



# MARCH MADNESS



*Are you still in the running?*



### **NOTES FROM THE DISTRICT 2 ITS ENGINEER**

There is probably way too much that went on during the month of March to get into the nuts and bolts so I will stick with the most exciting event during this time. The other things that occurred this past month are a continuation of what's been mentioned in February so an update will be forthcoming over the next several newsletters. Instead I want to delve into the Regional Integrated Transportation Information System (RITIS) that is now available for use by Florida DOT and their partners. RITIS is developed and managed by the University of Maryland's Center for Advanced Transportation Technology Lab (CATT Lab) that was established in 2002. Their work spans many disciplines including ITS, law enforcement, network security, private business, safety, homeland security and defense.

RITIS has been used by several Atlantic Coast States over the past few years and Florida DOT was approached about two years ago with an opportunity to join the effort. The positives were that this was a proven technology at the time of their inquiry and an archiving system for our program was sorely needed by our Department for detailed analysis of incidents and data. Previously the Department was working with the University of Florida in developing our own archiving system called STEWARD (Statewide Transportation Engineering Warehouse for Archived Regional Data). Unfortunately this system was years away from producing the data necessary for FDOT use thus RITIS seemed like a viable option due to the strength of its features. The Central Office ITS division entered into a contract with the CATT Lab to develop a Florida specific archiving system for our data.

The Lab used lessons learned during their development of other DOT archiving deployments to create a system we could use

that was ready in just a few months. The site provides information for each incident the TMC handled, report summaries generated by SunGuide and vehicle detection data. We are also able to determine the validity of the data being generated from detectors, hence providing an additional tool for us to QC our operations.

During the Statewide ITS Working Group meeting in March we discussed the features currently being offered by RITIS and those that were desired in the future. The objective of the Department's archiving system was to provide a "one-stop shop" for information mentioned above as well as data related to Roadway Safety and Planning. All of this information would not only be beneficial to Department Staff but also to consultants and contractors who may want to utilize this data to plan their approach in competing for future roadway projects.

The target audience for RITIS is ITS personnel, Traffic Engineers, Consulting firms, Incident Response partners, Researchers, Designers, Municipalities and Planners. The information that can be generated from our data will be a very powerful tool for these entities since it provides the "big picture" of roadway operations on a daily basis. For instance, they can pull vehicle detector speed, travel time, volume and occupancy data for sections of a roadway (or the entire system) over a period of a day, week, quarter, year, etc. They can parse this data down to certain days of the week, particular times of the day and over the course of several years this data can be utilized to analyze the performance of our interstate system within the criteria set in their project.

Another feature that is very useful involves analysis of incident data. This data pulls reports from SunGuide to draw a timeline of what occurred. It incorporates information such as;

Continued on following page



### **NOTES FROM THE DISTRICT 2 ITS ENGINEER CONTINUED**

notification time, response time, arrival time, lane closures, roadway clearance, dynamic message signs used, messages used, impacts to travel lanes, etc. When looking at the timeline the lanes upstream of the incident area can be examined to determine impacts to traffic by use of a heat map. It sort of looks like thermal imaging on a lane by lane basis with red in the congested lanes, orange for impacted lanes and green for non-impacted lanes. It provides a “picture” of what occurred during the incident that will be beneficial for analysis by TIM team members. This information can be used for incident debriefs, examination of TMC operator performance and examination of roadway sections that may be of concern due to multiple events within the general location.

I have provided a few snapshots (following page) to provide an idea of what is mentioned above. The key benefit is that this capability never existed in the past; hence most incident analysis had to be pieced together from multiple resources. This was very time consuming, cumbersome and costly for our office with an estimated effort of three days to put it all together for one incident. RITIS has resolved this concern by generating the information in a matter of minutes, thereby expediting and improving the process of evaluating our performance during an incident.

I'm hopeful that within the next year we will also be able to provide data from our Planning and Safety Offices using RITIS. I am also pushing for them to begin providing data from our arterial roadway system since we have arterial dynamic message signs, BlueToad detectors and Safety data along these corridors. Over the past year I've examined the data being produced for Atlantic Coast States and am

encouraged on what can be produced in the future. Some of these States provide traffic signal, weather construction information that will also be helpful in examining roadway conditions. The ultimate goal is to have this “one-stop shop” available in the next two years for usage by our Transportation partners.

