

The rainy season is approaching and hurricane season is right behind it! Be sure to check out Dee Dee Johnson's tips inside so you can be prepared!





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

This month’s newsletter was slightly delayed so that I could reflect on an achievement well worth the wait. When I was a little kid, Spiderman, Batman and Superman were my heroes. As I entered my teenage years the focus of my hero worship shifted to professional athletes. Over the years, I matured and realized that albeit great to idolize these professional athletes the real heroes were normal individuals that overcame life’s challenges by going the extra mile to achieve their lifelong goals. Yeah, it’s impressive to hit a 95 mile-an-hour fastball over a 420-foot fence, but try burning both ends of a candle for years while dealing with the challenges of life to achieve your goals.

This past Saturday I had the opportunity to attend Dee Dee Johnson’s graduation ceremony at Flagler College in St. Augustine. I’d never set foot on this campus until then, even though I used to work at St. Augustine Maintenance for three years. The grounds were beautiful and the architecture was quite impressive. It was hard to imagine that the main building was over 120 years old. I am sure it took a huge amount of determination to build a rock solid facility in the late 1800s that’s survived the test of time. This could have only been accomplished with a focus on the end result while overcoming the hurdles probably encountered in that era.

So, where am I headed with this storyline? In short, Dee Dee is a real hero who deserves the accolades normally bestowed upon a professional athlete. She was a single mother, raising two girls, when she decided to return to school to earn her Bachelor’s degree. Keep in mind that she was doing this while working full-

time. To make it more challenging, she also had to cope with an ailing father who passed away near the mid-point of her educational journey. Likewise, her focus had to shift since she then had to insure that her elderly mom had the love and support needed during these trying moments.

Dee Dee lives in Macclenny, about 80 miles from the Flagler College campus. This was a 160-mile round trip to campus that she probably had to take hundreds of times at nights and on the weekends! During the graduation ceremony the President of the College even made mention that cumulatively, Dee Dee drove over 32,000 miles to earn her degree. I can’t even imagine how she kept up this pace while trying to deal with the daily “life” demands placed upon her. Needless to say, there were moments at the RTMC when I could tell her tank was almost empty, but ironically she never let us down in keeping up with her work tasks.

At the graduation, Matt and I had a chance to sit with her two daughters and mother. You could tell they were very proud of her accomplishment as they reflected on the challenges encountered by Dee Dee during her journey. She never lost track of her first priority (family) and she sacrificed a ton to get that degree. There were those rough patches along the way but she always seemed to “suck it up to get it done!” That’s when I realized she was not only my new hero but a role model for her daughters as well. Congratulations to Dee Dee on earning her Baccalaureate of Science in Public Administration!



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

On another note, it's sad to say that my colleague in District Three has decided to leave the Department for the greener pastures of Tennessee. District Three is located west of District Two, from Jefferson County to Alabama. Mr. Lee Smith notified the Statewide ITS group that he has taken a position with a private firm in Nashville. His last day with the Department will be June 6th. Lee took the position just prior to the massive growth of the District Three ITS program. Over the years, the running joke was that District Three's ITS program wasn't needed since the only vehicles on their roadway system were horses and buggies! Just before Lee got to District Three they discovered a huge surplus of funds and decided to utilize it all on an ITS deployment along I-10. Well guess what!?!? This project led to District Three being the largest ITS deployment in the entire State of Florida!

When Lee arrived he was overwhelmed with the immensity of this deployment and sought guidance from District Two since there was limited documentation to reference. Our group felt bad for him and stepped up to assist whenever called upon. Slowly, but surely, Lee began to get a handle on what needed to be done. As time progressed you could see his confidence growing to the point that his boisterous nature was on full display at any Statewide ITS meeting. Lee was known to be a "Devil's Advocate" at many of these meetings as he pondered the repercussions of our decisions. Any policy or procedure developed at this meeting would have a greater effect on his program due to the vastness of his I-10 deployment.

Over time, he was comfortable enough with all of us that he began to sing his thoughts at our meetings. I don't think I've ever met a happier ITS Engineer than Mr. Lee Smith. At our last meeting I should've known the time was near for his departure. At the end of the "last supper" he walked around the room giving everyone a hug. Mind you, Lee weighs in at about 320 pounds, so he's a big old country boy with the heart of a child. Once he lifted Ryan Crist's 240 pound mass of muscle off the ground I knew I had to head for the hills because I was next. He would have **CRUSHED** me if I'd been caught, so he settled for a handshake from across the table.

I know I'll be seeing Lee down the road at some conference but at least I am acclimated with the ever changing world of ITS.

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

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

Hurricane Awareness Week is May 7th -13th. I know everyone is thinking – Dee Dee has lost her mind. We are in a drought with wildfires and burn bans, but the rainy season is on its way and hurricane season begins June 1st.



NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

With that being said, below are some tips we all need to think about when driving in severe weather and during hurricane evacuations.

Severe Weather Driving Tips

- **Stay put** – Avoid driving in heavy storms, and stay in a safe place until after the storm passes. Be prepared to remain where you are for an extended period of time. Often, injuries and deaths occur in the aftermath of storms. Sightseers impeding roadways cause obstacles for emergency personnel responding to those in need.
- **Slow down** – The roads remain slick after the storm so if you have to drive, decrease your speed to avoid hydroplaning.
- **Buckle up** – When it is finally safe to venture out, take the extra time to buckle your seatbelt. It is the law in Florida, and statistics continue to show that seatbelts save lives.
- **Be cautious of high winds** – Windy conditions adversely affect all vehicles, particularly high profile vehicles, such as buses and trucks, as well as motorcycles. Gusty wind makes driving difficult, especially when it is rapidly changing speed and direction.
- **Turn around; don't drown** – [Prepare for standing water](#). Never drive through flooded areas, even if you are familiar with the roads. The area of roadway you cannot see beneath the water may be washed out or the water may conceal debris, tree branches or even power lines.
- **Pay attention** – You may come up on an intersection that is no longer controlled by a traffic control device. If a police officer is directing traffic, follow their directions. Otherwise, treat the intersection as you would treat an intersection governed by a four-way Stop sign.

- **Flooding safety** – Never drive into moving water. If you cannot see the roadway beneath the water, do not drive through it! The water may be deeper than it appears, and the road may be washed away.

HURRICANE EVACUATIONS

- Make sure your vehicle is fueled up and well serviced before you hit the road. Fuel availability may be questionable and what is available is sure to generate extremely long lines at fuel pumps.
- Carry a supply of food and water for each member of the traveling party.
- Be sure you have a supply of all medications needed for an extended period of time.
- Be sure to have cash on hand due to power outages and no accessibility to ATMs and banks.
- Do not necessarily wait to evacuate until after the announcement is made. It is safer to leave before mandatory evacuation orders which may come only after the threat of a hurricane is imminent. Leave early when traffic is much lighter.
- Have a specific destination in mind and the route planned well in advance of your departure. When you travel, be sure to carry any appropriate maps along inside your vehicle.
- When possible evacuate tens of miles instead of hundreds of miles. Have a planned destination with lodging arrangements, if possible.



NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER continued

- Please pack a lot of patience and be prepared for delays. Significant traffic delays are inevitable in a state as densely populated as Florida. Again, it is important to try and avoid the rush and depart earlier rather than later.

These are a few things to think about before hurricane season begins.

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

NORTH FLORIDA TPO

Last week I had the opportunity to share some great news with the North Florida TPO. ITS Florida has chosen Jacksonville to be the host of Transpo 2018. The only caveat is that this event has been rebranded with the title ***Southeastern Regional ITS Meeting***. Attendees will be members of ITS Florida, ITS Georgia, ITS Tennessee, ITS Carolina and the Gulf Region ITS. It is anticipated that 800 will be in attendance at this event scheduled for the week of October 7 – 10, 2018.

The timing couldn't have been better since it will be around our 3 year anniversary at the RTMC. By the time this event arrives the operations staff should be humming along like a well-oiled machine. Just about every seat should be filled on the RTMC floor, Express Lanes should be operational, State Road 23 should be open for tolling, and our Integrated Corridor Management effort should have ironed out the kinks by then.

Likewise, we expect to have an adaptive traffic signal system in place along Mayport Road and connected vehicle technology deployed along various corridors.

My hope is that when the tours begin they will see our success story with interagency coordination on the RTMC floor between FDOT, FHP, COJ, JSO, FWC and JFRD. Our goal is to show that collaboration, communication and coordination can be simplified by putting the operations group for all these agencies under one roof. Each day it amazes me to personally witness how quick the troops jump into action as soon as a 911 call arrives. At times, I couldn't have choreographed it better than what I witness each day.

I would expect that by the time this event arrives, the connected and automated vehicle industry will be mature enough whereby they can participate in the lectures and demonstrations. The manufacturers in this industry are at an accelerated pace to get their product out to the market and with the less restrictive regulations in Florida we are primed to have many who want to showcase technology. My goal is to have at least five automated vehicles on display for test drives and several corridors equipped with connected vehicle technology.

On another high note, Mr. Terry Shaw (HNTB) will be representing Jacksonville at the ITS World Congress being held in Montreal the week of October 29, 2017. The title of the paper is ***The Nation's First Coast, the Nation's First Smart Region***. I am pretty certain Terry will be highlighting the efforts of the North Florida TPO as they assisted this region with the expanded use of technology



NORTH FLORIDA TPO continued

along our roadway corridors. The reality is that beginning in 2005, every one of us worked in partnership with the NFTPO to develop a deployment plan that is primed for use. In essence, “we were smart before smart was cool!” Let’s hope that Terry doesn’t hype us up too much or else we’ll need to fit the talk show circuit into our busy schedules!

