



WOW!

100 issues of the District TWO ITS Newsletter!
That's over 8 years!

We hope you'll enjoy our look back in pictures.
We've had additions & subtractions, but as we
look back and smile, we hope you will, too!



**NOTES FROM THE DISTRICT
TRANSPORTATION SYSTEM
MANAGEMENT & OPERATIONS (TSM&O)
PROGRAM MANAGER**

I am happy to announce that the North Florida region was chosen to be a part of the MetroLab Network effort that currently has 20 City-University partnerships focused on “smart cities”. The mission of this group is to bring together university researchers with city decision-makers to research, develop, and deploy “RD&D” technologically- and analytically-based solutions to improve our infrastructure, services, and other public sector priorities. The Network will 1) promote the city-university partnership as a tool for bringing technology, analytics, and innovation to cities; 2) scale successful city-university projects to other cities; and 3) develop a platform for multi-university research efforts that take advantage of a multi-city “laboratory” to address common challenges facing cities.

This region’s partners include the City of Jacksonville, North Florida Transportation Planning Organization, Jacksonville Transportation Authority, Florida Department of Transportation, University of Florida and University of North Florida. In the future we hope to include Fire/Rescue, Law Enforcement, Jaxport, hospitals and other various agencies that could benefit from this effort. This coming May 9th to 11th there will be a MetroLab Network Spring Summit in San Diego where they will announce the decision to include this region. For more information on the MetroLab Network please go to their website at <http://metrolab.heinz.cmu.edu/>. The initial three projects we submitted with our application include a Bicyclist/Pedestrian Behavior Analysis, Emergency Response Mapping and Neighborhood Connectivity Analysis. There are several other initiatives in our back pocket but we felt these three would get the region over the hump with the application.

Speaking of technology, I hope you have been noticing the enormous amount of media being generated with regard to automated and connected vehicle technology. Just recently, Governor Scott signed the transportation bill that now allows someone with a valid driver’s license to operate an autonomous vehicle in autonomous mode on Florida roads. It also allows companies testing autonomous cars to operate them on state roads and requires a human operator to be present to intervene if necessary. So, the next time you run to the store for a gallon of milk and see something like this “don’t panic!” since it’s now permitted. Or, if you want to see just how autonomous it is, jerk your steering wheel over to see just what capabilities this automated vehicle has available.

We recently interviewed four candidates interested in replacing Donna Danson and it was quite a mix of competitors. Going into the selection process we knew that none would have the experience Donna acquired over the past 18 years in the ITS program, so our search focused on the best fit for someone who could step into the position. I was very pleased with each interview and felt that any one of them could do the job, however our focus was on who would do the best job over a number of years. We hope to have the paperwork completed so that the selected candidate can come on board by late May, just in time to get overwhelmed with the new fiscal year tasks!

As for the ITS/TSM&O program, it’s been extremely busy this past month due to a number of issues occurring concurrently. For those of you that haven’t heard, Central Office

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**NOTES FROM THE DISTRICT
TRANSPORTATION SYSTEM
MANAGEMENT & OPERATIONS (TSM&O)
PROGRAM MANAGER continued**

selected a new Statewide ITS GEC who will replace an incumbent that's been part of the program for the past 16 years. On April 1st, HNTB took over the reins from Atkins Global with a number of employees new to Florida's program. With this change there has been a huge demand on our time to get them up to speed on each District's ITS efforts. They are trying to do this while generating new projects involving truck parking, technology for traffic signals, ramp metering, connected vehicles and other tasks. My big concern was the change in consultant staffing at the Traffic Engineering Research Lab since I feel there is a huge learning curve on the types of technology we use in the State of Florida. Keep your fingers crossed that this will be a smooth transition so that we can continue to provide Grade-A service to all of our partners.

Another interesting item to note resulted from our Quarterly coordination meeting with the FDOT District Five ITS team. Their District Office is located in Deland, with their system abutting ours at the Flagler/St. Johns and Marion/Alachua county lines. Normally, we begin the meeting by discussing network availability, redundancy and specific rules we want to incorporate. We then discuss our current and future projects to determine if we can maintain some consistency with the deployments. Once we address infrastructure type issues we delve into the deep and dark world of Operations & Maintenance (O&M). Although we have a similar approach in our O&M programs we take different paths during the execution. Their focus area is the Orlando metropolitan area, with moderate attention paid to the rural sections. Our program is somewhat

similar, however we place greater attention on the rural sections due to the huge impact an incident will have on our rural Interstate system.

As an example, we may hear about an Interstate closure of three hours or more in District Five about once or twice a month. My best guess is because it's so congested there is a reduction in high speed crashes that lead to such events and they have a wide array of towing vendors to assist in the clean-up. In our case, we usually have weekly events involving major incidents which close down I-75 for three-hours or more that are normally related to speed and a lack of towing companies to respond. Hence, our focus on rural sections is of greater importance. Likewise, they have a large contingent of contractor maintenance crews to handle equipment problems whereas we are limited, therefore we are required to prioritize based on importance of the equipment.

