



The Tropical Cyclone Season has arrived (I like this name better than the “H” word) and we’re already 3 names down.

### 2016 Atlantic Tropical Cyclone Names

Alex	Hermine	Otto
Bonnie	Ian	Paula
Colin	Julia	Richard
Danielle	Karl	Shary
Earl	Lisa	Tobias
Fiona	Matthew	Virginie
Gaston	Nicole	Walter



Be prepared: Visit [hurricanes.gov](http://hurricanes.gov)  
and follow @NWS and @NHC\_Atlantic on Twitter

It will be interesting to see if Gaston is made up of the same mettle as our Major Gaston!



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

For the first time since 1964 Cleveland is the home of a professional sports championship team thanks to the efforts of Mr. Lebron “King” James and his teammates on the Cavaliers. Ironically, even though the Golden State Warriors had the best single season record in NBA history they were still considered underdogs against the Cleveland Cavaliers. The reason for this can be related back to the vision, work ethic and desire that Lebron James brings to the court each and every game. If you were fortunate enough to watch the NBA Finals then you would know what I mean when it comes to his performance. Before I go any further, let me preface the rest of the story by vehemently stating that **I AM NOT** a Lebron James fan! I just admire the approach he takes while doing his job, as well as the accountability he demands from his teammates each and every night.

To briefly recap this year’s NBA Finals, the Golden State Warriors had a surprising 3 to 1 series lead that had most fans thinking “well, it’s over!” Lebron James thought otherwise, so he willed his teammates to suck it up while taking it one game at a time. He preached to them about all the hard work and preparation they’ve placed to get to this moment while stressing that it takes four wins to take the championship. As each remaining game passed the audience could see the confidence building in the Cavaliers and the focus Lebron had on leading them to the title. When it was all over and he cried like a “**baby**” (yep, told you I wasn’t a fan!) all I could do was applaud because he would never have reached this pinnacle if it weren’t for all the preparation and hard work put into the effort.

I respect individuals like Lebron James who have a vision, develop a plan and prepare much

harder than their opponents. You could tell that he dedicated an enormous amount of blood, sweat and tears to get to the pinnacle of the NBA this year, thus reaping the benefits of the championship. This is the same expectation I have from our staff within the TSM&O program as we strive to be the best that we can possibly be each and every day. At times I know that many in my group leave our meetings with a bit of frustration but in the end I feel they can see the big picture. As my parents always told me, “nothing is easy in life”, so I make sure that we are prepared for whatever the ITS program may encounter.

This brings me to an event that happened a few days ago. Mr. Liang Hsia sent me a friend invite on Facebook so that he could reconnect with the happenings within the Department’s ITS program. In 2004, Liang used to work in Central Office ITS and was **THE** key to the State’s successful program because of his involvement with the SunGuide software. Like “King” James, Mr. Hsia spent countless sleepless nights developing the documentation for this statewide software that would be the cornerstone of the program we have today. I recall reviewing his e-mails in the morning and realizing that many of them were written between 2:00 and 3:00 AM. When I inquired on this odd time to draft e-mails Liang always replied that an idea would come to him in the evening and he could not wait to get the information to our team.

I quickly learned that Liang truly believed in preparation and hard work when discussing this odd time for e-mails with his colleagues in Central Office. He never took anything for granted while giving it his all during the

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

development and coding of the software. This is when I realized that we were taking this effort for granted, hence we should step up to the table to try to equalize his dedication. Once the SunGuide software became a reality I felt it was necessary to nominate Liang for the annual Davis Productivity award. When he won it came as quite a surprise to him. He did not expect an award for his efforts, just the satisfaction that he had a vision, developed a plan, prepared much harder and saw it all come to fruition during the initial implementation of the software. He did not cry like Lebron but inside you could tell he was beaming with joy at getting this job done right!

Now for the bad news. As mentioned in last month's newsletter, District Two had two projects as finalists for the ITS America 2016 awards ceremony being held in San Jose, California. Unfortunately, both finalists lost to the Caltrans/Xerox team's project that involved HOV lane technology. I was not bitter nor surprised by the outcome because I knew we had a tough sell when competing with the "home team." In hindsight, there were some things that I wish had been done differently but I am not one to dwell on "what could have been." Instead, I take the Captain Kirk approach by seeking out new challenges and adventures.

The reality was that the cards were not in our favor this year because of the method used for selecting a winner. In the past, an awards committee would review the finalists and select the winner based on merit and value to the ITS industry. This year they decided to allow the annual meeting attendees to vote by placing their business card in a fish bowl beside each finalist's poster board that they felt merited the annual award. Problem was that the hometown

team would have an advantage since a majority of the attendees would be from the State of California. I knew this would be a challenge once I learned about the selection process because we'd have to overcome this disadvantage in a very dramatic fashion.

As mentioned earlier, it all starts with vision, preparation and execution. For us to win I knew that we'd have to be "all in" to compete with the California contingent. This meant a huge investment in personnel, money and time, none of which we had available due to the date of the event. We had two representatives, Craig and Holly, who did a fantastic job of marketing our projects but there was too much foot traffic to service in order to get the votes. The reality was that we really needed to double the amount of staff in order to have an honest chance at winning and we would have needed to work the crowd to sway them from giving their business cards to the California finalists.

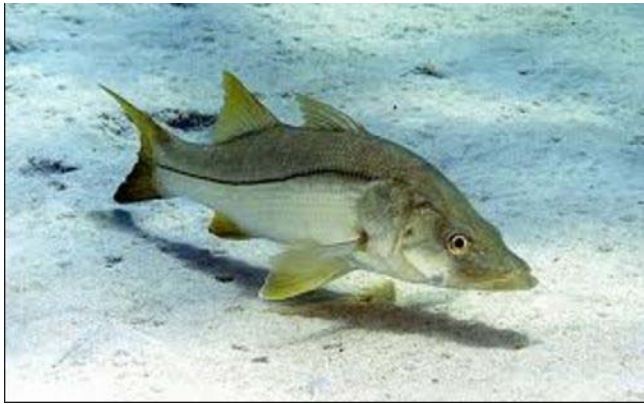
The feeling from our Florida contingent is that we came in a close second to the Caltrans team. It is a hard pill to swallow since I know we had a great chance of winning but it's all in the past now and we are focused on the future. The reality is that this is a great stepping stone for the District Two ITS program and very beneficial learning experience that will gain us notoriety in the future. All in all, no matter whether we won or lost the real winner is North Florida since the region will soon reap the benefits of the hard work from our ITS team.

