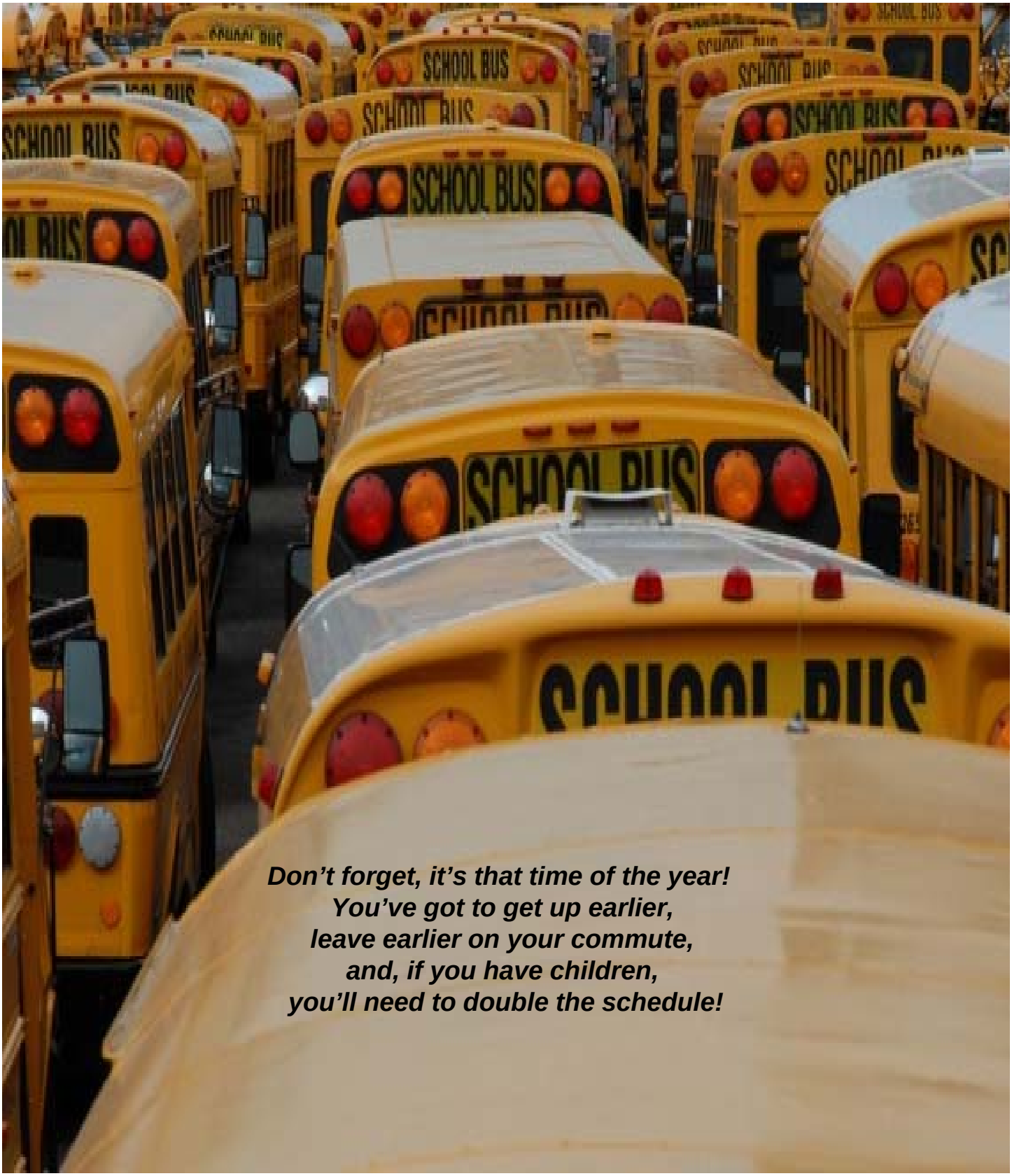
DISTRICT TWO ITS NEWSLETTER

July 2017 Quarterly Issue 114



Don't forget, it's that time of the year!
You've got to get up earlier,
leave earlier on your commute,
and, if you have children,
you'll need to double the schedule!

DISTRICT TWO ITS NEWSLETTER

July 2017 Quarterly Issue 114

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

As a reminder, please note that this is the first quarter newsletter for Fiscal Year 2018. The next newsletter will be distributed this coming October. I hated making this decision, especially with all the activity occurring in Automated and Connected vehicles but I still hope to share this type info through monthly links to various website articles. I wish that by some miraculous means we could reverse the decision but based on new tasks generated during the month of July, I feel that we made the right call.

I will begin by sharing "kudos" with Mr. Elon Musk and his company's efforts to advance the transportation industry beyond anyone's imagination. First, he has recently received verbal approval on the development of a Hyperloop that connects New York to Washington, D.C. This will be his second Hyperloop project, following the deployment of a system that connects the City of Los Angeles with San Francisco. This Hyperloop is based on the very high-speed transit (VHST) system first proposed in 1972. This VHST combines a magnetic levitation train and a low pressure transit tube. Mr. Musk has likened it to a vacuum tube system in a building used to move documents from place to place.

