



January 2017 Issue 108

BREAKING NEWS

Six more weeks of winter! Let's hope it continues to be mild.





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

Have you ever tried to run a long distance race like a marathon or 10k? If so, remember that moment when the “gas tank was empty”, you began to breathe heavily and the cramps were so excruciating that you felt like you had to vomit? During this moment is when you’d show your true grit by sucking it up and going the extra mile. Well folks, that moment has arrived for all members of the ITS team. There are several reasons for reaching this point but the reality is that we’ll need to suck it up and continue the best we can to overcome many of these challenges.

For example, Dee Dee has mastered the art of juggling life as she tries to help her daughter prepare for a February wedding date, deal with schoolwork during her final semester at Flagler College and keep up with a mother who’s as feisty as a pack of firecrackers. All this while trying to handle a workload that includes dealing with a new Road Ranger contract, preparing for the expansion of RTMC operations and coping with the day to day demands inherent with the ITS program.

Matt, on the other hand, is busy trying to insure that all of the ITS devices are operational, including the ones within a construction work zone. Every morning I try to get with him so I can learn which construction project has impacted our devices or communication infrastructure. From these findings we develop a game plan to insure that the equipment is up and running before the morning rush hour. Only problem for Matt is that this provides another opportunity for me to come up with some cockamamie idea that introduces additional hurdles for him while trying to manage the ITS maintenance crews.

Kevin deals with all of the ITS issues within District Two construction projects. He probably has the most logistically challenging job of us all since he must address any ITS concerns on-site. This means that some days he’s at a Gainesville project, then he may have to head down to the State Road 9B construction site. This is followed by a visit to the Express Lanes projects and then up to the Overland Bridge work site. Usually, the contractor tries to provide reasons to Kevin on why they can’t meet the ITS requirements while Kevin shakes his head in disagreement. Keep in mind that District Two currently has over one-billion dollars in construction activities and Kevin is the on-site contact person for ITS at a majority of these projects. See what I mean about having to vomit!?!

During the week of January 23rd, Dee Dee and I took a trip to District Six to learn more about the operation of Express Lanes, Ramp metering and the associated software. This was her first trip down to the District Six RTMC, hence I spent a lot of time going over the history of their ITS program. The highlight of the trip was watching her reaction as I exited the Express Lanes and worked my way over five lanes in one-half of a mile to get onto the Dolphin Expressway. Once we survived this maneuver I reminded her of how great it is to live in Jacksonville!

Even though it was a very informative visit there was still sadness at their RTMC about the passing of Charlie Robbins. He had a significant personal impact on many of the staff in District Four and Six, so it was understandable that reminiscing about him brought some tears to their eyes. I was



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

disheartened to notice that the Performance Measures board Charlie kept on an easel at the exit to the RTMC floor was now gone. He used to keep it updated every day and during my visits would point out how well their staff was doing. It was good to spend a little time reminding ourselves of how nice a man Charlie was to all of us.

I realize that my article in last month's newsletter was a bummer but must unfortunately continue with the bad news. Mr. Rob Mastascusa passed away on Thursday, January 26th, at around 4 PM. Many of you did not know him but may recall me mentioning his name several years ago. Rob was the Engineer of Record at Atkins Engineering who designed the Paynes Prairie visibility project just south of Gainesville. This ITS project was the first of its kind in Florida and the expansion of our program outside of the Northeast Florida metropolitan area, so there was a lot of heat on Rob to produce a quality product.

From the onset, John Kell and I were very tough on Rob as we tried to figure out just how good he was with ITS design. During every design review we would ask "why did you do this!" so that we could insure he provided a well thought out set of plans. I recall questioning him on the conduit route shown within the plans and the impacts that may occur. Rob responded with a very thorough and well-thought out explanation on why this path was taken, thus solidifying our confidence in him. By the time he provided the 100% plans we'd taken a liking to Rob because no matter what we threw at him he always responded with a smile.

Rob understood the importance of this project and notoriety it would have in Florida, good or bad, so he spent an extraordinary amount of time insuring he nailed it. Once the project was constructed the reality was that he'd produced one of the finest ITS projects in District Two. He was able to incorporate new technology involving color DMS, visibility sensors and wireless beacons into the traditional layout. At first, I thought it would be easy but quickly learned it was not a piece of cake since extensive research would be required to determine power needs, cabinet capacity and visibility sensor separation.

After this project Rob left Atkins and joined Metric Engineering in Central Florida. That's when I realized many of my ITS colleagues were close friends with Rob and spoke glowingly about his personality and wit. I even had a chance to get a hint of his personality when he led the Metric CEI team overseeing the I-95 deployment in St. Johns County. During the project, Rob was thorough and tough on the contractor, yet very open to suggestions. Mind you, this was one of our toughest contractors who had the reputation of submitting complaint after complaint to gain an edge in the claims process. He managed it like a champ and spearheaded a project that could have gone south pretty quickly.

Last summer Rob Mastascusa was diagnosed with stomach cancer. Being quite young and very healthy, the outlook was promising for him to beat this disease. The initial treatments appeared to go well until late Fall when Rob learned the cancer had spread



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

throughout his body. During these final months Rob did not allow this disease to bring him down. Instead, he used this opportunity to reconnect with old friends, build his relationship with those closest to him and figured out a way to make the most of it during his final days.

One of our team members, Jessica Renfrow, was very close to Rob. As she put it, he was initially a mentor to her and the relationship blossomed into a close friendship. She shared some of the final discussions she had with Rob and told me that he always wondered if we were happy with his Paynes Prairie design. At first, this question caught me by surprise since it was one of District Two's proudest accomplishments. We bragged about it all around the State and even had this project shortlisted for an ITS America annual award. Then it hit me! We'd shared our gratitude on this project with Atkins but it never got back to Rob since he'd left to join Metric.