One other March event to note is the advancement of our TSM&O (Transportation System Management and Operations) research. Metric Engineering is performing a statewide analysis on current conditions for arterial roadway operations and will produce a white paper that will assist in determining what shortfalls currently exist. The goal is to shift gears to a performance measures based analysis of arterial roadway maintenance and operations. The Department has spent an enormous amount of funds on upgrading systems and technology across the State so now is the time to put it to full use. The goal is to get a clear understanding of our current status so that we can examine the potential of signal retiming or even adaptive control along some corridors.

The report should be available for review in April with an anticipated “unveiling” to the Department’s Executive Committee sometime this summer. After that time will tell if the TSM&O program will take off like the ITS program did 12 years ago or if it will be tabled until later years. The objective is to produce a fully functional transportation system network that addresses not only Interstates but arterial roadways as well.

Pete Vega  
District 2 ITS Engineer



**NOTES FROM THE DISTRICT 2 ITS ENGINEER CONTINUED**

**RITIS Chart Examples**



**Incident Report in RITIS**

	A	B	C	D	E
1	zone_id	measurement_start	speed	volume	occupancy
2	110342	2013-03-20 00:00:00.457000-04:00	63.50	4	0.67
3	110342	2013-03-20 00:00:40.457000-04:00	61.20	5	1.67
4	110342	2013-03-20 00:01:00.457000-04:00	61.57	7	2.33
5	110342	2013-03-20 00:01:40.457000-04:00	66.40	10	2.67
6	110342	2013-03-20 00:02:00.457000-04:00	64.67	3	0.33
7	110342	2013-03-20 00:02:40.457000-04:00	64.29	7	3.33
8	110342	2013-03-20 00:03:00.457000-04:00	63.30	10	4.00
9	110342	2013-03-20 00:03:40.457000-04:00	62.67	6	2.67
10	110342	2013-03-20 00:04:00.457000-04:00	65.20	5	1.00
11	110342	2013-03-20 00:04:40.457000-04:00	62.50	6	2.67
12	110342	2013-03-20 00:05:00.457000-04:00	64.00	8	3.33
13	110342	2013-03-20 00:05:40.457000-04:00	64.67	3	0.33
14	110342	2013-03-20 00:06:00.457000-04:00	68.78	9	2.67

**Tabled Data for Detectors**





## **NORTH FLORIDA TPO**

Projects involving funding support from the North Florida Transportation Planning Organization (NFTPO) are moving along steadily. The Philips Highway project is completed and the existing Arterial Dynamic Message Signs are being used on a daily basis for various events. The resurfacing contract at the south end of Philips Highway is still impacting our ability to communicate with some equipment but this issue should be resolved in late April. The Airport Road project should be completed within the next 30 days while the Jaxport project should begin in the next 60 days.

The arterial dynamic message sign project along various corridors is nearing completion. There is one location where a bad foundation was poured and is currently being replaced by the contractor. The anticipated date of final acceptance is sometime in May. Once this project is completed, we can begin to utilize this equipment to reroute traffic around major incidents along I-95.

The RTMC project is progressing with the team addressing spacing requirements in the facility. So far so good on the projected square footage and project cost. The site plan currently shows the capability to handle a 25,000 square foot facility with ample parking so this also should not be a hindrance. The next step is to have the architect, Clemons-Rutherford provide a sketch of the building spacing allotment so that we can determine if there is functionality for operations. After that it's all downhill as we begin to work with the Construction Manager at Risk on coordinating a work plan to erect the building. Our team has tried to keep this project straightforward by avoiding the normal variability created during the design of an RTMC.

For instance our video wall will utilize commercial "off the shelf" components that involve a simple mounting design for the plasma or LCD televisions. Most TMCs use rear projection type technology which will cost an arm and a leg. We are avoiding this type technology because it will eventually lead to high maintenance costs that are undesirable during current economic conditions. We are also stationing operators/dispatchers in a "pod" type situation with a multi-agency team working together for certain sections of our roadway system. This is different from other TMCs that have each agency separated by sections, hence leading to problems during the response to an incident.

The work involved with this project has been very exciting and by this summer I hope to unveil some aspects of construction that can provide a clearer picture for our audience. We are still targeting the end of 2014 as the occupy date for this facility however I am hopeful that the experience the CM@Risk firm brings to our project will allow us to expedite construction. Keeping it simple will help and continuing with our major coordination efforts should ease the pain as we proceed with this project.

