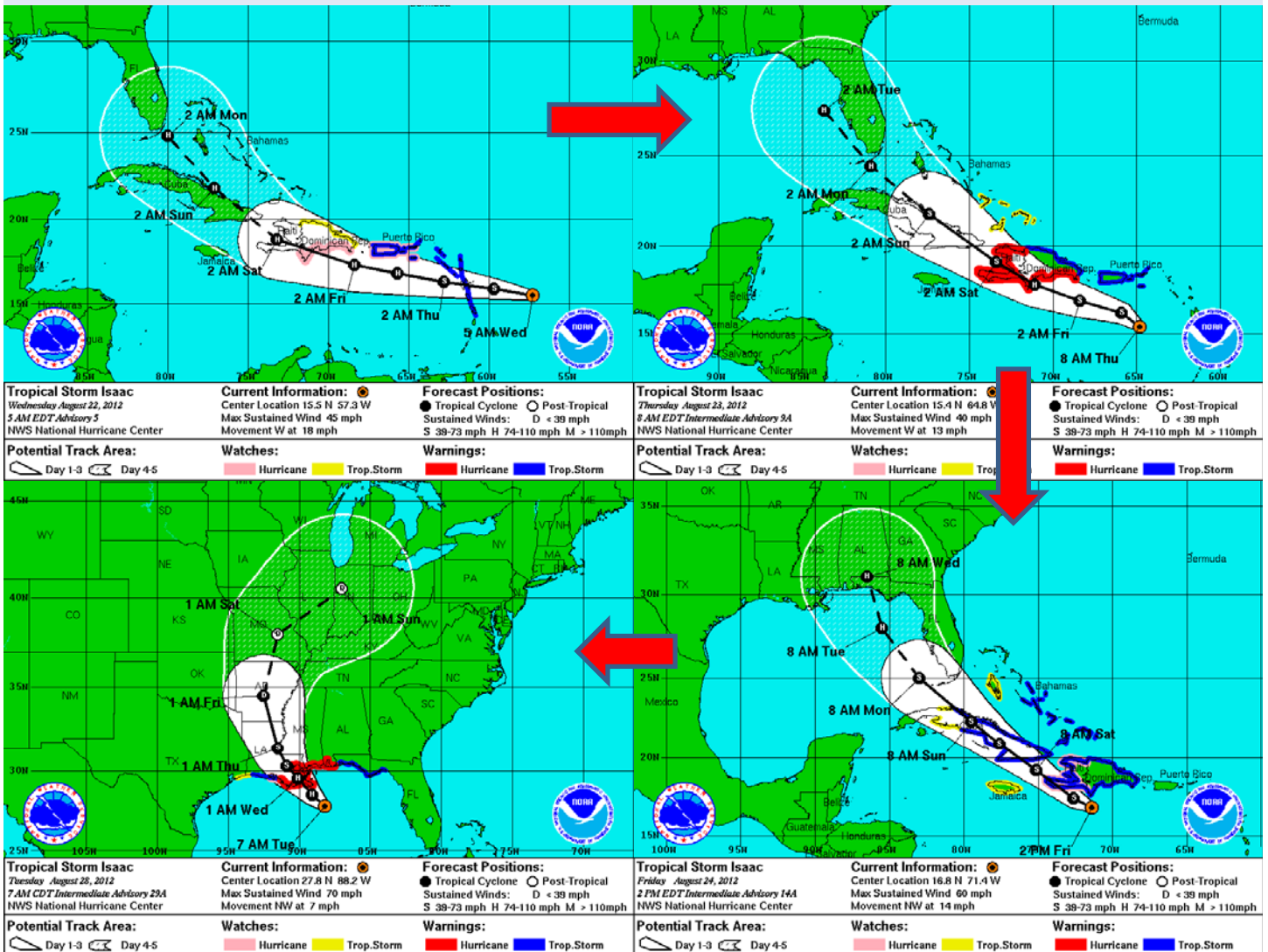




Isaac, first as a Tropical Storm and then a Hurricane had the TMC ready for action. Looking at the pictures below, you can see the vast changes in the expected track from 8/22 until the actual landfall on 8/29. After TS Debby, Northeast Florida was thankful to escape more massive rains to our area.



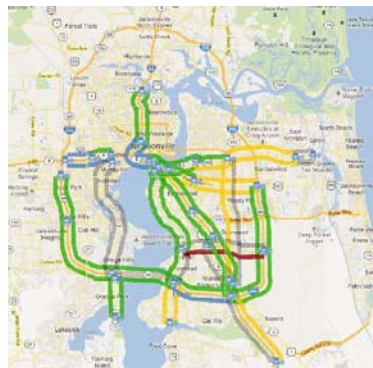


NOTES FROM THE DISTRICT 2 ITS ENGINEER

Well, Tropical Storm Isaac is currently making its way past Florida and it looks like we are safe for the time being unless he decides to make a 90 degree turn to the right to join the RNC in Tampa. It's been a very interesting month for the ITS staff with twists and turns every day of the week. First on the list is finalization of the Department of Management Service (DMS) Client-Agency agreement that got us closer to design and construction of the new RTMC. We believe that we've nailed down the estimated costs for the Architect and CM@Risk contractor so it is anticipated that a tentative advertisement will go out through DMS by the end of the month. Once the process begins we expect a move-in date of about 24 months into the new facility.