During the last meeting I posed the question "how do you handle all this work with limited in-house staff?" To my amazement I learned that they had over twice the amount of in-house personnel, hence the reason we treat things differently. With these additional staff they are able to distribute the workload to the point where they can take a different approach while we have to pick and choose our battles based on very constrained availability in our schedule.

On a final note, I will be attending the 15th Annual International Express Lanes conference in Miami the first week of May.

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**NOTES FROM THE DISTRICT
TRANSPORTATION SYSTEM
MANAGEMENT & OPERATIONS (TSM&O)
PROGRAM MANAGER continued**

This should be a very interesting event since we will be partaking in such an effort in the near future. My focus will be on the O&M case studies that will be presented since we will be working with a very tight budget in an area that is “anti-toll.” From the onset we realized that we will have to provide service that meets the expectations of our customers no matter the hindrances encountered due to funding issues. The best way will be to listen and learn what’s already been encountered in other parts of the world so that we can be prepared for those unexpected and unique events.

**Pete Vega, District 2
TSM&O Manager**

**NOTES FROM THE DISTRICT 2 ITS
ENGINEER**

RISC, Rapid Incident Scene Clearance, is an initiative by FDOT, in conjunction with FHP, to provide monetary incentives for private partners to clear major incidents more quickly. The RISC Program is in support of Florida’s Open Roads Policy, in an effort to improve safety and roadway efficiency. RISC is most commonly implemented in incidents of complete roadway closures on limited access highways, where typical medium and heavy-duty wreckers are not capable of clearing the incident. Wrecker companies have to meet stringent requirements to ensure they can clear complex traffic incidents within the timeframe required by the contract.

After a lull in contractors, currently only Walt’s Wrecker in Duval is on board. However, the First Coast and Alachua/ Bradford TIM Teams are

about to get a tool returned to their incident response tool box. Southern Wrecker will be added to respond to all of I-95, SR-202, I-295 and I-10 in Duval, Nassau St. Johns and Baker Counties and Dave’s Hi-Way Towing will be making their RISC debut as the only contractor for I-75 in Alachua County. With the RISC requirements in place, when activated, it ensures a highly qualified company will be responding who can take care of the worst of the events quickly. Quick clearance and trying to meet the Open Roads Policy will help reduce congestion, reduce the likelihood of secondary crashes, create a safer roadside work environment and get the goods and back on the move.

Once RISC is activated by Law Enforcement, the Contractor shall respond to the TMC’s requests for vehicle recovery and clearance services as soon as possible but no later than fifteen (15) minutes. The Contractor acknowledges that time is of the essence and shall arrive with the two Recovery Wreckers and the Recovery Support Vehicle with required equipment, and materials and arrive with all necessary traffic control devices at the incident site within one hour (60 minutes) from the time RISC activation is requested in order to qualify. The Contractor shall be available to provide these services on a twenty-four (24) hours a day, seven (7) days a week basis. The contractor is responsible for notifying the TMC of when they are en-route, arrive on scene, when they are provided the notice to proceed from law enforcement, and when the travel lanes are cleared.

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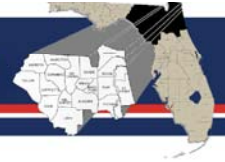
NOTES FROM THE DISTRICT 2 ITS ENGINEER continued

To assist with the question of “Is RISC needed?” the FDOT ITS Office worked with FHP to create a RISC Determination Software. This software allows the TMC to answer weighted questions to help take the questions out of RISC. It tends to turn out that if you think it should be called, it should be called. The Determination Software is simply made up of 10 quick questions and provides the user with a “YES” or “NO” with the top few reasons why.

Working crashes on the side of the road can be a dangerous place, especially if responders are not provided with the proper tools. RISC is a tool to help assist responders and travelers alike to get back to their daily routine as quickly as possible. Both the Southern and Dave’s Hi-Way RISC contracts should be executed within the next few weeks. The benefit will be apparent from the first call. Here is to not having **TOO** many of those types of calls. Stay safe!

Number	Question	Yes	No
1	Is the accident blocking a travel lane or causing congestion in excess of 1 mile ?	1	1
2	Is the accident scene within 5 miles of an Interchange for Jacksonville, St. Augustine, or Gainesville?	3	0
3	Is the accident scene within a Construction zone with barrier wall that does not allow the ability to remove vehicles/debris to the shoulder of the roadway?	5	0
4	Are more than half of the travel lanes blocked in the direction of the accident?	3	0
5	Has the accident closed lanes in both directions of travel?	4	0
6	Do you feel that the accident will still be blocking lanes during any upcoming heavy traffic, such as rush hour or special event traffic?	6	0
7	Is there more than one semi truck or other large vehicle/boat/equipment overturned or incapacitated?	7	0
8	Has the load of any vehicles involved been spilled onto the roadway and will likely take more than an hour to remove from the roadway?	7	0
9	Is this a Hazmat Incident with more than 50 gallons of contaminant released?	7	0
10	Do on-scene personnel believe that equipment other than tow vehicles may be needed to assist with removal of the wreckage and site clean up?	8	0
	If the total value of all yes answers is equal to or greater than 15 a RISC activation may be warranted		
	If the total value of all no answers is equal to 1 then a RISC activation is not warranted		

Above: Questionnaire used to determine whether RISC is indicated



NOTES FROM THE DISTRICT 2 ITS ENGINEER continued



RISC vehicles aren't your usual wreckers... think of them as the MAC-DADDY version, able to right a semi in an expedient way!