Pete Vega  
District 2 ITS Engineer





### **CONSTRUCTION**

The contractor for the Phase 7 Project on the I-295 East Beltway, starting at Atlantic Boulevard and going North to the I-95 Interchange, has been working on finishing conduit installation and completing the installation of power services. The installation of conduit on the bridges was completed, which could have been a major obstacle in completing the project. The contractor will soon be installing the 3 CCTVs, one MVDS and one Weather Sensor on the top of the Dames Point Bridge. DMS Structures are anticipated to be delivered by the end of March, which will allow the contractor to erect the remaining DMS in preparation for connection to power and fiber optic cables. Completion of this project is anticipated in the Summer of 2013.

The Phase 8 Project, on the I-295 West Beltway from I-10 to the I-95 North Interchange, is nearing completion. The contractor has completed their device testing and the Systems Manager has started to integrate the devices into the ITS Network. The contractor is currently working throughout the project limits to make sure that all work is completed and there are no unresolved issues remaining. This project is anticipated to be completed in the next few months and will complete the installation of ITS along the I-295 Western Beltway.

The contract award for the Phase 9 Project, on SR 9A from Atlantic Blvd going south to the southern SR 9A/I-95 Interchange, is currently awaiting a ruling on a protest. Resolution of the protest is anticipated within the next few months.

The Philips Highway (US 1) Project, on US1 from Greenland Road going north to Wishart Road has completed the Operational Testing portion of the contract. The burn-in period was about to begin when the fiber optic cable along Philips Highway was cut by a contractor working on another project. ITS personnel are working

on a way to complete the burn-in period so that this project can be accepted.

The Arterial Dynamic Message Sign (ADMS) Project is installing ADMS on several of the major local roadways around the southern portion of Jacksonville along I-95. The contractor has started installing foundations for the signs and should be completed with foundation installations within the next two weeks. Work also continues on installing the power services from the utility provider to the ADMS sites. This project is on schedule to be completed in late summer.

The Airport Road contract, which will install fiber optic cable along Airport Road to connect the FDOT District 2 ITS Network with the Jacksonville International Airport, began construction on February 1<sup>st</sup>. Crews are currently directional boring under the roadways within the project limits to install the conduit under the pavement. Once directional boring is completed, the crews will complete the conduit installation by trenching in conduits along the roadway and coupling it with the conduit installed by directional boring. This project is anticipated to be completed by the end of 2013.

The design for the I-75/US 441 project in the area of Payne's Prairie is progressing well and this month the design schedule has been pushed up by a month. This project will install CCTVs, DMS, and vehicle detectors from CR 234 in Micanopy to SR 121 (Williston Road) in Gainesville. Infrared CCTVs and visibility sensors will also be installed along Payne's Prairie on both roadways. This project is anticipated to be under construction in early 2014 and completed by the end of 2014.

John Kell  
District 2 ITS Construction Project Manager



### MAINTENANCE

As detailed in previous Newsletters, the ITS Maintenance Contractor, Traffic Control Devices (TCD), has been doing a great job of keeping the ITS devices operational over the past few months. This month was no exception as the device availability for all types of devices was over 99%. When responding to a device issue, TCD has found any of a number of various issues either with the device itself or with power or communications to the device. This month a communications cable for the Microwave Vehicle Detector Station (MVDS) south of University Boulevard failed causing TCD to get a trouble ticket for that MVDS. TCD personnel went to the site to troubleshoot the device and through the troubleshooting found that the cable was not allowing data to travel through the cable. The ITS Maintenance section has numerous spare parts, equipment and cables in their storage rooms at the FDOT Urban Office, so TCD personnel picked up a spare cable from FDOT and restored communications to the device by pulling out the old cable and pulling the new one in and making the connections. Although this work may not sound exciting or be very glamorous, it is one of the key items that keeps our ITS System operating at such a high level.

Another very important task performed by TCD is locating the power and communications cables for the ITS System. When contractors are performing any work which requires them to dig into the soil, they are required by Florida law to call in a utility locate request. All companies and agencies who have utilities within the area of work covered under the locate request must then "locate" their underground facilities by marking the running line with paint and flags. Although FDOT is not required to locate their own facilities within their Right of Way, the ITS Section does locate the power and communications lines in an effort to avoid extended system downtime due to damage to

power or communications to the devices. Throughout the month, TCD has been locating the ITS facilities in the area of the Overland Bridge Project. This project will be impacting power services and the main fiber trunk line throughout the project area. The contractor is aware of the ITS utilities and has made sure the project design impacts the ITS system as minimally as possible. TCD and others within the ITS Section will continue to work with the contractor throughout the project to ensure the ITS system is operational to the fullest extent possible.