The BlueToad deployment has come along very well and the "trouble spots" are being addressed over the coming few weeks. The biggest challenge has not been the equipment but instead the fiber network transmitting the information to the server. We have found that the problems are either being caused by kinked/cut fiber or less than satisfactory field switches on arterial roads. That being said, we are still proceeding with a framework of the data by setting up pairs between various detectors along the roadway. This will allow us to "grab" data based on network conditions that should provide travel times, roadway speeds and origin/destination information.

At right:
BlueToad
deployment



The Bridge wind sensors have also given us quite an experience this month. The main problem is that this was the first deployment in Florida so the vendor recommended equipment was utilized during the deployment. We learned that the small plastic box containing electronics to convert data was giving us the biggest challenge and after further investigation realized that the plastic had to go. We noticed water intrusion due to warping so the vendor is sending metal boxes in their place at no cost to the Department. We are still good though in that all the Bridge wind sensors are reporting data but we are quickly running out of spare parts in case future problems occur. (see example of RWIS chart on page 2)

On a brighter note, this past August 20th our new TMC Operations contract with Metric Engineering began. One of the new features in this contract is the capability to assess Liquidated Damages when issues arise due to negligence on the part of the vendor. I do not see this occurring often (if at all) but the objective was to show that meeting District and Statewide Performance Measures is a very important factor in the operation of the TMC. The goal is to bring in highly skilled and accountable staff who can work autonomously while trying to meet the Department's objectives. In the coming years the responsibilities of this contract will increase as the TSM&O effort expands to arterial roads. Metric will need to "bump it up a notch" due to the rapidly changing tasks that will be given to them in the future. In essence, we expect this team to be the quarterback of all traffic movements throughout District Two within the next three years.

The Statewide 511 contract is still in the negotiation process between Central Office and Telvent, however a new twist has been added to the project. Telvent has made a request to

Continued on following page



NOTES FROM THE DISTRICT 2 ITS ENGINEER CONTINUED

revise certain aspects of their commitment that initially led to their selection. Central Office has set-up a meeting to hear Telvent's new proposal and will determine whether to agree with the request, open up an opportunity for the second ranked vendor or re-advertise the contract in the next few months. The good thing is that the existing vendor is under contract for at least another year thus the Department has some leeway in its schedule to launch the new 511 system in the next two years.

There is also a bit of good news on the Transportation System Management & Operations front in that a selection has been made for a consultant to guide us with this program. HNTB was chosen to lead the effort on examining Interstate corridors that show a potential need for shoulder usage and/or ramp metering. They will also assist with any operational needs analysis for managed lanes or arterial corridor improvements. A portion of the Task Work Orders will also include an examination of Freight, Transit and roadway operations, all common components of TSM&O. There could also be an expansion to Traffic Incident Management tasks for non-recurring congestion that may impact the performance of the District's roadway system.

I would be negligent if I did not mention the work being done in the Gainesville region. Matt Weisman's staff has installed all of the CCTV cameras, solar panels and network devices that are currently being put on-line as we speak. The Jacksonville TMC can VPN access three of these CCTV cameras so far with the hope that all can be accessed prior to UF's first home football game. I am currently working with Gainesville on a direct connection using the LAMBDA rail network tied to the University of

Florida. The "hurdle" is working through a third-party vendor, Level-3, to connect to the network in the Jacksonville area. The Level-3 facility on Philips Highway is the point where the connection needs to occur and it just so happens that we have an access point at a new Arterial Dynamic Message Sign approximately 15 feet away from their splice box along our right-of-way. Call that convenient!

On a final note I want to remind everyone that Transpo 2012 is just around the corner. The event is being hosted by Florida ITE and ITS Florida at the Hyatt in Bonita Springs, from October 28th to October 31st. A new element the committee just recently added is the Incident Management track on Tuesday, October 30th. There should be some very interesting discussion on the newest ways to handle and manage roadway incidents under tighter budget constraints. Insight from local and state law enforcement agencies should bring to light just how challenging the incident management of roadways will be in the future due to less manpower and financial resources. Should be a very interesting few days of discussion at this event, so don't miss it!