**Josh Reichert
ITS/TMC Program Manager**

NORTH FLORIDA TPO

On May 10th and 11th the North Florida TPO will be meeting with FHWA to go through their recertification process. The region's ITS program will be a part of FHWA's review of their program and I am eager to hear their response to our efforts. As mentioned previously, this area's ITS program has been the envy of many Florida municipalities, culminating with the opening of the Regional Transportation Management Center.

Unfortunately, even with all this success there is the need to provide justification and proof that the program is working based on our goals. A key component will be the Bluetooth deployment that allows us to track the performance of the roadways. Likewise, we will need to show how this region's ITS effort will be beneficial in the future.

For several years I have been updating everyone on the progress of our arterial and interstate deployment. Each and every time I stressed that the RTMC will be a key component to making this all a success. Based on what I've seen over the past few months there are only positives for us in the future. I will admit that there are some partners that need to pick it up a notch, but once they do the "sky's the limit"! This kind of ties into the MetroLab Network effort I mentioned earlier in that once the devices are up and running we will have a plethora of data to utilize. This data will allow the region to refine and improve its signal timing plans, respond to roadway problems much faster and distribution of traffic based on demand.

A key hurdle in all of this will be the maximization of staff at the RTMC. Just this

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NORTH FLORIDA TPO continued

morning I was involved in a discussion about console availability on the floor and realized “**WE ARE OUT OF SPACE!!!**” I did not think it would happen so quickly and expected this situation to arise about four or five years down the road. Guess it’s true what they say, “build it and they will come”! So, fortunately for me I’ll be retired by the time the need arises for a new building but Josh will inherit the future and he’s got a number of lessons learned available when we need to double in size.

Going back to the NFTPOT, I am certain they will end up getting through this with flying colors. Based on what they’ve done over the past few years to address the needs of traffic in the North Florida region it’s a “no brainer” that they are headed in the right direction.

My hope is that within the next several months we can deliver, as promised, a quality product that will still be the envy of many other regions within the United States.

**Pete Vega, District 2
TSM&O Manager**

CONSTRUCTION

The Phase 9 Project (essentially the southeast corner of the I-295 Beltway) has been completed. Testing activities ran over into this month due to an issue with a CCTV camera on Philips Highway and three DMSs which had issues that required repairs by the manufacturer. All devices are currently operational and TMC Operations personnel have been using the devices to monitor the roadways and provide motorist information to the public. This project completed the installation of ITS along the entire I-295 Beltway.

The I-95 St. Johns County ITS Device Installation Project is installing DMSs, CCTV cameras, MVDSs, and associated infrastructure on I-95 from the CR 210 Rest Area going south to the Flagler County Line/FDOT District 5. This month the contractor has continued with the installation of pull boxes, splice vaults and DMS foundations. Recently subcontractors began installing CCTV camera poles in the southern portion of the project area. This project is on schedule for completion at the end of the year.

Construction is ahead of schedule on the 87-mile ITS fiber optic cable project on I-75 which spans from SR 24 in Gainesville north to the Florida/Georgia state line. All underground conduit has been installed. Bridge conduit and pull box installation will continue throughout the month, and although there have been a few issues encountered with sign attachments conflicting with conduit runs, installation of bridge conduit is still on schedule. This project is scheduled to be completed early next year.

Upcoming ITS Projects include:

- I-10 Fiber Installation Project – Installation of fiber optic conduit, cable and infrastructure from Jacksonville to Tallahassee.
- I-75 ITS Device Project – Installation of DMSs, CCTV cameras, MVDSs, and associated infrastructure, which will communicate back to the Gainesville TMC via the fiber installed on the I-75 and I-10 fiber optic cable projects described above.

**Kevin Jackson
ITS Construction Liaison**



MAINTENANCE

Traffic Control Devices (TCD), the ITS Maintenance Contractor, has been working on a project to install fiber communications to connect both the Jacksonville Fire/Rescue Department (JFRD) and Jacksonville Transportation Authority (JTA) to the RTMC. This fiber connection will allow FHP, FDOT, and JSO personnel at the RTMC to better communicate and share data and video with JFRD and JTA. The two installation areas are from the RTMC to the Rosa Parks Transit Station and from the RTMC to the JFRD building downtown. TCD is finishing up some of the groundwork for fiber installation, which included discovering existing infrastructure, replacing pull boxes, and concrete work.