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



## NOTES FROM THE DISTRICT 2 ITS ENGINEER

The common snook is a prized inshore game fish, known as much for its elusiveness and its fight once hooked as for its taste on the dinner table. I had never caught one, and have rarely had the opportunity to even fish for one since their habitat doesn't quite stretch all the way to North Florida.



Recently, I had committed to drive to Winter Haven to visit one of my best friends, Ryan, and he knew this inglorious fact about me. Ryan is a great fisherman, the kind that makes catching fish look easy. He has tournament trophies scattered around his house and a closet that looks more like a small tackle shop than a place to store clothes. While planning our guy's weekend, he informed me that I was to no longer be snookless.

Considering Ryan's background, confidence, and repeated quotes in the days leading up to our trip about how we would "tear the snook up", I was positive that it would be a quick, successful trip. Oh, how I was wrong.

Ryan enlisted the help of one of his good friends, Shane, a Lieutenant for Lakeland Fire

Rescue, to help with our mission. Shane had so much knowledge of fishing Tampa Bay that I thought he was an actual fishing guide. So, against our better judgment, we agreed to wake up at 4 a.m. on Saturday and meet Shane in Lakeland at five before heading across I-4 to Tampa. Unfortunately, a very expensive seat cushion fell off Shane's boat enroute, which we circled back around to retrieve the remains of. This was a setback, but we were still on the water by 6 a.m.

The sunrise was at our backs as we idled away from the boat ramp, which was back in a large canal parallel to the causeway leading to the Gandy Boulevard Bridge. Shane threw the throttle down as we exited the canal, as we had to make a beeline for the other side of the bay. Our plans for a quick crossing diminished when we began to hit the chop of the bay. The boat bounced wildly as we were pelted with fast-moving sea spray. A steady west wind had the bay very rough. The uncomfortable, nerve-racking ride made it clear that this wasn't going to be an easy day.

Once we finally made it across the bay, we anchored up in about four feet of water on a grass flat and proceeded to chum the water with fishmeal, trying to lure in baitfish that we would cast net and save to use later on the snook. Once again, this task proved to be more difficult than we had planned. Most days, it can only take a few casts to fill the baitwell with bait, but this time it took over an hour, and a run back across to the other side of the bay, to grab what we deemed to be the minimum acceptable amount of bait for the day. Little did we know that the amount of bait we had was substantial enough for our future endeavors.

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

The tide had been dead low when our boat touched the water at 6 a.m. Due to the full moon and west wind, there would be a strong incoming tide until 1 p.m., which was supposed to create perfect conditions for wade-fishing snook up in the shallow mangrove flats that line certain areas of the bay.

With bait on hand, we made another blistering run from the Gandy, north past the I-295 bridge and onto our first flat. The three of us disembarked the boat with rods in hand, ready to stalk some fish. Ryan immediately caught a snook, which should have been a good sign. However, it was our lone fish for that area, and after about an hour of wading in waist-deep water we decided to try a different spot.

This trend continued on through the morning. As the water in the bay and the sun both rose higher, we would try spot after spot, wading around through waist to chest deep water. Sometimes the bottom was nice and hard, and sometimes it was mucky. One spot had especially murky water, and was filled with a type of seagrass that extended all the way to the surface of the chest-deep water. This not only made wade fishing much harder, but also made us feel very vulnerable, as we had seen a couple of hammerhead sharks already and had no clue what creatures may have been lying in wait in that underwater jungle. Still, despite our best efforts only a couple of snook had been caught, and none by me.

As noon came and went, we decided to resort to our last option. It involved another long run back across the bay and south to the area where we had actually begun the morning looking fruitlessly for bait. By this time, the clouds had

been building and we got situated back on the boat as the rain started falling on our spot, adding to my growing misery for the day. We rode as quickly as we could to our final destination, a place called Christmas Pass, not sure if we were soaked more due to the rain, or the incessant pounding of the spray off the choppy bay, which stung us as it hit us with velocity. Much to our chagrin, as we began to idle up to the mouth of the little pass, we noticed that there were already fishermen all over it.

We squeezed into a little spot on a point that guarded the left edge of the mouth of the pass, which itself was only a small winding creek about the width of a four lane divided roadway, lined with mangroves on both sides.

The tide was cresting as I tried in vain to target any snook on the point. As time kept running out, I lost two rigs on oyster bars that flanked the mangrove outcropping. By now it was past one o'clock and the time that we were supposed to head back in.

However, I couldn't give up; not at this point, after all this effort. At the advice of Ryan and Shane, I began to wade around the tip of the point and into the mouth of the creek, the whole time precision casting at various areas under the mangroves. Every minute I thought I might get a hookup, but nothing happened.

I got inside the mouth of the creek as the outgoing current began to pick up speed. The conditions were what fishermen would call "fishy": a perfect scenario to get a hookup. Unfortunately, I was now almost neck deep in water as Ryan waded over to join me and help. This made it very difficult to cast. We could hear



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

snook crushing baitfish from back inside the thick web of mangrove limbs that stretched down to the water.

Hundreds of thousands of small baitfish were popping all around us, which made the water surface look and sound as if it were raining. A pod of dolphins cruised by twenty feet behind us, either unphased by or unaware of our stealthy presence. The water was alive, and in the middle of it, we ourselves felt very alive. In the backs of our minds, we knew that we were five feet deep in water that was perfect territory for sharks, but in this moment, we were the apex predators, and that was our focus.