One of the biggest problems with anything moving is friction, both against surfaces and the environment the pod is moving through. Hyperloop proposes to move away from traditional wheels by using air bearings for pods instead. This will have the pod floating on air. It's similar to maglev, in which the electromagnetic levitation of the train means there is no friction like a traditional train that runs on tracks. The Hyperloop will be built in tunnels that have had some of the air sucked out to lower the pressure. So, like high-altitude flying, there's less resistance against the pod moving through the tunnel, meaning it can be much more energy efficient, which is desirable in any transit system.

The greatest challenges are the practical implications that have to be considered on a short stop-start journey, such as the acceleration and deceleration sensation that passengers would go through. Hyperloop is being proposed as an alternative to short distance air travel, where the system will be much faster than existing rail networks and much cleaner than flight. Hyperloop isn't about going as fast as possible, because you'll have to deal with high G forces when it comes to turns, which isn't ideal for passenger travel. Speeds of over 700mph are suggested for journeys. Best of luck Mr. Musk!

Not to be forgotten, Mr. Musk's other company, Tesla Inc., has finally made its long-promised affordable electric car. Tesla delivered the Model 3 small car to its first 30 customers — all employees — at a company party the night of July 28th. Mr. Musk said Tesla will build the cars as fast as it can, but acknowledged that supply issues and other complexities will make it tough to reach his goal of making 500,000 cars next year, since the fourteen-year-old company has never made more than 100,000 cars annually. With its $35,000 starting price — half the cost of Tesla's previous models — and range of up to 310 miles, the Model 3 could

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

bring hundreds of thousands of customers into the automaker's fold, taking it from a niche luxury brand to the mainstream.

The Model 3 has long been part of Palo Alto, California-based Tesla's plans. In 2006, Musk said Tesla would eventually build "affordably priced family cars" after establishing itself with high-end vehicles like the Model S, which starts at $69,500. For the base price, customers will get a Model 3 with 220 miles of range. But the price can rapidly increase from there. For example, a fully loaded Model 3 with 310 miles of range and Tesla's full semi-autonomous Autopilot system will cost over $59,000.

Elon Musk says Tesla worked hard to make the Model 3 simpler and cheaper to manufacture than Tesla's previous vehicles. It has one dashboard screen, not two. It doesn't have the fancy door handles that caused problems on the Model S, or the gull-wing doors of the Model X SUV. It's made primarily of steel, not aluminum. It has no instrument panel; the speed limit and other information normally there can be found on the center screen. It doesn't even have a key fob; drivers can open and lock the car with a smartphone or a key card. I figure that I'll give it five years before I commit to purchasing a Model 3 because the competition should drive the price down while improving performance and reliability. If I decide not to purchase this vehicle it will probably be because the competition has caught up with similar features.

On a final note, I want to mention that we held the annual Statewide TIM meeting on July 27th and 28th in Orlando. Many new faces joined a host of TIM veterans at this meeting, with Dee Dee being one of the "newbies". The new Central Office ITS GEC, HNTB, ran the meeting flawlessly while cracking the whip to stay on schedule. It was weird watching the new group rehash issues discussed over ten years ago, so I had to reach deep down into my memory banks to provide some "lessons learned" over the years. I even went back as far as 1993 to provide some guidance on topics they were discussing. They learned that the reality is the TIM program is a process that does not include any overnight solutions.

The main focus of this meeting was to develop a new Strategic Plan for the TIM program that utilizes the latest and greatest practices for incident management. The best thing that came from it was that many of the Districts have been doing great things but not sharing it with other TIM members. First and foremost on the to-do list was for the ITS GEC to develop a repository in SharePoint that all the Districts could reference for information. This would enable team members to have valuable information at their fingertips without having to perform the laborious research often involved in our job. A good example is that District Four developed a training for incident responders in the Express Lanes. Our District has tried to put something together but this opportunity allows us to expedite the progress.

The consensus was that this annual meeting was a huge success that needs to be repeated for the next several years. As many more new faces join the program, this

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

meeting will be the starting point toward leading them in the right direction. By next year, Dee Dee will be one of the veterans showing the "newbies" the proper way of getting things done and I can just hope that some of the action plan items are completed by next summer.

Well, it's time to call it a wrap. We will get back with you in October!

Pete Vega, District 2
TSM&O Manager

NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

Things around the RTMC have been busy the last month. We have been receiving multiple orders of new equipment and devices for out on the road and for inside the RTMC. With the never-ending technology changes and advancements, it's hard the keep up with the newest, latest and greatest equipment.

The RTMC has seen a change in our video wall the last week. With the expansion of two more rows of TVS on our front wall and the completion of a video wall in the back of the RTMC we have expanded our opportunities to see the roadways in Northeast Florida. This will help in the aspect of having the ability to view more events and incidents, as well as being able to view them on a larger scale. Activu's visit this week has been trying at times, but with the enhancements to our system, it will be beneficial to all.

