

FDOT DISTRICT TWO

Intelligent Transportation Systems Newsletter –
February 2010
Issue 29



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ITS Announcements

First Coast TIM Meeting

Tuesday, March 16th- 10 a.m.

Please contact the ITS Office at (904) 360-5465 if you would like to participate in the meetings.

Notes from the District 2 ITS Engineer

After over 900 miles and six stops in a three day period I am happy to say Jacksonville's Regional Transportation Management Center (RTMC) project is off and running with a tremendous start! On February 15th a team of five visited six RTMCs that were located in Districts Seven (Tampa), One (Ft. Myers), Six (Miami), Four (Ft. Lauderdale & West Palm Beach) and the Turnpike Enterprise (Pompano). The team was made up of me, John Kell, Craig Teal (Consultant Project Management), Matt Saponara (Office Services) and Craig Carnes (TMC Consultant Metric Engineering). We kicked off the tour by visiting District Seven on Monday morning and continued in a counterclockwise fashion throughout the State. Each District ITS Engineer went out of their way to assist and provided an enormous amount of information from lessons learned on their projects.

In District Seven we learned that coordination with our key partners was significant to avoid delays in the venture and the possible rework that would be required upon project completion to satisfy all of their partners. Terry Hensley stressed that no short-cuts should be taken because what you do not pay for now will be paid later through maintenance and utility costs. We also learned that we should be very diligent during installation of the HVAC system because this is the most critical function of the RTMC. In their example, the HVAC system was installed incorrectly, leading to moisture infiltration in their duct work.

No one at the facility had a clue about the problem until the duct work and water came crashing through the ceiling in the facility's main conference room. It was pretty understandable that they did not enjoy this experience.

Our next stop was District One, which opened up this past January 2010 and is still awaiting the arrival of FHP dispatchers in the next few weeks. This facility is named the SWIFT Center and is a mixture of concepts from different RTMC projects from throughout the Department and Country. This facility reminded me of a cross between the Minneapolis, Miami and Ft. Lauderdale RTMCs.

The main lessons learned by Carlos Bonilla and Chris Birozak involved coordination with partners (again!), having enough space for future growth and insuring that the contractor is delivering what was intended in the plans. Their big challenge was dealing with a roof problem that led to infiltration of rain water (sounding common, isn't it). Fortunately for them, they realized there was a problem because when it rained they said it sounded like bullets were hitting the roof. This is not a good thing with several armed FHP officers strolling through the building! Once they completed their investigation the contractor changed out the roof to a sturdier material and all is now well at the SWIFT Center.

Notes from the ITS Engineer continued

The next morning (Tuesday) we journeyed to the District Six RTMC facility in Miami. It has been over 20 years since I'd driven on Alligator Alley and I have to admit that I'm thoroughly impressed with what the Department has done to improve that roadway. The mixture of nature with civilization made it a scenic adventure and we even found the time to enjoy a stop at one of the rest areas.

During this stop I learned very quickly that wildlife in the Everglades is VERY intelligent. Once the birds saw popcorn in my hand I was stalked from the door of the facility to the door of the car. Of course, I made the mistake of feeding a few and pretty soon felt like I was part of an Alfred Hitchcock movie. Fortunately, we escaped before they decided to pay us back with a deposit (hopefully...well...you know what I mean).

From the moment we parked at the District Six RTMC lot we all knew that this would be a very educational experience. Stucco was torn off the buildings, at least three lift trucks with workers making repairs, spray painted areas where water damage appeared to exist and walls torn out inside the lobby. Their ITS Engineer, Mr. Rory Santana, could not wait to share his lessons learned with our team. He began by emphasizing the need for experienced CEI staff and then stressed due diligence on checking references of the contractor.

This facility also had water infiltration due to poor workmanship and it has taken over one year to

complete the repairs. After a while we knew this would be one heck of a learning experience so we took a walk through the facility to gather information.

The key things that Rory stressed was coordination with partners in the facility, constructing ample space for future growth and insuring that the construction team were very experienced in facility type projects and not just roadway work. Prior to our departure his staff insisted that we take a look at their warehouse and loading dock area to get a true picture of what they experience. They took us to the door for warehouse deliveries and pointed to the rusted metal and damaged walls. Rory stated that the problem began the day after final acceptance and conditions have degraded exponentially over the past several years. Thanks to Rory and his staff we now know what needs to be done to avoid this nightmare with our project.