Pete Vega
District 2 ITS Engineer

NORTH FLORIDA TPO

The North Florida TPO projects have been transitioning from the old to the new over the past few months. We are just finishing up on the Philips Highway and College Drive projects while advertising the Airport Road and beginning the Arterial DMS projects. The greatest challenge (as mentioned previously), has been



NORTH FLORIDA TPO continued

Minor issues with the BlueToad and bridge wind sensor deployments. The System Manager, DRMP, is finishing up on the last two designs for NFTPPO construction projects. The first to be completed will be the Jaxport fiber network interconnection project that will tie-in all port operations information into the ITS network. The next design that will be completed involves the extension of the fiber network and traffic signal upgrades on US 17 in Clay County. Once both of these projects are completed DRMP will transition to assisting with operational and troubleshooting tasks.

Probably the main activity to mention for the NFTPPO is their modeler's efforts in organizing the BlueToad data into a useful format for origin/destination information. Milton Locklear has worked feverishly on getting the correct format into the database so that origin/destination info can be referenced at the click of a few buttons. When he first looked at the capabilities he was not aware of this data's power. Then (I think) the light bulb came on and he must've said something like "Holy Crap Batman!" He finally got what I'd been saying and has realized we have some serious inputting to do for the device pairs. To put it into perspective I began to do pairings for one corridor with 12 devices. After a while I realized this was an exponential amount of work when you consider the factorial formula. We are looking at several thousand combinations that could be created off of these twelve pairs. Now consider that we are in the process of deploying 160 devices and the number of pairs reaches the millions! Talk about a powerful tool that led to an exuberant reaction from Milton. Think this became a modeler's dream set of data.

One final thing to note is that I think we've found a way to achieve economies of scale with the new RTMC so that the North Florida TPO staff can be our next door neighbors. The sharing of some common space like the conference room, break area, lobby and rest areas will provide enough cost savings to generate opportunity for an additional entity in the RTMC. Since the future of Transportation is expected to transition toward TSM&O type functions and the North Florida TPO will be a key ingredient in making it happen the move to combine both efforts made too much sense. The North Florida TPO is judged by FHWA on the performance of our region's roadway system and RTMC personnel are the key to making it happen so it benefits them to knock on our door to "bop" us in the head when things don't go as planned. Win-win situation, don't you think?

FDOT High Wind Report

Last Updated 08/27/2012 15:50:30

Num	Platform ID	Bridge	City	County	Report Date	Report Time	Avg Speed	Std Dev	Avg Dir	Gust Speed	Gust Dir
1	FD0066A	SR 200	Fernandina	Nassau	08/27/2012	15:00:03	7	1.0	SE	8	SE
2	FD00151C	Wonderwood	Jacksonville	Duval	08/27/2012	15:00:13	5	0.0	SE	5	SE
3	FD0033F0	Beach Blvd	Jacksonville	Duval	08/27/2012	15:00:33	5	1.0	SE	6	SE
4	FD004560	JT Butler Blvd	Jacksonville	Duval	08/27/2012	15:00:43	N/M	N/M	N/M	N/M	N/M
5	FD005616	Vilano	Vilano Beach	St Johns	08/27/2012	15:00:53	9	1.0	SE	10	SE
6	FD00638C	Buckman	Jacksonville	Duval	08/27/2012	14:56:03	3	1.0	NE	4	NE
7	FD0070FA	Bridge of Lions	St Augustine	St Johns	08/27/2012	15:20:11	11	3.0	SE	30	SE
8	FD00A692	Dames Point	Jacksonville	Duval	08/27/2012	15:36:03	13	2.0	NE	33	NE
9	FD00B5E4	CR 312	St Augustine	St Johns	08/27/2012	15:36:13	6	1.0	NE	8	SE
10	FD00C374	Atlantic Blvd	Jacksonville	Duval	08/27/2012	15:06:43	9	1.0	SE	22	SE
11	FD00D002	Doctor's Inlet	Fleming Island	Clay	08/27/2012	15:47:22	11	2.0	NE	26	NE
12	FD00E598	SR 206	Crescent Beach	St Johns	08/27/2012	15:36:43	9	1.0	S	10	S
13	FD010490	Fuller Warren	Jacksonville	Duval	08/27/2012	15:07:03	2	1.0	NE	3	NE
14	FD0117E6	Acosta	Jacksonville	Duval	08/27/2012	15:45:26	9	4.0	SE	30	NE
15	FD01227C	Main Street	Jacksonville	Duval	08/27/2012	15:06:23	5	0.0	NE	5	NE
16	FD01310A	Hart	Jacksonville	Duval	08/27/2012	15:08:33	11	2.0	NE	30	NE
17	FD01479A	Matthews	Jacksonville	Duval	08/27/2012	15:21:13	3	1.0	NE	4	SE
18	FD0154EC	I-95 Trout River	Jacksonville	Duval	08/27/2012	15:04:53	9	1.0	SE	23	SE
19	FD016176	N I-95/I-295	Jacksonville	Duval	08/27/2012	15:13:03	9	1.0	NE	26	NE
20	FD017200	S I-95/I-295	Jacksonville	Duval	08/27/2012	15:13:13	11	2.0	SE	27	SE
21	FD018284	I-95 I-10	Jacksonville	Duval	08/27/2012	15:20:57	12	3.0	SE	36	SE
22	FD01A468	CR 210	Ponte Vedra	St Johns	08/27/2012	15:13:43	4	1.0	NE	4	NE

