project, with project limits from Collins Road in Duval County to Creighton Road in Clay County is nearing completion of Construction activities. This project involves the installation of Arterial Dynamic Message Signs and CCTV cameras along the corridor in an effort to minimize traffic congestion in the area by allowing for enhanced signal timing and faster alerts to responding agencies. The last sign was installed the evening of March 23rd and all that is left is the interconnection of the system.

The contractor, PAH, must interconnect this system to the Town of Orange Park Police Department, Clay County Public Works facility, City of Jacksonville Traffic Engineering office and the FDOT's TMC. This will be one of the final pieces of the puzzle for Clay County to begin real time operation of their traffic signal systems within the Town of Orange Park. It will allow access and operation to the County, Police Department and Sheriff's office. Once complete, their dispatchers and operators can immediately address any roadway incidents and change timing plans on signals as they deem necessary to clear the queue along several roadways. After this project is done, it will also allow them to interconnect signals along the east/west corridors of Kingsley Avenue and Wells Road. The importance of this capability is they can now alert motorists regarding incidents along US 17 or State Road 21 via the signs and can divert them to a parallel road that still has capacity.

The US 1 Project from just South of SR 9A going North into Jacksonville has been awarded. This project is currently under design and has a contract time of 400 days. The project will install Arterial Dynamic Message Signs, upgrade traffic signal controllers and deploy CCTV cameras along the corridor in an effort to minimize traffic congestion in the area by allowing for enhanced signal timing and faster alerts to responding agencies. The objective is to utilize this corridor as an alternate route when major events occur along the south end of I-95. Likewise, once this project is complete US 1 can be monitored for problems and traffic can be diverted to I-95 as needed to keep the traffic queues at controllable levels.

There is one last small item being addressed by ITS construction and it involves getting the Clay County Sheriff's sub-station along State Road 21 connected to the system. The fiber network is located directly across the street from their facility and access to this system will be a huge asset to their staff when responding to 911 calls. Once final coordination is complete we anticipate approximately two days to finish the connection to their sub-station.

John Kell
District 2 ITS Construction Project Manager

North Florida TPO Update

I want to begin by thanking Mr. Jeff Sheffield for all the additional grey hairs! When I agreed to assist with ITS projects the North Florida TPO placed in the Work Program I never imagined the potential it could provide for improvement of traffic management within the North Florida region. Each day a new idea pops up that will make the system better from an operational perspective. At this point, progress on these projects is being hampered by a limited amount of manpower which is always a good thing since usually funding has been the key hold-up in executing the region's ITS Master Plan.

My first big announcement is that FHWA has approved the Bluetooth technology contract for use in this region. A meeting with North Florida TPO staff was held on March 24th to determine roadways for this initial deployment. A yellow highlighter was used to mark the roads. At the end of our meeting a review of the map changed Jacksonville landscape from white to yellow, thus surpassing any of our initial beliefs. We will now be able to expand the project into Nassau, Clay, Saint Johns and possibly Putnam County with the \$1.1 million in funding provided by the North Florida TPO.

This technology will allow us to get real time speed and travel time information that can be disseminated to TMCs, law enforcement, fire/rescue and planning offices. The data will

also be archived for future reference to measure the performance of a corridor or roadway network over a span of several years. The caveat with this type technology will be the ability for Planning Offices to gather Origin/Destination data. This type data is something that has become quite difficult and expensive for many municipalities to acquire, thus impacting their ability to plan for the future.

The next exciting task on my agenda is completing specifications for the road weather information system. My optimistic attitude got the best of me with this one as I thought the process would be much simpler due to previous work performed by NOAA. Unfortunately, with this type project Department rules state I must start from scratch so I am working with the Central Office Telecommunications consultant to write some specifications for this deployment.

The schedule has been impacted by a month as I try to learn new terminology and acronyms that will help in drafting up this contract.

I have begun to work with the North Florida TPO System Manager, DRMP, on projects for Clay and Nassau County. The Clay project involves the installation of fiber from State Road 21 to their facility on Sleepy Hollow Drive. This will be a pretty straightforward project that will pay huge dividends for Clay County in the long run. After

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North Florida TPO Update continued

completion of this work we will be able to put the system into overdrive as we focus in on integrating Wells Road, Kingsley Avenue and County Road 222. These are three critical east/west corridors that are vital toward incident management.