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

MAINTENANCE

Several things have happened this month and I’d like to highlight a couple of them. First, join me in welcoming Rashawn Woods, with Metric Engineering, to the Team. Although this may or may not be temporary he has already proven to be an asset to our team. Rashawn works Tuesday through Thursday as he commutes each day from Kissimmee, Florida. He has stepped in and provided support in areas where we needed assistance the most.

Our FDOT staff has been busy, with not only administering the ITS Maintenance contract, but also starting to prepare for the end of our fiscal year purchasing. This year we are focusing on replacing the core network switches, as well as replacing the remaining analog CCTVs (Closed Circuit Television cameras) with digital CCTVs as well as replacing all the devices that we have been constantly repairing. I have also been working with Central Office, our Network staff, and the vendor on the continuing FLIR CCTV issues and hope to have a resolution soon. We are also currently working with another vendor on a product that was on a recently accepted

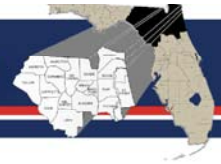
project to find out why we are having issues with the device and to determine whether the issues are with the configuration, or the product.

TCD’s crews have been stretched thin with all the work we have asked them to do. They have been trimming trees in St. Johns County to improve the sight line for the CCTVs, performing their normal maintenance duties, as well as other special projects. They have had to bring in additional crews, as well as subcontractors, to help with fiber installation and device replacement work. We recently received new cabinets that I ordered to replace some brittle plastic cabinets, as well as DMS (Dynamic Message Sign) cabinets that are too small and overcrowded. TCD is working on installing these cabinets, as well as additional upcoming tasks.

Metric has been assisting with the inventory of both ITS and FDOT equipment. Metric continues to assist me by performing mock audits of invoicing for me to be assured that our processes are in place and correct should we be audited.

In closing the ITS Maintenance group would like to say congratulations to Dee Dee Johnson for graduating from Flagler College on April 29th. Way to go!!

**Matt Harbert
ITS Maintenance Manager**



CONSTRUCTION

The I-75 ITS Device Installation Project is installing ITS devices on I-75 from SR 24 in Gainesville going north to the Georgia State Line. The contractor is currently installing drilled shaft foundations for the DMS, ITS device poles for the CCTVs and MVDS, and conduit and pull boxes for both the fiber optic and power cables. The contractor has currently used approximately 30% of contract time and is on schedule with an estimated completion timeframe of the Summer of 2018.

The Contractor for the I-10 Fiber Installation Project is installing conduit and pull boxes throughout the project limits with most of the work concentrated in the area around I-75. To date, over 95 percent of the conduit has been installed and most of the remaining conduit involves directional bores or mounting to bridges. The contractor is hoping to complete all conduit and pull box installation in the next few months and begin fiber installation in June. The contractor has currently used approximately 30 percent of contract time and is ahead of schedule with an estimated completion timeframe of the Spring of 2018 and a contract completion date in June 2018.

Kevin Jackson
ITS Construction Liaison

ROAD RANGER UPDATE

Road Rangers are an extremely valuable asset to incident management and are put to the test every time they respond to a scene. The trucks are also equipped with variable message signs and cones, which are of great benefit to warn motorists of an incident that they might be approaching. This alerts the motorists to slow down or use an alternate route and thus improves safety at the incident scene.



Data shows that not only is the incident scene safer but also that the incident is cleared much quicker. This improves safety since the involved motorists and responders are on the road for less time, but it also improves traffic flow since the impediment of traffic is removed quicker. For incidents so far in the month of April, the roadway clearance duration has averaged about 16 minutes shorter for events that had a Road Ranger on-scene. The Road Rangers assist with such events as providing fuel, assisting with tire changes, minor emergency repairs and providing short term maintenance of traffic. They are utilized along all major interstate corridors here in District 2 and make a huge difference for the motorists they assist.