Multiple times, I flung bait right into the mangroves, watching the line as the baitfish on the hook nervously swam out of harm's way and back towards us. "Let the bait do the work," Ryan said, "Eventually it won't swim out fast enough and you will get your strike." He was right, a couple of casts later, and the line bounced before quickly dragging into the mangroves. It was a snook. My excitement was immediately challenged when the fish escaped off the hook. *So close, yet so far.* A couple of casts later, and I got the same result. A third time, the fish broke off the leader. The frustration was now building. Would I ever finally get a snook? Was it not in my cards to have success at all? Ryan and Shane would have none of that. Ryan waded over to the boat to re-tie a new hook and grab more bait while I made sure that I didn't see any snook move out of the spot that we knew they were in.

With new bait and line in hand, I made multiple casts, working with as much patience as I could gather to work the baitfish within the strike zone of a snook

under the mangroves. Multiple hits, however, yielded me the same result. Nothing. It was now 2 p.m. and I knew we had to leave. Ryan and Shane would not give up on me though. It was clear that we were not leaving without a catch, one way or the other. The rod Shane had been using had a different style hook on it, which they thought might hold the fish better. Once again, Ryan trudged through the chest deep water back to the boat to exchange rods for me.

Once back from the boat, he handed it to me. I inhaled a deep breath as I began my back cast. *I have to make this cast count* I thought. Time was running out, and every move to catch a fish had to be diligent. As I swung the rod forward, the baitfish tumbled through the air right into a small hole between mangrove branches. I closed the bail as Ryan and I waited, holding our breaths and watching the line float in the current. Once again, the now-familiar strike occurred and the line went taut. Finally though, the fish stayed on, fighting admirably and pulling out drag as I reeled line in with the excitement of a kid. The action was incredible, as the fish came out of the water multiple times between making runs to the left and right. Once in hand, I held my trophy up in triumph as we had finally met our goal. The feeling was incredible! In that one instant, all of the built up frustration and doubt disappeared. The fish was released, and the three of us performed a celebratory toast on board the boat before we fired up the Yamaha outboard and headed back to the ramp.

The day's event made me think about a few things. I would have never been able to catch



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

a snook, at least not on that day, on my own. However, I had two fishing partners that believed in me, mentored me, and decided not to give up on me. We were all in it for the one cause. That kind of teamwork is powerful, and can achieve great things that would not be accomplished otherwise. I could not thank Ryan and Shane enough for all they did for me that day. That type of teamwork and coordination is what also makes great work environments. It can make our TMC stronger. It can also bolster our Traffic Incident Management efforts and our combined agency responses to roadway events.

There were also many times where I wanted to throw in the towel. Floating around and drinking beer back in Winter Haven sounded like a much better idea than the torture we were subjecting ourselves to in Tampa Bay. However, each time I wanted to give up, I decided to dig a little deeper and find more grit. This was helped by the support of my two friends who were in it for me. Eventually, we built up the resolve and determination that we *were* going to meet our goal, one way or the other. Again, a direct comparison can be made to the career environment. Don't give up on your work goals, and keep trying. Even when we encounter an obstacle, we must keep pushing because in doing so we will prevail. Having the support of a team that believes in us and supports us does make this a lot easier. Having these things is paramount to professional success. It is also exactly what we need to ensure that our ITS program delivers the best product for our customers, the traveling public.

**Josh Reichert  
ITS/TMC Program Manager**

**NORTH FLORIDA TPO**

Over the past several newsletters I have addressed the great working relationship we've had with the North Florida Transportation Planning Organization (NFTPO) but I now feel that we've taken it to another level. The NFTPO has been assisting the City with an issue involving a large sized local firm who had concerns about the transportation system near their complex. The NFTPO scheduled a meeting at the RTMC with this firm's representatives to discuss the problem and potential solutions, near and long term. Since ITS can play a major role in assisting, I was invited to listen to the discussions and provide any ideas where our program could help.

After about twenty minutes of discussion I was asked to provide any potential ITS solutions that may help the situation. Of course, Jeff Sheffield informed me about the concerns the day prior so I had enough time to prepare for this meeting. I started the response by rehashing their concerns and then proceeded to provide potential ITS solutions that could be implemented in the next several months. Once I noticed that I had their attention the discussion went a little further into the future on services our ITS program could provide to their firm and employees to make their quality of life a little better. I was amazed by their reaction and desire to partner with us in the near future.

The quick solution was simple since the location being discussed had limited to no technology in the area. A few wireless hops, some Bluetooth technology, a small number of CCTV cameras and an evaluation of the traffic signal timing plan could, in fact, solve



**NORTH FLORIDA TPO continued**

many of their concerns. They then began to discuss the issues involving their freight movements within the city and challenges encountered. Once I began to discuss the ITS program's efforts to assist the freight industry it was a lock that we had a long-term private partner in our midst. It's now just a matter of coming up with a plan to address all of their concerns within the next year, thereby providing their group with some relief until a future construction project can address this area.

We segued to a discussion about 511 and what it could do for their employees and freight. Once I provided a brief overview of this system it was just a matter of setting up a meeting in the coming weeks so they could get more details. We then discussed a key point in my vision for the ITS program involving getting our information directly to the end user. Some of the solutions I proposed included getting a direct link of our traffic information to their lobby and break room using video monitors. Likewise, I campaigned to have them require employees to sign-up for the MyFlorida 511 service that provides traffic information directly to their team via text messages, e-mails and/or voice notifications.

This was the turning point in the program because part of the region's ITS Master Plan was to get the information to the end user (being private enterprise). In the past, we have visited numerous firms that were large traffic generators but this was the first time they've invited our technology inside their walls. If we are successful it may be the turning point for the District Two ITS program since we can begin to distribute traffic and minimize congestion by getting to the end user before they exit the front door.

As you can see, our partnership with the NFTPO is a success story that many other regions should follow. Their job is to seek out the issues and our job is to try to come up with technological solutions that can fill the void until capacity improvements allow the region to catch-up.

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

**CONSTRUCTION**

The I-95 St. Johns County ITS Device Installation Project is installing DMS, CCTV cameras, MVDS, and associated infrastructure on I-95 from the CR 210 Rest Area going south to the Flagler County Line. DMS structures were delivered to the project this month and are anticipated to be installed next month along with the DMS signs. Crews continued working on conduit, pull box, and power service installations. This project is scheduled for completion early next year.