St. Johns County is also on my “to do” list as we work out a traffic signal agreement between them and the City of St. Augustine. Once this agreement is in place I can begin to placing orders for equipment within city limits, thus completing most of the work needed for this area. We also met with St. Johns County personnel to investigate the possibility of tying into their traffic signal system on County Road 210. We are approaching this concept with the thought of using wireless technology to hop onto our fiber network in Jacksonville. Once we achieve this connection we will look at using the ITS microwave network on towers along the interstate to get this information back to their facility.

I could go on and on about the North Florida TPO assignments, but I actually have to get some work done for the Department as well. I anticipate some significant progress will be made by the time the June newsletter comes around.

Pete Vega
District 2 ITS Engineer

Maintenance

The ITS Group, with help from the ITS Maintenance Contractor, TMC Consultant personnel and TMC Operations personnel recently finished up an evaluation of existing vehicle detectors on the Interstate system. Some of the existing detectors had been in place for up to 5 years, which is thought to be the life cycle for this type of device. We were pleasantly surprised to find that the majority of the detectors are functioning adequately and that many others only need minor configuration changes to bring them back to a more accurate state. The team did find that the ITS office will need to replace a small portion of the existing detectors, but the percentage needing replacement was far less than anticipated. What this means is that the system is getting reliable speed information, thereby creating very accurate travel times that will allow motorists to make informed decisions while traveling along the Interstate system. What it means to the ITS program is a lower cost of maintenance than anticipated while still providing the best traffic information possible.

TCD recently had a brain twister trying to repair a southbound Dynamic Message Sign on I-95. The sign began to show weird shapes on the display that could be attributed to some damage caused at our power service during an accident. David worked feverishly with the vendor over the phone to troubleshoot the problem; however

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Maintenance continued

it took several weeks with no positive outcome. He then decided to ship the environmental boards back to the vendor with the hope that their technicians could resolve the issue. When the boards were returned the weird shapes were gone but unfortunately the sign also had nothing else being displayed on the sign.

David's frustration with the vendor led him to take matters into his own hands. He decided to reprogram the chips with the assistance of personnel from the City of Jacksonville's Traffic Engineering office. Once the code was determined, David downloaded the new information onto the chip and decided to give it one last "college try!" To our amazement he hit the nail right on the head and this sign has now been operational since the beginning of March.

ITS maintenance has also been kept busy with the start of the I-295/Collins Road project. Usually, when work like this begins it means countless hours of locating pull boxes and conduit. A few years ago I mentioned that Kevin had the bright idea to use 3M locate balls in these pull boxes to expedite any locate services. Well, his concept paid off and what would have taken one week only took about one day. Since we have experienced numerous projects where last minute locates are needed by the construction contractor we decided to utilize the Department's CEI staff to expedite this service.

We will provide a locate device to our CEI so that a quick check can confirm if there are any conflicts within a particular work area. If a full blown locate is necessary we will use ITS personnel to perform the service, but the minor issues will allow us to save some nickels and dimes.

The team is always looking to explore new products that will allow us to deploy better devices in the field at a lower cost. During the month of March the ITS maintenance staff tested the new Cohu Camera, Comptrol switch and Express Supply switch. All were tested in the lab and then deployed in the field to get a real world perspective on their performance. The results are not final but what's been seen so far is promising. If they pass the true "Mr. Kevin Jackson" test the Department has the potential to save at least 10% to 20% of the cost as compared to products we are currently using.

One final note is that we have nearly completed research on the latest wireless technology that will be used by ITS at remote locations. We currently have a CCTV camera on a portable trailer at the I-95/County Road 210 interchange. The group is examining the possibility of transmitting not only the camera images but

Maintenance continued

also the County’s traffic signal information and CCTV camera images along County Road 210. If we can get this data and the images the next task will be to figure a way to transmit this information to their office off of State Road 16, thus saving them several thousand dollars per year for the cost of a T1 line.

Kevin Jackson
District 2 ITS Field Specialist

NCAA

It’s that time of the year when B-ball fever enters the TMC. Here are a few of the comments.

Ryan Crist: “I am from Connecticut and UConn is all we have. That, and casinos. I’m still heartbroken to losing the Hartford Whalers. Go Huskies!”

Derrick Odom: "In the beginning I thought it would come down to Kansas or Duke this year...Ohio State, I thought, was overrated. Of course being a Gator fan, I held out hope that their good play of late would take them to the Final Four. Now, with my bracket totally busted, I’m going for the underdog .VCU -National Champs!! "

Santos Morin: “I thought Ohio State had the NCAA title in the bag. I picked them to win it all but got knocked out by Kentucky in the Sweet 16. VCU looks like they have a squad this year to go all the way. Would not mind to see another Cinderella team like George Mason in 2006 to win the title this year.”