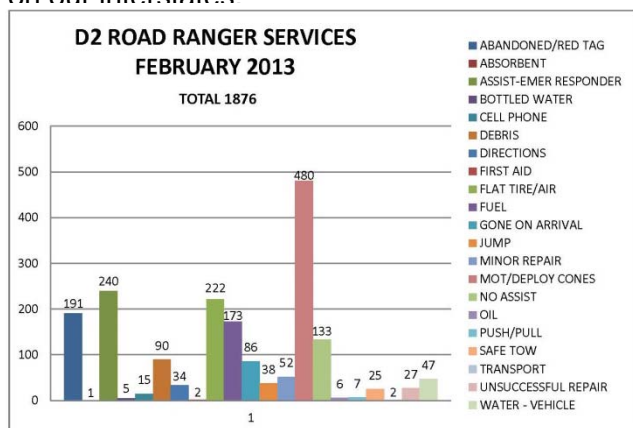
Two other items the ITS Maintenance Section has been working on this month are establishing power for the wireless connection across the Intracoastal Waterway on Beach Boulevard and installing BlueTOAD devices on SR 21 (Blanding Boulevard). The installation of the wireless connection across the Intracoastal Waterway on Beach Boulevard was discussed in last month's Newsletter and the issues we have had obtaining power from JEA were detailed. There has been little progression towards getting the power service established throughout the month, but we are being persistent in our efforts to get this wireless connection established. The installation of BlueTOAD devices has been discussed in several of the Newsletters throughout the past year. This month the devices have been installed on Blanding Boulevard in portions of both Clay and Duval Counties. The devices will provide travel times along the corridor, which can then be posted to the Dynamic Message Signs to alert travelers of areas of congestion. TMC and Clay County Operators can also use the devices to note traffic slowdowns and then use the previously installed CCTV cameras to find possible accidents or other traffic issues.

Kevin Jackson  
ITS Field Specialist



**ROAD RANGER UPDATE**

In February 2013, Road Ranger operators assisted 1876 stranded motorists and incident responders keeping our interstates safer. However, even using proper maintenance of traffic and equipment, there is sometimes a cost to our Road Ranger operators. Several Road Ranger operators have been involved in crashes (more information to be reported in next month's issue). For this reason, Road Ranger operators attend a monthly safety meeting where emphasis is put on their protection while working on our interstates.



**RISC – Rapid Incident Scene Clearance – Update**

University Towing was called for a RISC incident on March 12<sup>th</sup> at 5:08 A.M. on I-75 NB at mile marker 406. A semi and a Ford passenger vehicle crashed causing all lanes to be closed. The debrief meeting for this incident will be held at our next Alachua-Bradford Traffic Incident Management Team meeting on April 10<sup>th</sup>, but according to all records it appears the bonus will be paid as all timelines were met and lanes were opened per our Alachua-Bradford *Local Open Roads Policy*. Thank you University Towing for being such an active Team Member!

**FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**

The First Coast Traffic Incident Management Team held its monthly meeting on March 19, 2013, at the Florida Department of Transportation Urban Office Training Center at 10:00 AM.

The following agencies were represented: Metric Engineering, JTA, FDOT ITS, City of Jacksonville Emergency Management, FDOT Public Information Office, City of Jacksonville Environmental, Transfield, FDEP, FDOT Emergency Operations Center, FDOT Maintenance, St. Johns Sheriff's Office, KCCS (Overland Bridge), Road Ranger Service Patrol, Southern Towing, Walt's Wrecker, John's Towing, Nassau Sheriff's Office, Jacksonville Sheriff's Office, North FL Sales, and St. Johns County Office.

After debriefing and studying the performance measures of the incidents that occurred in the last two months, a Safety Module from our Team's *Time4Safety* video was presented.

At 8:30 AM, before our First Coast TIM meeting, several members joined a webinar with members of the Federal Highway Administration to review the Team action items developed at the FHWA Jacksonville, FL Advanced TIM Workshop. From this follow-up meeting, we learned areas we, as a Team, can continue to advance in our incident management practices. A full report will be sent out to all members in a couple of months. Thank you all for helping our Team grow!

Donna Danson  
District 2 ITS Program Manager





**ALACHUA /BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**

Our Alachua-Bradford TIM Team meeting will be held on Wednesday, April 10<sup>th</sup> at the FDOT Gainesville Operations Office at 5301 N.E. 39<sup>th</sup> Ave. at 10:00 A.M. We will be addressing the upcoming TIM Responder Training that Bruce Strickland and the training task team are in the process of developing.

