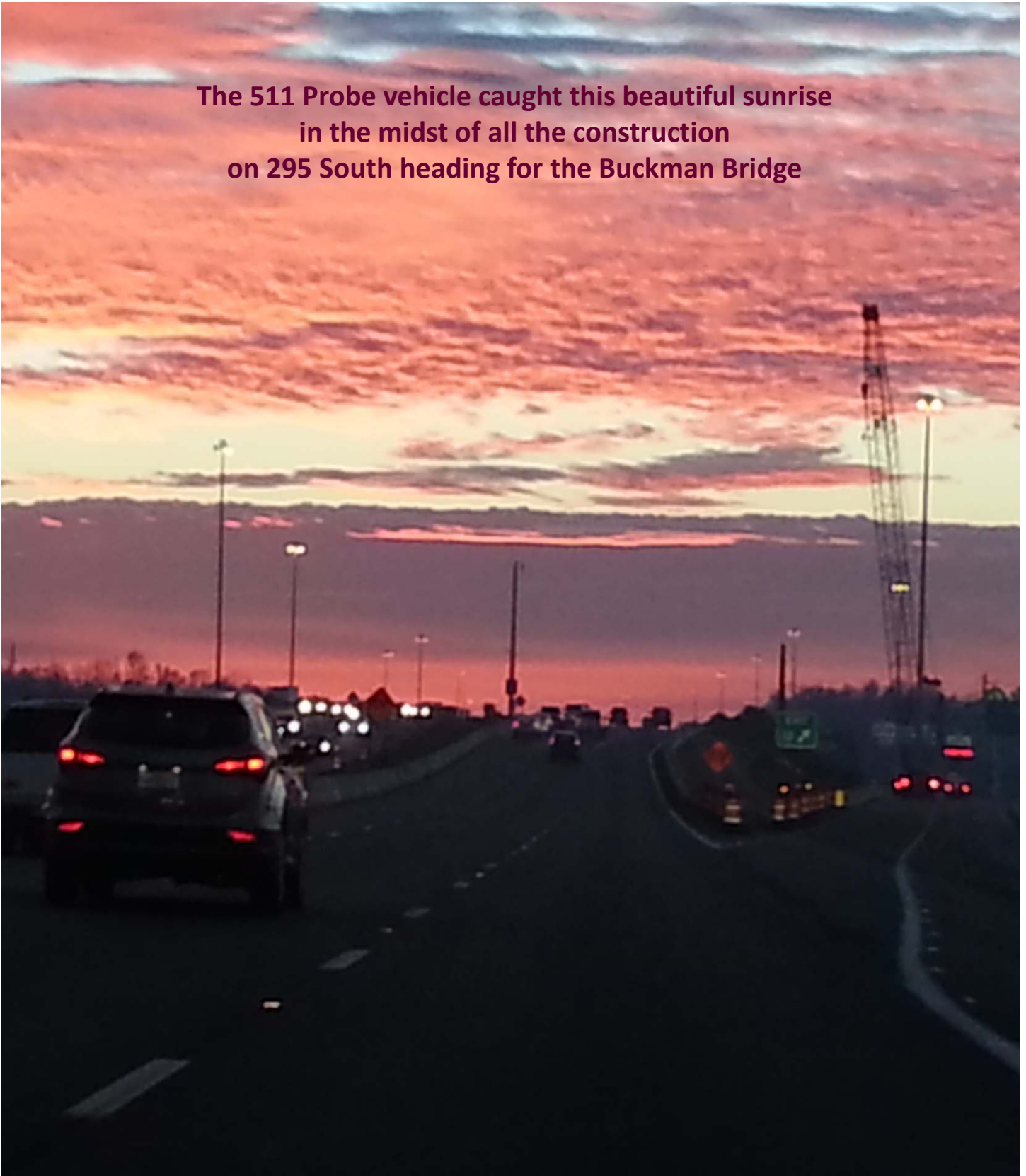




**The 511 Probe vehicle caught this beautiful sunrise
in the midst of all the construction
on 295 South heading for the Buckman Bridge**





NOTES FROM THE DISTRICT 2 ITS ENGINEER

The month of February began as a very educational and expensive experience for me, yet I learned there is always good with the bad. On February 4th my day couldn't have gone any better. Got my morning tasks done fast enough where I would actually make it to the Alachua MPO meeting on time for once (hint: if you've ever been there during the day, finding a parking space in downtown Gainesville is a bear!). I must have been on a roll that day because I thought I wouldn't be headed back to Jacksonville until around 5 PM. Instead, they allowed me to present earlier in the meeting which led to my departure from Gainesville at 3:30 PM. As I was headed back I thought "That was great. I get to go home on time, have an awesome dinner and can get to bed at a decent hour for once!"