Since Jessica planned to go see Rob again I asked her to pass along my apologies for never personally thanking him on this project's success. I can only hope that this message reached him in time so it can be kept as a memory throughout his next journey. His passing will have an impact throughout Florida's ITS industry since Rob had no borders and was friends with everyone, no matter whether it was a competitor or colleague. He will be sorely missed for years to come but his memory will go on with the Paynes Prairie visibility project.

Again, my apologies for this remorseful bit of news but I at least owed this to Rob. In a way, it segues into last month's article in that even though his passing was way too early at least he

had enough time to say good-bye to his friends and family. It's a better fate than if he'd suddenly passed away in a car crash and no one had the chance to share their love with him.

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

**NOTES FROM THE DISTRICT 2 ITS
PROJECT MANAGER**

Decisions, Decisions, Decisions!

I never realized it would be so time consuming and stressful to evaluate bids for our upcoming Road Ranger Contract. When the whole process began, I thought we would just be looking at the pricing and experience. I was wrong.

If you have never been involved with the Florida state contract/purchasing guidelines process just let me tell you it is strict, complicated and never ending. The whole process started out with advertising for our Request for Proposal, then moved on to a mandatory pre-bid meeting, technical bid and price bid submission and opening and finally the announcement of award. This all sounds easy...NOT!

We held the pre-bid meeting at our FDOT District 2 office which was mandatory for all vendors to attend if they planned on bidding on the contract. Four vendors showed up and only had a few questions. I thought this was going smoothly, was I wrong. I didn't



NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER continued

realize they had until 5pm to ask questions and did they ever take advantage of that. The next day Pete and I had the pleasure of answering two pages of questions.

On to the next step, technical bids and price bids were all due on the same day, but opened on different days. We asked for short, concise bid packages with the required information; no need for fancy pictures or presentations. Some of the bid packages were brief and informational with all of the right components, but others contained additional information making it hard to sift through to find the required components. I never thought it would be so time consuming and stressful to evaluate each company's executive summary, management plan, technical plan and work plan. It was a very important task to pick the right vendor to provide Road Ranger services for the Jacksonville area.

After technical scores were finished, price bids were opened and scores were tabulated. All four of our vendors who bid on the contract possessed some combination of skills which could fulfill the requirements, but one fulfilled all of the requirements. There always has to be a #1 score. I guess you are asking who that may be...well you will have to wait for now. It will be publicly announced soon. Contracts are in the process of being worked on and processed.

It is never easy to pick a winning company when you have many submissions. You have to set all feelings, personal views and opinions aside and grade everything by the criteria. You have to pick the company who will deliver the best product. I am so glad this is over!

Dee Dee Johnson
District 2 ITS Operations
Project Manager

NORTH FLORIDA TPO

If you have never taken the opportunity to visit the North Florida Transportation Planning Organization's (NFTPO) website I suggest you take a moment to look at the ITS section. The link is at <http://northfloridatpo.com/its/> and has loads of information related to their involvement in the ITS program. I mention this because the NFTPO has plans to advance our efforts by "putting some skin in the game" with the Smart Cities arena. They have assigned HNTB with the task of developing a North Florida Smart Region Master Plan that incorporates a number of technology related projects.

This effort is beyond ITS since it involves the use of technology for transit, rail, seaports, pedestrians, bicyclists, freight and private/public partnerships. The reality is that we are now in a "data rich" world that is currently underutilized. The fact that the NFTPO is making a concerted effort to utilize technology to capture this information will make Northeast Florida a very productive community. Likewise, incorporating partnerships with private industry should exponentially improve the effectiveness of these efforts.

Last year, Columbus, Ohio, received a Smart Cities grant for their application. When I reviewed what was submitted it kind of ticked me off because many of the projects they were attempting had been discussed by our ITS Coalition a number of years ago. With the help of the NFTPO our infrastructure was built up to take the program to the next level, so all that was needed was the additional funding to put the pieces together. I am not sure how Columbus beat us out because a majority of

Continued on following page



NORTH FLORIDA TPO continued

their needs was the building of infrastructure, however my best guess is their ability to capture a significant amount of participation from the private industry.

I feel one of the key hindrances on the advancement of this effort will be a lack of enough individuals to pull it off. The talent pool in our industry is very limited, therefore we must begin an outreach effort to other skill sets like computer, electrical and logistics engineers as well as marketing and web-based talent. Seeing as our focus is transportation, we hardly ever look outside of the civil engineering arena, however in this instance, we must expand our horizon. This will be the only way we can pull it off successfully since this involves a number of disciplines beyond the transportation professional.

So, if you have any teens or college aged children sucking up your budget, now is the time to get them interested in the Smart Cities effort. The selling point is technology applications involving smart phones, tablets and networks. These are things most youngsters rely on every single day so why not convince them to make some money from it! At least you'd be able to cover the cost of food and hot water bills!

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



MAINTENANCE

In the last newsletter I discussed the new video wall that will be installed on the back wall of the RTMC and the work TCD was doing to prepare for the installation. This month TCD completed the fiber terminations on the fiber optic cables they had installed in December. These fiber cables will be used to pass video from the video wall servers in the computer room to each of the video wall monitors. TCD also moved the RTMC Gate Access Button to the Road Ranger Operator's desk. This button is connected to the secured gate at the back of the RTMC and allows an Operator in the RTMC to provide access to someone at the gate. The gate has a security card reader and also a push button for calling the RTMC Operator to request permission if the individual does not have a security badge. The Operator can see the person on video from a CCTV camera positioned near the gate to confirm their identity.

TCD was also active with many other maintenance duties including the following:

- Normal maintenance activities for daily device outages as well as on-call repairs on nights, weekends and holidays.
- Replaced a small Trailblazer style DMS on University Boulevard this month. The original DMS had been destroyed when a vehicle left the roadway and struck the structure and DMS.
- Proofing conduit on I-10 from Cassat Avenue to the FDOT Urban Office building. The fiber optic cable in this area has been damaged so many times by construction projects that there is now significant signal loss across this portion of the fiber. TCD will be replacing this portion of the fiber optic cable in the near future.