Example of RWIS Report



CONSTRUCTION

For several months the Surety Company, who is now responsible for completing the Phase 7 Project on the northeast quadrant of the I-295 beltway, has been trying to get a contractor in place to complete the remaining work. This month they signed a contract with American Signal & Lighting to complete the project. American Signal & Lighting will begin construction by late September and plan to complete the project by next summer.

The Phase 8 Project, on I-295 from I-95 South to I-10, continues to be on pace for an early Fall completion. This month the contractor completed the installation of the main fiber optic cable trunk line and has started working on the fiber optic cable drops to the device locations. Also, the contractor and JEA both completed the work on the power services. The CCTV poles are projected to arrive around the first week of September and will be installed in mid-September, which will coincide with the installation of the DMS signs. Once all of the CCTVs and DMS are in place they can be individually tested and then integrated into a complete system. With the holiday seasons only a few months away, the TMC Operations folks are eager to have this system in place to provide them with video and data near Jacksonville International Airport.

The Phase 9 Project, on SR 9A from Atlantic Blvd going south to the southern SR 9A/I-95 Interchange, has completed the design phase. A mandatory pre-bid meeting was held on August 20th. Any contractor interested in bidding for the project was required to be at this meeting. FDOT and project design staff went over the project requirements and the structure of a Systems Manager project to allow the contractors to better understand the project. The contract bid will be in late September with

the contract being awarded in October. It is anticipated that construction will begin in early 2013.

The Phillips Highway (US 1) Project, on US1 from Greenland Road going north to Wishart Road, is nearing completion. Acceptance Testing began this month and to this point things are going well. Once Acceptance Testing is completed the Burn-In period will begin. The Burn-In period is required to ensure that all of the components are functioning properly and that there are no issues with device durability or items of workmanship. Project Acceptance will be granted following the Burn-In period and completion of the punch list items.

The College Drive Project includes the installation of fiber optic cable along College Drive, a small section of CR 220 and Sleepy Hollow Road to provide a communications link from the Clay County Traffic Operations Center to Blanding Blvd. The contractor is in the process of installing the fiber optic cable along the corridor. This project should be completed mid-September barring any unforeseen issues.

The pre-construction meeting for the Arterial Dynamic Message Sign (ADMS) Project was held this month and construction is scheduled to begin on September 26th. This project will install ADMS on several of the major arterial roadways in Southern Jacksonville, enabling TMC Operations staff to post messages to alert motorists to traffic information for the arterial roadway as well as I-95. This project will be completed in 2013.

John Kell
District 2 ITS Construction Project Manager



MAINTENANCE

Traffic Control Devices, Inc (TCD), FDOT District 2 ITS Maintenance Contractor, has been working hard this month keeping up with malfunctioning devices. The numerous storms have continued to batter ITS devices, but TCD has stayed on top of things, keeping the system up and running at near peak performance. The recent upgrade of CCTVs, MVDS, and communications devices along I-95 from Philips Highway to Pecan Park Road has been paying off as TCD has been able to work less on equipment malfunctions and more on equipment damage caused by the storms. TCD has also started replacing many of the older surge suppressors within the cabinets to upgrade them to a higher capacity surge capability.

Installation of bridge mounted wind sensors was completed in April of this year. Since then there has been a website developed to enable users to quickly view the data from each of these devices. Many of the responder agencies and media have been given access to this website and are using it on a daily basis to track wind speed information during storms. This has made it critical for TCD and Metric Engineering to keep track of the status of devices and repair them as soon as they are found to be malfunctioning. TCD and Metric personnel have been working diligently to keep these devices operational, especially knowing that Tropical Storms and Hurricanes have been forming off of Africa at the rate of one or two per week. All of the devices are currently working as we sit and wait on news of the next storm.

TCD installed 10 CCTV poles along I-75 in the Gainesville area in July. This month, personnel from the City of Gainesville have been installing CCTVs, device cabinets, solar power and wireless devices on these poles to enable the Gainesville TMC and FDOT District 2 TMC to get streaming video of I-75. To date, three of the

installations have been completed and more are expected to be operational in the next few weeks. These cameras will provide valuable images of the traffic along I-75, especially during the upcoming Gator Football games, major incidents and possible evacuations from South Florida.