After leaving the Miami facility we decided to head directly to the District Four RTMC in Ft. Lauderdale. I visited this project at 70% completion and had been wondering if it turned out to be everything they had hoped for in an RTMC. I quickly learned from their ITS Engineer, Dong Chen, that it has become a nightmare. This operation is different in that instead of FHP dispatchers, they were sharing space with the Broward County Traffic Engineering personnel. Dong kept with the fold by stressing the problems they had with coordination and their partners. He

Notes from the ITS Engineer continued

mentioned the lack of planning for additional office space as their ITS program grew and now they are bursting at the seams. Since the initial design was completed the District Four program has added the Rapid Incident Scene Clearance, Severe Incident Response Vehicle and I-595 roadway management programs. Additionally, their ITS network has expanded beyond their wildest dreams and they have now entered onto part of the arterial system in Broward County. All of this leads to more personnel and equipment, two things that Dong can't afford due to limited space. So far, he has split the main conference room and also the main break room by putting dry wall up to create additional offices. His only other option in the future is to take up space in the lobby area if additional offices are necessary. This is something we will definitely keep in mind when determining the size of the facility in Jacksonville.

On Wednesday we entered the final stretch of the RTMC tour by visiting the Turnpike's Pompano RTMC. I anticipated that this would be a very unique facility since all of the funding was generated from their toll collections. Mike Washburn and John Easterling were very gracious with their time and showed us an RTMC that is very close to our current design. The building appears to be a LEEDs certified facility due to the amount of external lighting in various sections and offices. The interior design was second to none and each area had a purpose for their RTMC operations. I

did notice that there was limited space for future growth and no storage area to speak of at the moment. However, they are fortunate in that the facility is adjacent to the main office at Pompano, thus they can offset some of the needed space by using the main office complex. This RTMC will solely house Turnpike operations staff, thus John and Mike had limited lessons learned to share with us except to state that we should actively participate in the selection of the furniture.

Apparently, the metal Euro chairs placed in their offices are quite uncomfortable and are probably headed out the door in the near future!

The tour concluded with a visit to the District Four Palm Beach RTMC. This was also a unique concept in that the RTMC was located on the fourth floor of the Palm Beach County Public Works building. Telvent's Operations manager, Helena White, took us on a tour of this newly opened facility and the team was very impressed with the interior design of the facility. This was the shortest of the six tours because of the limited size of the RTMC. It was very apparent that in the near future the Palm Beach RTMC would be scrambling for space since every storage area seemed to be about 1/10th the size of the other facilities we visited. Helena told us that the design and construction of this RTMC was handled by the County and it was very obvious that the County did not do research prior to constructing the facility. This was evident when I asked Helena

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Notes from the ITS Engineer continued

White where her fire suppression system was placed. A look of shock came across her face because they did not actually have one in the RTMC (guess they overlooked it). I explained to her that this was critical since there did not appear to be any sensors or alarms, so any electrical fire will go unnoticed until the damage had already occurred. After we left I thought about it and wondered if I had “sounded the alarms” for the Palm Beach RTMC.

So, after three days and over 900 miles, “was it worth it?” Most definitely! I don’t have words to express my gratitude for all the assistance and information these Districts provided. Over the years I’d heard through the grapevine about problems here and there, but this trip connected all the dots for me. I now feel confident that the Jacksonville RTMC will be the finest and most cost effective RTMC facility in the Department. Unfortunately, it came at a cost to other Districts and I regret that they had to go through these experiences but it truly opened up the team’s eyes to the problems we may encounter during our project.

I think I’ve aged about 10-years over the past week after taking this journey. My head aches, my knees are sore, my back is stiff and I keep forgetting where I placed my Bluetooth receiver. Hope it only gets better from here!

Lighter Side

Over 11 years ago my wife and I received quite a surprise during the Christmas weekend. At the time, we lived in a first floor apartment at a complex off Southside Boulevard and enjoyed drinking coffee on the patio out back. This particular Christmas weekend we received an unexpected present when L.J. came strolling past us and into the back door while we were enjoying a cup of Java. By the time we realized what had occurred this little kitty welcomed itself into our home by checking out every nook and cranny in the place. We guessed the accommodations were acceptable to her because she parked her fanny in one of the bedrooms and began meowing like there was no tomorrow! To this day, L.J. is still a chatterbox and “tattles” on her roommates when we get home from work.

My initial reaction was that L.J. was a Christmas present on the lam. I figured there was some heartbroken child in the neighborhood crying their eyes out wondering about their little kitty. Later that day I began posting signs all over the place with the hope that we could find L.J.’s initial home before we became smitten with the kitty. After a week we were resigned to the fact that no one was going to claim this fur ball and we now had one additional mouth to feed. My big concern was just how much was this cat going to eat.