MAINTENANCE continued

Metric Engineering continued to assist with inventory tracking this month and also assisted with the relocation of the 511 marketing materials in the RTMC storage areas. In addition, Metric personnel performed QC inspections of Preventive Maintenance of ITS cabinets on several corridors around Jacksonville and provided a comprehensive report on their findings. Finally, Metric has been creating as-built drawings for the installation of conduits on Philips Highway and Beach Boulevard. These as-built drawings will be provided to the City of Jacksonville so that they will be able to easily locate the fiber optic cable installed within the conduits when any construction activities are being performed in the areas.

As with the rest of our staff, I had quite a busy month doing my normal duties such as work order tracking, inventory management, invoice processing and procurement of items. In addition to these normal tasks, I participated in 90% construction inspections on the I-95 St. Johns County ITS Project and SR 16/US 1 Project Fiber Optic Cable Project. These two projects are nearing completion and should be Final Accepted in the next month.

Matt Harbert
ITS Maintenance Manager

CONSTRUCTION

The I-95 St. Johns County ITS Project has completed the 30 Day DMS burn-in period and all device testing has been completed. The Contractor is working on their final “punch list”

items and submittal of the required project documentation. This project should be completed ahead of the March 8, 2017 contract completion date.

The SR 16/US 1 Fiber Optic Cable Project is also nearing completion. The contractor has completed installation of the conduit, pull boxes, splice vaults and fiber optic backbone cable. Fiber drop cables are being installed and fiber splicing and terminations are expected to begin shortly. The contract completion date for this project is currently February 21, 2017.

The I-75 Fiber Optic Cable Installation Project is nearing completion. This project installed fiber optic cable and infrastructure on I-75 from SR 24 going north to the Georgia State Line. The semi-final construction inspection for this project was conducted on January 17, 2017. The Contractor is currently working on final “punch list” items and submittal of final documents. The contract completion date for this project is February 15, 2017.

The I-75 ITS Device Installation Project will install ITS devices within the project limits of the fiber optic installation project detailed above and will use the fiber optic cable to communicate back to the Gainesville Smartraffic TMC. TMC operations personnel will control the devices and view CCTV camera images from both the Smartraffic TMC and the North Florida RTMC. Construction activities commenced in late January with installation of concrete poles and DMS foundations. This project is scheduled for completion in early 2018.



CONSTRUCTION continued

The I-10 Fiber Installation Project is installing fiber optic backbone cable and infrastructure on I-10 between Jacksonville and Tallahassee. This project will provide a communications link between the ITS Networks for FDOT District Two and FDOT District Three. Once this fiber connection is completed all FDOT District ITS Networks will be connected in one large communications network. The Contractor has been installing conduit, pull boxes and splice vaults on the western end of the project and will be working in the eastbound direction for the foreseeable future. This project is scheduled for completion in early 2018.

**Kevin Jackson
ITS Construction Liaison**

ROAD RANGER UPDATE

The Road Ranger Program is funded by the Florida Department of Transportation (FDOT) to provide motorist assistance and support to FDOT and local agency partners with traffic incident management. The Road Rangers provide real-time information to the Traffic Management Center (TMC) regarding accidents, congestion, disabled vehicles and road debris. The Rangers are also apt to provide short term Maintenance of Traffic (MOT) at accident scenes until FDOT Maintenance or their contractor arrive on scene to deploy full MOT.

The Rangers put their lives on the line every day by assisting at accident scenes, providing real-time information to the TMC and assisting with roadway clearance. They are an essential part of traffic incident management here in District 2.

Over the holidays our Road Rangers were present on our roadways showing great force as they assured the public that the Road Rangers are still on duty and take incident management and safety of the motoring public seriously.