Last week Pete and I attended the Statewide TIM meeting in Orlando. Even though I've been in my job for over a year, I'm still the newbie. This meeting made me realize the importance of all the players involved in incident management and how important it is that we have all the players at the table for our TIM meetings. The main purpose of the meeting was to update the TIM strategic plan. A few of the topics discussed included the reporting of secondary crashes and how to better capture them in SunGuide; travel time reliability; standardizing the look of road ranger trucks and uniforms and discussions on how to get all parties involved to attend local TIM meetings. On that note, if you have anyone you think we are missing at our First Coast TIM or Alachua/Bradford TIM meetings please let me know and I will personally reach out to them with an invite.

Lastly, we've been waiting for the new road ranger trucks to hit the road. Good news- after an auto factory strike and the normal summer shut down at the manufacturing plant, our trucks are being built and should be on a train to Jacksonville within the next week. Once they arrive, First Coast Road Rangers are ready to outfit them with any additional equipment needed. We are hoping to see the bright and shiny new trucks on the roadways by the beginning of September. I know the Road Ranger operators will be happy since many of the existing trucks have over a million miles. By our next newsletter we will have pictures of the new trucks.

Dee Dee Johnson
District 2 ITS Operations
Project Manager

NORTH FLORIDA TPO

As we near the second anniversary of the opening of the RTMC there is always the thought of "what can we do better?" Well, as we progressed this past year the ideas never seem to end. During the last week of July our team worked with Activu to expand our large video wall located on the east side of the RTMC floor by six screens. Not to short change ourselves, we also added a large nine screen video wall on the opposing wall. This complementary new wall is approximately 35 percent of the size of the original and will be used for monitoring arterial roadways in North Florida. The reasoning is that JSO (Jacksonville Sheriff's Office) has completed all the connections from their downtown dispatch center to the RTMC and will finally be moving personnel to the consoles near this new wall in the coming weeks.

This expansion will also include an upgrade to the software so that we can begin utilizing the mobility feature I have often talked about in the past. This mobility feature will allow the RTMC to share live video feeds to incident responder smart phones and laptops. Likewise, the incident responder can send the RTMC operations staff on-site video that can be placed on the video wall. The main objective is to share advanced information on site conditions, thereby making it a little easier for these incident responders to determine their staging area upon arrival. We hope to receive the necessary training on this software the first or second week of August so that we can begin using it by this Labor Day weekend.

Another enhancement being completed in the RTMC/NFTPO facility is the addition of video cameras to monitor the operations floor and secure the complex. One of our team members found a very inexpensive camera manufactured by Ubiquiti that provides streaming video and audio. Since this is a 24/7 facility, the ability to run the tape (per se) is important to Supervisory staff who may need to deal with staff issues during their off hours instantaneously through a video feed. For security, it's already a need since early in July we found a vagrant had jumped over the 10' security wall into the patio area so that he could catch some shut-eye on the exterior bench. This individual had to scale a 6' wall surrounding the complex and then this 10' wall in the patio area. Mind you, there are about seven other buildings on the complex, yet they chose to settle in at a building with sworn law enforcement!

We have already added CCTV cameras at the secure gate and all access doors to the RTMC. Some of the access door locations also include a door bell notifying us of guests. This is a useful feature that enhances security since at times folks try to take a shortcut across the complex by jumping the gate or tagging behind a vehicle entering the secure parking lot. To their surprise, they are now stuck since this area is secured and you need the access code to enter or leave this parking lot. Nothing worse than having someone on probation visiting their parole officer and finding themselves enclosed in a secure law enforcement parking lot.

On a final note, when we designed the facility it was done with the expectation that we would not need to consider outgrowing the space for 10 years. The game plan was to add four consoles up front about five years after moving into the facility. These decisions were made before we learned about the increased ITS deployment on the interstate system in District Two. The original expectation was that RTMC operations personnel at this facility would be managing about 150 miles. That was until Central Office decided a few years ago to complete the interstate deployment throughout

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NORTH FLORIDA TPO continued

District Two, thereby leaving us with about 500 miles to manage. This does not include the decision to add Express Lanes throughout the Jacksonville area, thus filling up every seat in the house.

Due to this unexpected good fortune, we have now run out of space! In late July, FHP requested to add four consoles to the east end of the floor this fiscal year so that they can relocate their Duty Office Supervisors. This means every inch of available real estate on the floor is now claimed. Likewise, every management or network office on the south end is full, with some space used to double up staff. I recall joking with Jeff Sheffield prior to moving in about the possibility of needing a new RTMC built in about 10 years. Well folks, it may actually be sooner than we thought.

Pete Vega, District 2
TSM&O Manager

ITS MAINTENANCE

With the onset of Florida's annual rainy season, the ITS Maintenance Group has not seen any relief from the hectic schedule we've been keeping. The storms bring lightning and lightning causes damage to electronic devices, so nearly every day we are out troubleshooting and repairing the devices to keep them operational as much as possible. We are also working with the ITS Maintenance Contractor on revising the invoicing process to make it easier for both them and FDOT. This is much needed as the amount of work does not seem like it will diminish.

As noted in last month's Newsletter, we purchased quite a few items with the remaining funds prior to the end of the FDOT Fiscal Year. Many of those items have already been delivered and still more are on the way. Each shipment needs to be inspected for damage upon receipt, in addition to making sure that the product model that was ordered is the one being delivered. Once inspections are performed to ensure we have the correct equipment and there is no damage, all of the items have to be tagged, put into stock in our storage rooms and inputted into our inventory system. Needless to say, this can take a lot of man hours for the larger orders.