Immediately following the meeting, the Team Members will conduct the Rapid Incident Scene Clearance (RISC) debrief for the March 12<sup>th</sup> incident. Please mark your calendar to attend this meeting.

**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.*

NOW AVAILABLE DISTRICT 2 TRAFFIC INCIDENT MANAGEMENT TEAM WEBSITE:

<http://jax511.com/D2TIMwp/>

**TRAFFIC INCIDENT MANAGEMENT 2013 MEETING SCHEDULE**

**FIRST COAST TIM TEAM MEETING**  
**FDOT URBAN OFFICE TRAINING CENTER**  
**2198 EDISON AVENUE- JACKSONVILLE**  
**904-360-5400**

**MAY 21, 2013**  
**JULY 16, 2013**  
**SEPTEMBER 17, 2013**  
**NOVEMBER 19, 2013**

**ALACHUA/BRADFORD TIM TEAM MEETING**  
**FDOT GAINESVILLE OPERATIONS OFFICE**  
**5301 N.E. 39<sup>TH</sup> AVE- GAINESVILLE**  
**352-381-4300**

**APRIL 10, 2013**  
**JUNE 12, 2013**  
**AUGUST 14, 2013**  
**OCTOBER 9, 2013**  
**DECEMBER 11, 2013**

Donna Danson  
District 2 ITS Program Manager





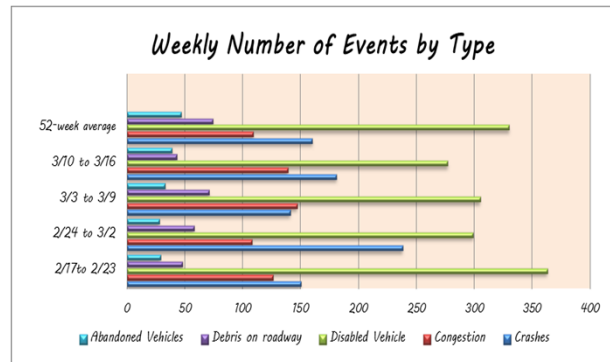
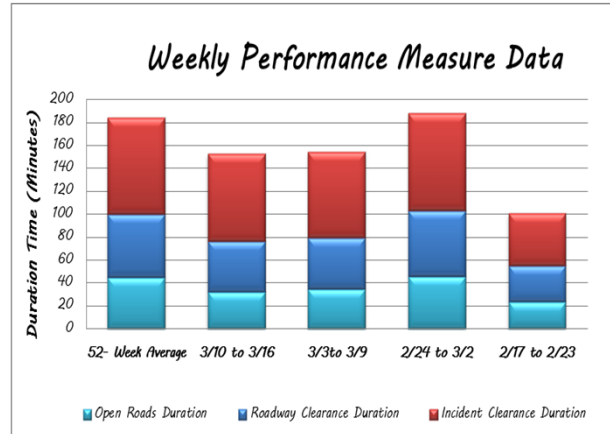
**PERFORMANCE MEASURES**

The last week of the month of February seemed to have a noticeably higher roadway and incident clearance duration when compared to the other weeks shown on the chart below. This may be attributed to 2.23 inches of rain reported in the Jacksonville area on Monday, February 25<sup>th</sup>, when no other significant amount of rainfall was observed for the other weeks.

According to the data collected from SunGuide, 238 crashes were reported in the same week, which are substantially larger than the yearly average of just 160. A chart is provided bellow to better illustrate the type and number of events for the past few weeks. Even though the number of crashes increased substantially during this particular week, possibly due to the heavy rain and motorists not paying due care to the inclement weather, the incident clearance and roadway durations follow a very similar trend when comparing them to the yearly average.

On another note, daylight savings time appeared to contribute to larger open roads duration for Interstate 10 beginning the week of March 10<sup>th</sup>. Drivers were most likely becoming accustomed to the altered sunlight as they left the downtown area in the afternoon P.M. peak hours. All other major roadways show lower or nearly the same open roads duration when compared to the 52-week average.