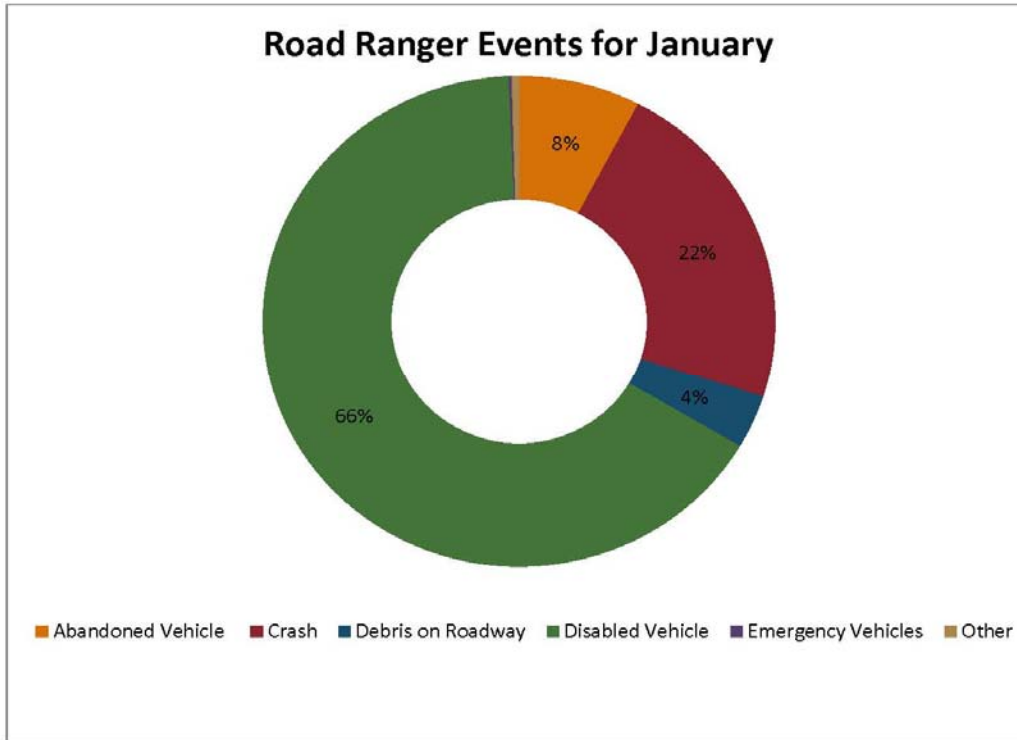
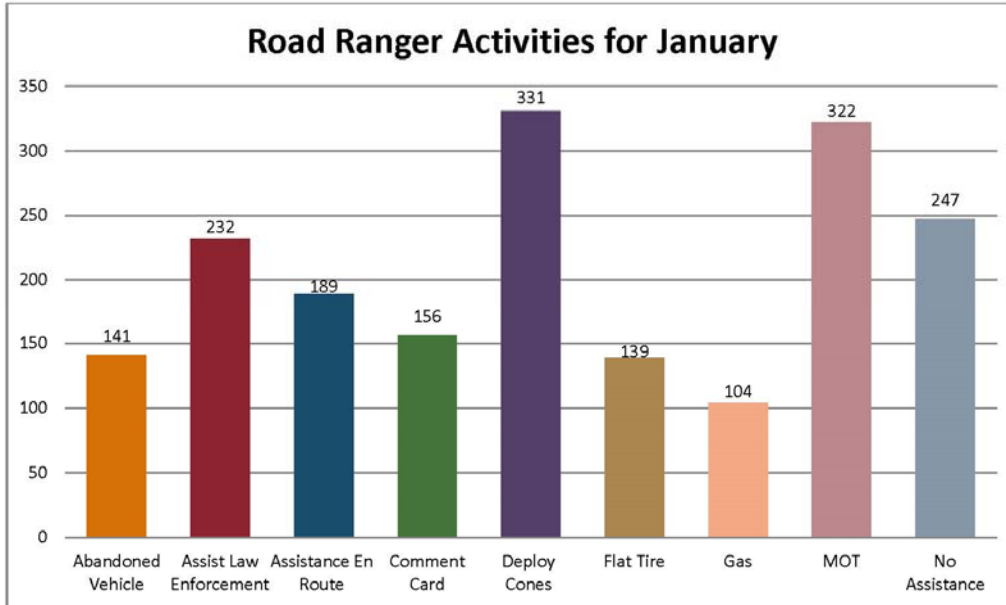


The Road Rangers held their monthly safety meeting at the FDOT Urban Office Training Center at 11:30 A.M. on January 4, 2017. Mr. Cody Parham welcomed all of the Rangers to the meeting as they were all thankful for a new year. The Road Rangers discussed several events where their assistance was needed and how they each responded. The TEAM had an open dialogue and discussed lessons learned to do better in the future.

In the activities charts following, the Road Ranger event types for the month of January are highlighted to show the variety of services that they provide as well as the different kinds of reported events. As we can see, the Road Rangers have been very busy by responding to approximately 1,200 events so far in the month of January and providing over 2,500 services during these events. These services include assisting law enforcement, removing debris, changing flat tires and providing MOT when needed. District Two cannot thank the Road Rangers enough for all of their hard work and dedication.



ROAD RANGER UPDATE continued



Dee Dee Johnson
District 2 ITS Operations
Project Manager



RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

The Florida Department of Transportation (FDOT) in conjunction with the Florida Highway Patrol (FHP) created the Rapid Incident Scene Clearance (RISC) program to support Florida’s Open Roads Policy and established a 90-minute goal for the clearance of motor vehicle incidents on Florida’s roadways. The RISC program strives to quickly secure and restore highway facilities for public use and has proven itself to be a major component of Florida’s Traffic Incident Management TEAM. Our RISC program encompasses nine counties and assists with major incidents along our interstates. RISC was not activated in January so far, but District 2 is fortunate to have our current RISC vendors. This program has been heavily utilized over the past several months and we are very thankful for the program and how much it has helped us here in District 2.

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast Traffic Incident Management Team held its bi-monthly meeting at the Regional Transportation Management Center (RTMC) – 980 N Jefferson St., Jacksonville, Florida on January 17, 2017 at 10:00 A.M. Ms. Dee Dee Johnson opened the meeting and welcomed all of the TIM members to the first meeting of the new year.

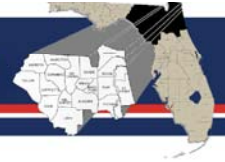
Mr. Bill Kays kicked the meeting off with an update on the Overland Bridge Project. He informed the group that the project is going smoothly especially seeing as there was no construction during the holidays. There are upcoming traffic switches which will be taking place shortly at I-95 SB and I-95 NB. Mr. Kays warned all incident responders to keep an eye in

these areas as there is concern for the motoring public. Concern is also rising for the Phillips on-ramp to I-95 because of the downtown exits and the time it may take to merge. The Overland Bridge project is projected to be completed by September 2017.

Mr. Ron Tittle then gave us an overview of all of the projects occurring in the District. All of the construction projects and updates in the area can be found at <http://nflroads.com>. This website also gives valuable information on upcoming projects and is intended to keep everyone informed. Next up the group discussed the ITS Construction Updates which was led by Ms. Sherrell Lall. Ms. Lall gave updates on the I-95 project in St. Johns county and informed the group that the 90% walk through has been completed with no major issues and was very happy to announce that on SR 16 the contractor is currently installing fiber optic cables. On the I-75 project from SR 24 to the Georgia line, 100% of the walk through has been completed and the final punch list items are being addressed. Mr. Ryan Crist then took over the 511 side of things and wanted everyone to know that the majority of the issues with the 511 app are currently being worked on and addressed.