Our Maintenance Contractor, TCD, has been clearing line of sight for the CCTV cameras on the recent deployment of ITS on I-95 in St. Johns County. This ended up being a much larger task than originally anticipated. Because our ITS device poles and structures are fixed objects and are not made to break away if hit by a vehicle, they must be placed outside of the clear zone. On Interstates, this means that they must be installed more than 36 feet from the edge of the travel lane. On I-95 in St. Johns County, the trees are outside of the clear zone as well, but the canopy of the trees can grow unimpeded until they are well within that area. Since the CCTVs are installed approximately 50 feet in the air, the tree canopy was impacting the ability of almost every camera to have a clear view of the roadway. It has taken several months for TCD to cut away the limbs and use chippers to dispose of them. With more rural projects coming on line in the next few years, such as I-10 and I-75, there will need to be continuous trimming activities in these areas to maintain an unobstructed view of the roadway for the TMC Operators.

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ITS MAINTENANCE continued

TCD also installed a new 48 strand fiber optic cable on SR A1A to replace an existing fiber optic cable that had several areas of damage. This cable will provide the City of Jacksonville with connections to the signals on SR A1A so that they can adjust signal timings when needed to help alleviate congestion. The City of Jacksonville will also be installing CCTV cameras in this area in the near future and the fiber optic cable will bring those images back to the City of Jacksonville's Signals Shop as well as the North Florida Regional Transportation Management Center (NFRTMC). Once these CCTV cameras are in dynamic signal timing adjustments from the Signals Shop or RTMC will be possible with the CCTV cameras to view the roadway to determine how well the adjusted timings are clearing the congestion.

TCD and Activu are currently on site in the NFRTMC adding new monitors to the front video wall and adding an entirely new rear video wall. The additional monitors on the front wall will enable more camera feeds or other items such as weather radars to be displayed on the wall. The rear video wall is being added for viewing of CCTV cameras on the arterial roadways around Jacksonville. These monitors will be used by the TMC's Arterial Operators as well as the Jacksonville Sheriff's Office once they move into the facility.

Matt Harbert
ITS Maintenance Manager

ITS CONSTRUCTION

There are currently two ongoing construction projects which only involve ITS. These are the I-75 ITS Device Installation Project and the I-10 Fiber Installation Project. The I-75 Project is installing ITS Devices along the I-75 Corridor from Gainesville going North to the Georgia State Line. This project is currently on schedule for an on-time completion of next Summer. The I-10 Project is installing conduit, pull boxes, splice vaults, and fiber optic cable along the I-10 corridor from Jacksonville to Tallahassee. This project is currently well ahead of schedule and is anticipated to be completed in mid-October of this year.

As has been discussed in previous newsletters, although the number of projects involving only ITS components is decreasing, moving forward, basically all Roadway Construction projects will involve the maintenance, relocation, enhancement, or protection of the ITS devices and infrastructure. However, Express Lanes projects are an entirely different animal. The Express Lanes projects utilize the Microwave Vehicle Detection Sensors (MVDS) to monitor speeds in the travel lanes and dynamically adjust the tolling in relation to the speed. So, the MVDS are not only being used to monitor congestion in the General Use Lanes, they are also being used to monitor congestion and determine travel speeds in the Express Lanes. This makes the accuracy of the MVDS very critical to the operation of the Express Lanes and requires additional levels of testing to ensure that the accuracy standards are met. FDOT D2 Construction recently invited the ITS Program staff to a meeting to discuss these requirements as well as other construction related items that the ITS staff

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ITS CONSTRUCTION continued

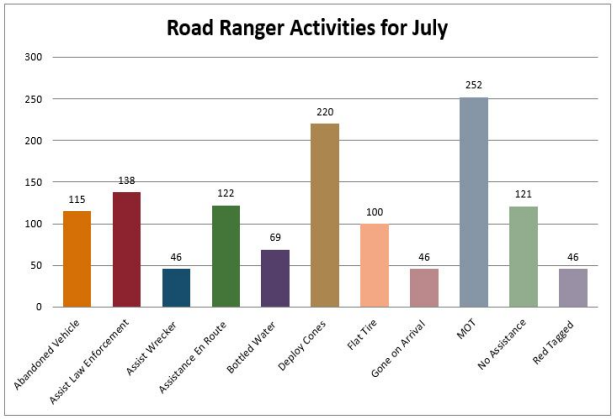
have noted recently. It was a very productive meeting and I feel that the D2 Construction and CEI staff in attendance learned quite a bit about why we require certain testing and project deliverables. One topic that was discussed in length is that with the I-295 West Beltway Express Lanes Projects set to open at the beginning of 2018, the construction, CEI and ITS staff will be working very closely to ensure that the system is fined tuned and working at 100 percent prior to opening the Express Lanes.