A few months after L.J.’s arrival I realized that I had a “511” kitty on our hands. As I mentioned, “she’s a

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The Lighter Side continued

talker” who soon became the traffic cop in the household. If one of the other cats went speeding around the house L.J. would quickly cut them off to slow them down and begin meowing incessantly as if she was forewarning them of a pending accident. After a while my wife and I became the worst violators of L.J.’s speed zone so we had to begin avoiding her “drive-bys” underneath our legs. By now I believe I’ve received thousands of scolds from her as I zip from one end of the house to the other.

L.J. has mellowed over the past few years and lets us get away with breaking the house speed limit every once in a while but she still gives us the 511 when weather conditions get bad or when one of the other cats has an accident (knocking over a vase or food bowl). I think part of it is how we bribe her during the evenings. I have noticed that if we rub her belly for a little while she will often cut us some slack for the remainder of the night. Talk about an easy payoff!

The irony of her behavior is that I notice every time I am working at home on ITS/511 stuff she tends to be in the Den with me. I have this eerie feeling she is looking over my shoulder, trying to critique the concepts I generate to make sure I get the 511 information correct. “This from a cat who hates to

ride in cars. Go figure.” In any case, she currently has her hands full with our youngest feline, Tucker, and she continuously provides 511 reports to us whenever he gets a spur up his butt. My hope is that someday she will just let me do the work for 511 and she can just become a cat. You know what I mean, lazy, sleepy and hungry all the time!

Pete Vega
ITS Engineer



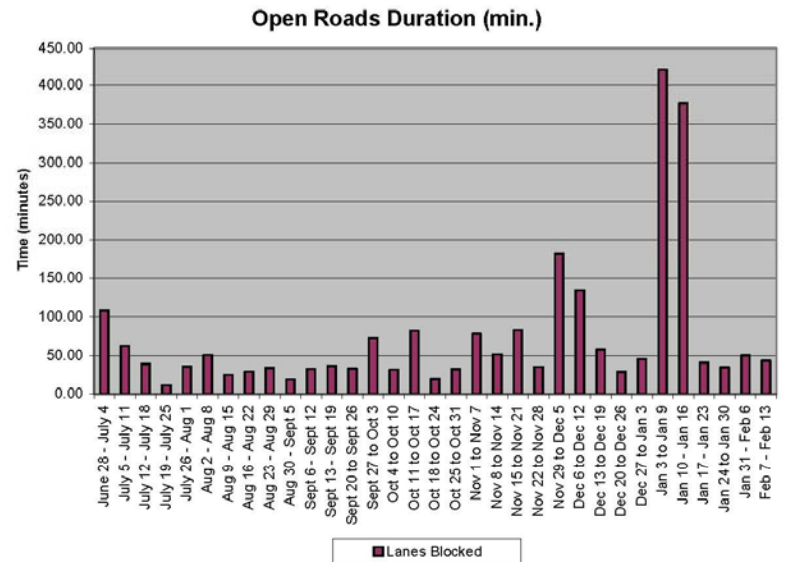
L.J., the 511 TraffiCat

Performance Measures

Correspondence with Central Office has taken place regarding the data calculation in the performance measures report and some issues have been addressed. A teleconference has been scheduled for the first week of March to discuss the behavior of the Performance Measures reports and discuss the logic for various formulas and thresholds. Central Office was asked about the events with duration times longer than a few hours. The SunGuide Project Manager explained that events that have a duration time longer than 120 minutes are flagged but not removed from the data. They are still used in the compilation of the Performance Measures report.

Since there has been a delay in adjusting the formula to remove events with unusually long duration times, some adjustments were made to the way data is entered so that the weekly performance measures reports give a better estimate of average incident duration times. The intent of the change is to avoid having events of duration times of a few days that were simply due to the event being unresolved. This adjustment does not alter the data, it simply allows the Software to better interpret what is actually occurring. Attention has also been given to unresolved events so that they are closed as soon as they are resolved, rather than leaving them open when they should have been closed hours earlier. There were two events in early January

that alerted us to this problem. Because of those events, two weeks of data showed Open Roads duration averages of over 400 minutes, as shown in the graph below. This is not representative of the actual average duration time. Once the method of entry was corrected the Open Roads Duration average returned to normal, generally less than 50 minutes. This is quite an accomplishment since the goal of the Open Roads Policy is to clear the travel lanes in 90 minutes.