TCD has been very busy lately, performing several concurrent tasks on a regular basis. Some items that have been recently completed, or will be completed in the next few weeks, include:

- Constructing shelving in the RTMC storage rooms and relocating the inventory of spare parts and devices from the Jacksonville Urban Office building to the RTMC.
- Installing a directional bore and fiber optic cable to interconnect the two signals at the Commonwealth Avenue/ I-295 interchange.
- Replacing the malfunctioning Forward Looking Infrared Radar (FLIR) CCTV cameras on I-75 and US 441 in Paynes Prairie.
- Replacing the small aluminum Blanding Boulevard ITS Master Hub with a larger concrete hub building.
- Repairing two DMSs that were damaged by gunshots.
- Expanding their staff to accommodate the increased workload from the recent ITS projects which have been completed in Jacksonville and Gainesville.

- Replacing damaged CCTV camera poles at I-295 and Dunn Avenue and I-95 at Lem Turner Road.
- Replacing damaged mini DMSs (DDMSs) on Emerson Street and University Boulevard.

Matt Harbert
ITS Maintenance Manager

PERFORMANCE MEASURES

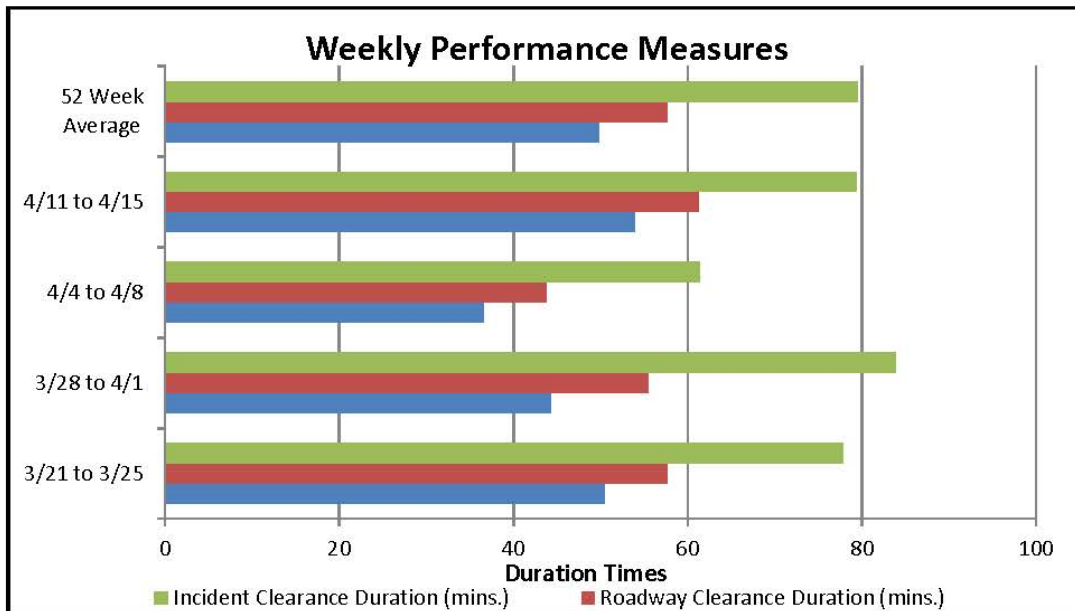
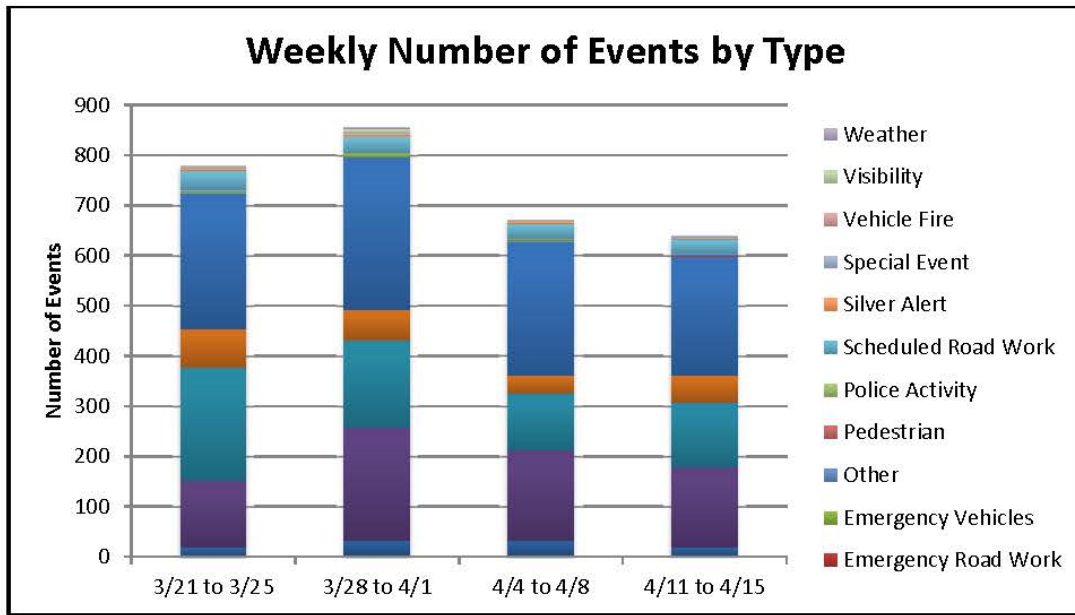
Well, we are full blown into the spring season. With our warm days and cool nights, it feels great to occasionally be able to sleep with the window open and let some fresh air into our houses. We have had some showers here in District 2 but nothing out of the ordinary. What has been out of the ordinary is all of the construction we have had here in our area. It seems no matter where we go there is always construction. With that being said, between the months of March and April there was a 37.5% increase in abandoned vehicles in our area and an astounding 526 disabled vehicles already reported so far for April. Luckily our Incident Clearance, Roadway Clearance, and Open Roads duration times were all lower this month than the previous month of March.