Kevin Jackson
ITS Construction Liaison

ROAD RANGER UPDATE

Lots of great things are happening with our Road Ranger Service Patrol here in District 2. We are anxiously awaiting the new contract to start along with our brand new Ford F-250 Road Ranger Service Patrol trucks. Everyone is buzzing about how excited they are to see all of the new gadgets and tools that the trucks and new contract will bring. I know our Road Rangers are definitely bubbling over with excitement as they mention it during every Road Ranger Safety Meeting.

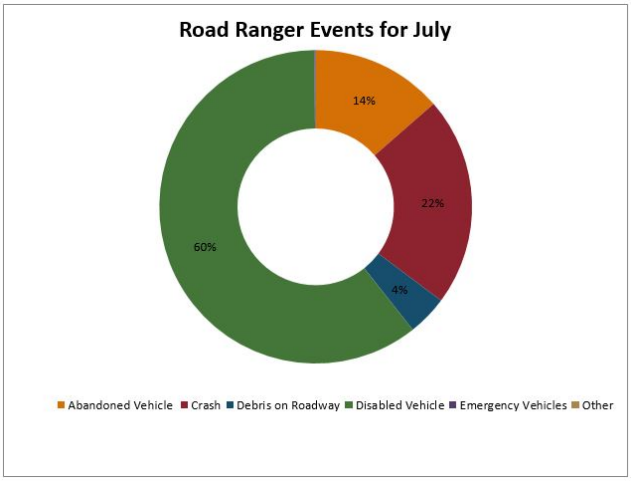
Our Road Ranger Operators also remain busy assisting with incidents on our interstates. From stranded motorists to our incident responders they surely have lots of work to do. Our Road Rangers assist motorists by getting their vehicles running and out of the travel lanes which plays a big part in our Incident Clearance Duration and Open Roads Duration times. As seen in the following chart, our Road Rangers performed over 2,000 services so far in the month of July. Even with rain definitely being a big issue this month, our Road Rangers are dedicated and have definitely showed that they are willing to assist during any types of conditions.



The Road Rangers continue to prove how essential they are to our incident management TEAM, as they are heavily utilized throughout the District and currently operate eight routes. These routes include the 295 beltway, I-10 from San Marco Boulevard to US 301, J. Turner Butler Boulevard and I-95 from Old St. Augustine Road to Pecan Park Road.

The chart on the following page shows all event types that the Road Rangers have responded to up through July 17, 2017. As we can see, the Road Rangers primarily responded to crashes (64.3%), disabled vehicles (73.8%) and debris events (7.2%). The Rangers have assisted motorists in over 3,600 activities so far in the month of July in which they primarily provided MOT, aided law enforcement and assisted disabled vehicles.

ROAD RANGER UPDATE continued



RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

The Rapid Incident Scene Clearance (RISC) Program is an initiative developed by the Florida Department of Transportation (FDOT) that contracts towing companies to provide quick, safe clearance of large vehicle crashes, such as tractor trailers, box trucks, and boats that are overturned or damaged on the interstate. RISC was developed to support Florida's Open Roads Policy and established a 90-minute goal for the clearance of motor vehicle incidents.

Our RISC contract requires the towing company to respond with two heavy tow trucks, one of which must be a rotator, plus a support vehicle, and arrive at the incident scene within 60 minutes of notification. Our RISC program encompasses nine counties and assists with major incidents along our interstates. Luckily, here in District 2 we have not had any RISC events in the month of July.

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast Traffic Incident Management Team met on July 18th at the Regional Transportation Management Center (RTMC); 980 N Jefferson St., Jacksonville, Florida at 10:00 A.M. Ms. Dee Dee Johnson opened the meeting by welcoming all TIM members and defined the mission and vision of the TIM meetings. After a brief round of introductions, the group then moved on to the Overland Bridge Project update which was given by Mr. Bill Kays. Mr. Kays stated that it rained 19 days in June, which pushed back the traffic switch for northbound I-95 from the collector distributor road to the new I-95 overpass. The northbound shift is now expected to occur in the second week of August. After those changes, they expect the eastbound traffic switch at the Main St. Bridge and Jackonville Landing to directly follow. Most of the project is expected to be completed by November.

Mr. Craig Carnes then gave the update for the ITS projects occurring in the area. He informed the group about the I-10 project from US 90 in Tallahassee to the Urban office here in Duval County. On that project, all of the conduit has been put in except for a couple of bridges which were delayed by the subcontractor. They are working to get all the conduit proofed so they can pull in the fiber. The next project for I-10 will start late this fall and includes the placement of ITS devices throughout the same corridor utilizing fiber optic communications cable to communicate to all the ITS devices. There will also be a connection developed between District 2 and District 3 which will be the final fiber optic communication connection between all the Districts in the state. Lastly, on I-75 from SR 24 to the Georgia State line, there is an ongoing project which includes the placement of ITS devices, which is scheduled to be completed July 2018.

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TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued

The group also reviewed the 2017 FHWA TIM Self-Assessment as a TEAM and each representing agency was able to give their input on the Traffic Incident Management process in the First Coast area. The TEAM did hold a second review at the Alachua-Bradford TIM meeting during the previous month. There were great suggestions and input as well as educated discussions on current practices.