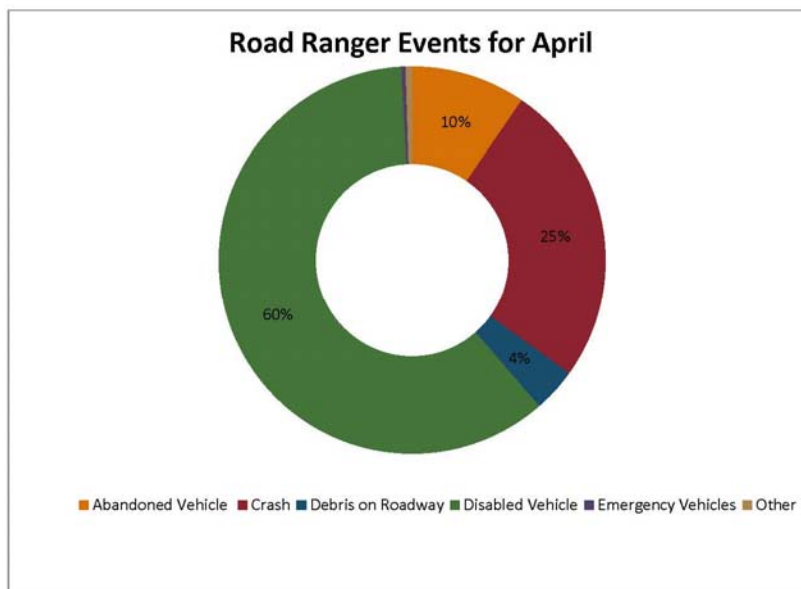
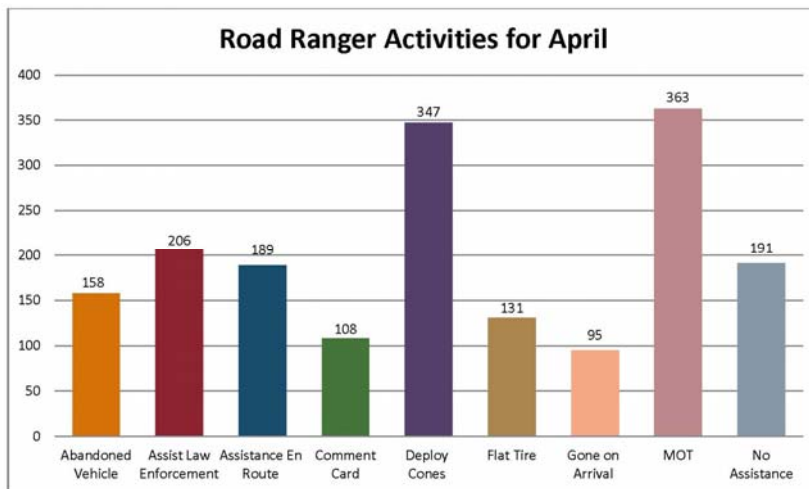
The Rangers held their monthly safety meeting at the FDOT Urban Office Training Center at 11:30 A.M. on April 5, 2017 where they reviewed lessons learned and boosted the morale of the Rangers. These meetings are critical for the TEAM to understand the importance of safety and to promote a general understanding of regulations while out on the roadways.

The following charts show all event types that the Road Rangers have responded to up through April 24th and some of the main activities performed when responding to these



ROAD RANGER UPDATE continued

events. Notice that the Road Rangers primarily respond to Crashes and Disabled Vehicles. For their activities, they primarily provided MOT and the use of their VMS along with assistance to other responders such as maintenance and law enforcement. We also see a 21 percent decrease in their average roadway clearance duration time as well as a 19.4 percent increase in the abandoned vehicles, 23.3 percent increase in crashes and 23.4 percent increase in disabled vehicles. From these numbers we can definitely say that the Road Rangers have been extremely busy but have also been efficient in clearing the roadway even with the increase in activity.



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. Luckily, District 2 has not had a RISC event so far for the month of April but our TEAM stands ready for such a need if it arises.

ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The Alachua-Bradford Traffic Incident Management Team held its bi-monthly meeting on April 12, 2017 at the Gainesville Operations Office – 5301 N.E. 39th Ave., Gainesville at 10:00 A.M. After taking a moment for introductions, the TEAM kicked off the meeting with updates from the Emergency Operations Center. Mr. Ed Ward informed that group that there has been a significant increase in wildfires in the state. He advised the TEAM to be cautious and to keep checking their surrounding areas. He also shared with the group that the initial hurricane predictions came out and that the documents are currently being reviewed. The Emergency Operations Center is also avidly preparing for this hurricane season based on lessons learned from Hurricane Matthew in 2016.

The TEAM then moved on to the ITS/511/RTMC updates where Mr. Craig Carnes had the pleasure of informing the group of several

projects occurring in the area. The ITS device installation project from SR 24 to the GA line is continuing to progress and is expected to be completed in the Fall of 2018. On that project, they are currently installing CCTV poles and DMS foundations. The installation of the southbound DMS on 441 near Paynes Prairie has also been completed and is available for TMC use. Mr. Carnes also discussed some discrepancies within the 511 app and encouraged the group to inform the software vendor if they encounter any issues or have any ideas for the new app. They are working feverishly to get all the bugs resolved. The Florida Regional Arterial Management (FRAME) Project is underway and will take place on I-75, CR 441 and into Marion County, to help with signal timings and assist with overall improvement of our arterial networks.

Mr. Steve Scanlan gave the group an overview of the construction updates. He noted that there are currently 3 resurfacing projects which can possibly have an impact on traffic over the next few weeks; one of which is on US 301 from the railroad overpass to the Bradford County line. He also stated that the NW 23rd Avenue construction project to the Alachua County line is currently underway and has an estimated completion date of Summer 2017.