The average clearance duration for the past 12 months has stayed well under the duration times goal due to the great TEAM that we have here in District 2 with our Road Ranger services along with all of our other partnerships. SunGuide reports indicate that the weekly average open roads duration so far in April is only about 49.8 minutes as compared to the open roads goal of 90 minutes. This is attributed to how efficient our TIM Team is performing when it comes to getting our interstates clear for our motorists.



PERFORMANCE MEASURES

The following charts show the Performance Measures for the Open Roads, Roadway Clearance, Incident Clearance durations and events for the past five weeks.



**Sherrell Lall
Metric Engineering**



RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

The Rapid Incident Scene Clearance (RISC) program was designed to support Florida’s Open Roads Policy and establishes a 90-minute goal for the clearance of motor vehicle incidents on Florida’s roadways. RISC was developed for the purpose of quickly securing and restoring highway facilities for public use and is a major component of Florida’s Traffic Incident Management strategy.

Our RISC program encompasses nine counties and covers major incidents along our interstates. RISC has not been activated so far in the month of April but District 2 stays alert with the help of our current RISC vendors.

ROAD RANGER UPDATE

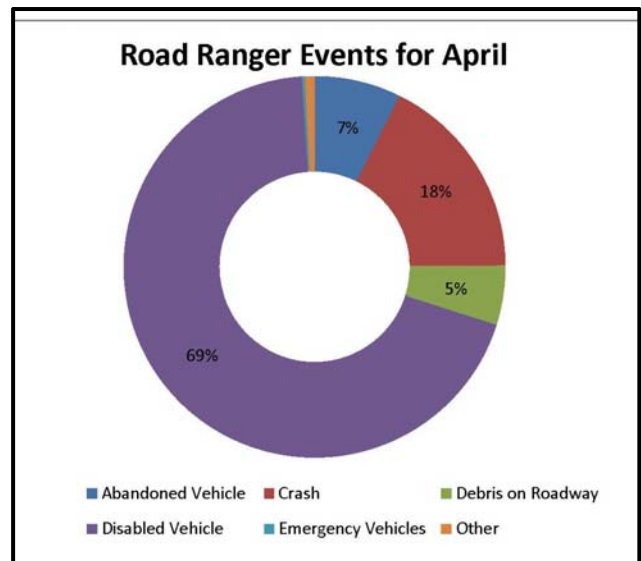
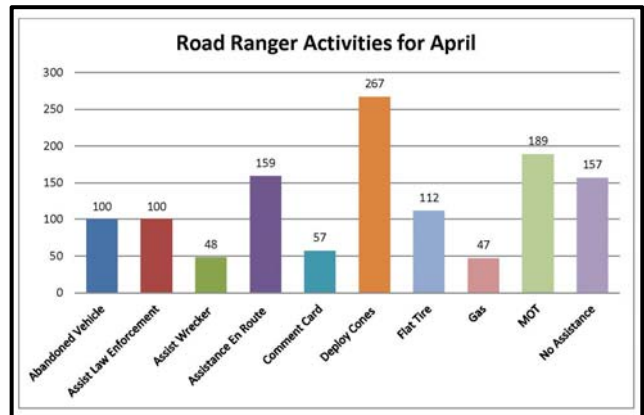
The Road Ranger Program plays a key role in incident management by assisting motorists and local agency partners. The Rangers are an essential part of the Traffic Incident Management Team and they provide real-time information to the Traffic Management Center (TMC) regarding accidents, congestion, disabled vehicles and road debris.

As seen in the charts following, our Road Rangers have been very busy so far during the month of April. They have responded to over 1,500 events and activities, which include close to 526 disabled vehicles, 134 crashes and approximately 56 abandoned vehicles.

It is with great pleasure that we continuously receive positive letters and calls from motorists. The Road Rangers are typically the first incident responders on scene and they represent FDOT exceptionally well. This is why this service is extremely important and while we are aware of the benefit of this program, it is always good to receive confirmation.

There has been a significant increase in travel for the month of April, but luckily less incidents than previous months. The Road Rangers have assisted many motorists on our roadways and have made it easier for those stranded motorists to feel safe.