The next First Coast Traffic Incident Management Team meeting is scheduled for **September 19, 2017** at the Regional Transportation Management Center (RTMC) – 980 N Jefferson St., Jacksonville, Florida at 10:00 A.M.

ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled for **August 9, 2017** at the FDOT Gainesville Operations Office – 5301 N.E. 39th Ave., Gainesville, 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.

NOTES:

- 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.
- If anyone is interested in the SHRP2 Incident Management Training Course, please contact Craig Carnes at ccarnes@metriceng.com or Misha Gonzalez at melder@metriceng.com 904-260-1567. Craig is available to work with any agencies' schedules; 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 percent each year through 2017.

Dee Dee Johnson
District 2 ITS Operations
Project Manager

OPERATIONS

I don't know about you but my drive to and from work looks a lot different these days. I make the trek through the Overland Project and the I-95/SR-202 (Butler Blvd.) Flyover Project on a daily basis. Both projects should be completed in the next six months. That makes me one happy man. I try to push the thoughts of the I-10 and I-95 project, known as "Your 10 and 95 Project" out of my mind during this exercise. With the Overland and I-95/SR-202 projects nearing completion, the ITS portion of those projects is starting to come together. If you travel through those areas, you probably have caught a glimpse of some of what is to come.

Aerial of I-95 Overland Bridge Project

The I-95 Overland Bridge Project started all the way back in January of 2013. Yes, for more than four years, I, along with other motorists on I-95, have been dealing with this project. The cost of this project will be upwards of a quarter billion dollars. This includes construction, utility re-location, ITS and right-of-way. This 2.3-mile-long project will improve traffic flow by adding a lane, the collectors, reducing weaving and increasing access points. On top of those roadway improvements comes additional ITS. ITS will help expedite response and increase communication to the public. Dynamic Message Signs (DMS) will be located on I-95 Southbound and Northbound, for the Acosta/Main St. collector traffic, on Philips northbound and southbound, and approaching I-95 on Atlantic. For an area that carries almost 160,000 cars a day (2016 AADT-Average Annual Daily Traffic) the impact will be huge.

After using the information on the DMS coming off of the Acosta and onto I-95 southbound and along the I-95 corridor I reach my second construction project on my trip home, I-95 and SR-202. This project began back in August of 2014 and is coming along quickly despite all of the rain. I have enjoyed watching both projects on a daily basis and ponder the advanced capabilities we have. As I sit through three traffic signal cycles to go from I-95 southbound to SR-202 eastbound I cannot wait for that flyover to be completed! This nearly $70 million-dollar project is going to save me a lot of time as I head home, not to mention the weaving it will solve westbound Butler Boulevard traffic approaching I-95 in the morning. Every time my Progressive SnapShot device dings in my car I cringe and think $$$$$. This project will be adding three DMS (Dynamic Message Signs) with the much-needed I-95 southbound DMS north of SR-202 and two on Belfort bookending SR-202. Knowledge is power and more information for the motorists is coming. With AADTs of 140,000 on I-95 and 112,000 on SR-202 in that area, paired with St. Vincent's Medical Center, the roadway and ITS improvements should save a lot of people time and money (yes, me!).

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OPERATIONS continued

Aerial I-95/SR-202 (Butler Blvd) Project

While I have been weaving through traffic to and from the office, the RTMC has been busy. Event totals continue to be high with June seeing 4,363 managed. Of those, 495 had travel lane blockage and 964 lasted longer than 90 minutes. DMSs were utilized 2,221 times, which should go up once we have those additional DMSs, mentioned above, installed. The District 2 RTMC worked 1,691 and the Road Rangers were one of the First Responders to almost 1,700 events. Stay safe out there and remember to Know Before You Go. Use 511!

511: Connect. Know. Go.

Ryan Crist
RMTC Manager

MARKETING

It's sort of mind boggling when you consider that on average 20 million people have received weekly FL 511 Tweets during the summer months, with weekly calls averaging around 17,000 (proving that Ma Bell is not *totally* antiquated) and website sessions hovering around 30,000. Not bad for the summer months! And not to be left in the dust, 511 app sessions have been spiking at around 10,000 each week. Perhaps *you* can even be counted among those numbers! I have personally benefitted from the dissemination of our 511 information, in all of its various forms, more times than I can count! Just last weekend a quick check of 511 before heading to Aldi's grocery store on Jacksonville's southside shaved at least 10 minutes off my drive when I discovered that the 295 East Beltway was suffering from construction delays.

While each day brings new challenges inside the Regional Transportation Management Center, we are encouraged by the growth we see on a daily basis…new video walls going up, arterial roadway expansion, new team members manning the cameras (so many I can't even remember all of their names)! When we go off site to meet with potential industry partners, it's always exciting to paint for them a picture of what goes on inside our RTMC. In a nutshell, and on terms they can understand, I tell them, "It's sort of like air traffic control, but with cars instead of planes." For folks like me who tend to get a bit of an adrenaline rush when our routine is thrown off balance, it can be an exciting place to work (and learn and grow) since no two days are alike!