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.



ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE
continued

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, or 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.*

ANNOUNCEMENT: *There is an upcoming Train-the-Trainer Course being held at the Indian River County Emergency Operations Center - 4225 43rd Avenue, Vero Beach, FL 32967 on May 9, 2017 from 8:00 AM to 5:00 PM. If anyone is interested please contact Battalion Chief Ron Angelone, Indian River County Fire Rescue, at rangelone@ircgov.com or (772) 226-3909.*

The next Alachua-Bradford Traffic Incident Management Team meeting will be held on **June 14, 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!

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The next First Coast Traffic Incident Management Team meeting is scheduled for **May 16, 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.

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

District 2's quest for Express Lanes and prep work continues. It seems every month there is a new milestone hit and we don't even have the Express Lanes yet! Things will really get rolling when they open. This month included some software break throughs, SunPass School and the start of interviews. This month flew by but as the opening of the Express Lanes draws closer time is only speeding up.

The Operations Task Manager Software that was installed in the beginning of the year has made some real strides. The Express Lane Module is waiting on a traffic simulator from Central Office so it is now in a holding pattern. Once we can get a set of ITS Device Plans and the Traffic Simulator, things should pick up. The FL-ATIS and Operator Quality Control (OPQC) Modules have now been configured as extensively as possible on the test server and will soon be pushed over to Production. Once on the Production Server, final testing and tweaks will be made before complete implementation. The OPQC Module is a cross check on the Operator's performance that can be utilized in real-time or historically. It will help Operations remain focused when traffic is the most hectic and help with training and standardization. The FL-ATIS Module consists of numerous 511 platform tests that will verify information and images are accurate and timely when being disseminated. These will be the first two Modules to reach the Production Server.

The month concluded with SunPass School. Since we will be operating the Express Lanes and they REQUIRE a SunPass it was logical to see the ins and outs of their Operation. Personnel from the Florida's Turnpike (FTE) came to Jacksonville to administer the course and I came away impressed. They recently reached their 18th anniversary of the SunPass and you can tell how the FTE has ironed out their

processes. From collection, to customer service, account support tools, to the evolution of the tolls themselves, the course had a ton of information.

The District 2 RTMC has essentially been held afloat by two people. Jason Summerfield has been the Network Administrator since day one. A few years ago, we realized Jason couldn't work around the clock and remain sane, so, enter Tanesha Sibley! Tanesha is our Network Technician and translator of Jason's overly technical ramblings. In the next few years, our ITS Device deployment will almost triple; two Express Lane Projects will open and the First Coast Expressway will be complete. I think we need another person. After sifting through 50 some-odd resumes, calling ten people and meeting with six our list has shortened. Hopefully by the next newsletter our new jack-of-all trades Network Technician will be on board. At that time, Jason's wife might start talking to me again as Jason won't be on call for his 13th year in a row.

March set records for total events, travel lane blocking events and crashes. So yes, the RTMC was very busy. Compared to the busiest statistics of 2017, March had 375 more events, 125 more travel lane blocking events and almost a 25 percent increase in crashes. A record of 4,362 events were managed this month. Of those, over 1,600 were crashes, 1,070 lasted longer than 90 minutes, almost 600 had a travel lane blocked and 50 percent of the events were in areas where DMS were utilized to inform motorists. Knowledge is power. Remember to use 511 to avoid becoming part of those statistics. **511: Connect. Know. Go.**

**Ryan Crist
RMTM Manager**



MARKETING

Most of us are creatures of habit, taking the same routes to and from work every day, our trek into the office as predictable as the Monarch Butterfly's exodus from North America into Mexico. But every now and again, life throws us a curveball, forcing us to part with the familiar and head into the great unknown. All it takes is one roadblock (crash, construction, debris, abandoned vehicle) to send us into a tailspin. Did you know that the new 511 app allows you to program up to three door-to-door routes on your mobile device? Each with turn-by-turn navigation? And that the app will suggest an alternate route (if there is one) when your preferred route is, shall we say, less than desirable?

This is just one of the many features of the 511 app we love sharing with motorists when we attend Health and Wellness Fairs around the First Coast. And this month our calendar has been filled to overflowing! The first week of April, we spoke to a high school gymnasium full of students at Bishop Kenny (somewhere in the neighborhood of 1,000 students) and then we made our way over to St. Johns County for their annual Employee Benefits Fair. We spent ten hours inside a parking garage talking to over 300 motorists! Next up, were visits to Landstar Trucking and Miller Electric, where we spoke to a combined total of over 200 commuters! That's a lot of foot traffic (and road traffic). You know the one thing they all have in common? That dreaded daily commute.