So, I get back to the office early enough to check my e-mails and then head out a little after 5 PM. As luck would have it traffic was light on I-95 for once so I was in the homestretch when I crossed Butler Boulevard in the middle lane. Along the way I'd noticed a Road Ranger assisting a motorist near Emerson and thought "aw man, it sucks for them!" Right before Baymeadows Road I also noticed a distraught business woman whose van had broken down on the right shoulder. I considered stopping to assist and unfortunately could not make it over in time but I knew the Road Ranger would be there in no time at all.

Keeping this situation in mind I decided to get over into the right lane in case another potential customer needed the services of our program. As I went over the Baymeadows Road overpass I realized that my pick-up truck began to buck like a Bronco, the odometer acted as if it was possessed by spirits and my futile attempts to give the vehicle more gas was to no avail. So,

the following thoughts immediately came to mind... "uh-oh, SO MUCH for a day of perfection! Aw crap, I'm at least third in the queue for a Road Ranger!"

As I pulled onto the right shoulder I realized the Road Ranger wouldn't be able to help anyway so I called my insurance company to utilize the roadside assistance program I pay for monthly but hoped to never use. As I hung up the phone I noticed in my rear view mirror that there was a Road Ranger pulling up behind me. Now that was an unexpected surprise! Since I was stuck there for a while I thought "what a perfect opportunity to put this Road Ranger through the ringer." Okay, so let's play stupid and see if he approaches on the driver's side of the vehicle like we've always told them **NOT TO**. What? Where the heck is he? I can't see him in my side mirror.

At that same moment the Road Ranger knocked on my passenger side window and asked me to roll it down (let the fun begin!). Once I realized he was new to the program I thought this kid isn't going to know what hit him. Playing stupid throughout (trust me when I say it's not a hard thing for me to do) I let him lead me through the experience of roadside assistance by a Road Ranger. First thing I noticed was that he situated the service vehicle exactly how we'd taught him. He then proceeded to ask the proper questions to help narrow down my problem. Once he realized he could not assist I was offered the free phone call or ride to a safer location off the interstate. HE NAILED IT!

About that time the tow truck came pulling up and the Road Ranger figured his assistance wasn't needed anymore. He wished me luck and headed back to his vehicle but I had one more trick up my sleeve. I shouted "hey, I know



NOTES FROM THE DISTRICT 2 ITS ENGINEER CONTINUED

you guys from the newspaper story! Aren't you supposed to give me a comment card to fill out?" As he came back he said (with a sad look in his eyes) "yes, but I wasn't really able to help you." He gave me a card to fill out and that's when I let the cat out of the bag! His face turned flush red as he feared "did I screw up?" Boy was he relieved when he saw that I gave him high praise for his assistance.

This brings me to the reason for sharing my enlightening experience. Each and every day Donna and I try to provide motorists traveling through Jacksonville with the safest roadway trip possible. To accomplish this we conducted countless hours of Road Ranger training, examined daily reports to the max and encouraged the use of lessons learned at each month's safety meeting. I will admit that we are not always perfect, but now that I've gone through such an event it showed that all the hard work has paid off. We honestly could have never pulled it off without the willingness of the First Coast Road Rangers ownership, Greg and Marshall, who put safety and customer service first above all else.

I hope none of you ever have to endure a similar situation but if so, rest assured that you will receive the best and most helpful Road Ranger service offered in the State of Florida. By the way, are you wondering what the repair cost was for my vehicle? Let's just say I'll have to wait another year before I can take advantage of my tax return to buy a new set of golf clubs.

I've been so busy these past few weeks that I didn't get a chance to write my article until after the Daytona 500 weekend. My congratulations go out to Jimmie Johnson for his win in a very exciting race. Likewise, I need to give "props" to the team that made the movie *Argo*. A final

shout out to the Monster Truck Jam participants and Grave Digger on their continued sell out at the Stadium.