The charts below illustrate the Road Ranger activities for the month of May as well as the different types of reported events.





ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The Alachua-Bradford Traffic Incident Management Team meeting held its bi-monthly meeting on **April 13, 2016** at the FDOT Gainesville Operations Office – 5301 N.E. 39th Ave., Gainesville at 10:00 A.M. Mr. Josh Reichert kicked off the TIM meeting by welcoming all of the members and also reminded them that the purpose of our TIM Team meeting is to learn from past experiences and come together to share issues therefore enhancing communication between agencies.

The TEAM then proceeded with the Emergency Operations Update given by Mr. Ed Ward. Ed warned all of the members to be extra careful in the upcoming months seeing as how District 2 has been having a significant amount of rain in the area. He also informed the group that the Governor’s Hurricane Conference is scheduled on May 9-13th, 2016.

Josh then jumped right in to the ITS/511 updates where he informed the group that the current 511 contract will be ending in August and that we will have a new contract with the same vendor in September. There will be many changes and upgrades to the app and software. The TEAM also discussed the Paynes Prairie ITS Project where it was noted that most of the devices are operational and working properly. There is an ongoing fiber project from SR 24 to the Georgia line which is ahead of schedule and should be completed late fall. Josh notified everyone that a public meeting would be held for the installation of a Dynamic Message Sign southbound on US 441. For the Construction Update, Josh informed the TEAM that there are several I-75 widening projects that are currently underway and that

FDOT is also currently looking into the effectiveness of freight due to projected growth.

The TEAM would like to welcome our new RISC vendor Dave’s Hi-Way. We look forward to a great partnership and continued success.

The TEAM then reviewed several incidents which have occurred over the past several months and discussed at length how as a TEAM the situations could have been handled differently to achieve our Open Goals Duration goal. It was a learning experience for all involved and initiated great conversation between the members.

If anyone is interested in the SHRP2 Incident Management Training Course, please contact Craig Carnes at ccarnes@metriceng.com or Misha Gonzales at melder@metriceng.com or [904-260-1567](tel:904-260-1567). Craig is available to work with any agencies’ schedule; including nights and weekends to make sure the course is available for groups of ten or more trainees.

The next Alachua-Bradford Traffic Incident Management Team meeting will be held on **June 8, 2016** at the FDOT Gainesville Operations Office – 5301 N.E. 39th Ave., Gainesville at 10:00 A.M. Please mark your calendars to attend this meeting.





FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The next First Coast Traffic Incident Management Team meeting is scheduled on **May 17, 2016** at the North Florida Regional Transportation Management Center (NFRTMC), 980 N. Jefferson St at 10:00 A.M. We look forward to seeing everyone there!

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.

TEAM VISION:

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



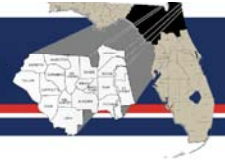
Alachua Bradford TIM Team Meeting

OPERATIONS

April showers have arrived and May flowers are right around the corner. I traded my Connecticut snow shovel for Florida flip flops 13 years ago and I find it comical that I now think a Florida *Winter* is too long. My months of longing for the sunshine, beach and bike rides over *winter* will soon be a reality as sunshine is now on our doorstep. That means college students are cramming for finals, off of our roadways, and school buses are prepping for their last 6 weeks of trudging young students around. A summer of reduced traffic and catch up rapidly approaches. That means the RTMC and ITS Office has been working double time of late. A lot of projects and operations have been in the public's eye that you might have noticed!

On April 15th the Sisters Creek Bridge project started their beam transport operation. The operation will take 11 separate convoys over several weeks to transport bridge beams from Gretna, north of Tallahassee, to Heckscher Drive. Once on Heckscher these beams will be utilized to build a new high-rise bridge over Sisters Creek. The transports measured anywhere from 16-18 feet wide and the convoy went below the speed limit as the heaviest beams weighed as much as 120 tons.

The larger convoys traveled east on I-10 from Tallahassee to I-295 SB over to the East Beltway onto Heckscher Drive. The shorter beams have been coming down A1A to Heckscher. The larger beams take up 2 lanes of traffic so you can imagine the delays. Thankfully, through proper planning and timing the traffic queues were never too bad. We did hit an issue twice with the trucks on the I-10 EB movement to I-295 SB but the delays were not significant (added 5-7 minutes to travel segment). (See pictures on following page)



OPERATIONS continued



The new bridge will provide a 65 foot vertical clearance that will eliminate traffic delays for the bridge opening for maritime traffic. This project should be completed by this Summer. The TMC has been supporting this project with 511 floodgates, web banners and DMS messages while convoys are in route. While the beams are being set the TMC posts for the delays and/or closures on Heckscher at Sisters Creek using the same platforms with applicable messaging. It is such an exciting project that you see the transformation taking place almost daily!