Construction is still 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. This project will provide the fiber optic cable, conduit and communications infrastructure for an upcoming ITS device installation project which should begin early this fall. The Contractor for this project was selected this month via low bid pricing. The project was awarded to Contact Network LLC, which is based in Alabama, so this will be their first project in Florida. We look forward to working with them and having a great project.

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**CONSTRUCTION continued**

The project to install fiber optic cable along I-10 from Jacksonville to Tallahassee was also awarded this month via low bid pricing. Contact Network LLC also won this project, so we will definitely get a good look at their abilities for all types of ITS work. Several of our Department and Consultant personnel have spoken with clients and vendors that Contact Network has worked with in Alabama and everyone has had nothing but good things to say about the company.

The design for the ITS devices, which will use the I-10 fiber optic cable from the project above, will begin in July. This project will be awarded next July and will start in the Fall of 2017.

The SR 16 project has a Notice To Proceed in late July. This project will be installing fiber optic cable from FDOT's fiber backbone at the I-95/SR 16 Interchange down SR 16 to the St. Johns County Public Works facility. After making this connection the fiber will continue down East on SR 16 to US 1 and then go South on US 1 making its way to the City of St. Augustine. These fiber connections will allow FDOT, St. Johns County Signals, and the City of St. Augustine to share traffic data and videos to enhance traffic coordination within the area. The Pre-Construction and Utility Meetings have been scheduled for early July for this project.

**Kevin Jackson**  
**ITS Construction Liaison**

**MAINTENANCE**

FDOT Maintenance personnel, the ITS Maintenance Contractor (TCD) and the ITS Consultant (Metric Engineering) have had quite a busy month. FDOT has been working with FLIR concerning an issue with their thermal imaging

cameras that were installed as part of the Gainesville/Paynes Prairie Visibility Project. The cameras have to be rebooted intermittently to work properly, which can impact the TMC operator's ability to view incidents. FDOT has also been overseeing work that TCD has been doing to replace the Dames Point analog CCTV cameras with digital CCTV cameras and replacement of the wind sensor batteries on the Hart and Matthews Bridges. More details about this work are described below as well as additional work TCD and Metric Engineering have been performing. FDOT also provided training to TCD and Metric personnel for troubleshooting and repair of the bridge wind sensors. With all of this work taking place this month, FDOT personnel have been busy writing and tracking work orders and attending field and progress meetings.

TCD replaced several analog CCTV cameras on the Dames Point Bridge this month. The picture below shows two man lifts being used to do the work.

The deck of the Dames Point Bridge is about 200 feet from the water and the personnel in the lifts were as high as 150 feet above the deck, so they must have had quite a view.



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**MAINTENANCE continued**

TCD has also been replacing the batteries in all of the bridge wind sensors due to the batteries reaching their projected end of life. While replacing the batteries, they have also been addressing any needed maintenance at each of the sites. The batteries in the wind sensor on the Dames Point Bridge were changed out and the device was serviced during the lane closures for the CCTV camera replacements. Crews were also busy this month installing a concrete pole at the new RTMC, which will be used for testing devices prior to installing them along District 2 roadways, performing Preventive Maintenance on the ITS devices on the northeast and northwest quadrants of I-295, completing inventory support at the new RTMC, and installing fiber optic cable on Philips Highway to provide a final connection along the corridor between Shad Road and I-95.

Metric personnel assisted with the inventory stocking and data entry as well as end of year purchasing. Personnel were also present during the lane closures on the Hart, Mathews, Dames Point and Bridge of Lions bridges.

Additional ITS Maintenance activities for the month included:

- Installation of wireless antennas in Saint Augustine to connect traffic signals from the area of the Bridge of Lions going North to May Street and over to US 1.
- The communications Master Hub at the NB Blanding Boulevard on-ramp to I-295 was replaced this month with a much larger building. The original hub was too full to allow future expansion, so the larger building was installed and the fiber optic cable and infrastructure was relocated to the new building.

- The Layer 2 switches in the ITS device cabinets on the Phase V Project on the southwest quadrant of I-295 were replaced. These switches were originally installed in 2007 and were approaching their expected end of life.
- The wireless antennas on I-75 and US 441 within Paynes Prairie were adjusted to provide better communications between the two roadways. This connection is the only means of communications for the devices on US 441 to communicate back to the Gainesville TMC and North Florida RTMC.
- Several pre-construction and field meetings were held for upcoming projects to install fiber connections, upgrade signals, and install ITS devices.

**Matt Harbert  
ITS Maintenance Manager**

**PERFORMANCE MEASURES**

“One benefit of summer was that each day we had more light to read by” – Jeanette Walls, The Glass Castle. Well, summer is officially here with its longer days. As if we could not tell by the extreme amount of heat that we have been having over the past several weeks.