Diana Rivas  
Metric Engineering



Performance Measures by Roadway		
Roadway	3/10 to 3/16	52-week average
<b>I-10</b>		
Events included in Performance Measures	4	6
Open Roads Duration(min)	74.6	63.4
<b>I-295</b>		
Events included in Performance Measures	11	12
Open Roads Duration(min)	28.2	38.5
<b>I-75</b>		
Events included in Performance Measures	2	4
Open Roads Duration(min)	55.7	52.6
<b>I-95</b>		
Events included in Performance Measures	20	16
Open Roads Duration(min)	27.5	45.3
<b>SR-202</b>		
Events included in Performance Measures	3	2
Open Roads Duration(min)	31.7	33.5
<b>SR-9A</b>		
Events included in Performance Measures	8	6
Open Roads Duration(min)	21.9	38.6



**MARKETING**

Year after year we see familiar faces at the Gate River Run, and this year was no exception. Some of those familiar faces came fresh off the starting lineup of last month's 26.2 with Donna Marathon to Finish Breast Cancer, and some of those familiar faces were returnees from last year's River Run.

The 511 Marketing Team was ready to greet them, again this year, with a friendly smile and a turn of the prize wheel, where in addition to all the great services they're already accustomed to, we were also able to tell them about our newest arrival (one that is currently undergoing testing before being released to the motoring public)... and that is, the addition of our 511 phone app for Android! There's something about the mention of this that makes people want to instantly produce their phone, first offering proof of its existence, and second, willing the app to hurry along so they can download it onto their mobile device and impress their friends with it. "I had it first!" you can almost hear them say. Hey, that works for us! By all means, PLEASE brag about this latest app to all of your friends! But as you do, be prepared to hear the iPhone users say, "But WE had it first!"

Speaking of the technically savvy crowd, we're rounding out this month with visits to the I-95 and I-75 Florida Welcome Centers to greet Spring Breakers as they cross the state line. Then next month, we'll make our annual trek over to Bishop Kenny High School for the Healthy Lifestyle Fair, where we typically end up talking to around 900 students in just six hours! I don't know why everyone thinks teenagers are so tight-lipped. They're willing to share once you get them going!

Wherever you're headed for Spring Break and even into the summer months, make sure your

trip begins with a call to 511. You can also log onto [www.FL511.com](http://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



Two of our "wheel spinners" at the Gate River Run Expo, above, and long lines awaiting their turn, below





## OPERATIONS

Traffic Incident Management (TIM) is defined by FHWA as "The systematic, planned and coordinated use of human, institutional, mechanical and technical resources to reduce the duration and impact of incidents and improve the safety of motorists, crash victims and incident responders." Traffic Incident Management includes many Stakeholders including Law Enforcement, Fire/ Rescue, the TMC, DEP, Towing & Recovery and Road Rangers to name a few. The goal of the TIM Team is to increase driver and responder safety, relieve congestion, improve large-scale event preparedness and reduce emissions.

Secondary crashes are a major problem nationwide that the TIM Teams in District 2 continue to work on. The secondary crash is usually more severe than the initial crash that Incident responders have been dispatched to. The likelihood of a secondary crash increases 2.8% each minute the primary event is in a precarious situation. A well organized and prepared TIM Team reduces that window and as a result reduces the risk of secondary crashes. Florida implemented their 90 Minute Open Roads Policy where the clearance of all travel lanes is required in 90 minutes or less. This initiative supports Florida's objective of maintaining safe and reliable roadways for their motorists.

FDOT District 2 is no different than the rest of the Nation when it comes to dealing with secondary crashes. The TIM Team continues to work on reducing these but the truth of the matter is there is no way to completely prevent them. Senate Bill 52 (Distracted Driving Legislation 2013) would outlaw texting, e-mailing and instant messaging for all drivers in Florida. However, hands-free texting and use of devices for navigation would still be permitted. This bill

would assist with driver awareness and would increase safety for other motorists and incident responders. In 2013 alone, District 2 has had over 280 secondary crashes on our interstate system. I cannot fathom the total count if the First Coast and Alachua TIM Teams were not as strong as they currently are.

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. The 511 iPhone App is currently available and please feel free to contact me if you would like to Beta test the Android 511 App. Remember the story above and

**"Know Before You Go! Dial 511".**

**Ryan Crist  
TMC Manager**



[www.FL511.com](http://www.FL511.com)





**ITS Calendar of Upcoming Events**

Transportation Society of America's (ITS America) 23rd Annual Meeting and Exposition  
April 22 - 24, 2013  
Gaylord Opryland Hotel and Convention Center, Nashville, Tennessee



[www.fl511.com](http://www.fl511.com)

**FDOT DISTRICT 2 ITS STAFF**

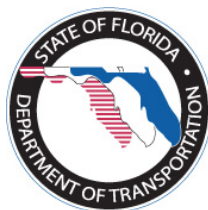
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