I mention this because it's that moment when things pick up for us at the TMC. The Daytona 500 and Monster Truck Jam generate the heaviest amount of traffic for Jacksonville at any time during the year. This is the starting point for a very busy season of traffic since it's when motorists head down to the races in their motor homes, snowbirds begin to head back north, Spring Breakers find their way to Florida and the rains begin to create havoc on the roadway. Top it off with several on-going construction projects on the Interstate System and you can realize that this will be a very busy 2013.

One final note is to let everyone know that a beloved co-worker, Mr. Al Moyle, has finally retired from the Department. Al was a tremendous supporter of our program and is the reason we are so successful today. He allowed one of his most valued Project Managers, John Kell, to join the ITS office so that he could manage a plethora of ITS projects that hit us over the past couple of years. Without the cooperation and leadership of Al we could have never pulled this off. Here's hoping we can share fond memories on the Golf Course in the very near future.

As promised last month, the newest member to the TMC family is Donna's new granddaughter, Katerina Alexis Vito, born 1/24/13, and weighing in at 8'8". Mom and baby are doing well!

Pete Vega
District 2 ITS Engineer



NORTH FLORIDA TPO

The North Florida Transportation Planning Organization (NFTPO) projects are steadily winding down and picking up over the next few months. Philips Highway is in the testing mode right now while the Arterial Dynamic message sign and Airport Road projects have picked up the pace. We will begin the Jaxport and US 17 projects later this year while completing the TSP deployment for JTA by the end of April. The NFTPO's System Manager, DRMP, has begun to meet with local agencies to assist with the update of their communications system configurations. This is vital since recent budget cuts by local agencies have impacted their ability to handle such tasks with the currently reduced staffing levels. This will be the main focal point for DRMP over the next couple of years so that we can optimize the performance of what's already been deployed.

This past month I had the opportunity to present the status of NFTPO projects to the Board. As I stood at the podium I became overwhelmed with pride on what this organization has done for the North Florida region in regard to transportation management. As I went through the projects I attempted to tie it into the overall transportation management capabilities that would arise. Jeff Sheffield and I tried to keep the presentation to 10 minutes but after the 30 minute mark had passed I realized the Board was very interested to know how their investments were doing. Numerous questions were asked and the responses I gave seemed to satisfy their curiosity.

I mentioned the national attention this region has received for the bridge wind sensor and BlueToad deployments, as well as the worldwide webinar I participated in for Thinking Highways magazine to explain Jacksonville's traffic

management program. The same holds true for the investments they have made with the ports, transit and traffic signals. Each of these investments will pay huge dividends down the road and will truly make this region the "Logistics Capitol" of Florida. The *Coup de Gras* of all this will be the RTMC project that is currently under design. Once I put all the pieces together I could see that the Board members understood the big picture of their projects.

Once I wrapped up there were an overwhelming number of questions on what the next step should be for the program. I explained that the Department is addressing this through the new Transportation System Management and Operations (TSM&O) program. This is the part of the puzzle that will connect all the dots and allow the Department to have a fully coordinated program that can properly manage traffic within a region.

Our next goal is to schedule another North Florida ITS Coalition meeting so that we can assess the damage of the most recent budget cuts. Each public agency, law enforcement and emergency responders has experienced some drastic changes in their program over the past couple of years. Our job will be to figure out a way to get around all of these challenges.

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 1st. 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.

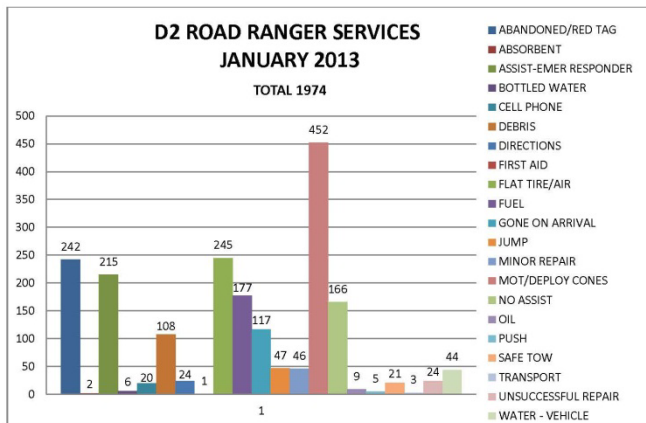
Two other items the ITS Maintenance Section has been working on this month are establishing power for the wireless connection across the Intracoastal Waterway on Beach Boulevard and installing BlueTOAD devices on SR 21 (Blanding Boulevard). The installation of the wireless connection across the Intracoastal 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