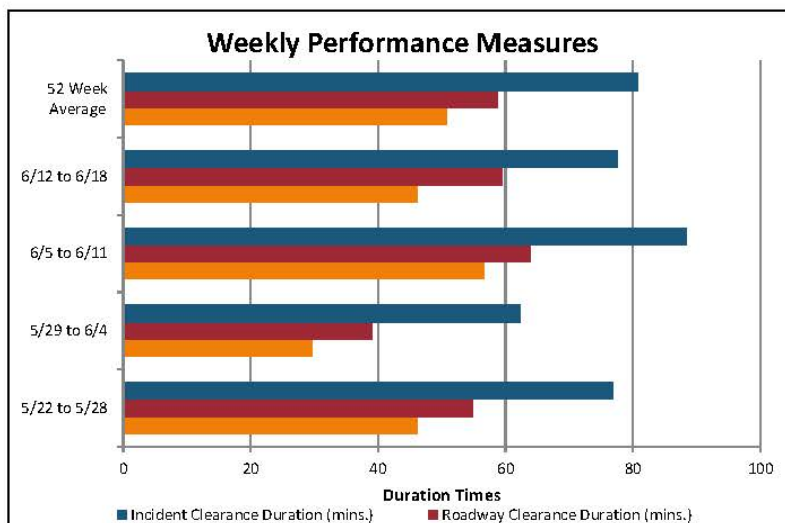
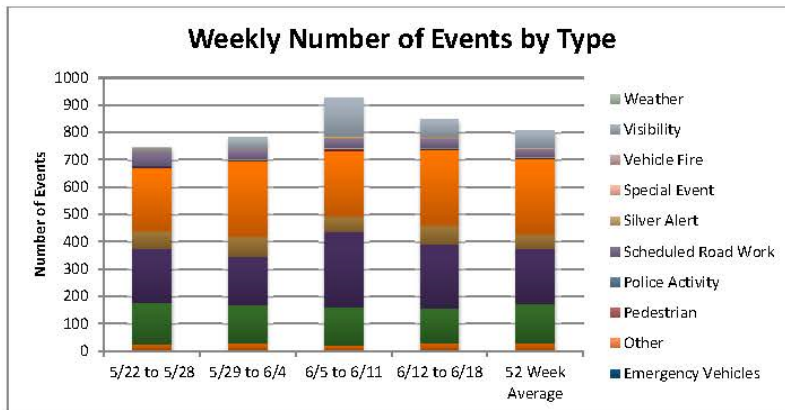
Suffice to say that the historical average for the month of June in Jacksonville has been 89 degrees and here we are being overachievers reaching 98 degrees in June 2016. Of course, with the warmer weather there is always an increased chance in the occurrence of tropical storms and hurricanes as we found out when District 2 was hit with Tropical Storm Colin on June 6, 2016. It brought along approximately 1.7 inches of rainfall that contributed to an



increase in events here in District 2 throughout the day. From the charts below, we can see that there was an increase by approximately 31% on all event types such as crashes, debris, emergency vehicles and visibility just in that week alone. The data revealed that the visibility events jumped by 54 percent during the same week that Tropical Storm Colin hit.

Our incident duration times have also been affected this month due to the tropical storm. From the Performance Measures chart below, we can see that our incident duration has been exceptional over the past month with the only exclusion being the same week with Tropical Storm Colin. This is a testament to how well our Regional Transportation Management Center (RTMC) has been operating with all of our agencies being able to communicate with each other and respond to incidents in a timely manner. The average open roads duration for the past 12 months has stayed well under the 90-minute goal duration times as reported by SunGuide at 50.7 minutes.

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





**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. If you have any questions about the RISC program more information can be found on our website at <http://www.jax511.com/D2TIMwp/risc/> . It gives more information about the program as well as the coverage areas.

**ROAD RANGER UPDATE**

The First Coast Road Rangers is a uniform and consistent statewide program that supports and promotes the Open Roads Policy by providing free highway assistance to stranded motorists, reducing delay during incidents and improving safety for the motoring public and responders. They are able to perform these duties by relaying real-time information to the Traffic Management Center (TMC) regarding incidents, congestion, disabled vehicles and roadway debris. Their routes encompass all of the major interstates here in District 2.



The Rangers kicked off the month of June by holding their monthly Road Ranger Safety Meeting at the FDOT Urban Office Training Center at 11:30 A.M. on June 1, 2016. Mr. Cody Parham opened the meeting by reviewing lessons learned within the past month and having an open discussion with the Rangers on best practices. The Rangers also took a moment to acknowledge another Ranger who is in critical condition after being struck in District 7 while working a shoulder event on a bridge. Situations like these help the Rangers realize the risks that they are taking while assisting motorists and also help them not be complacent while on duty.

We are very fortunate to have Road Rangers that are passionate about what they do and are willing to take risks to help motorists in need.

Looking at the charts following, we can see the Rangers have helped with close to 3,000 activities so far in the month of June. It was noted that there has been a slight decrease in travel for the month of June when compared to May around this same time. The Rangers have been providing a lot more water to motorists as we reach record-breaking temperatures in June and they have been seeing an increase in abandoned vehicles on the roadways.

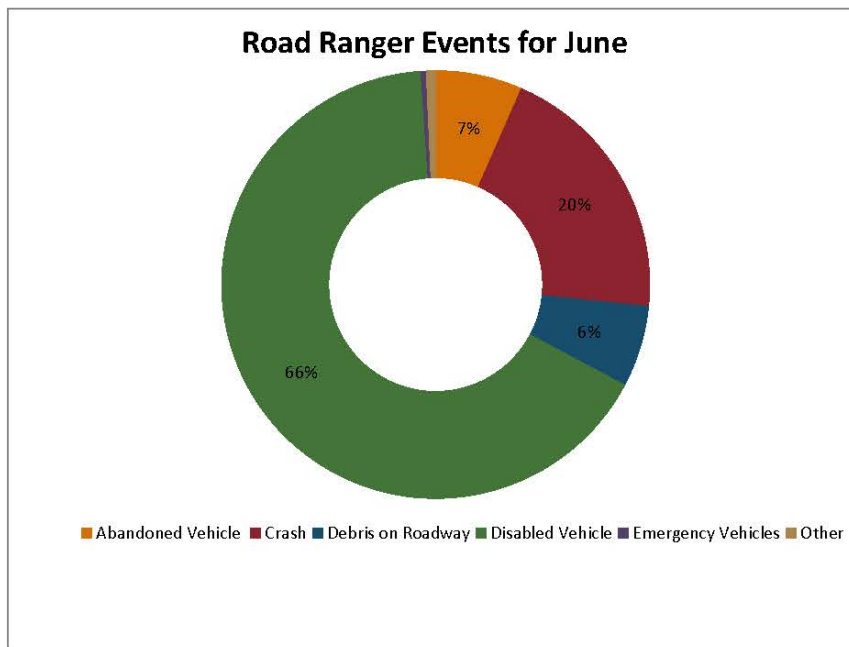
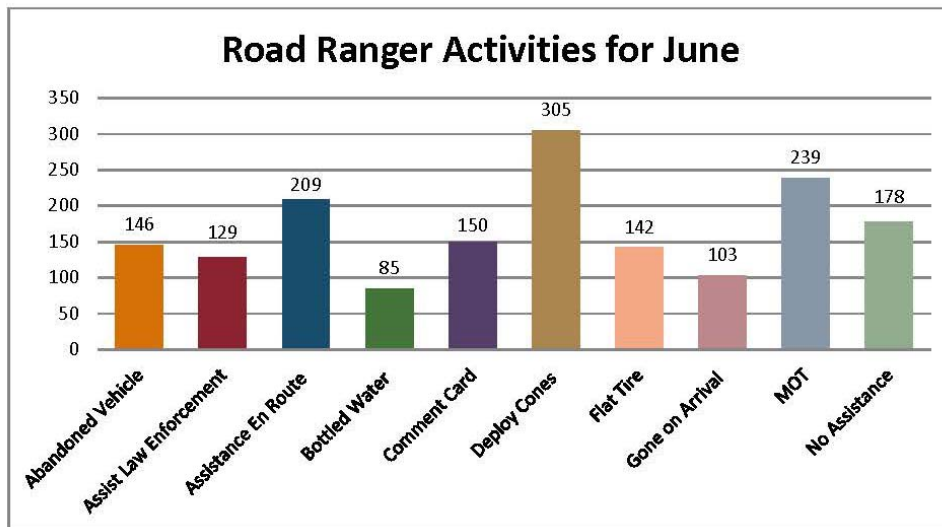
There have been close to 1,100 incidents so far in the Month of June and approximately 60% of those incidents were disabled vehicles. The Rangers have also provided many other services such as helping with flat tires and assisting with roadway debris, which has spiked by approximately 23% from last month. From the activities chart below I highlighted the Road Ranger events that were higher this