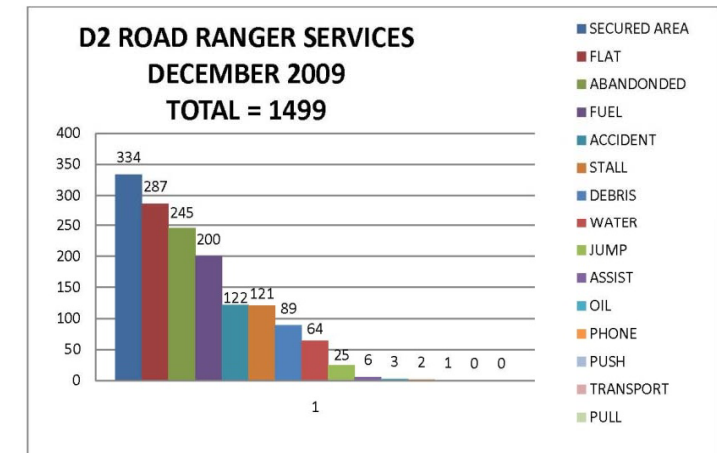
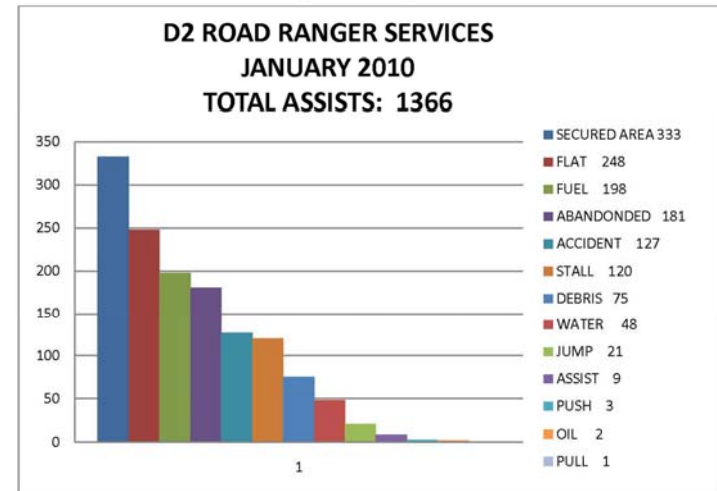
Jill Dawson
Metric Engineering

Road Ranger Update

Our District Two Road Ranger Service Patrol Contract is in the bidding process. Interested Contractors are being evaluated this month. The new contract should be awarded by March 2010.

We are currently conducting a *Responder Road Ranger Survey* and are asking all incident responders to complete and send in the survey form before March 1, 2010. This survey will end March 1, 2010, and all agencies are asked to participate by completing the survey and sending it to Patrick Odom, Florida Department of Transportation, 605 Suwannee Street, MS 90, Tallahassee, FL 32399-0450. If you need a survey form please contact Donna Danson at (904) 360-5635 or donna.danson@dot.state.fl.us.

Out of 1366 services stops to stranded motorists in the month of January 2010 our Road Ranger Service Patrol Operators changed 248 flat tires, gave 198 gallons of fuel, and secured the scene for 333 events. Our Road Ranger Operators are actively patrolling eight (8) routes, 6:30 AM to 6:30 PM, Monday – Friday providing assistance to motorists, FHP and JSO on I-95, I-295, 9A, I-10 and J. Turner Butler. The chart below shows the breakdown of the 1366 services provided. Our Road Ranger Service Patrol continues to be a great asset to our District 2 Traffic Incident Management Program.



RISC (Rapid Incident Scene Clearance Update)

Since December 18, 2010, we have not had an incident that required the services of our Rapid Incident Scene Clearance (RISC).

Traffic Incident Management (TIM) Update

ALACHUA TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

On February 10th the Alachua Traffic Incident Management held its meeting at the FDOT Gainesville Maintenance Conference Room, N.E. 39th Avenue at 10:00 AM – 12:00 PM. The following agencies were represented:

Metric Engineering, University Towing, FDOT Maintenance, FDOT ITS, FDOT Emergency Operations, PBSJ, FHP, Alachua Police Dept., Florida DEP, AAG Environmental, Alachua County Environmental Protection, Medical Examiner’s Office, City of Gainesville

After a thorough debriefing of incidents and upcoming construction projects, it was announced *HAZMAT Training* will be conducted at our next First Coast TIM Team Meeting on March 16, 2010.

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE:

Our next First Coast Traffic Incident Team Meeting will be March 16, 2010 at the FDOT Urban Office Training Center, 2198 Edison Avenue at 10:00 AM. After our meeting, Kenton Brown will be conducting HAZMAT Training. Members from both the First Coast and Alachua TIM Teams are invited.