Pete Vega: “My pick to win it all dropped like a sack of potatoes when Louisville lost. I am now rooting for the underdog, UCONN, to take it all since it wouldn’t seem right if Butler or VCU won the tournament. As for Kentucky, I do not root for one-year and out players.”

Penny Kamish: “Ironically, I probably have the least interest in basketball of almost anyone on staff. I pick my bracket with my heart. Had the Gators not goofed up that last 15 seconds, I would have 3 of the final 4. Alas, I still have UCONN and Kentucky, with UCONN my choice for National Champion.”

Kevin Jackson: *Mr. Jackson was unavailable for comment, however, two of the persons quoted for this article feel assured that his statement would be:*

“What tournament? Maryland isn’t playing right now.”

Marketing

Over 17,000 people participated in this year's Gate River Run, and the 511 Marketing Team was at the Runner's Expo Thursday, March 10th – Saturday, March 12th to answer questions about the 511 phone and internet system. During that same time frame, we also participated in the St. Augustine Lions Seafood Festival (Saturday, March 12 & Sunday, March 13). Even though it was a whirlwind weekend, we made a lot of new friends and were able to share the 511 message with residents and visitors alike.

After fueling up on coffee and energy drinks, I think we'll even be ready to take on Springing the Blues next month at the Seawalk Pavilion in Jacksonville Beach. Come join the festivities Friday, April 1st – Sunday, April 3rd. Friday hours are 4-7pm and weekend hours are 11am-7pm. There will plenty of fun for the whole family.

One final note, we were also able to attend Bishop Kenny High School's "Zeroing in on Prevention" assembly this past month. We met and talked to over 850 high school students in just over 6 hours. Our goal was to educate the students about 511 while stressing the importance of safe driving. A special thanks to the staff and faculty at Bishop Kenny High School. The day was a huge success and we're looking forward to a return visit.

Sherri Byrd
511 Marketing Manager "



Visitors at the I-95 Welcome Center
Learning about 511 from our video



Our own Ben Brown telling folks at
The River Run expo about 511

Operations

The Road Rangers have been patrolling the Interstates of Jacksonville for several years now and the Program has evolved with time. Routes have been expanded, ways to assist have grown and now a new Application has made communication with the TMC more efficient and safer. The Road Ranger Program receives letters of compliment and praise every month and comment cards filled with stories of saved motorists. Several of our own employees have had a Road Ranger ride to their rescue, sealing off incident scenes, changing tires and lending a hand on a quick fix is just part of their everyday duties. On March 22nd they even assisted in saving a Bald Eagle that was on the Interstate! Talk about versatile!

In February, the Road Rangers assisted on 1301 total events. That is 65 people helped on average per day! They performed 2179 different activities at those events ranging from Maintenance of Traffic to picking up debris to providing a jump. The busiest route for the month was Road Ranger 208 who travels 9a/295 between the Buckman Bridge and J. Turner Butler Blvd. RR208 worked a total of 195 events for the month! Not surprisingly, the busiest part of the day is from 3p-6p which accounted for 30% of the Road Ranger events. What was surprising was that the second busiest time period was from 9am to Noon and not 6am-9am. 9am to noon accounted for 24 percent of the

Road Ranger events compared to the morning rush time period which was only 19% of Road Ranger activity.

What some fail to realize is just how much the Road Rangers assist in Incident Management. For February they worked 130 crashes providing Maintenance of Traffic with their cones and vehicle message board. They are on the scene quick with temporary MOT set up to create a safe work environment. Including the 130 crashes, the Road Rangers provided MOT for over 320 events ranging from crashes to police activity to vehicle fires. For the month of February MOT was the most used activity that the Road Rangers provided. Not only are they keeping the responders safe but the motorists involved as well. You can always replace a car but you cannot replace a life.

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 or any bugs you may find in the system that will be relayed to our operators in real time. Remember: **Know Before You Go! Dial 511.**

Ryan Crist
TMC Lead Supervisor

Spotlight on... Rebecca Bratcher

Meet Rebecca Bratcher, one of SmartRoute System's TMC Operators for District 2.

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

I was born in Norfolk, VA but raised in Virginia Beach, VA. My parents served in the United States Navy.

Early Career and/or brief job history:

Before I started working in the ITS industry, I started pursuing a degree in Computer Science while working in customer service.

Also, we heard you were previously employed at another TMC. Where and for how long? What were your responsibilities there?