**ROAD RANGER UPDATE continued**

month compared to last month around this same time. As we can see, mostly all of the services provided by the Road Rangers had a significant spike and in some cases doubled.

The charts below illustrate the Road Ranger activities for the month of June 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 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 announcing Ms. Dee Dee Johnson as the new District 2 ITS Operations Project Manager. Dee Dee will be replacing Ms. Donna Danson. We look forward to working with Dee Dee as she brings her knowledge and expertise to the TIM Team. After introductions, Mr. Ed Ward proceeded with the Emergency Operations Update. He informed the group of some of the damage that Tropical Storm Colin left in its wake as District 2 was hit with quite a bit of rain as well as tornadoes. The rainfall total varied across the District but seems to have dissipated due to the dry ground. During the discussion, the group also decided that it would be best to address any issues where trees are blocking the CCTV's for better vision in such events.

The TEAM then went on to discuss the ITS/511 Updates which were led by Mr. Reichert as he made the group aware that the Paynes Prairie visibility sensors are being tweaked for the District to get the maximum use out of them. On the I-75 project from SR 24 to the Georgia line, the fiber portion will be completed at the end of the year and the device project will start early Fall. Bianca Speights gave the group the Construction Project Update and let the group know that there is also a proposal for an alternative truck route around Starke that will begin in Fall of this year. During the agency reviews portion of the agenda FHP informed the group that they are increasing patrols due to the construction in the area.

**FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**

The next First Coast Traffic Incident Management Team meeting will be held on **July 19, 2016** at the North Florida Regional Transportation Management Center (NFRMTC), 980 N. Jefferson St at 10:00 A.M. Please mark your calendars to attend this meeting, as it is important to the development of the TEAM.

**PLEASE NOTE:** *If anyone is interested in the SHRP2 Incident Management Training Course, please contact Craig Carnes at [ccarnes@metriceng.com](mailto:ccarnes@metriceng.com) or Misha Gonzales at [melder@metriceng.com](mailto:melder@metriceng.com) /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.*

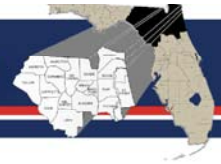
**TEAM MISSION:**

*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.*

**Dee Dee Johnson**  
**District 2 ITS Operations Project Manager**



**OPERATIONS**

RISC has partaken in a resurgence in not only vendors but activations of late. The RISC Program has jumped up to 2 Vendors on the First Coast with Walt’s and Southern Wrecker as well as 2 in Alachua County with Dave’s Hi-Way and Shelby’s Towing.

The Gainesville area should see an uptick as the new Captain and Lieutenant get settled in. With 2 qualified vendors in the Jacksonville area we had 2 activations of late (1 was cancelled) that benefited our motorists in Duval County.

RISC is a Statewide program offering monetary incentives to professional towing and recovery companies that can quickly respond and clear incidents involving tractor-trailers, motor homes, buses, airplanes and other large vehicles. The RISC program was funded in 2008 to be used only on limited access facilities, Exit/entrance ramps and interchanges included. RISC promotes the Open Roads Policy of a 90 minute goal for travel lane clearance time. Quick clearance reduces exposure to responders, traffic queue congestion and prevents more severe secondary crashes among other benefits. The RISC Program standardizes response requirements with Pre-qualified vendors that have a past history of these types of incidents. Proven results...aligned with TIM Team strategy.

On May 12<sup>th</sup> a crash occurred on the I-295 East Beltway northbound at Beach Blvd. involving a dump truck that overturned, spilling sand onto both NB and SB lanes. Initial reports had someone trapped underneath the truck, and life flight was immediately enroute to the scene. Emergency vehicles blocked SB lanes as the primary scene was on that northbound side. May 12<sup>th</sup> was the first day of the Players Championship so a lot of golf enthusiasts were traveling the East Beltway

southbound to get to Ponte Vedra so quick clearance and dissemination of information was critical. After assessing the scene FHP activated RISC and Walt’s was enroute.



The TMC remained very busy from the start of that event to the conclusion. Initial duties include locating on CCTV, gathering facts through various sources and disseminating that as quickly and accurately as possible. Clear and concise details provide responders with information to expedite response and promote those quick clearance goals. While all of that is in motion the TMC creates events in our Advanced Traffic Management Software (SunGuide) for the accident and congestion. Information is posted to DMS on the interstate as well as arterial message signs to help divert traffic. Messages are posted on the Airport Rd. DMS and on 95 to help people headed into town about the southbound closure. Messages are posted to all platforms of 511 and information is shared with the media to help get the word out. The TMC even coordinated with the City of Jacksonville’s Signal Office to make signal timing changes to help traffic flow through the detour and alleviate congestion on the affected arterials. Talk about a TEAM effort.