Due to there being several major incidents involving fatalities in the District, Ms. Sherrell Lall also gave a presentation on performance measures in the area and also addressed several of those major incidents. The group had an open discussion and each agency was able to give their input on each incident. Each incident represented a lesson learned for each traffic incident team member as they try to minimize the number of incidents on our roadways.

Continued on following page



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued

The next First Coast Traffic Incident Management Team meeting is scheduled for **March 21, 2017** at the Regional Transportation Management Center (RTMC) – 980 N Jefferson St., Jacksonville, Florida at 10:00 A.M. Please mark your calendars to attend this meeting as each agency’s participation is important for the good of the group. If you are unable to attend, please feel free to send someone else who could represent your agency. We thank you for your participation.

ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The next Alachua-Bradford Traffic Incident Management Team meeting will be held on **February 8, 2017** 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. If you are unable to attend, please feel free to send someone else who could represent your agency. We look forward to seeing you there!

We are currently in the process of updating the TIM Team meeting process and strongly encourage all TIM members to send in suggestions for agency topics to be discussed during the meeting. All ideas are welcomed and can be sent to: DeeDee.Johnson@dot.state.fl.us.

PLEASE NOTE: 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 /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 2017.

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





OPERATIONS

In recent months and years, there has been a lot of media attention that has been aimed at the large, and sometimes fatal, crashes along I-95 in St. Johns County. I can assuredly state that FDOT has taken notice long before that and has been looking into ways to make that stretch of roadway safer. One of the measures that FDOT is taking has been visible for about a year while the ITS Deployment along I-95 has taken place. Fiber communication, traffic detectors, cameras (CCTVs) and dynamic message signs (DMSs) have been installed. That project is just wrapping up now. Some of the benefits ITS brings to the table is a shortening of the incident timeline which promotes quick clearance, improved safety and a reduction in secondary crashes.

Taking a peek into the 2016 data reveals that the media and FDOT are correct in their observations that I-95 in St. Johns County is a busy stretch of roadway. For a stretch of roadway with not much recurring congestion the RTMC managed over 1,600 events of which 773 were crashes. Almost 50 had ALL LANES BLOCKED and nearly 400 lasted longer than FDOT's 90 minute open roads goal. That is the equivalent of four complete closures a month and 65 crashes a month causing hours of delay leading to loss of time and money. Most importantly, that doesn't even take into account the loss of life, injuries and property damage/loss. We are talking about only a 30+ mile stretch of roadway. Those numbers are staggering.

What ITS and the RTMC allows for is the shortening of that incident timeline. Detection, notification, verification, response and clearance times are all reduced. Information is disseminated via DMS, to the media, 511 and

other avenues to educate the motorists on what lies ahead, creating a safer way to travel.

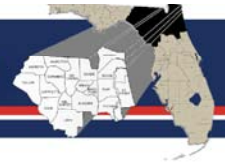
Through CCTVs, the RTMC is able to quickly pinpoint the location of the event, provide precise details to responders, expedite response and educate the motorists in mere minutes. This stretch of roadway is long overdue for ITS and the benefits should be immediate and measurable.

The chart following shows some Incident Performance Measure data for Duval County and St. Johns County for 2016. Duval County has just about a complete ITS Deployment on the interstates and on some of their major arterials. St. Johns had very little to no coverage during that calendar year. You can see it takes nearly twice as long to verify these incidents and without CCTVs the details are limited and requests for additional resources are delayed.

The FHWA (Federal Highway Administration) states that for each minute a travel lane is blocked during peak use, an estimated four minutes of delay result after the incident is cleared.

The difference between Duval and St. Johns average lane clearance (open roads duration) is 27 minutes! That is an extra 100 minutes of delay even after the event is cleared.

This doesn't even take into account the reduction of secondary crashes and the fact that if the crash is no longer there those responders have a higher likelihood of getting home safely at the end of their shift. ITS...saving lives, money and time.



OPERATIONS continued

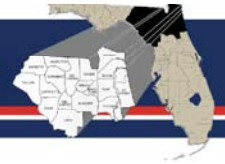
Performance Measure	Duval County	St. Johns County
Verification Duration	3.7 Minutes	7.1 Minutes
Open Roads Duration	45.7 Minutes	72.5 Minutes
Roadway Clearance Duration	53.7 Minutes	81.7 Minutes
Incident Clearance Duration	74.9 Minutes	127.2 Minutes

Incident Responders, their agencies, the RTMC and ITS each day work hard to promote quick clearance saving you time and money. If just one person gets home a year that might not have it is all worth it. That person might be my wife, someone's mother or father, or, a daughter or son. We have been waiting for this ITS Deployment to be completed and I look forward to reporting back on our findings.

Ryan Crist
RTMC Manager



In what will be just under 13 months since groundbreaking, ITS has come to I-95 in St. Johns County. From above left, clockwise- CCTV pole installation; electrical service; conduit trenching; DMS foundation; DMS installation; DMS test message. Tools to help keep motorists safe and informed!



MARKETING

We're off and running in the New Year! Normally, the winter months bring a lull in 511 activity (I'm talking marketing events, not necessarily traffic incidents). But this January we didn't even have time to unlace our running shoes before tackling the next wave of projects.

First stop, the I-75 Florida Welcome Center. Our 511 Team arrived on a clear, sunny day with temperatures topping out in the upper 70s. But the weary travelers who had just crossed the state line *into* Florida had quite a different story to tell; tales of ice storms so crippling that even those native to areas like Chicago, Ohio and Ontario were packing their bags and heading south for warmer climates. All told, we spoke to 100 motorists that day, and after outfitting them with 511 apps (and complimentary sunglass carrying cases) we bid them farewell and sent them on their way to enjoy the Florida sunshine.