Installation of BlueToad devices continued this month. Several of the older units which were having issues were replaced with the newer Power Over Ethernet (POE) units. Technicians have noted the new POE units seem to be having fewer issues than the older model. These devices are being used to develop travel times along segments of Arterial and Interstate roadways around Jacksonville. Once all the units have been installed, Jacksonville will have the largest installation of these devices in the United States. This system will enable District 2 and City of Jacksonville personnel to monitor arterial roadways and determine areas of congestion, which may then be cleared by adjustment of signal timings or other means.

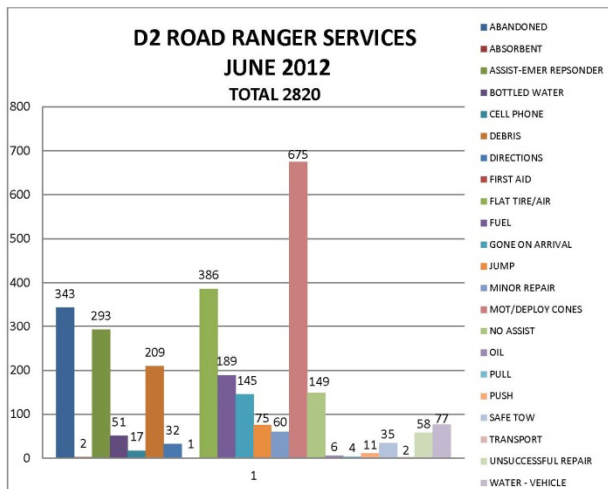
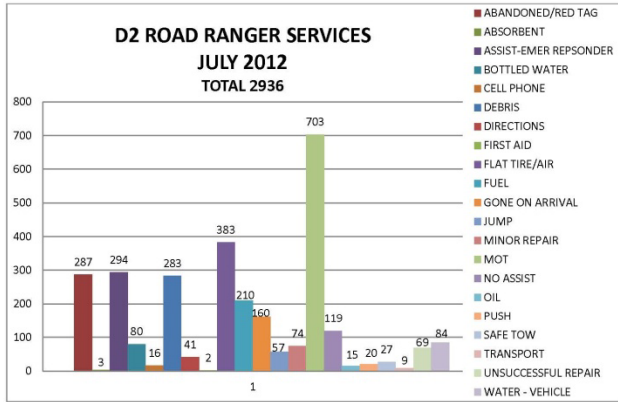
The maintenance group has been having issues with one of the manufacturers of the Vehicle Detectors being able to fix damaged units and get them back to FDOT in a timely manner. This past month the group decided to start replacing the failed units with another manufacturer's device which has proven to be timelier in providing repaired or replaced units. It is hoped that this will enable the group to keep a better stock of Vehicle Detectors to allow the technicians to quickly replace failed units with those already in stock

Kevin Jackson
ITS Field Specialist



ROAD RANGER UPDATE

Even with the rain and wind of our rainy season, our D2 Road Rangers are staying busy assisting motorists – who are especially grateful due to the conditions. The Department is proud of the part the Road Ranger Service Patrol plays with the traffic incident management. In the month of July, 2936 services were rendered by the Road Ranger Operators.



The Department remains open to acquiring other interested supporters so hopefully new sponsors will be announced in the near future.

RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

The weather is certainly having an effect on our interstates. Managing traffic to meet our set goals is a challenge but with the help of our RISC Program these goals are met easier. During the last month the RISC Program was utilized twice on I-75 in Alachua. On July 28th, University Towing responded to an incident on I-75 at MM 391 to an overturned semi tanker with 6 vehicles involved. Again, on July 31st, University Towing was called to an incident on I-75 at MM 397 involving a semi. We are fortunate to have our RISC Contractors to assist with the quick clearance of our interstates. A special thanks to University Towing.

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast Traffic Incident Management Team will hold its monthly meeting on September 18th at 10:00 AM in the FDOT Training Center at 2198 Edison Avenue.

Along with our regular debriefing and Performance Measures for incidents, Team Member Greg Gaylord will be presenting a memorial presentation in remembrance of Terry McCart, professional wrecker operator for Southern Wrecker and Recovery, LLC.

The death of Terry McCart, in the line of duty, should be a reminder to everyone of how responders put their lives on the line each and every time they respond to the needs of motorists.

Donna Danson
District 2 ITS Program Manager



ALACHUA TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The Alachua Traffic Management Team met on August 8th at the FDOT Operations Office, 5301 NE 39th Avenue, Gainesville, FL. The following agencies were represented: FHP, ASO, FDEP, University Towing, FDOT Maintenance, Adkins, FFS, City of Gainesville, Metric Engineering, FDOT EOC and FDOT ITS. Team members discussed and debriefed in length the incidents occurring – many due to flooding caused by Tropical Storm Debby. Team members were pleased by the announcement from Craig Carnes and Matt Weisman that cameras are now being installed and can be viewed on I-75. All Team members participated in the *FHWA Traffic Incident Management Team Assessment* and scores with comments were sent to FHWA.