Not to be mistaken for the Pony Express, our Road Rangers are “there” in spite of rain, snow, sleet, heat or storm. Road Ranger Operators will be on patrol to assist no matter what! In January 2013, the Road Ranger Operators supplied 1974 assists to stranded motorists and incident responders keeping our interstates safer.



If you are an incident responder and have received assistance from one of the Road Ranger Operators, please take a moment to complete the on-line survey [“Statewide Road Ranger Survey for Incident Responders”](https://www.surveymonkey.com/s/201213RoadRangerSurveyForIncidentResponders) by clicking on the following hyperlink <https://www.surveymonkey.com/s/201213RoadRangerSurveyForIncidentResponders>

If you need a hard copy of the survey for distribution please contact Patrick Odom at patrick.odom@dot.state.fl.us or (850) 410-5631. Should you have any questions or concerns regarding the 2012/2013 “Statewide Road Ranger Survey for Incident Responders”, please contact Patrick Odom at (850) 410-5631. Deadline for completing this survey is March 8, 2013.

RISC – Rapid Incident Scene Clearance – Update

The new year started out with 2 RISC incidents within the first 24 days. University Towing was called out on January 5th and January 24th. On the 24th University successfully responded to a crash involving 2 semi trucks and a Mercedes. The RISC incident on January 5th was quite different!

In our District between our 4 RISC Contractors we have encountered many challenges. For example, log trucks with logs all over the interstate, a UPS truck that slid down the hill at Roosevelt, beer spilled all over I-95 near Atlantic, etc. Our RISC Contractors have successfully handled many diverse situations. HOWEVER, on January 5th, RISC Contractor University Towing was involved in quite a different type load! A cattle truck hauling 32 prize BULLS lost control, turned over and partially split. Needless to say, the surviving bulls were upset, confused and quite angry! While the cattle trailer was out of the lanes of the interstate, four angry, scared bulls decided to stop traffic a few times. Responders learned quickly that bulls DO NOT RESPECT THE LAW! To see exactly how this incident went down you can go to “U-Tube” and search “I-75 Bull”. As with all our RISC debrief meetings, there were quite a few “lessons learned” and “action items” with this incident:

- Never wave a flag at an angry bull – even if it is not red.
 - RISC Contractors should include “Cattle Roping” in their Operator Training.
 - Never try to coax an angry, scared bull to follow you.
 - Be prepared for anything on our interstates.
- AND LAST BUT NOT LEAST.....
- **Bulls do not respect a badge or blue lights!**

On a serious note, one Alachua County Sheriff’s Officer was injured but at last check, is doing okay.



RISC – Rapid Incident Scene Clearance – Update

Our thanks go to all the responders that assisted with this unusual incident. Because of the help from our Team Members, many people were spared the same fate of our fellow officer.

OUR ALACHUA/BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM DOES WHATEVER IT TAKES TO CLEAR THE INTERSTATE!

The RISC Debrief Meetings were held in conjunction with the Alachua/Bradford Traffic Incident Management Team Meeting on February 13th.

ALACHUA /BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

Phil Mann and Chris Dolan welcomed the Alachua/Bradford Traffic Incident Management Team to the City of Gainesville’s Traffic Center on February 13, 2013. The following agencies were represented: Metric Engineering, City of Gainesville, FDOT ITS Department, University Towing, City of Gainesville Traffic Center, FDOT Maintenance, Florida Forestry Department, FDEP Emergency Response, ACEPD, City of Waldo Police Department, FDOT Traffic Operations, Gainesville Police Department, Atkins Engineering, Gainesville Fire/Rescue Department and FHP. After all agency reports incident debriefing was done by team members and ideas for growth were shared. A task Team was formed to produce an incident training module. Bruce Strickland volunteered to lead the task team. Business card size “HazMat - When in Doubt” cards were given to team members to share with their agencies.