Another highlight on our January calendar was the visit we recently received from local radio personality Jim Byard (of Renda Broadcasting and Lite 96.1 fame) to our Regional Transportation Management Center. In the past, we've been featured guests on Jim's "Inside Jacksonville" community affairs radio show, so it was nice to be able to return the favor and give him an in-depth tour of our facility. He seemed to be blown away by all the state-of-the-art equipment inside the RTMC. I had to laugh because every time he spoke, he started getting curious side glances as people started connecting the dots, matching the face to the radio voice. A few of our operators even got a chance to pose for a picture with this local radio icon. Jim has been broadcasting longer than some of them have even been alive!

Next up on the list will be a visit to Deutsche Bank on Jacksonville's south side. This will mark our 3rd year in partnership with this great organization. We typically speak to over 200 employees at this event, and we're expecting our impact to be even greater this year as the company plans to add an additional 350 employees to their roster over the next two years. We'll report back next month with updated totals after visiting Deutsche Bank. Chris Ruehling and his associates are some of the hardest working bankers in the industry.

We consider it a huge honor to be able to educate motorists (and local radio personalities) about the time-saving advantages of using our 511 traffic apps, phone services and website. Whether 511 is the only traffic service a motorist uses, or one of many, our job is to provide up-to-the-minute traffic information that is relevant, beneficial and accurate.

Our core message is always the same. "Connect. Know. Go." We hope you'll also remember to include 511 in your travel plans. You can dial 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





PERFORMANCE MEASURES

Over the course of the past two months, two different incidents have struck a chord in my heart and made me realize not only the importance of my life, but the importance of all of our motorists' lives.

The first incident occurred on Monday December 5th, 2016, on I-295 NB and Butler Blvd when a Toyota Sequoia towing a U-Haul trailer and a Ford Five Hundred sedan were headed north near the Butler Boulevard interchange about 12:30 a.m. The Ford struck a concrete median, re-entered the road and collided with the U-Haul. That caused the SUV to overturn several times, ejecting a man and a woman, who were both killed. The other three passengers were taken to hospitals with serious or minor injuries. The driver of the Ford suffered minor injuries. All northbound lanes of Interstate 295 at Butler Boulevard remained closed until approximately 8:45 a.m. while the accident was investigated and cleared.

This particular incident took approximately 8 hours to clear. Below I have provided each agency and their responding times.

Agency	Arrival	Departure	On Scene Time
JSO	12:33 AM	8:43 AM	8:10:00
EMS	12:37 AM	1:16 AM	0:39:00
Fire Department	12:37 AM	1:16 AM	0:39:00
FHP	12:45 AM	8:43 AM	7:58:00
Wrecker Driver	1:16 AM	7:41 AM	6:25:00
Maintenance Asset Mgr	1:16 AM	8:43 AM	7:27:00

The next incident occurred on Monday January 2nd, 2017, when a grey infinity SUV was travelling northbound in the inside lane on I-95 with three passengers. The SUV veered right onto the east shoulder, struck a tree, and overturned at around 2 P.M. A 4-year-old boy and a 32-year-old woman tragically lost their lives in this wreck. Traffic was backed up for

miles as all lanes headed northbound on I-95 were shut down for an hour. Multiple fire rescue units and St. Johns County Sheriff's deputies were on scene and assisting in the investigation. The four people inside the overturned vehicle had to be extricated by emergency responders. Two adult patients who were airlifted to local trauma centers were in serious condition. In total, this incident took approximately 5 hours to clear. Below is a timeline of each responding agency and their response time.

Agency	Arrival	Departure	On Scene Time
FHP	2:03 PM	7:03 PM	5:00:00
EMS	2:16 PM	3:05 PM	0:49:00
Fire Department	2:17 PM	5:26 PM	3:09:00
County Police	2:17 PM	7:03 PM	4:46:00
Road Rangers	2:26 PM	4:16 PM	1:50:00
Life Flight (1)	2:30 PM	2:42 PM	0:12:00
Life Flight (2)	2:32 PM	2:58 PM	0:26:00
Maintenance Asset Mgr	3:04 PM	7:03 PM	3:59:00

As you can see, these incidents were critical in establishing our duration times over the past two months. Incidents like these forever stick in our minds and help us as drivers to be more aware on the roads as we travel. I encourage you to take notice of these sad events and try to be as vigilant as we can on our roadways.

In the charts following, we can see that there has been a 14% increase in abandoned vehicles on the roadway when compared to the yearly average. During the holiday weeks, there was a 62% decrease in the number of congestion events and a 18% increase in crash events. Also during the holidays, there was a 6% decrease in debris events and the number of disabled vehicles stayed the same at approximately 267 events.