SCORES OF THE FHWA TRAFFIC INCIDENT MANAGEMENT TEAM ASSESSMENTS

ALACHUA TIM TEAM 93%
FIRST COAST TIM TEAM 94.2%

Announcements: WebEOC Training – TBA

D2 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.

D2 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.



Members of the Alachua TIM Team

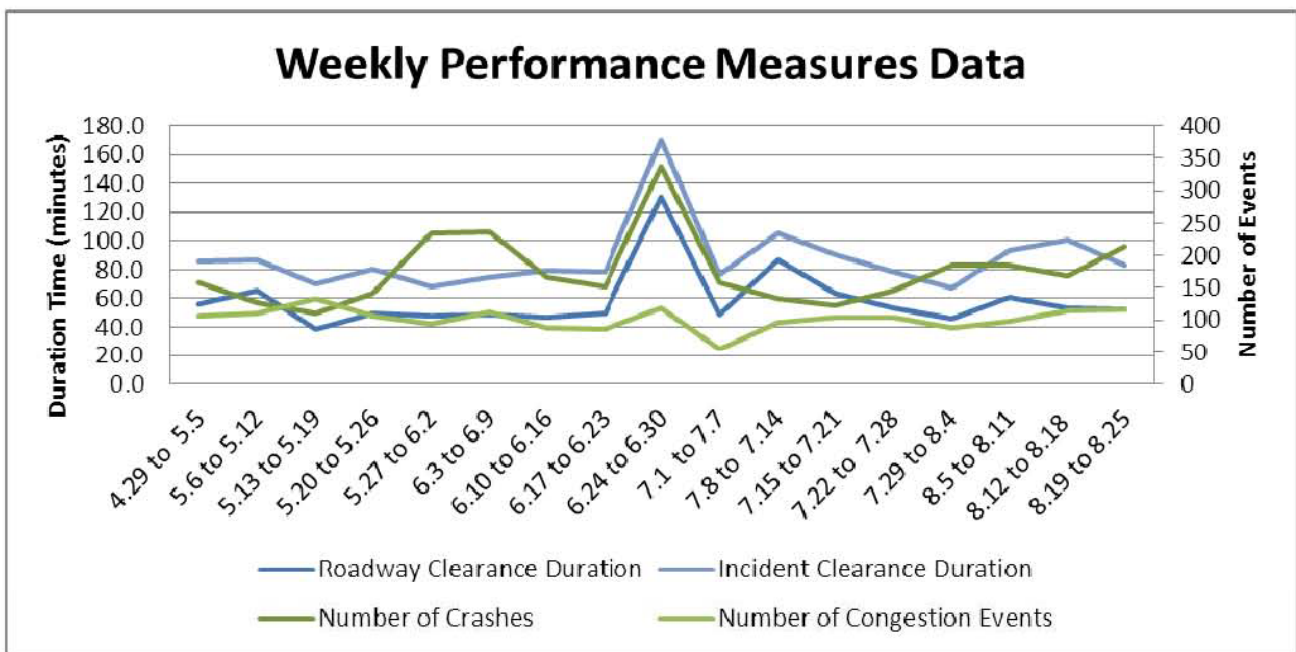


PERFORMANCE MEASURES

This month marked the beginning of a new school year for students in the Jacksonville area. Most schools opened their doors to students on August 19. That week there was about a 30 percent increase in crash events. The number of congestion events went up about 10 percent. Fortunately, the Roadway and Incident Clearance durations did not seem affected. When school started last year there was a significant change in the busing system that caused traffic jams all over the city. After a few months everyone seemed to be accustomed to their new routes and daily traffic was much calmer. This year there have not been any major changes in transportation to schools, so the impact of the new school year was much milder. The events with the greatest impact in the past few months were the storms in May and June. Tropical Storm Debby inundated the First Coast with record rainfalls at the end of June. Over 13 inches of rain were reported in just 3 days. The

following graph shows the performance measures data by week from May to August where the above mentioned trends can be seen.

Another trend that stood out this summer was the difference in duration time for events with Road Rangers. Events with Road Ranger response are typically cleared quicker than those without a Road Ranger. The weekly average taken from the middle of August 2011 to the middle of August 2012 showed that for events with Road Rangers, the roadway is typically cleared about 15 minutes quicker and the entire incident is cleared about 30 minutes quicker than events without Road Ranger response. The following charts show the Performance Measures summary for events with and without Road Ranger Response from July 1 to August 23. Notice that events with Road Ranger response were cleared significantly quicker than events without Road Rangers.