**OPERATIONS continued**



Walt's responded the way Walt's always does, prepared and ready to work. They arrived on scene 36 minutes after being called despite the congestion. The FHP gave them the notice to proceed at 11:30AM and Walt's was done and out of there 65 minutes later. Broad Spectrum pulled their Maintenance of Traffic (MOT) and the travel lanes were all open, in both directions, at 12:38PM. What could have run into a PM rush or prevented some of the 36,000 people headed to the Player's Championship ended well.

That wasn't the only event the TMC managed in the month of May. With summer arriving and numerous events taking place County wide the TMC managed over 3,400 total events. Of those, 921 of them were crashes and over 1,500 had some type of lane blocked. DMS were utilized for almost 50% of the events informing motorists of what the road downstream holds. The Road Rangers remained busy working 1,680 events. An informed motorist is a safe motorist.

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

**Ryan Crist  
RTMC Manager**

**MARKETING**

As a general rule of thumb when school is out for the summer two things happen: 1) traffic volume goes down 2) traffic accidents go up! These two things seem contradictory to one another, but bear with me for a moment. Let's set up a little scenario, shall we? Bring in Exhibit A. We'll call this motorist Sally. Sally, knowing that school is out for the summer decides to linger over breakfast, scrolling through all her Facebook feeds, marveling at the photos "Oh wait. What? Is that Marsha? Trying to look all cool in those skinny jeans?! Oh no, girl, she didn't!" Finally, after choking down the last of her coffee, Sally grabs her purse and rushes out of the house 20 minutes later than usual.

Now let's introduce Motorist B. We'll call him Hank. Hank, also banking on a lighter traffic load this morning, hits the snooze button four times before rolling out of bed. He hops around the room on one leg, struggling to get into his skinny jeans, then rummages around in the hamper, grabbing yesterday's jelly-stained tie and a shirt that has more wrinkles than an elephant. With only minutes to spare, he grabs a toothbrush figuring he'll clean those pearly whites on his way into the office (while doing 80 mph in the far left lane of I-95 NB).

What both motorists fail to factor in are those unpredictable choke points, the shifting traffic queues that pop up in random places during the inconsistent summer rush. When Hank reaches the top of the Baymeadows overpass, he sees that traffic is at a dead stop in front of him. Too late. Hank is not expecting this since traffic was free flowing when he sailed past both Philips Highway and Southside Boulevard. But now... wait for it...here it comes...the acrid smell of tires on asphalt, the





**MARKETING continued**

squeal that raises the hackles of other motorists and finally, the sickening but inevitable thud that means everyone’s day just got a little more complicated. Hank meet Sally. Sally, Hank. Meanwhile, back at the Regional Transportation Management Center our operators spring into action by notifying FHP, dispatching Road Rangers and posting updates to our 511 system. Poor Sally. Poor Hank. And poor motorists whose 20 minute commute just turned into an hour long crawl. And it’s not even raining! We’re saving that for afternoon rush.

All this to say, rather than scaling back on our 511 outreach during the summer months, we actually kick things into high gear! There are hurricane preparedness seminars to attend, health and safety fairs and even back-to-school teacher expos! One of the highlights of this past month was our participation in Tote Maritime’s Safety Fair. I’ll let the news media handle the heavier side of this story, but let’s just suffice it to say that senior level managers at Tote Maritime are placing extra emphasis on all things hurricane-related following the El Faro disaster.

We also made visits to all the Beaches municipalities and government offices, stocking them with enough 511 brochures to last throughout the entire 2016 Hurricane Season. We even met with Commander Evans and Communications Supervisor Erin Citrullo at the Jacksonville Beach Police Department to discuss bridge wind sensors and other important traffic and safety information should there ever be a need to evacuate. And finally, we’re gearing up for the 36<sup>th</sup> annual Greater Jacksonville Kingfish Tournament July 18<sup>th</sup> – 23<sup>rd</sup>. Our 511 promotional items and brochures

always find their way into the Captain’s goodie bags. If you’re heading out to the tournament, check 511 and “Know before You Go!” You can call 5-1-1, visit [www.FL511.com](http://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!

**Sherry Byrd  
Marketing Manager**



If you find yourself at the FDOT District 2 Urban Office, take a minute to look at the display in the lobby about 511!





**SPOTLIGHT ON...JASON EVANS**

**Many moons ago, when Intelligent Transportation was still a new concept, you came to work for us as an overnight Operator in the Transportation Management Center. How many years has it been now?**

This July will be 12 years since I came to work in the TMC. I had been working at Convergys for a year while attending FSCJ and was ready for a change. My Mom heard about the job through a business associate and the rest is history.

**You've recently moved up on the "corporate ladder". Congratulations! For those who may not know, tell us a little about your new job title/responsibilities.**

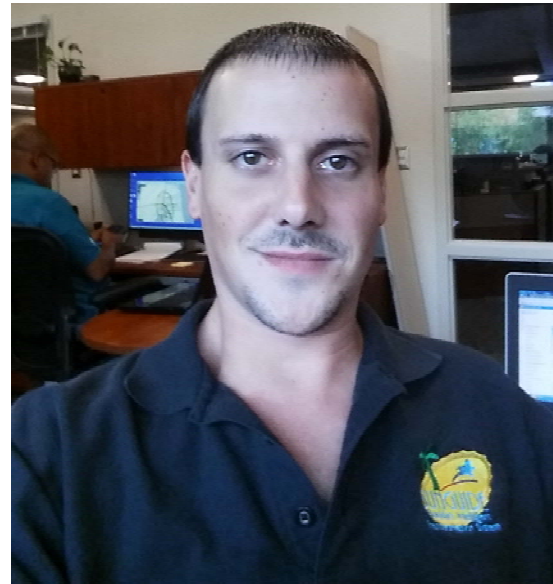
My new job title is the District 2 RTMC Operations Supervisor. My main responsibility is to ensure that operations run smoothly and that the information we have going out to the public is correct and current.