Yes, I spent two years as a Control Room Operator at the Virginia DOT's Hampton Roads Traffic Management Center (TMC), which is in Virginia Beach. My responsibilities included monitoring local interstates using ITS devices, dispatching the Safety Service Patrol to incidents, operating the Highway Advisory Radio & VA 511, and the High Occupancy Vehicle (HOV) Reversible Roadway to name a few.

Job Description – your current role in transportation:

My current role here at the Florida DOT is TMC Operator, and my job description also entails

monitoring Florida's roadways with ITS equipment, communicating with the Road Rangers, and providing real time travel information via FL 511.

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?

During my night shift, as I was performing my usual camera checks, I came across a vehicle pulled over on the shoulder. I zoomed in to see if it was occupied and I saw a motorist appearing to look for something in the grass. Well, upon closer inspection, that person was actually looking for a place to take a "pit stop." Needless to say, sometimes we operators see disturbing things on camera!

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

Never say, "I can't", but rather, "How can I?".

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

"Do not go where the path may lead, go instead where there is no path and leave a trail." - Ralph Waldo Emerson

How long have you been at your current job?

13 months.

Any job related awards or special recognition you've received?

Being featured in the DOT Newsletter!!

Spotlight on... Rebecca Bratcher continued

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

A defining moment in my life is when I became a mother at a young age. I was on my own and it was tough. But being responsible for a little person gave me a strong desire to make improvements in my own life in order to provide a better life for my son.

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

Prior to working for FDOT, my best job ever was when I was a Sales Associate at Victoria's Secret in Roseville, CA - Great work environment, free promo items, and the employee discount was very nice. My worst job ever was as a Patient Care Advocate at Express Scripts in St. Marys, GA ... enough said!

Tell us a little about your family.

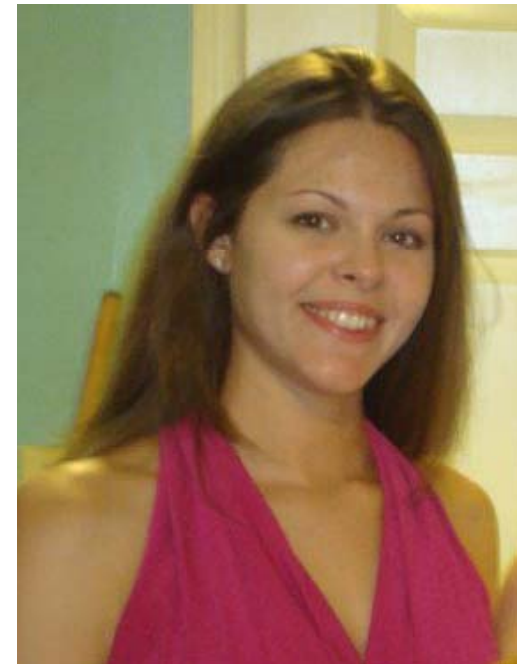
I'm married with two children – Gabriel (5 years) and my step-son, James (6 years). James likes baseball and is an exceptional video gamer. Gabriel prefers soccer and loves art and storytime more than anything. My husband, Mickey, is a Service Manager at Firestone and an avid motorcycle rider. My family's favorite things to do include playing cars, nerf guns, watching Pixar movies, going to the park and fishing.

Do you have any hobbies?

My hobbies include reading, drawing, painting, cooking, traveling and shopping.

Favorite vacation spot?

I have two favorites: San Francisco – I love the city with its multi-cultural, west coast flare and unique view. Also, I love Washington DC because of its rich history and awesome museums.