With the completion of the ITS Phase 9 Deployment (I-295 southeast quadrant), which we have covered at length in past Newsletters, the RTMC has been busy utilizing the DMS for travel times, incident information and safety messages the past month. We are still trying to iron out some of the Graphic and Color capabilities as this is relatively new for ITS in Florida. March was a busy one and those DMS got plenty of use. The RTMC worked nearly 3,900 events in March. Of those events, 1,700+ were blocking some type of lane and over 1,100 of them were crashes. The Road Rangers responded to 50% of the events worked by the TMC assisting motorists, responders and providing the RTMC with event details to help expedite response.



Don't be a statistic in the paragraph above!

***Remember to Know Before You Go:
Use 511!***

**Ryan Crist
RTMC Manager**



MARKETING

It's been said, Go Big or Go Home! If that's the case, we tipped the scale this month, starting with the Giant Chicken inside Hemming Park. Yes, that's right. I said a giant chicken. Coincidentally, this chicken is made entirely of recycled traffic cones. And how appropriate that our 511 tent was set up right next to it at Hemming Park's recent career festival. We were able to dispense our 511 traffic information beneath the shadow of Lana Shuttleworth's Giant Chicken. She's a local artist who rose to fame when one of her previous creations was featured on the hit television show Jeopardy back in 2008. Her Giant Chicken, standing 12 feet tall and weighing in at over 600 pounds, is the newly featured "creature inside the pool" at Hemming Park, replacing the shark that previously stood guard over the downtown square. It should be noted that all of Shuttleworth's creations are made entirely of recycled material.

Spring has traditionally been our busiest season, and this spring has been no exception. We also made stops at the I-95 Florida Welcome Center for National Work Zone Awareness Week and we trucked on over (figuratively, not literally) to Landstar Trucking's annual Health and Safety Fair. Both events were a huge success as we handed out 511 literature and gave away small prizes to motorists and truckers alike.

We also had an opportunity to speak to quite a few "young" drivers this past month. It all started with a trip to the Jacksonville Equestrian Center for the Northeast Florida Construction Career Days event. We schooled young drivers on ITS (Intelligent Transportation Systems) inside our Learning Lab. It was a toss-up as to whether they were more fascinated by the prospect of

autonomous vehicles or our Ring Toss Construction Cone game. At any rate, it was time well spent. These drivers are the future of our ITS system, whether they pursue jobs in the industry, or just operate motor vehicles (or simply ride inside of autonomous vehicles). Speaking of young drivers, we also attended Bishop Kenny's annual Student Health Fair, and next month, we'll visit Orange Park High School for Clay County's annual Health Fair. Last year's event was held at Middleburg High and we were thoroughly impressed with all the students who attended. In another few weeks, I'll feel like *I'm* the one who's been schooled. (deja vu and a trip down memory lane to *my* high school days)

Next month, we'll also play host to THE PLAYERS Media Day. New Tournament Chairman Michele McManamon will take center stage along with FDOT's very own Josh Reichert, Commander Chuck Mulligan from the St. Johns County Sheriff's Office and Sergeant Dylan Bryan with Florida Highway Patrol. Television news crews will descend on the Regional Transportation Management Center to get all the latest travel advisories and parking details, so they can then pass the information along to tournament fans.

As always, remember to check 511 before heading to your next destination and "Know before You Go!" Call 5-1-1, visit www.FL511.com or download one of our free 511 Traffic Apps available for Apple and Android. When it comes to the most up-to-date traffic information, we've got you covered!

Sherri Byrd
Marketing Manager



SPOTLIGHT ON...MATT HARBERT

I understand you recently made some changes in your career path. Positive changes! Describe for us, if you will, the transition that recently took place.

Recently I transitioned from a consultant to the FDOT. This is a positive change in that this is a progression in my career.

Going from Consultant (Metric Engineering) to Client (FDOT), what has been the most difficult thing you've had to get used to?

The most difficult part of the change is getting used to the FDOT policies verses the policies that I had to work under at Metric Engineering. Also, I had worked at Metric for 5 ½ years and have many friends that I miss working with on a day to day basis. Even though I still work with them it's different but I still feel that this was the best path for me.

In your new role at FDOT, what projects will you be working on?

My role at FDOT is as the ITS Maintenance Program Manager and I will be overseeing that contract directly. I also will have many other duties within Traffic Operations such as purchasing for the RTMC and assisting the local agencies when possible to make sure not only that they have their equipment up and running but also so that we can use some of their equipment to assist in traffic management.

Where do you see Intelligent Transportation heading in the not-too-distant future? Let's say, in the next five years.

Intelligent Transportation is an always evolving field as advancements in technology grows so will our industry. Within the next five years I see deployments for automated vehicles becoming more mainstream as well as more use of traffic management in low visibility situations with infrared cameras and visibility sensors. As more and more traffic are on the roads there will be more need for this type of management equipment to keep the public safe.

Let's backtrack a little. If you would, sort of set the stage for us. Where did you go to school and what did you study?