**Have you had any trouble adjusting from nights to days? What do you most appreciate about working when the sun is up?**

The adjustment from the night shift to days has not been as difficult as I thought it would be. I actually find that I am sleeping better and am enjoying spending time with family and friends in the evenings.

**What do you miss most about the night shift? (if anything)**

I have been so busy transitioning to days that I have not even missed the night shift.



**What obstacle has been the most difficult to overcome during your transition from employee to supervisor?**

Being an overnight operator for 11 years, I was accustomed to always handling everything that came into the center (calls, events, emails, etc...) myself. The hardest part for me was remembering to leave everything to the operators and only assist when needed.

**Can you recall a particularly difficult or challenging day on the job?**

Nothing that I can remember stands out as being particularly difficult. There were several times over the years where I was extremely busy on the overnights usually due to a hurricane or bad weather in general. Those were some of my favorite shifts because it made the time go by much faster.



**SPOTLIGHT ON...JASON EVANS**  
**continued**

**What's the most interesting traffic debacle you've witnessed to date? Something so "outside of the box" you couldn't wait to get home and tell your friends.**

We had an interesting event a few years ago where a naked homeless man was running around on I-95 near Golfair. JSO showed up on scene and blocked off most of the lanes for safety but this gentleman was fairly quick and eluded them for quite some time jumping back and forth over the center divider. It was funny to watch because you could tell that none of the officers really wanted to be the one to catch him but wanted him contained for obvious safety reasons.

**Technology is always evolving. What's the most significant change you've witnessed to date, as far as Transportation is concerned?**

When I first started here so long ago, we only had cameras on I-10 between Chaffee and the I-95 merge which were dial-up and very poor quality. Thinking about those versus the high definition cameras we have now, I am not sure how we were ever able to locate anything back then.

**What are your goals for the next five years?**

I never really gave the flow of traffic much thought before coming to work in the TMC. I have a new respect for what it takes to move traffic safely throughout the state and would like to continue this career path. I am anxious to learn as much as possible to become more of an asset to the center.

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

My mom always told me "The harder you work, the luckier you get." I finally get what she meant! My dad always told me to "Do it, *then* talk about it".

**Tell us a little about your family. Is there a "significant other" in your life?**

I grew up in Macclenny, Florida and was active in Boy Scouts, earning the rank of Eagle Scout. My family enjoyed traveling, so I have seen quite a bit of the United States. I would have to say that I am partial to the south. My dad taught me how to work on cars at an early age and we spent many hours restoring old cars. I do have a "significant other" in my life and enjoy spending time with her and her children.

**And finally, how do you like to relax and unwind when you're not at work?**

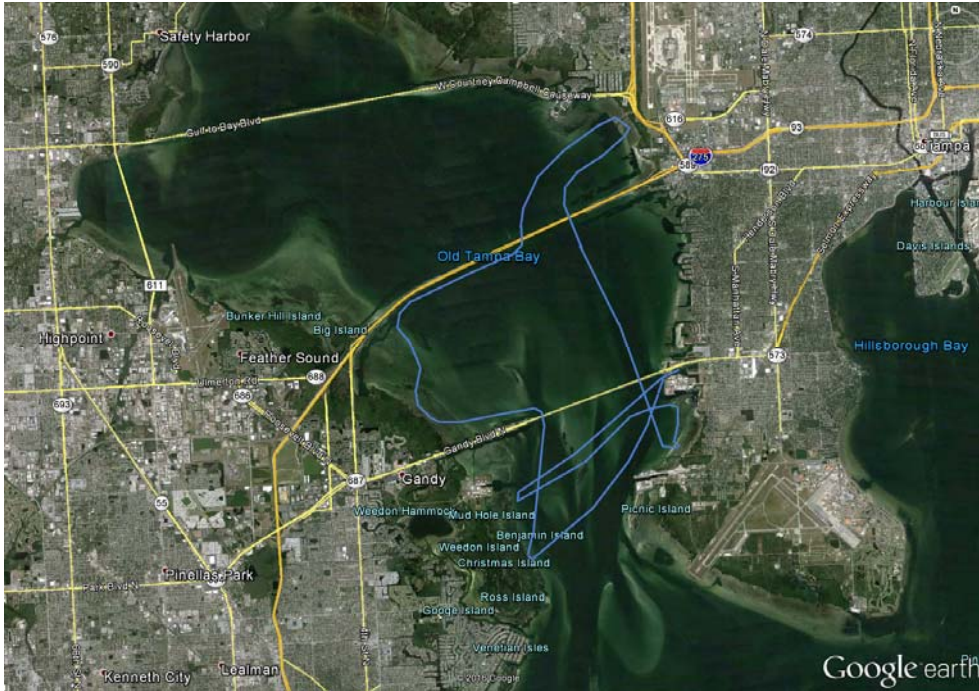
I enjoy being outdoors. Boating and fishing are two of my favorite activities. I also enjoy working on my vehicles and fixing things around my house. I am a handy guy and don't mind getting dirty.



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



**PHOTO GALLERY**



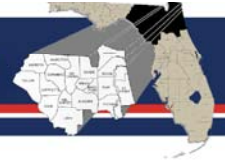
Josh Reichert's grand adventure looking for the elusive Common Snook



One of our new FL511 billboards, at Blanding & Edson, a Public Service from the billboard company



511 hit the road to Fidelity National Financial's Employee Fair earlier this month



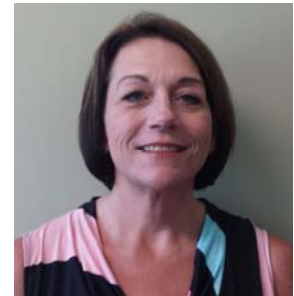
Traffic Incident Management 2016 Meeting Schedule

First Coast TIM Team
FDOT Urban Office Training Center
2198 Edison Avenue, Jacksonville
904.360.5400
July 19 2016
September 20, 2016 November 17, 2016

Alachua/Bradford TIM Team
FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville
352.381.4300
August 10, 2016
October 12, 2016 December 14, 2016



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