Immediately following the meeting, the Team Members participated in the Rapid Incident

Scene Clearance (RISC) debrief for the January 5th and January 24th incidents. Much discussion was given, especially for the January 5th incident. (See RISC article).

All members enjoyed a tour by Chris Dolan of the Gainesville Traffic Center before the meeting was adjourned.

The next Alachua/Bradford Traffic Incident Management Team Meeting will be on April 10, 2013, at the Gainesville Operations Office, 5301 N.E. 39th Ave. at 10:00 A.M.

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast Traffic Incident Management Team will hold its next monthly meeting on March 19, 2013, at the Florida Department of Transportation Urban Office Training Center at 10:00 AM. Please mark your calendars and plan to be present.

District 2 TRAFFIC INCIDENT MANAGEMENT TEAM MISSION:

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

District 2 TRAFFIC INCIDENT MANAGEMENT TEAM VISION:

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

Donna Danson
District 2 ITS Program Manager



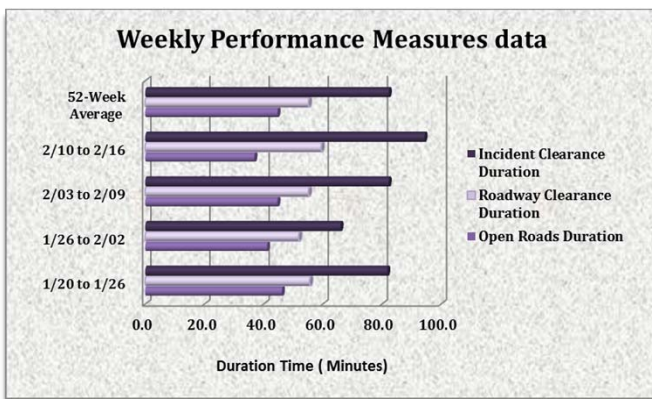
PERFORMANCE MEASURES

Abandoned and disabled vehicles, crashes and roadway debris are just a few types of incidents that can affect roadway performance. But these past few weeks seem to indicate that the Jacksonville area roadways have seen fewer incidents and as a result we have seen improvements for open roads duration as well as roadway clearance duration.

As shown on the graph below, the numbers for open roads duration have been well under our 90-minute goal. This could be attributed to local motorists commuting their daily routes without the inconvenience of holiday traffic and unexpected weather events, as well as getting familiar with the new traffic patterns in several of the area's roadway construction zones. However; the incident clearance duration for the week starting February 10, 2013 was slightly

higher than the rest of the other weeks, as well as the 52 week average. To further analyze this spike in incident clearance duration for that same week, an event performance measure chart by roadway is provided. Anyone traveling throughout Jacksonville knows that Interstate 95 is clearly the busiest roadway in Jacksonville and this is reflected by its high number of events and greatest incident clearance duration when compared to other State routes. This also indicates that even just a few events more than the 52 week average, in this case 3 for Interstate 95, can significantly contribute to larger incident duration depending on the severity of those few incidents.

Diana Rivas
Metric Engineering



Performance Measures by Roadway		
	52-Week Average	2/10 to 2/16
I-10		
Events Included in Performance Measures	6	7
Incident Clearance Duration (min.)	102.8	50.9
I-295		
Events Included in Performance Measures	12	10
Incident Clearance Duration (min.)	75.3	60.1
I-75		
Events Included in Performance Measures	4	4
Incident Clearance Duration (min.)	103.1	86
I-95		
Events Included in Performance Measures	15	18
Incident Clearance Duration (min.)	88.9	137
SR-202		
Events Included in Performance Measures	2	3
Incident Clearance Duration (min.)	65.3	84.9
SR-9A		
Events Included in Performance Measures	6	6
Incident Clearance Duration (min.)	71.6	85.1

*The number of events included in the 52-Week Average is the average number of events per week, not the average over the entire year.