2010 MEETING SCHEDULES

FIRST COAST

FDOT D2 URBAN OFFICE TRAINING CENTER
2198 EDISON AVENUE
904-360-5400

- JANUARY 19, 2010
- MARCH 16, 2010
- MAY 18, 2010
- JULY 20, 2010
- SEPTEMBER 21, 2010
- NOVEMBER 16, 2010

ALACHUA

FDOT GAINESVILLE MAINTENANCE OFFICE
5301 N.E. 39TH AVE
352-381-4300

- FEBRUARY 10, 2010
- APRIL 14, 2010
- JUNE 9, 2010
- AUGUST 11, 2010
- OCTOBER 13, 2010
- DECEMBER 8, 2010

Donna Danson
District 2 ITS Operations
Program Manager

Road Ranger Spotlight...Steve Winans

Steve Winans is a devoted family man and a dedicated Road Ranger. To understand how far he's come in life, you have to take a look back at his early years, when Steve was a young father and husband. Two weeks after bringing their 3rd child home from the hospital, Steve's wife died suddenly and unexpectedly from a blood clot. Even though she was recovering from a C-section, the doctors never suspected there was a problem.

"I had just had lunch with her earlier that day, and then all of a sudden I get a call saying she's gone," Steve remembers. At the time of his wife's passing, their oldest child was 4 and the youngest was barely 2 weeks old. Steve had a decision to make. Right then and there, he decided he would raise his 3 children and be the best father he could be.

Now, Steve is focusing on being the best grandfather he can be. He has 4 grandkids ranging in age from 8 years old right on down to a one month old newborn. Steve especially likes fishing and canoeing with his oldest grandson. Since Steve only works 2 ½ days each week as a First Coast Road Ranger, that leaves him plenty of extra time to spend with his family.

"My son lives on a sailboat in Fleming Island. I get to spend a lot of time with him and his family.

I also like to get in my jeep and go to the mountains when I can," Steve says.

Steve never remarried and he still has a very special bond with his in-laws. He makes the drive over to Florida's gulf coast at least once a month to spend time with them.

Prior to becoming a First Coast Road Ranger, Steve worked at Gate Petroleum and American Airlines. He also served 21 years in the Navy and is a decorated Desert Storm and Vietnam Veteran. While in the military, he met former President Ronald Reagan in Chicago and once served as part of the flight crew for former Vice-President Dick Cheney.



Road Ranger, Steve Winans

Maintenance

The Maintenance Contractor has completed a review of the grounding systems at all of the ITS device sites. Grounding is very important to electronic devices, to assist in the deterrence of lightning strikes and other issues, which can damage or destroy electrical components. By making sure the grounding is good at the device sites, we are hoping to make the devices last longer and bring down our periodic maintenance costs.

The JTA's Butler Boulevard project has kept TCD active due to damages created by the construction contractor. It seems that each week we are being asked to assess damage to fiber, pull boxes and cabinets. Fortunately, the contractor has been proactive at making the necessary repairs as quickly as possible but this work is putting a strain on operational personnel. A meeting is scheduled for the first week of March to discuss ITS concerns with the JTA Project Manager.

There have been some issues getting permission from JEA to mount fiber optic cables to their poles along Ellis Road. The District Utilities office is currently assisting ITS in dealing with JEA. This was our planned route to get fiber optic cable to the FDOT Maintenance Yard, as described in the last Newsletter. If we cannot utilize these poles we begin looking at the cost and feasibility of installing the fiber optic cable underground along

Ellis Road. So for now, the fiber connection to FDOT Maintenance is on-hold until we can determine how we can get the fiber to their facility.

On a solemn note, our key Field Manager with TCD, Mr. Brian Cole, has resigned from his position to take a job with the Department of Corrections. Brian has been with our ITS Maintenance Contractor for approximately one year and was doing an outstanding job, however his pending marriage led to the decision to leave. His wedding is in a few months and his better half has a job in Orlando with an Engineering firm in Orlando. We are lucky in that he has a very capable replacement in David to take over the reins of ITS field maintenance, so we do not anticipate any reduction in performance.

Kevin Jackson
District 2 ITS Field Specialist



Construction

The I-95 Project (Phase VI) is installing 96-fiber cable, CCTV cameras, Dynamic Message Signs (DMS) and Vehicle Detectors along I-95 from the I-295 Southern Interchange to the St. Johns County Line. This project continues to run smoothly, with approximately 55% of the work completed. All of the conduit, pull boxes and splice vaults have been installed. Electrical services and associated electrical equipment is being installed at each of the device sites. All of the vehicle detector poles and all of the smaller CCTV poles have been installed, leaving only the three larger CCTV poles to be installed. The Dynamic Message Signs structures have been installed and the Dynamic Message Signs are on-site and will soon be installed on the structures. The Contractor has also started installing the fiber optic cable and currently has approximately 20% of the fiber cable installed.