But it's not all about the daily grind. There's also a little fun to be had. Weekend road trips are the best, are they not? And let's not forget about THE PLAYERS. Get ready to tee off May 9-14th for some of the most spectacular golfing this side

of the Atlantic. And there are beach weekends to consider, as well as overnight camping trips and visits to theme parks. It's as simple as clicking "Drive Mode" to get your adventure started. <https://fl511.com/App>

One of the things we have to do when visiting venues we've been to before is "reeducate" motorists. As in "reintroduce" our app. For instance, we've been attending Landstar's Employee Health Fair for over a decade now! Their employees have weathered all the changes to our 511 system (phone, website, app) right along with us. This year, some of their employees approached us and said, "I have your app, but it's not working anymore." At that point, we helped them download the new app and even demonstrated some of its finer features. On the flip side, when we attend events that are new to us, like our upcoming trip to Community First Credit Union next month, we find that we usually have a brand new audience to work with. Either way, it's a win for us!



Bishop Kenny students learning about 511



St. Johns County Employees learning about 511 during their annual Health Fair

You can try using 511 on your daily commute into the office or for that special weekend trip you have planned. 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 relevant traffic information, we've got you covered!

Connect. Know. Go!

**Sherri Byrd
Marketing Manager**



PERFORMANCE MEASURES

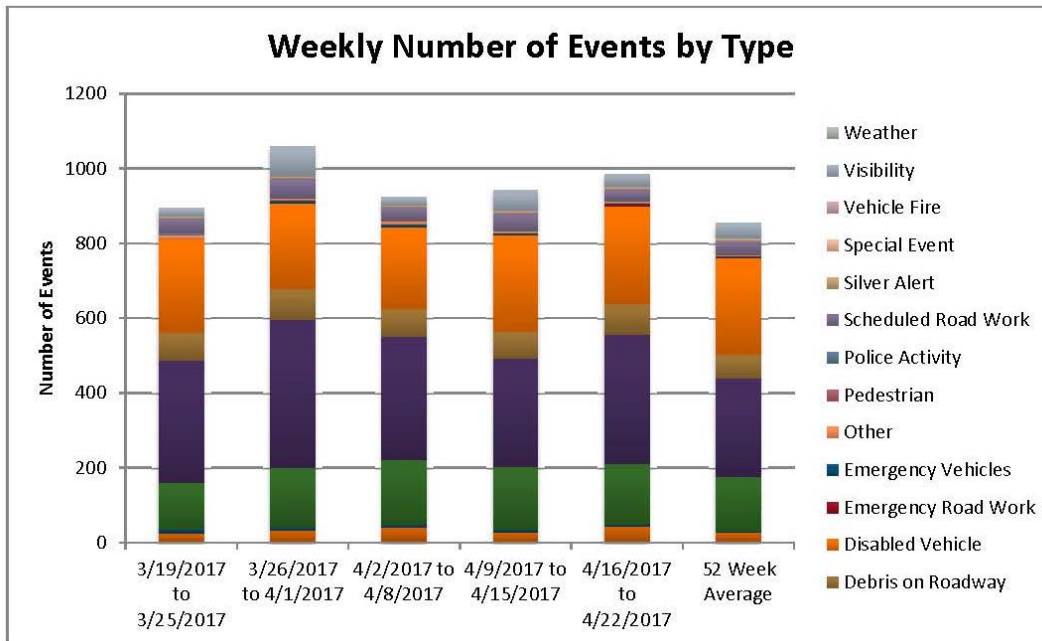
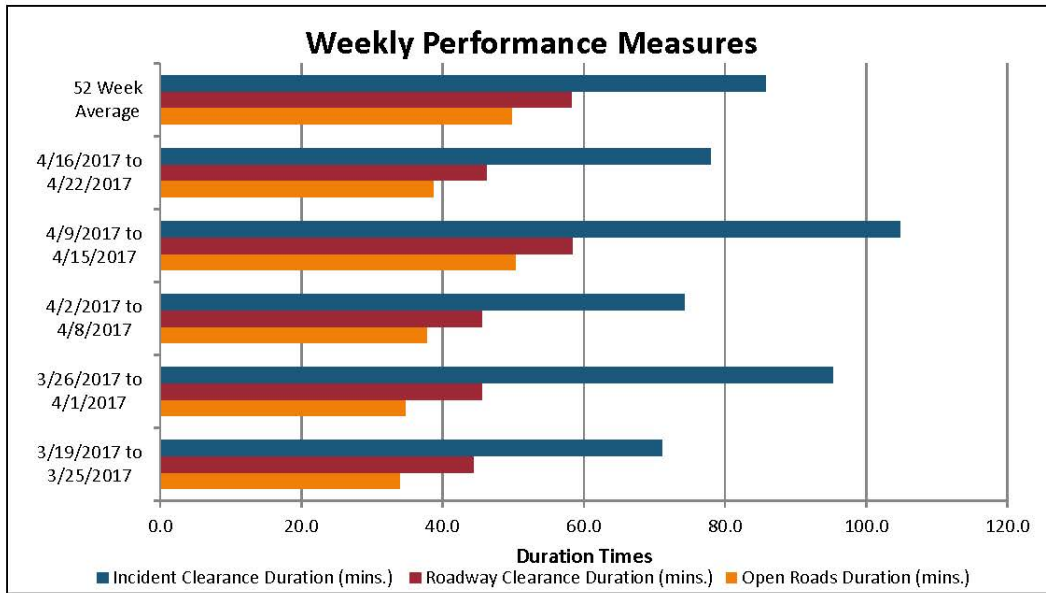
It feels like 2017 is just flying by as I look at the calendar and realize that we are already at the end of April. Last week I did something that I haven't done in a little while and went on a Ride Along with a Road Ranger named Tracey Hale. As I put on my safety vest and stepped into the vehicle, little did I know what was awaiting us on the roadways. The first event that we were called to right after I got into the vehicle was on JTB close to the I-95 overpass. When we arrived on scene lo and behold there was a definite mess as we spotted about nine disabled vehicles, of course, all within a construction zone. Mr. Hale immediately sprang into action as he maneuvered the Road Ranger truck up to the scene, within the construction barrels, put up his VMS board, turned his wheels away from the incident scene, notified TMC and proceeded to get out of the vehicle to assist. Onward he went. It was a sight to see as we discovered that a huge pothole opened up on JTB and several cars were severely disabled due to this. This is just one incident of many that occur on our roadways daily; of course they aren't all as severe but each incident is treated with equal importance by our incident management TEAM.