MARKETING

There's nothing more humbling than working the 26.2 with Donna when all of a sudden a cancer survivor steps up to spin the wheel and begins to tell you their story. More amazing still is the fact that *I'm* usually the one encouraged by them, rather than the other way around. That's when I wipe the tears from the corners of my eyes and vow to "step up my game" so to speak. We can all use this kind of encouragement every now and again, and then, when the opportunity presents itself, pay it forward to someone else. You never know who might be watching. And you never know whose life *you* might impact next. Needless to say, we had a fantastic time at this year's 26.2 with Donna Runner's Expo. We spoke to almost 1,000 people about our 511 services, and every year we attend the event we're met with positive feedback. Someone will step up to the booth and say, "I remember you from last year. I got stuck on I-295 and I called the number, just like you said, and it worked!" See, just one way we can 'pay it forward,' by educating others about the 511 system.

That same weekend, we pulled double duty by setting up shop at the Nocatee Farmer's Market in Ponte Vedra. But this wasn't just any old farmer's market, this was the weekend they celebrated their Health and Safety Fair, recognizing emergency service personnel and bringing awareness to public safety services throughout Northeast Florida. We were in good company as we passed out our 511 brochures and gave away reusable grocery bags to farmer's market attendees. We also had a few 511 bag clips on hand. They're ideal for resealing all those bags of homemade granola and fresh baked bread!

But there's no time to rest. Spring is always our busiest season, and next month we're headed to the Gate River Run! Join us at the Runner's

Expo March 7-9th at the Greater Jacksonville Fairgrounds. We hope to see you there! But no matter where you're headed, make sure your trip begins 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



A "vintage" participant in the Nocatee Farmer's Market celebrating health and safety



OPERATIONS

The Department of Transportation has worked diligently to deploy cameras around the State of Florida. Unfortunately, Regional Transportation Management Centers are limited in visual coverage around the state. Even Urban areas lack camera coverage due to the volume in miles of State Roads. District 2 covers 18 counties with CCTV deployment only residing in the Greater Jacksonville Area.

Transportation Management Centers work closely with responders to gather information and disseminate it to the public. When incidents happen outside of coverage areas there is typically a delay in the flow of information from incident responders to the TMC. An incident occurs and a responder needs to arrive on scene and relay the information back to the Transportation Management Centers before it can be posted for the traveling public.

If YOU are at that scene or in the back up and information is not on 511 YOU can be a 511 Road Reporter! When you dial 511 and ask for "Traffic" all you need to do is ask for "Feedback" and then "Provide information on traffic conditions" and then follow the prompts to "Report a New Traffic Incident." You provide information about the crash and operators get YOUR information within minutes!

The Transportation Management Center then researches the call and posts information so when you call back or other motorists call in the information will be there. Go ahead, be part of the 511 Road Reporter Team! There is plenty of traffic out there which is supported by the fact that in January the TMC worked almost 3,000 events of which 1,677 had some type of lane blockage. Let's get ready for the rainy season! **"Know Before You Go! Dial 511"**.

Ryan Crist
TMC Manager

FEATURE SPOTLIGHT

I was born, raised and continue to live in the nation's oldest city, St. Augustine. On September 8, 2015, the City of St. Augustine will commemorate its 450th anniversary as the oldest continually occupied European settlement in the United States.

I got my first job at about the age of 12, hawking newspapers on the street corners. I got paid about 5 bucks a day, which was a lot of money to me at that age. It helped teach me value of money, and the fact that no matter how much I make, I always need just a little more to be comfortable. As least it helped pay for my technology habit.

At the age of 15, I joined the volunteer fire department. When I think about it now, the idea that I could go running into buildings where even the bugs are leaving seems a little crazy. I did this for about ten years. A friend of mine that was also a volunteer suggested I take a job at a two-way radio repair shop. This is where I learned my trade. The business repaired not only two-way radios, but almost anything high tech. We fixed anything from variable speed drives, SCADA systems, and telemetry, to complete automation system in water treatment plants.

This communications shop had another business at the same location, called Ed Voss Electric. Ed Voss was one of the more interesting individuals I have had the luxury to have known. Not only did he teach me about traffic signals, but he was also a very good friend.