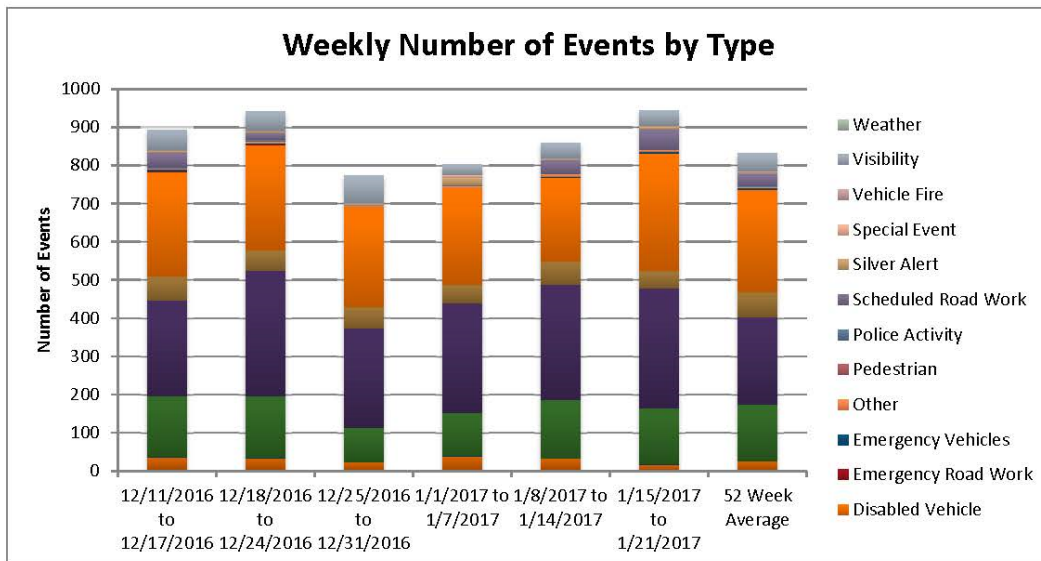
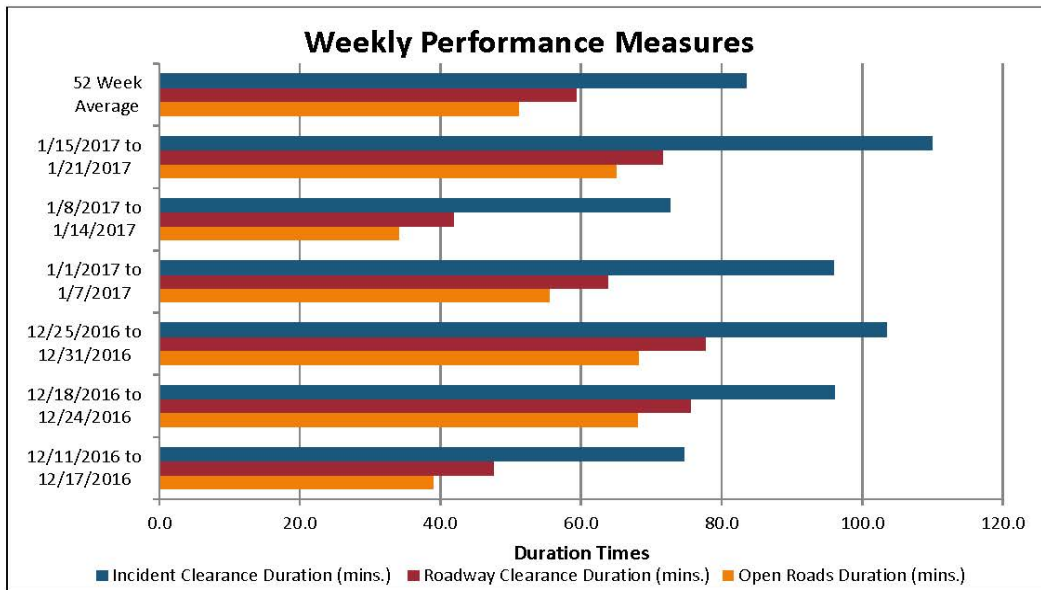
The average clearance duration times for the past 12 months have stayed well under the goal duration times as we can see in the charts.



PERFORMANCE MEASURES continued

District 2 has averaged approximately 51 minutes for our Open Roads Duration time and 83.5 minutes for our incident clearance duration time in the month of January which meets the open roads goal of 90 minutes.

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**



Remembering...Rob Mastascusa

Following are some recollections of Rob “Masta” Mastascusa who passed away recently at the young age of 39.

To put into words, the impact that Rob Mastascusa, aka “Masta”, has had on my life has been difficult for me to do. Not because he hasn’t impacted my life, but because he has so significantly impacted my life that it is hard to encompass it all. He was my boss, mentor, and most importantly, friend.

Professionally, he taught me the importance of striving for excellence in my career. As a young engineer he used to tell me, “you can sit back and get away with the minimum or you can soak everything in at every meeting, digest it, and learn to be great”. This has always echoed in my ears. I strive for the greatness that Masta exhibited. I will always remember the countless all-nighters before a big submittal, ordering pizzas, being goofy, him offering to take on the master electrician test just so he could study with me and keep me on track for my PE, bonuses out of his own pocket, the Friday morning breakfast club (where he hated when people just brought in donuts or sugary items, so he always brought in a griddle with made-to-order pancakes, omelets, etc.), and the endless amount of field reviews with the best known food places on the way home. Those are just some of the memories from work.

Personally, he was one of the kindest, most caring, passionate people I have ever met. He would constantly be trying to encourage me on my weight loss journey, whether it be words, bringing me healthy lunches, or even offering to workout with me. Eventually, he even joined in the journey with me. Always, offering to be the DD for my birthday or any other fun event going on that weekend. Through breakups and tough times, he always offered me a sanctuary

at the lake house with a room overlooking the lake. Oh, and his hugs. His hugs would make anyone feel better. And the way he greeted the women in his life with a “Hello Beautiful” or “Bye Beautiful”. He had an art at making everyone feel special. The last few months have been devastating and I truly believe that only the good die young. Even through it all, the last time I was able to see him, he stood up, which was not easy, gave me one of those infectious hugs and said “goodbye beautiful” in my ear. I will forever be grateful for that moment. **Jessica Renfrow**



Only a “manly” man would run around the beach with a tiny bucket!

Rob Mastascusa was one of the original four employees of the Metric ITS/Traffic Operations Group. Rob worked tireless hours alongside of his fellow employees in an attempt to get the group off the ground. Their efforts paid off as the ITS/Traffic Operations Group steadily won more work and began to grow. Although Rob wasn’t with Metric his entire career, he played a significant part in the success of the



Remembering...Rob Mastascusa
continued

ITS/Traffic Operations Group which now has more than 100 employees. Rob had a personality that always lit up the room and he had the personality to engage with everyone on a personal level. He cared deeply about everything he did whether it was work or personal and if you were his friend there wasn't anything that he wouldn't do for you. Even through his battle with cancer Rob showed the strength, courage and resolve that he was known for and his friends stuck by him throughout the battle. His friends and colleagues were by his side so much so that one of the nurses at the Hospice Facility told Rob that he had the most visitors of anyone they had ever had in their care. That is a reflection on the type of person that he was and the impact he had on so many. Rob will be greatly missed by his colleagues and friends.

