

FDOT DISTRICT TWO

Intelligent Transportation Systems Newsletter –
August 2009
Issue 24



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ITS Announcements

First Coast TIM Meeting

September 15th

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

This month's newsletter will focus on perseverance and the will to succeed under any circumstance. I have also decided to include a "lighter side" to things by sharing stories related to none other than..... animals. I will attempt to provide a topic every other month and will tie it into the theme of the introductory article. This month's featured animal is named "Uno", a cockatiel adopted by my wife in early August. Please be forewarned though that once you read this story you may just run out to the pet store to get a bird for yourself!

As I was stating earlier, perseverance is something that all the District Two ITS staff members have needed over the past several months in order to get the job done. The lack of a Road Ranger program during the months of May and June created many challenges for the TMC operators and Donna as they attempted to deal with roadway incidents. Likewise, the occurrence of our first three RISC events and the learning curve involved with each required an enormous amount of resolve from each member of our operations team.

Kevin has had to persevere in the face of troubling economic times that caused financial difficulties for two of his ITS Maintenance contractors. During this challenge, Kevin had to find unique and creative ways to keep the field equipment operational while balancing his very tight maintenance budget. Oftentimes, it took determination and a little "elbow grease" on his part to get the work done, but overall, he has survived.

John has his own set of challenges with a plethora of ITS construction projects, yet he has been able to persevere in the midst of an ever increasing workload. I estimate that John is juggling his schedule to deal with approximately 12 to 15 projects either in the design or construction phase. His patience and willingness to go the extra mile (while maintaining his sanity) are a great example for others to follow.

As for the 511/Operations contractor, well they have performed admirably since the deployment of the Next Generation 511 system. In mid-August, we received an e-mail from Central Office commending their effort for going the extra mile to meet the objectives of the program. Mr. Gene Glotzbach stated "District Two has been proactive with supporting FLATIS (511) and it is much appreciated. The traffic report logs bear out District Two's success with reporting issues on FLATIS (511) and if I were to rank the Districts support of FLATIS (511), District Two would certainly rank among the top." By the way, FLATIS stands for Florida Advanced Traveler Information System.

To clarify his statement, Central Office is tracking motorist feedback information on a daily basis for the past two months. As we all know there is usually never any positive feedback, thus when a person leaves a message it is normally due to a complaint or problem with the system. While many of the other Districts average between eight and ten

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Notes from the ITS Engineer continued

complaints per day, District Two is averaging a little less than one. We even have a regular user who is a truck driver that calls the feedback system from time to time to commend our staff on the informative and timely information they have provided him.

Overall, the District Two ITS program would not be at this level of performance without the willingness, determination and perseverance of the entire staff. I notice that every single day they take pride in what they do and the services they provide to motorists throughout the entire District. When I need to point out a mistake or error in judgment, there is no finger-pointing or blaming of third-parties but instead a willingness to learn from this slip-up to continuously improve their performance.

The other day, one of our staff members got a little bigheaded in discussing how well we were handling the ITS program. I guess that is what an e-mail from Central Office will do to you! They provided a comparison to a few other Districts that are currently dealing with major problems.

Unfortunately, I had to deflate this person's balloon by pointing out that "yes, we are doing very well" but here are a number of deficiencies that we still need to address. Although minor, if left unattended these deficiencies could become a major problem in the future so I wanted to remind

this staff member that we should not be satisfied with our past performance. Instead, we should look for ways to make it even better.

Personally, I feel that perseverance is one of the key factors that led to my success and I am honored to work with personnel who have the same mind-set. Last year FHWA announced at a conference that the ultimate goal of the transportation industry is "zero accidents and zero injuries by 2030". While many in the crowd scoffed at such a notion, I sat back and began thinking of ways to achieve this goal no matter what the cost or effort needed. When I was through with this thought process I thought "what the heck, let's do it!" Guess I should thank my mom for this determination since it seems to be so instinctive.

Lighter Side of Things

Earlier this month my wife called to tell me that she wanted to bring home a one-legged cockatiel from the rescue shelter. At first, my thought was "one legged?", then I thought about the chaos that would occur in the house when three cats realized they had an edge over this vulnerable creature. After a few seconds I began to think....."shoot" my cats are scared of their own shadow, so let's give it a shot! Within one week we were the proud owners of this one-legged cockatiel name Uno.

Notes from the ITS Engineer continued

Uno shared a residence with two other birds at its previous owner's home. One day the owner decided to put the birds' cage in the back yard to allow them to get some fresh air. The couple went about their errands and when they returned home found that an animal had gotten into the cage and eaten both of Uno's roommates. Fortunately (or unfortunately as you will see) they only tore off Uno's leg in the process.

The owners thought Uno was killed and placed his body in the freezer until they could find the proper time to bury him. When they decided to take on this task a few hours later they encountered the biggest surprise imaginable.....he was still alive! We thought, "Can you imagine the misery this poor bird went through in that freezer?" They rushed Uno to the veterinarian's office for treatment but soon discovered the costs were much higher than they anticipated, so they decided to give him up for adoption and walked out of the office. A veterinarian technician at the office ran a small pet foster home operation and boarded Uno until a proper family could take care of him. As mentioned earlier, after my wife heard the story I got the call and wondered how Uno would react to four roommates (three cats and a rabbit).

Ironically, he has adjusted very well to his new found home and keeps everyone entertained with the sounds he generates. After a heavy downpour

the other night the frogs churned out a symphony in the back yard that made it hard to think. Once they calmed down Uno decided to "start up the band again" by mimicking their sound for the next ten to fifteen minutes. Can I just say that I never realized the size of a cockatiel's lungs until Uno began his own concerto!