Ed Voss Electric had a staff of one. Ed. Ed's contract to maintain the traffic signals required around-the-clock response. He also enjoyed going on long road trips with his wife. This conflict provided me an opportunity to earn my

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FEATURE SPOTLIGHT

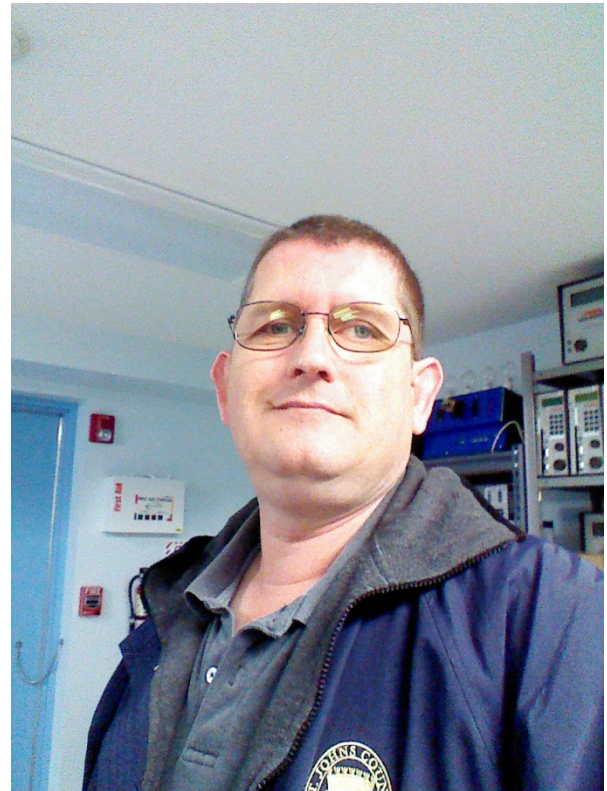
IMSA certification, and spend the next several years as an “on call” technician for signal failures. Incandescent lamps provided many 2 am calls for a light out. I’m thankful for the LEDs we use today!

Later, I worked at the city of St. Augustine for a brief period as a technician. From there, I was hired to help St. Johns County when they decided to expand the signal maintenance program. At the time, there were 45 traffic signals to maintain. I’ve now been with the county for over ten years.

Over that 10 year period, the network has expanded to include over 200 devices now in our ROW. We now have two additional technicians that provide the preventive and routine maintenance needs, and most call out issues. My day-to-day workload has expanded to include everything that may have anything to do with day-to-day traffic operations.

My family is absolutely the most cherished aspect of my life. I have a wonderful wife, Bridget, and two great kids, Zane age 7 and Phoebe age 4. My parents also live here in St. Augustine. My father, Jessie Spurlock, retired from FDOT a few years ago with over 30 years with the state. Bridget works for the County and she writes articles for a travel magazine. Zane is in 2nd grade, and Phoebe will go to pre-kindergarten later this year. It’s amazing watching them grow and learn from each other. Phoebe has started to imitate Zane and it is driving him crazy. That is the kind of thing that I get the biggest kick out of.

We spend most of our vacation time taking the kids to see their long-distance grandparents. We enjoy being able to spend some time traveling to visit their great-grandmother and grandmother in St. Pete Beach and their grandfather in Fayetteville, North Carolina.



Hank Mein, St. Johns County Signals

Editors Note: Under the category of “it’s a small world”, Hank’s father, Jesse Spurlock, mentioned in this article, worked for Pete Vega for a number of years!





PHOTO GALLERY



26.2 with Donna participants learning to use 511, when they're not running on foot, to keep moving!



Smart, safe bears know about 511!



Katerina Alexis Vito, aka, Donna's Granddaughter



Talk gridlock... the 511 Probe vehicle in the midst of the congestion on the 295 East Beltway



ITS Calendar of Upcoming Events

**FIRST COAST TIM TEAM 2013
FDOT URBAN OFFICE TRAINING CENTER –
2198 EDISON AVENUE- JACKSONVILLE
904-360-5400**

- MARCH 19, 2013
- MAY 21, 2013
- JULY 16, 2013
- SEPTEMBER 17, 2013
- NOVEMBER 19, 2013

**ALACHUA/BRADFORD TIM TEAM 2013
FDOT GAINESVILLE OPERATIONS OFFICE –
5301 N.E. 39TH AVE- GAINESVILLE
352-381-4300**

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



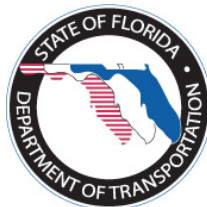
www.fl511.com

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