Anyone traveling in this area knows about the rush hour traffic congestion in the area caused by commuters exiting at County Road 210. This project will allow the Traffic Management Center to monitor this traffic and provide motorists advanced warnings of the congestion.

The SR 9A Project (Phase VII) is preparing to submit 100% plans for FDOT review. This project is installing 96-fiber cable, CCTV cameras, Dynamic Message Signs (DMS), Vehicle Detectors and Roadside Weather Information

Sensors along SR 9A from Atlantic Blvd North to I-95. The Project also includes two Arterial Dynamic Message Signs on Heckscher Drive approaching SR 9A in each direction. The project continues to be on schedule to have the Design be completed by the end of March. The Construction Contract will be let in early Fall with an anticipated start of Construction in Early 2011.

We have made coordination with JaxPort a priority for this Project. With the added truck traffic of the upcoming Henjin Shipping Facility and the expected increase in shipping when the economy turns around, this project is vital to monitoring traffic in the region. This project will provide traffic information to the motorists, shippers, and truck drivers throughout the area, which will allow smoother commutes and decreased travel times for shipping containers.

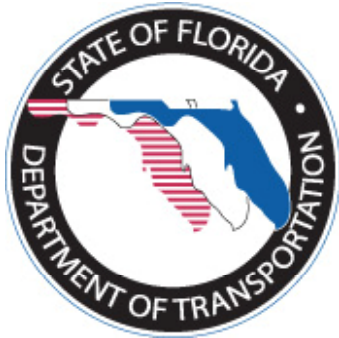
The I-295 Project (Phase VIII) is in the process of creating the 60% plans. This project is installing 96-fiber cable, CCTV cameras, Dynamic Message Signs (DMS), Vehicle Detectors and Roadside Weather Information Sensors along I-295 from I-10 North to I-95. This project will complete the Fiber Communications ring around the Western side of Jacksonville. Due to the large amount of trucking companies off of I-295 in this area, this project will be important to motorists and trucking companies alike.

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Construction continued

Several projects are ongoing with Duval and Clay Counties. The SR 21 / Blanding Blvd Project has submitted 100% Design Plans and the Design Build Team plan to start construction in a few months. The SR 5 / US 1 Project is currently under protest and may be delayed for several months before a Design Build Team is awarded the Contract. There was an issue with Advertisement of the SR 15 / US 17 Project and the project is being re-advertised. All of these projects are using existing fiber infrastructure and adding Arterial Dynamic Message Signs and CCTV cameras to allow for the City of Jacksonville and Clay County to view their arterial roadways, provide information to travelers, and dynamically adjust their signal timing to help alleviate congestion.

John Kell
District 2 ITS Construction Project Manager



Marketing

It's marathon time! More than 7,500 people ran the 26.2 with Donna to help finish Breast Cancer, and the 511 Marketing Team was on hand at the Runner's Expo February 19th and 20th to provide a little extra encouragement to this year's race participants. We handed out travel mugs and ponchos and gave lots of "high fives" to survivors and their family members. What a fantastic 3-day event!

Congratulations to all of this year's runners.

Be sure to look for 511 at the Riverside Arts Market on March 6th from 10am-4pm; at the St. Augustine Lions Seafood and Music Festival, March 12th-14th and at the Isle of 8 Flags Shrimp Festival in Fernandina May 1st-2nd.

Sherri Byrd
511 Marketing Manager



www.fl511.com

North Florida TPO Update

The North Florida TPO (NFTPO) continues to be the region's ITS champion by generating projects and studies for the program. Earlier this month they received accolades from the Central Office Traffic Incident Management Program Manager, Mr. Paul Clark, for the TIME 4 Safety DVD the NFTPO produced. So far, Central Office has distributed over 650 DVDs to various responder agencies and estimate that 21,000 incident responders have committed to this training. Also, Paul mentions that the DVD has been distributed to 28 other States as well as Canadian and Australian Law Enforcement officials. Talk about going Global!

As I mentioned in January, the ITS program was notified that the Jacksonville RTMC project was back on schedule for fiscal year 2011. The NFTPO is a huge supporter of this concept and has agreed to contribute two-million dollars to the effort. The official approval should be received in March when the NFTPO Board votes, however the concept of a multi-agency operational facility is something they truly believe will be of benefit the Northeast Florida roadway system. Part of the plan is to include NFTPO in the facility so that they can get daily updates on traffic conditions throughout the north Florida region.