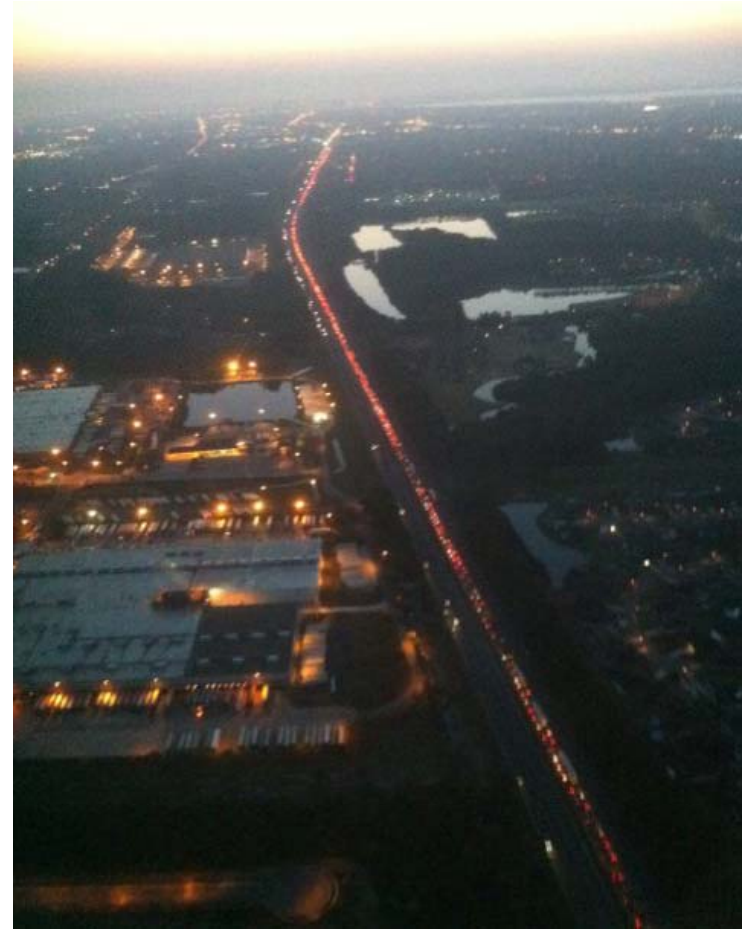


Rebecca Bratcher, with her “ever-present” smile

Photo Gallery

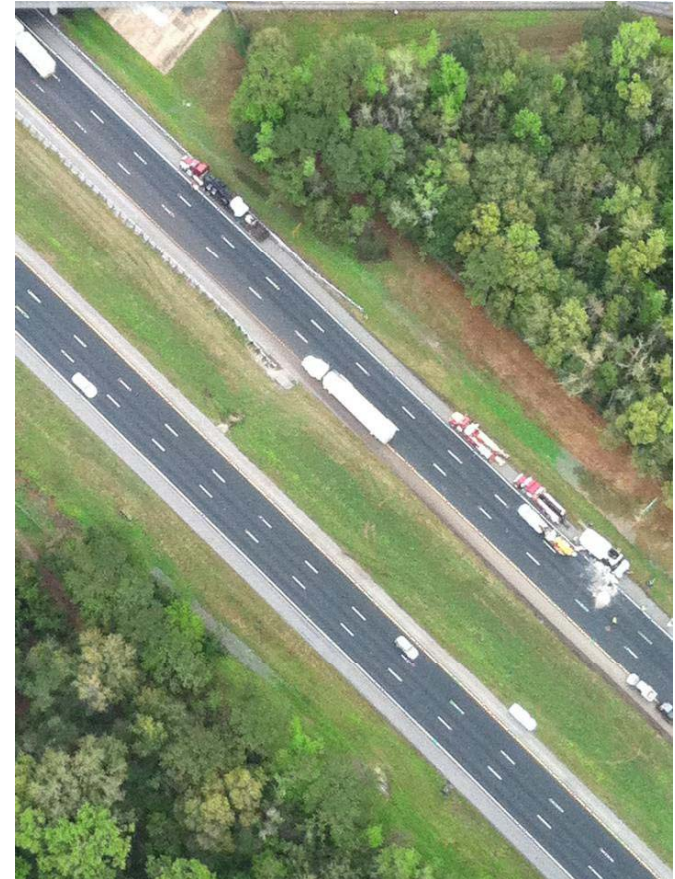


Courtesy of aerial surveillance, a crash on I-295 Southbound near San Jose had traffic backed up all the way across the Bucman.



The back-up on I-10 eastbound on the morning of March 22nd.

Photo Gallery 2



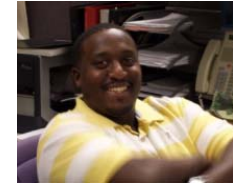
Courtesy of aerial surveillance, a crash involving two semi trucks and a garbage truck on I-75 in Alachua County. As a result, a RISC (Rapid Incident Scene Clearance) deployment was ordered.

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John (Sean) Wilcox, TMC Supervisor
 Santos Morin, TMC Assistant Supervisor
 Sherri Byrd, 511 Marketing Manager

<u>D2 Day Operators</u>	<u>Fill-In & Feedback Operators</u>	<u>D2 Night & Weekend Operators</u>	<u>D3 Day Operators</u>	<u>511 Probe</u>
Jesse Gilmour	Ben Brown	Rebecca Bratcher	Ed Capps	Sherri Byrd
Donavan King	Jonathan Figueroa	Jason Evans	Adrienne Catapano	Michelle Warren
Kristin Kirk	Michael Harper	David Rolfe	Joanna Garcia	
Jessica Lakey	Katie Langella	Tyler Sowers	Jessica Quinones	