PERFORMANCE MEASURES continued

Incidents with Road Ranger Response

	July	August
Events included in Performance Measures	78	54
Notification Duration (min.)	0.0	0.0
Verification Duration (min.)	0.1	0.0
Response Duration (min.)	7.6	6.3
Open Roads Duration (min.)	54.6	38.5
Departure Duration (min.)	15.3	33.0
Roadway Clearance Duration (min.)	62.4	44.9
Incident Clearance Duration (min.)	77.7	77.9

Incidents without Road Ranger Response

	July	August
Events included in Performance Measures	102	69
Notification Duration (min.)	0.3	0.0
Verification Duration (min.)	0.0	0.0
Response Duration (min.)	10.4	10.8
Open Roads Duration (min.)	45.7	57.0
Departure Duration (min.)	30.5	36.9
Roadway Clearance Duration (min.)	56.4	67.9
Incident Clearance Duration (min.)	86.9	104.8



OPERATIONS

The Evolution of the TMC: **Technology, Communication and Partnerships.**

When the FDOT started their first TMC Contract in November of 2004 the ITS world was just starting to explode. The rapid pace that technology moves is evident as the FDOT rolls into their latest TMC Contract. Dynamic Message Signs have grown from 8 to 35 and CCTVs from 19 to 88 (not including Gainesville and City of Jacksonville). The newly minted 191 microwave detectors pull speed, volume and occupancy; wind meters are now on over 20 bridges, 80 but soon to be 200 BlueToad devices will provide origin-destination information and arterial travel times while INRIX feeds speed data for areas without any ITS Device deployment. All this in just eight years shows this is just the tip of the iceberg on where Traffic Operations and ITS is headed.

In 2004 the TMC Contract started off at only the Jacksonville DOT Urban Office. Since then the TMC has co-located with the Florida Highway Patrol Dispatchers at the JRCC, streamlining communication and building TIM (Traffic Incident Management) Team partnerships. Through strengthened partnerships, the Florida Highway Patrol worked with the FDOT to allow CAD information to be pushed to SunGuide via Center to Center for more accurate and real-time data exchange.

Another form of out-dated communication are the old CB radios previously used by the Road Rangers that have been replaced with the SLERS 800MHz radios and use of the Smart Phone Application for Road Rangers (SPARR) that has reduced radio traffic and creates data that is more accurate and timely. A new technology coming soon will see enhanced communication and real-time incident video sharing between TIM Members from the

installation of the Activu Video Wall controller. New technologies are being introduced almost daily to enhance the way traffic is managed.

Partnerships have blossomed over the last eight years for the TMC seeing them play a more prominent role in incident coordination and as a member of the TIM Team. As Duval County looks to open a new Regional Transportation Management Center this team can only become stronger. Partnerships have been enhanced through technology, improving multi-agency response which in turn leads to safer roadways for the motorists (and responders) in Northeast Florida.

As travelers hit the roads to enjoy sunny Florida in the month of July, the TMC worked over 3,700 events, 334 of which had at least one travel lane blocked. The Road Rangers assisted in an over 2,900 events.

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)359-6842 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 Manager



MARKETING

If this past month included one too many trips to the mall for you, I'm willing to bet you have school age children in your house. What's worse, after emptying your wallet to cover your child from head to toe in the latest fashion trends, you still had to run over to the mega mart and stuff their backpacks with everything from colored pencils to high end calculators. I swear we just bought one for my daughter that can launch unmanned space craft from remote locations in the far reaches of the Pacific.

Our 511 team also went to the mall this past month, but it wasn't to buy \$100 sneakers and Juicy Couture handbags. We went to join forces with the men and women in blue who protect our city. That's right, we teamed up with the Jacksonville Sheriff's Office for their annual Shadco Safety Fair at the Avenues Mall. I can tell that word of the 511 system is quickly spreading. After talking to mall visitors, we used to hear comments like, "Wow, I've never heard of 511. Maybe I'll check it out." Now we hear comments like, "511 saved me the other day. I was stuck in traffic and called the number. Thank goodness I was able to get around it and get to my meeting on time."



In addition to our mall visit, we also set aside some time earlier in the month to meet with local media. We discussed things like bridge wind sensors, the Road Ranger Safety Patrol, 511 and the future use of web cams in our 511

vehicle. Special thanks to News Director Mike McCormick and his Action News Team (CBS 47 and FOX 30), as well as Meteorologist Mike Prangley and News Director Kathy Williams from First Coast News (NBC 12 and ABC 25). Together we're making strides locally, keeping motorists informed of the latest traffic and weather conditions around Northeast Florida.



We'll round out the month by making visits to the I-75 and I-95 Florida Welcome Centers where we'll team up with the Florida Highway Patrol for their Hands Across the Border event. August has been a great month and we're looking forward to more opportunities to "spread the word" about 511 as the weather turns cooler!

Whatever you do to round out your summer travel plans, make sure you begin your trip with a call to 511. You can also log onto www.FL511.com or download our free 511 Traffic App. It's available for use with iPhone, iPad or iPod devices. Simply go to the iTunes store and search "Florida 511." As always, we welcome your comments, thoughts and suggestions.