The region is still awaiting word from the Traffic Engineering Research Lab on approval of the products needed to complete deployment on the

arterial roadway system. In the meantime, the communication infrastructure is being addressed and the City of Jacksonville has begun to mount CCTV cameras on various parts of the roadway system. They have also begun or completed work with the Traffic Signal cabinet upgrades on many of these roadways, thus once the approved products can be ordered it will only be a matter of "plug and play."

Over the past few weeks part of the plan was to interconnect the Department's ITS network with the City of Jacksonville network. This effort should be completed by the end of February with the ITS switch connected to the City of Jacksonville switch. Once this occurs the TMC operators will be able to physically control all of the City's cameras on the arterial roadway system, downtown and at the Stadium. This will be a tremendous tool for our operations personnel since we can now monitor traffic conditions on the Arlington and Hart Expressways, thus giving them flexibility when detouring traffic on I-95.

All of this work is part of the North Florida TPO's ITS Master Plan for Northeast Florida that was published three years ago. I can now see the light at the end of the tunnel and anticipate that all the pieces of the puzzle will be in place prior to the 2010 holiday season. The goal is to have a fully functioning interconnected system by the end 2012 and I am very confident that we can reach our goals prior to January 2013.

Operations

The TMC has had a great start to the New Year and has been kept busy by the cold weather and heavy rains giving motorists fits.

The transition to “Life After Derrick” (full-time, since he still has a foot in the door) has gone nicely and the TMC has enjoyed the new partnership with him at Action News. During rushes the TMC has been able to share resources with him and vice versa assisting in providing motorists the most accurate, up to date, information possible.

As you know from previous Newsletters we have been pushing the “Report an Incident” feature on the 511 phone system. This has been a useful tool to notify us to investigate new incidents, but also a solid way to see how we are doing on getting things posted.

In January, District 2 had over 22,000 calls made to the 511 system. Of those 22,000+ calls only .1% (or 44 total) left feedback messages to report an incident. Statewide there was over 1,000 feedback messages left so District 2 only accounted for 4% of the Statewide total. These numbers are good indicators that the District 2 TMC is keeping real-time traffic posted and is responding quickly to new events.

In January, the District 2 TMC saw a slight dip in numbers from their second busiest month of 2009, December. They worked over 1,800 events and the Road Rangers assisted in almost 1,400 of

them. Both were about 100 less than December’s totals. To help keep traffic flowing incidents with road blockage dropped from 273 in December to 192 to kick off the New Year. Let’s hope that trend continues.

Without ITS devices outside of Jacksonville (and parts of Jacksonville) the TMC depends on FDOT and FHP personnel to give us traffic information reports. You can reach our 24/7 line at (904)301-3700 extension 122 or our work day line at (904)360-5465. You can now also leave feedback on the Next Generation 511 system about road conditions and bugs you may find in the system that is relayed to our operators in real time.

Remember: Know Before You Go!

Dial 511 or go to FL511.com

Ryan Crist
TMC Supervisor

Spotlight on...Santos Morin

My name is Santos Morin, but my friends and family call me Sans for short. I was born in Texas, but most of my childhood was spent in a little town called Lyons, Ohio. Lyons is about 10 minutes away from the Ohio and Michigan state border. My parents kept moving back and forth because of the migrant work they were doing at the time. In 1989, my father decided to move to Edinburg, Texas and open an automotive repair shop.

When I graduated from Edinburg High School in 2000, I made the decision to join the United States Navy because I wanted to see the world. During this time, I also found out that I was going to be a father. Becoming a father motivated me to do well in the Navy and set an example for my future child. During my tenure in the military, I have seen different parts of the world. The Navy has taken me to parts of Europe, England, Asia, Africa, the Middle East and parts of South America. Traveling around the world has allowed me to see how diverse other nations are.

After serving my seven years of active duty service for the Navy, in 2007 I signed up for the reserves. That allowed me to work at several different jobs before I started working at FDOT. At FDOT, I am the Assistant Supervisor and lead Bi Lingual TMC Operator for District 3. My responsibilities are to post events in Sunguide for District 3, assist District 2 with road rangers, and dispatch Air 511. District 3 posts many of the

Spanish floodgates for the State of Florida. I have been with FDOT for almost two years and have gained a lot of experience working with other Traffic Management Centers around the state. Working at the TMC has allowed me to realize that God has given me an opportunity to continue working for the government in another field.