Speaking of industry partners, we've logged some serious mileage this past month getting the word out about 511. We set up shop inside the Convergys building on Baymeadows Way and spoke to almost 200 of their employees in

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MARKETING continued

just a handful of hours. We also established two new key partnerships. On the collegiate side of things, we met with Keiser University's Director and Associate Director of Student Services. We'll be partnering with them at upcoming job fairs, since a number of their students aspire to careers in the fields of Transportation, IT and Logistics. We also made a connection with SAPA Extrusion in St. Augustine, a leading manufacturer of aluminum. SAPA supplies custom aluminum products to those in the construction, transportation and automotive industries. We'll be one of many vendors at their upcoming Employee Health and Safety Fair August 24th.

Remember to avoid traffic headaches by downloading the 511 app today! It's equipped with a Drive Mode feature as well as interactive traffic maps, allowing you to program up to three door-to-door routes and receive traffic alerts when your preferred route is affected. You can also dial 5-1-1 or visit www.FL511.com. When it comes to up-to-the-minute traffic information, we've got you covered!

511: Connect. Know. Go.

Sherri Byrd
Marketing Manager

PERFORMANCE MEASURES

As we were freshly enjoying the month of July, we welcomed the holiday on the Fourth with open arms, as I know many of us have been working like little busy bees. There has been so much activity here in District 2 that I am starting to think that people might go mad trying to keep up with all of it. From heavy construction to RISC events we are all keeping extremely busy, as we are well into the Summer at this point.

Our incident responders have responded to well over 2,500 events over the past four weeks and have been battling the heavy rain as they do so. Of course, we can see how this type of weather affects the types of events that are occurring along our roadways, especially when there is a 26 percent spike in the number of abandoned vehicles and a 12 percent spike in the number of crashes compared to last month around this time.

From the charts following, we can see that there has been a slight decrease in the number of congestion events by 9 percent, most likely due to less activity on the roadways due to school being out. There has also been a slight decrease in the number of disabled vehicles by 7 percent, which is comparable to the month of June at this same time.

The average clearance duration times for the past 12 months have stayed well under the goal duration times, as District 2 has averaged approximately 48.5 minutes for our Open Roads Duration time, 57.0 minutes for our Roadway Clearance duration time and 86.8 minutes for our Incident Clearance duration time in the month of July, which has been a slight decrease from the previous month.

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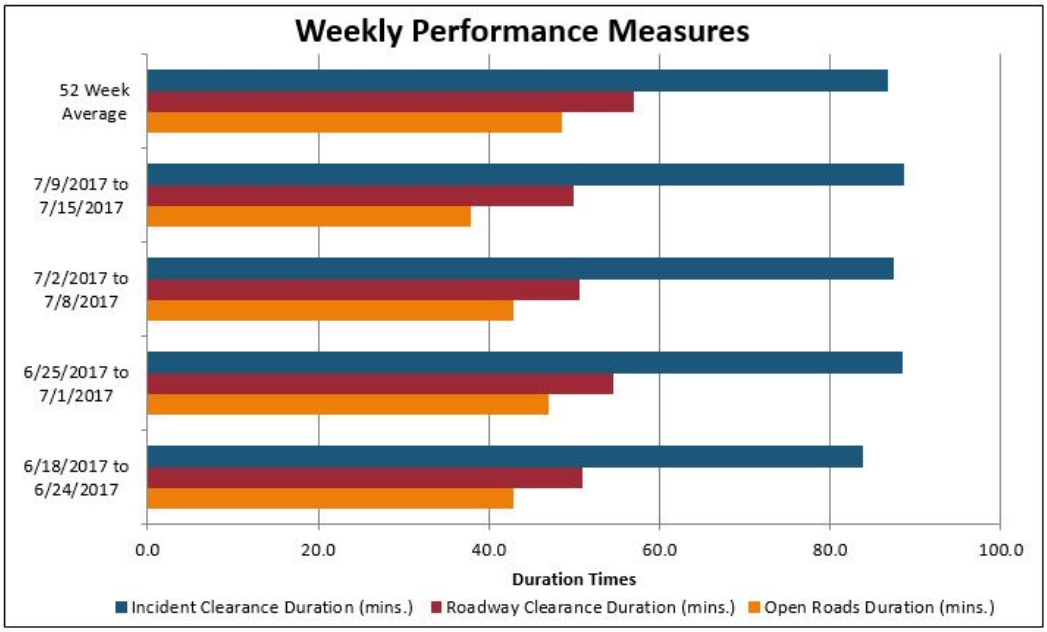
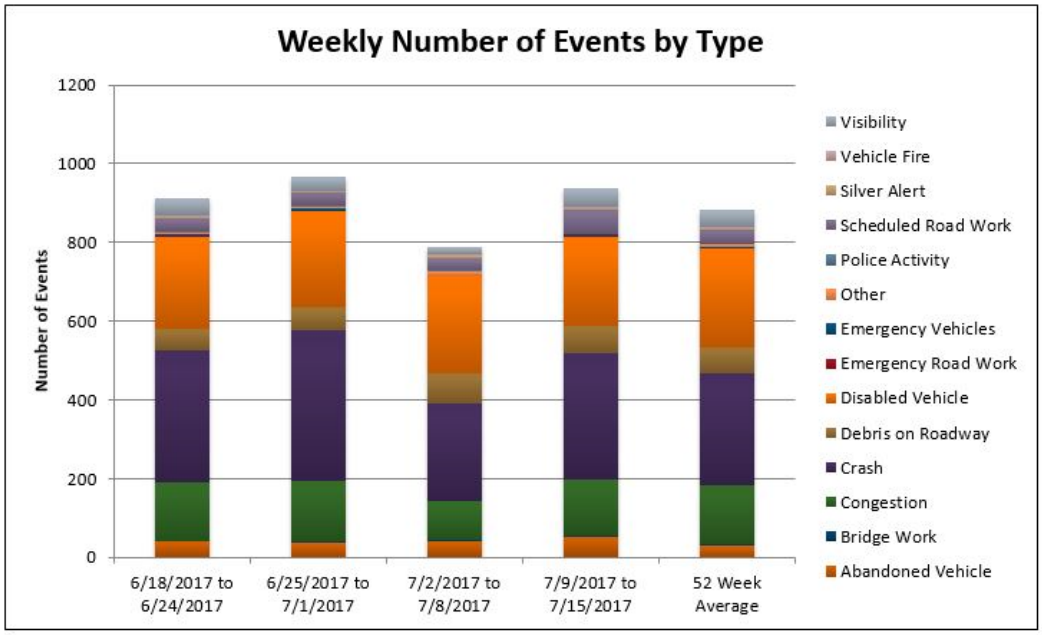
PERFORMANCE MEASURES continued