After graduating high school in 1997 I started attending the West Virginia University College of Engineering and Mineral Resources. At that time I was studying Computer and Electrical Engineering. Unfortunately I had to withdraw from school when my dad had a stroke to help work for the family construction company. I have recently returned to online school at Southern New Hampshire University and am pursuing a Bachelor of Science in Operations and Project Management.

How did you end up in the field of Transportation? Engineering particularly?

In 2001 I had moved to Florida and was working for an Electrical Company in Ocala. In 2002 I was told that there was a job opening for an ITS technician with TransCore working on The Florida Turnpike. I applied and got the entry level position and worked my way up from there.



SPOTLIGHT ON...MATT HARBERT
continued

What was your first job and how many years have you been in the industry?

My first job in the ITS field was with TransCore at Florida's Turnpike and I have been in the industry for 14 years.

What is the most challenging project you've worked on to date?

The most challenging project is a good question as they all have their challenges. I would have to say that the most physically challenging and stressful was the first Express Lanes Project in Miami on I-95. At the time I was an Assistant Project Manager for Miller Electric Company responsible for calibration, testing, and integration. I was given the job to start my portion with 4 days left until due date and the project was not actually ready. I had to step in and finish the construction and then turn around and do the testing. The crew and I worked 7 days a week 20 hours a day for 4 months to complete the first phase of that project. During the second phase the previous Project manager was let go and I took over all responsibilities for that project and 5 others I was working on. We did however finish the second phase on time. The crew I had actually finished it with me in the hospital after my double bypass. I would remote into the system and assist them as well as answer phone calls from there as well.

What new technology gets you excited about the future?

I am very excited to see what happens with Automated Vehicles and where it will lead us in the future.

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

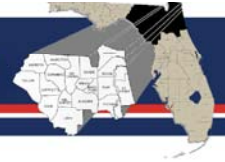
A defining moment in both my personal and career life would be after my bypass surgery when I decided that I had no choice but to slow down and learn to relax more. Life is short enough as it is we don't need to stress the small stuff.

On a lighter note, do you have any funny stories relating to traffic management? I'm sure you've witnessed your share of highway debacles.

I have definitely witnessed a lot of highway debacles but most of which I would say weren't funny unfortunately.



**He works hard & plays hard!
That's Matt Harbert!**



SPOTLIGHT ON...MATT HARBERT
continued

I can imagine that at times the challenges you face can make your job seem a bit stressful. How do you like to relax and unwind when you're not at work?

There are many ways I like to relax and unwind. A couple of the main ways are offshore fishing and working on my house. With off shore fishing I am most relaxed when I can no longer see land and just enjoy the fishing. I also like to work on my house and do little things that make the place more comfortable for me and my friends.

Tell us a little about your family.

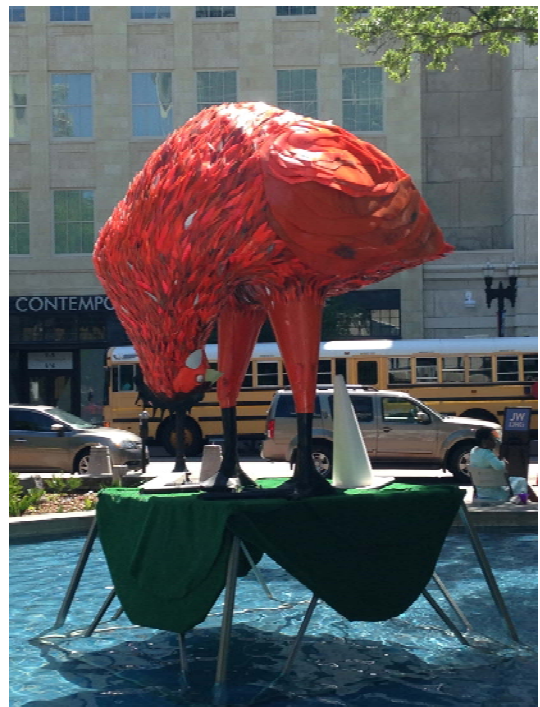
My family is a huge part of my life. My dad, who passed away in 2003, was the youngest of six children in his family and my mom was the third child of six in her family. My mom and dad dated in high school and got married three days after graduation in 1973. In 1975 they had my brother and three years later I was born. We are a very close family and always look out for each other no matter what. Growing up we lived at the end of a gravel road in West Virginia and it was a blast. There was never a shortage of things to do.

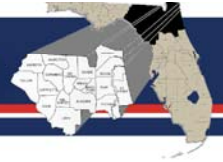


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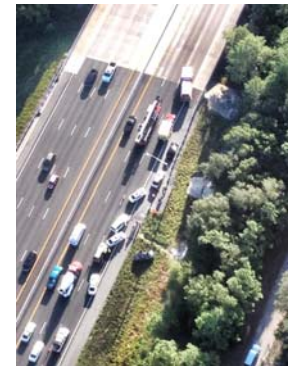
Hemming Park's Career Festival, and, the traffic cone chicken!





April 2016 Issue 100

Looking back through 100 Issues Part 1





Looking back through 100 Issues Part 2