My ambitions have always been to help people in need or be someone they can turn to. Although I'm not helping anyone physically here at the TMC, I get the privilege of assisting motorists from behind the scenes. Talking about helping someone in need brings back a memory of when I was in the military. In 2003, while we were coming back to port from sea trials, I spotted a sinking boat off the jetties. I quickly alerted my supervisor that someone was in danger and needed our help. After we rescued the boaters, they requested to meet and thank the person who had seen them waving for help. They had been stuck out at sea for more than an hour. It was a good feeling knowing that I helped save two lives that day.

Last but certainly not least, I'm the proud parent of a 9-year-old boy named Jeremiah Morin. Every morning I wake up and thank God I have him in my life because he motivates me to overcome any obstacles that come my way. Even though he is only a young child, he has taught me how important

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Spotlight on...Santos Morin continued

it is to set a good example for him. My father used to tell me, in Spanish “En tiempo todo se puede”, which in English translates to “in time, anything can happen”. I believe this is a good piece of advice to give because if something good is coming to you it takes time and comes at God’s will.



Assistant Supervisor and Lead Bi-lingual Operator (as well as Jeremiah’s proud Dad), Santos Morin

Penny’s Ponderings

OK, is it just me, or does it seem like you haven’t been really warm since Labor Day? I decided it has been colder than usual, and wanted to see if I was right. No partisanship here with TV meteorologists, I went straight to the National Weather Service. Here’s what I found about the greater Jacksonville area.

The average highs are 72 for November, 66 for December, 64 for January and 67 for February. Our average highs for the winter of 2009-2010 were 73 for November, 65 for December, 60 for January and 60 for February to date. We’re below normal!

The average lows are 51 for November, 44 for December, 42 for January and 44 for February . Our average lows for the winter of 2009-2010 are 51 for November, 47 for December, 36 for January and 38 for February to date...way below normal here for January and February!

On average, the Jacksonville area experiences 1 freezing day in November, 5 In December, 7 in January and 4 in February. Incidents of 32 or below for 2009-2010 were 0 in November, 1 in December, 12 in January and 6 in February.

I was right, again! (just ask my husband). Here’s to sweating again real soon!

Photo Gallery



511 at the 26.2 with Donna Marathon to Finish Breast Cancer Expo



26.2 with Donna finish Line



As cold as the NEFL winter has been, guess we could have been in Baltimore-
photo courtesy of Mollie Simpkins

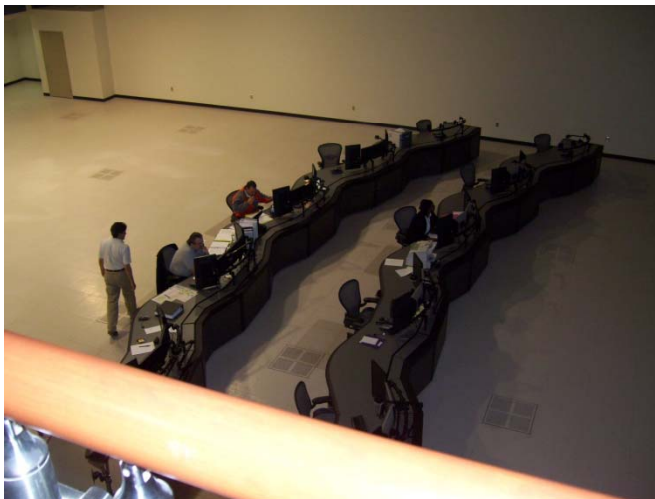
District 2 Trip Around the State



District 1 RTMC Exterior



District 4 RTMC Video Wall



District 1 RTMC Floor



District 4 RTMC Floor

District 2 Trip Around the State



District 6 RTMC Floor



District 7 RTMC Exterior



District 6 RTMC Building Repairs



District 7 RTMC Equipment room

District 2 Trip Around the State



Florida's Turnpike- Pompano RTMC Floor



District 4 Palm Beach RTMC Equipment Room



Florida's Turnpike-Pompano RTMC



District 4 Palm Beach RTMC Video Wall

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 Derrick Odom, TMC Assistant Supervisor
 Sherri Byrd, 511 Marketing Manager

<u>D2 Day Operators</u>	<u>D2 Night & Weekend Operators</u>	<u>D3 Day Operators</u>	<u>511 Probe</u>
Brian Deiter	Jason Evans	Santos Morin	Sherri Byrd
Jesse Gilmour	David Rolfe	Adrienne Catapano	Kristen Kirk
Jessica Lakey	Rebecca Reid	Jessica Vazquez	
Adam Page		Ed Capps	