Know before you go and keep moving!

Sherri Byrd
Marketing Manager



“WILL WRITE FOR FOOD”

Editor's Note: I am sad to report that not a single person has gotten their creative juices going to come up with a name for this column. Remember, the winner gets lunch at the Award Winning Food Truck “On the Fly”. Get those suggestions in...if you missed last month, read the article below and it will give you the “flavor” of this new feature that's meant to be fun, while somewhat transportation oriented.

Way, back in the day, I was fortunate enough to “survive” a youthful indiscretion in my early 20's.

Back in the day, after owning a Monza and a Cutlass Supreme Brougham, I dreamt of someday owning a Corvette! I thought I had hit the jackpot when a friend of mine fortunate enough to own one told me I could use it while she was out of town for a week. Ah, I can still picture it, white, red leather interior, t-top, amazing stereo and one huge engine!

At the time, I worked as a Lab Technologist, at Clay Memorial Hospital in Green Cove Springs, & part-time at Orange Park Hospital on Monday nights. I picked up my dream mobile that Monday afternoon and went on to work. I could barely work just waiting for eleven o'clock to arrive. I was out the door like a streak on the stroke of eleven. I immediately removed the t-tops, got the cassette of my favorite tunes out and hit the road.

Kingsley Avenue felt like it was 40 miles long as I observed the speed limit down to US 17. I made the right, headed south, and when I crossed Doctors Lake Bridge, I hit it, with Ted Nugent screaming out of the speakers. Now, understand, by “hit it”, I was probably doing about 80 mph. I had the highway to myself as I sang along with Ted, until suddenly, out of the blue, I hear (over the heavy metal) “what do you think you are doing”. I thought my heart was going to stop. I looked all around and saw nothing. I thought I must have imagined it...until

it repeated, **louder**. Was God talking to me? I looked over my left shoulder and could barely see the outline of an FHP vehicle with no headlights on.

Sidebar: *I was dating a Trooper at the time who will remain unnamed, and of course, knew that he was working the midnight shift that night. Unfortunately for the Patrol, they had just gone to a new type of car that they all thought were dogs. Small engine, no speed, maybe a Dodge Diplomat...*

I decided I'd have a bit of fun and punched the accelerator a bit, and left him behind. I slowed down and he gradually caught up, and over the PA said “You'd better pull over, now!”. I had turned the radio down and could clearly hear that it was my boyfriend. So, I did what any red-blooded twenty year old would do... I punched it and never looked back. I pulled in my driveway in Green Cove, and waited, and waited, and finally about 8 minutes later, my boyfriend arrived.

I was laughing like a hyena when he walked up, one glimpse at his face quieted me down. He didn't say a single word, but (you're not going to believe this) he pulled out his ticket book and then said, “Ma'am, could I see your driver's license and registration”. I flippantly responded “yeah, sure, honey”, which was obviously not the correct response. He then went on to lecture me for a good 30 minutes about how dangerous my escapade had been, and blah-blah-blah. It couldn't get any worse, right? Wrong! The porch light came on and my Mom comes out. He immediately told her what I did. I was in the doghouse with both of them for at least a week, but to this day I believe his ire wasn't about **my** speed, it was the fact that **he couldn't catch me!** I did something stupid, but, luckily, God watches over fools. For the record, I no longer want a 'vette, just a fully restored AC Cobra 427.

Penny Kamish



ITS Calendar of Upcoming Events

FIRST COAST TIM MEETING

SEPTEMBER 18, 2012; 10AM

FDOT URBAN OFFICE TRAINING CENTER – 2198 EDISON AVENUE- JACKSONVILLE 904-360-5400

ALACHUA TIM MEETING

OCTOBER 10, 2012; 10AM

FDOT GAINESVILLE OPERATIONS OFFICE – 5301 N.E. 39TH AVE- GAINESVILLE 352-381-4300

TRANSP0-2012

OCTOBER 28-31, 2012

HYATT REGENCY COCONUT POINT, BONITA SPRINGS, FLORIDA



www.fl511.com

FDOT DISTRICT 2 ITS STAFF

Donna Danson

ITS Operations Project Manager

904.360.5635

Donna.Danson@dot.state.fl.us

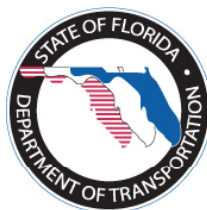


Kevin Jackson

ITS Field Specialist

904.360.5454

Kevin.Jackson@dot.state.fl.us



John Kell

ITS Construction Project Manager

904.360.5455

John.Kell@dot.state.fl.us



Peter Vega

District 2 ITS Engineer

904.360.5463

Peter.Vega@dot.state.fl.us