Sherrell Lall
Metric Engineering

SPOTLIGHT ON…
CHRISTOPHER (CJ) JONES

Talk about your upbringing – where were you born/raised?
I was born in Jacksonville, Florida. I was raised on the Northside at Main and 61st Streets near the Trout River. Never moved until I went off to college. Mom and Dad still own the house.

Where did you go to college?
I went to the University of Florida. I was able to make it into the College of Engineering the first semester of my freshman year after exceptional placement testing.

Early Career and/or brief job history:
I started my own company in college called College kids PC repair after I noticed friends were having PC issues and the campus help desk was taking too long to fix the issues.

First IT job was at Body Central Corporate at the help desk. From there I've held multiple positions at different companies ranging from Helpdesk to Jr. Systems Admin.

Describe for us, if you would, your current role at Metric Engineering. How long have you been here?
I've been here exactly 2 months, as of today. I am currently working as a Network Systems AdmEnginician (Administrator Engineer Technician)...no, seriously… I don't know my job title but I have duties in all those fields.

What's your favorite thing so far about working inside the Regional Transportation Management Center? (the never-ending snacks, Jason Summerfield's brilliant mathematical illustrations drawn on break room napkins…)
Hand Sanitizer and Sarcasm.

You've been gifted with an ATM card and 48 hours of uninterrupted freedom. What would you do with them?
Trust fund for my 2 sons. Create a free, non-profit, advanced, after school. S.T.E.A.M. facility where young kids can freely learn and experiment. These facilities will be placed strategically so as to make it accessible to low income families. Invest an amount of money to keep that afloat and my family happy.

If you could have any super hero power, what would it be and why?
Reality Manipulation, of course

Who inspires you?
My wife. I can't believe I got her. She could have married anyone.

Taking a leap to where you are now in your profession, what first drew you into the field of IT?
I've kind of always been in it. My mom would bring home old/broken PCs. Her job was throwing them away when I was a kid. I used to fix them or take them apart. Something I always loved doing.

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SPOTLIGHT ON…
CHRISTOPHER (CJ) JONES continued

You're probably familiar with the show Dirty Jobs. What is the worst job you've ever worked?
AT&T as a Premises Technician. Spent up to four hours at a time in attics with all genres of animal fecal matter marinating in 120 degree heat (me & the fecal matter), while trying to balance on attic beams, not being able to stand up straight or on hands and knees trying not to lose tools with Fiberglass insulation sticking to you and getting into your eyes, nose and throat, all while drilling holes and running cables for eight dollars an hour….

What goals have you set for yourself, let's say, in the next 5 years? (professionally and personally speaking)
Get a relevant certifications to become a certified Network Engineer. Get back to college. Body build.

And finally, tell us a little about your family.
Wife's name is Shanny. She is a 3rd grade teacher at River City Science Academy and is a Stanton and UNF Grad.

My oldest son's name is Cayson Michael Jones. He will be 4 in September. He can tell you everything about tornadoes. He loves science, especially Engineering and Meteorology.

My youngest son's name is Cai Micah Jones. We actually share the same birthday. I actually delivered him in the car on the side of the road on I-95 Northbound near Golfair. He loves sports, reading and dancing.

Photo Gallery

The 511 Team recently visited the Prudential Building

The <u>new</u> rear Activu Wall

Traffic Incident Management 2017 Meeting Schedule

First Coast TIM Team
Regional Transportation Management Center
980 N. Jefferson St., Jacksonville, FL
904.903.2000

September 19, 2017 **November 21, 2017**

Alachua/Bradford TIM Team
FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville
352.381.4300

August 9, 2017
October 11, 2017 **December 13, 2017**

FDOT DISTRICT 2 ITS STAFF

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