Craig Carnes

I remember hiring Rob back in August 2002 as the fourth member of the Metric ITS Team. At the time, since we were such a small group, we worked long hours and worked very hard. That said, Rob's energy and determination never wavered. As we grew, Rob's personality and enthusiasm became a crucial part of our group of young professionals and significantly impacted the overall office environment as we worked together and also socialized outside of work. In the meantime, Rob was growing into a man that would become one of the top ITS Engineers in Florida! It was around this time, that Rob decided to explore opportunities outside of Metric, but we were fortunate enough to have him rejoin us in May 2013. Amazingly, the youthful enthusiasm (combined with just a touch of mischief) was still behind the eyes of the young man that I hired so many years before. Over the past few years, Rob exemplified himself as one of the top ITS

Engineers in Florida. So much so, that we promoted him to ITS CEI Manager earlier in 2016. It was at this point, that Rob received his cancer diagnosis and although Rob as a professional had always impressed me, the way he dealt with his diagnosis became, in my mind, the ultimate definition of the man. He spent 6 months more concerned about everyone else rather than himself. He cared about his family, friends and even how things were going at work. He attacked his diagnosis with enthusiasm and determination and dealt with setbacks with a smile and wink. In the final few weeks, he came to know the Lord, but it was clear through our experiences with Rob that the Lord had always known him. We will miss our friend, but know that he is smiling down on us. ***Dale Cody***

As many of you know, we have recently had a huge loss in not only the ITS community but in a friend to all. Robert Mastascusa lost his battle with cancer leaving many of us feeling sad as there was never a time that I can remember that he wasn't upbeat. I first met Rob when he joined our team at the Florida Turnpike Enterprise in the early 2000s assisting with ITS design on all of the ITS Projects. We worked together on many projects as I was in both ITS Maintenance and ITS construction in my time at the Turnpike. Rob and I have many of the same friends and never lost track of each other even when I went to work for Miller Electric and he moved on to work for Atkins on another project, off of the Turnpike. When I joined Metric Engineering I was asked to field review a set of plans and when I looked at the designer's name it was Rob so once again we were working on the same projects together. After he joined Metric (for the second time) we worked closely together as I was doing constructability reviews for him on most of his project designs. He always listened to my input and always made everyone feel part of the team. When I came to



Remembering...Rob Mastascusa
Continued

work for FDOT I found that Rob had taken over the CEI duties for Metric on two of our local projects. As Senior Project Engineer Rob always kept the mood light in the Construction Progress Meetings which always was a great relief as most projects are not that way. In short, Robert Mastascusa was a great man and will be greatly missed by all that had the privilege to know him.

Matt Harbert

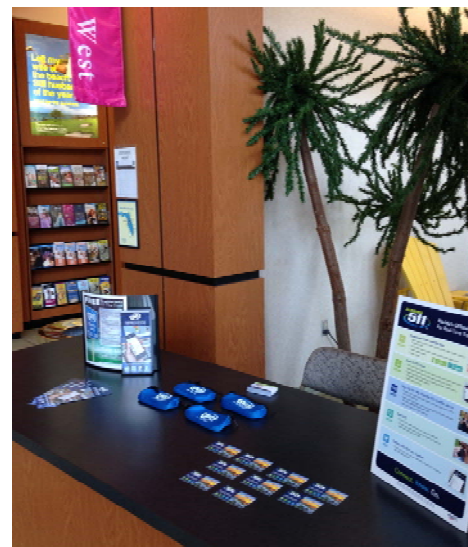


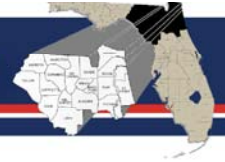
I remember one of the first meetings I attended in Lake Mary and this guy came “swaggering” into the room (maybe perception, maybe reality). When he introduced himself I said “say your last name again” and he grinned and said, “just call me Masta”. Being in TMC Operations, I did not work closely with him, but in every single encounter, well maybe all but one, he had a kind way of answering what might have been a stupid question to many, and he always made me smile. Many folks talk about his time at Metric, but I’ve learned over these months that in his younger days, with his competitive nature, Masta was a great bowler with his lucky blue ball, he was a wrestling champion, and most importantly, he was a truly loyal friend to many. My final memory of Masta is the day, shortly before he passed, he wanted to take a walk outside of Hospice with friends. He was very weak at that time, but, he drew an infinity symbol in a wet concrete sidewalk and then laughed and said “I’ll race you back to the room”, and he did. ***Penny Kamish***

PHOTO GALLERY



Above: The famous broadcaster, Jim Byard, of WEJZ holding court with fans on his recent visit to the RTMC; below, 511’s visit to the I-95 Welcome Center.





Traffic Incident Management 2017 Meeting Schedule

First Coast TIM Team
Regional Transportation Management Center
980 N. Jefferson St., Jacksonville, FL
904.903.2000
March 21, 2017
May 16, 2017 July 18, 2017
September 19, 2017 November 21, 2017

Alachua/Bradford TIM Team
FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville
352.381.4300
February 8, 2017 April 12, 2017
June 14, 2017 August 9, 2017
October 11, 2017 December 13, 2017

FDOT DISTRICT 2 ITS STAFF



Peter Vega, District 2 Transportation System Management & Operations Program Manager
904.903.2020
Peter.Vega@dot.state.fl.us



Dee Dee Johnson
ITS/TMC Project Manager
904.903.2009
DeeDee.Johnson@dot.state.fl.us



Matt Harbert
ITS Maintenance Manager
904.903.2013
Matt.Harbert@dot.state.fl.us



Kevin Jackson
ITS Construction Liaison
904.903.2012
Kevin.Jackson@dot.state.fl.us