Our TEAM has been extremely busy handling over 3,800 events over the past five weeks. In the charts provided below, we can see that there has been a 19% increase in abandoned vehicles and a 25% increase in the number of crashes on the roadways when compared to the yearly average. 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 following. District 2 has averaged approximately 49.8 minutes for our Open Roads Duration time, 58.2 minutes



PERFORMANCE MEASURES continued

for our roadway clearance duration time and 85.8 minutes for our Incident Clearance duration time in the month of April. This is all well within the open roads goal of 90 minutes.



**Sherrell Lall
Metric Engineering**



**SPOTLIGHT ON...AYODELE GILPIN,
ATKINS**

Talk about your upbringing – where were you born / raised?

I was born in Edison, NJ. Lived there until I was 8 when my father was transferred with Johnson and Johnson to Jacksonville, FL.

Where did you go to college and what did you study?

I attended the University of South Florida and my major was Math and then a couple of years later I received my Civil Engineering degree. I also have a Masters in Supply Chain Management from Florida Institute of Technology.

Early Career and/or brief job history: (before FDOT)

While finishing up my Engineering degree I worked for Ford Motor Credit for about four years, then shortly after leaving Ford in 2005 I worked for a construction company as an estimator. After I got my Civil Engineer degree I decided to move to Atlanta in 2006 where I started working at the Ga DOT for five years in the Roadway Department as a Design Engineer. In 2012 I left Ga DOT and moved back to Jacksonville. I worked for Wells Fargo and Ally Financial between 2012 and 2015. The last two years I taught high school math while pursuing my Masters.

Job description - your current role in Transportation.

While Alex Varela is on deployment I will be covering his duties such as repair reimbursement claims, compiling information for end of year purchase, vehicle purchases, and anything else that Pete decides I need to do. Currently working on performance measures to see the change pattern for rush hour during the morning and afternoon times.

What is the most rewarding transportation project you’ve worked on to date?

My most rewarding project was also my most difficult, SR 99 located in Glynn County (Georgia). It was the most difficult because this was a bigger project compared to the other ones I had and my first major project. For this project I was responsible for completing most of the aspects of it - from geometric, pavement, drainage and cross sections to creating the plan sheets. With it being a bridge project, if Bridge Design wanted to change anything on the bridge (which of course they did), it affected everything I did; not really difficult but annoying, especially after you feel like you’re almost done and you have to go back and redo everything you’ve worked on for weeks. I even went on a 4-month maternity leave thinking it would be completed when I got back. Well, I thought wrong. I don’t even think anyone moved any of the files or preliminary plans from my desk.





SPOTLIGHT ON...AYODELE GILPIN
continued

The most rewarding part was knowing that I was able to complete it, have it go to FFPR and come back with minimal changes compared to all the changes that needed to be made during the design phase.

If you could snap your fingers (like magic) and bring about any change in the Transportation industry, what would it be?

If I could snap my fingers like magic I would have the roads automatically expand to more lanes when there is drastic change to the normal traffic flow pattern.

What advice would you give to a young woman who might be considering a career in the Transportation industry?

I would tell any young lady today interested in the Transportation industry that the sky is the limit. In the Transportation industry you are not limited to just construction or design. If you love to solve problems or technical issues you would be a perfect fit. There is always a need in transportation for fresh new ideas or pushing a new technology.

Do you have a role model or a mentor? Someone who helped shape your career path?

I have quite a few people that molded me and directed me throughout my education, sports, and career path. My biggest cheerleader and advocate would be my father. Before I decided I wanted to pursue Engineering, I wanted to be a doctor so he had me going to lectures, doing mini rotations in hospitals where high school juniors and seniors could learn about different fields in medicine. Even when I decided I no longer thought I wanted to be doctor he was very supportive. Now that I think about it he was

probably very happy I chose Math then decided on Civil Engineering because my father has a math degree and a Masters in Statistics and retired as a Quality Engineer. He would be the person I would call at midnight to help with an assignment (most likely due that morning) to walk me through Excel or help solve difficult math problems that most people never heard of unless you decided to major in Mathematics. He may not know anything about Civil Engineering but his real world advice goes a lot further than technical advice can. He's always the person to call me out on things that maybe I was not aware of at the time.

Do you have any funny stories relating to your career? Such as a foot-in-mouth moment or a bad day at the office story?

I don't really have any funny stories relating to my career. When I worked part time at Circuit City as a Loss Prevention associate maybe 11/12 years ago, it wasn't funny at the time (well it was funny but I didn't laugh when my supervisor was yelling at me) but I tackled some guy stealing CDs. I have no clue what I was thinking, but I jumped on him and tackled him to the ground.

Any job related awards or special recognition you've received?

I have received several email recognitions such as top producer award at Ford Motor Credit Company. As far as sports go, for soccer 4-time All district, 2-time All-Conference (I probably would have gotten 4 but the conference started giving awards out to girls soccer my Junior year in high school) and 1 time All-City. 7-letterman award for participating in cross county, track and soccer.



SPOTLIGHT ON...AYODELE GILPIN
continued

Describe a ‘defining moment’ in your career or personal life.

Most defining moment in my personal life would be getting my Master’s in Supply Chain Management. It was hard finishing up my Civil Engineering degree and working 40 hours at the same time but to get my Masters I was working 40 hours and had my son for the ride this time. Definitely taught me to prioritize even more to make deadlines and multitask many activities at once, like practices/games for sometimes two sports at a time. Just to be able to submit that final 14 page paper was a huge relief to be done and an accomplishment that cannot be taken away.

Best job ever / worst job ever... or both?

Best Job/Worst JobTeaching

The worst part of teaching was that I wondered some days how some of my students made it into Algebra II Honors without knowing how to add fractions or round decimals. Also regarding teaching in general, teachers have a lot on their plates that’s just not about teaching. For instance, preplanning for our classes we had to follow a curriculum that must be followed and there are a lot of aspects that go into it. Just believe me when I say **a lot** and we weren’t given enough time to complete it all during the day especially if you had more than 2 classes. Things needed to be done at home which could take up to a whole day of our weekend.

Best part is when I received random emails from students that just wanted to say they appreciated me and were happy I was teaching them that year.

Tell us a little about your family.

I’m the youngest out of four siblings, I have two brothers and one sister. Both of my parents were born and raised in Sierra Leone (West Africa). Sometime in the 60’s my grandfather put my father on a plane and told him he was going to college in the US. Later, my dad sent for my mom. He attended the University of Oregon while she was in New York.

I have an eight year old son but if you saw him you would probably think he was 11 or 12. I’m pretty sure he will be taller than me in the next couple of years if not sooner. He’s 4’10” and I’m only 5’2”. He loves all sports but his passion of course is soccer.

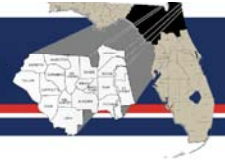
You’ve just been gifted with 48 hours of uninterrupted freedom, what would you choose to do and why?

I love to vacation. If I received a gift of 48 hours of uninterrupted freedom I would be on a secluded beach reading a book, maybe taking a nap, maybe taking a run on the beach, any kind of activity I could possibly do or just relaxing and enjoying my time.

Anything else you’d like to add...

I’m grateful I have been given the opportunity to get back into the Transportation industry after a four year break. ITS is very different from design but I am looking forward to learning from everyone in this department.





Traffic Incident Management 2017 Meeting Schedule

First Coast TIM Team
Regional Transportation Management Center
980 N. Jefferson St., Jacksonville, FL
904.903.2000
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
June 14, 2017 August 9, 2017
October 11, 2017 December 13, 2017

FDOT DISTRICT 2 ITS STAFF



Alex Varela
ITS/TMC Program Manager
Currently Deployed in
Defense of our Country



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



Peter Vega, District 2
Transportation System Management
& Operations Program Manager
904.903.2020
Peter.Vega@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