It's been about two weeks since we welcomed him into our home and each night he shows us just how much he's had to persevere after this tragic event. He gets around by hopping on one leg and flaps his wings to regain his balance. When Uno's on unequal footing he will use his beak like a cane until he gets to a more stable surface. Like any living creature, he goes through his mood swings from time to time and throws an attitude whenever he desires, but I guess that's part of the package when you think about everything he's been through over the past several months.

To me, Uno is a survivor who has taken on life's challenges and chose to carry on. He didn't give up, didn't feel sorry for himself and figured out a solution to many of his problems. The one thing that I have noticed is Uno does not want to be left alone anymore. The minute he's alone in a room Uno begins chirping up a storm until he sees one of us enter, so I guess some bad memories still do exist. So, for those of you that may now consider acquiring a bird I say "go for it!"

Pete Vega- ITS Engineer

Traffic Incident Management

On August 12, 2009, the Alachua Traffic Incident Management Team met with the following agencies represented: FDOT ITS, Maintenance, Traffic Operations, and Public Information Office; PBS&J, Metric Consultants, FHP, DOF, DEP, AAG Environmental, City of Gainesville, and University Towing. The incidents occurring since the last meeting in June were debriefed and lessons learned shared. Chris Dolan with City of Gainesville gave an update on traffic signal and ITS work being done in Gainesville stating construction for the Gainesville Traffic Management Center is anticipated to begin construction in late September or early October and will take approximately one year to complete. Pete Vega gave an update on the Rapid Incident Scene Clearance Program and advised University Towing is waiting for inspection to be certified and will soon be available in the Alachua area. Pete gave updates on the 511 System and advised FDOT has employed the services of an airplane to assist with providing traffic information to 511 for large planned events and major accidents in the Alachua area. Don West with Florida Division of Forestry (DOF) gave a presentation on *Wild Fire Protocol*.

The First Coast Traffic Management Team will meet on Tuesday, September 15, 2009. John Long with Florida Gas Transmission Company will be our guest speaker.

RISC- Rapid Incident Scene Clearance

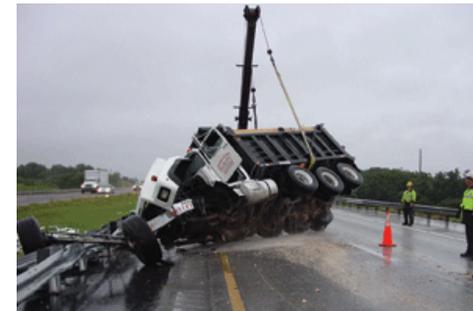
In keeping with our goals to provide rapid scene clearance using heavy equipment, FHP has called our Rapid Incident Scene Clearance contractors three times in the last month.

The first incident occurred on July 14th on I-10 and was responded to by Southern Wrecker Company.

The second incident occurred on July 27th on I-95 just north of I-295/9A handled by Walt's Wrecker Service.

The 3rd incident occurred on August 17th on I-295 just north of Dunn Avenue and John's Towing and Auto Service.

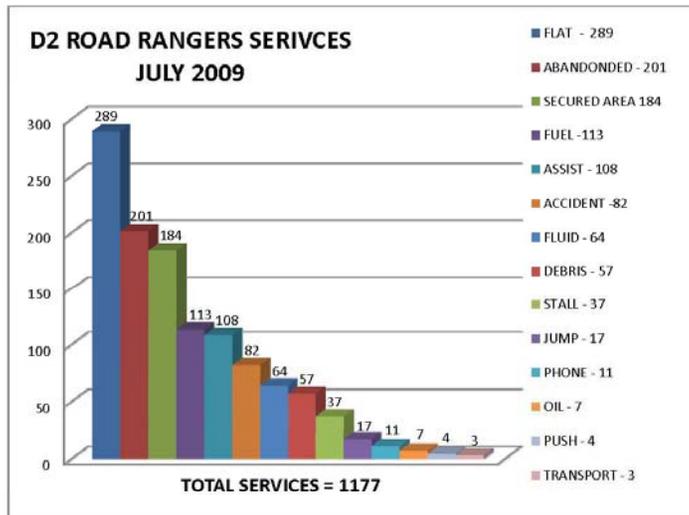
All Contractors successfully arrived to the incident scenes within the hour allotted and the *Open Roads Policy* clearance goal of 90 minutes was met in two of the three incidents. District 2 can be proud of ALL our first incident responders as everyone at these scenes worked together as a Team.



RISC Deployment Example

Road Ranger Update

WELCOME BACK ROAD RANGERS! The District 2 Road Ranger Service Patrol is back in service and the Road Ranger Operators are again providing incident assistance to motorists, FHP and JSO on I-95, I-295, 9A, I-10 and J. Turner Butler. However, since we are still dealing with a limited budget we only have five (5) Road Ranger vehicles and Operators covering those routes. As shown on the chart below, Road Ranger Operators assisted 1177 stranded vehicles, proving how valuable this service is to our incident management program. We are hoping to increase our service to eight routes with eight vehicles and operators by next month. More news will be coming in next month's update.



Donna Danson
District 2 ITS Project Manager

North Florida TPO Update

The Board of the North Florida Transportation Planning Organization met last week to vote on proposed expenditures for ITS projects. These projects will be advertised over the next few years and will provide the opportunity to improve the performance of the arterial roadway system. Among the projects are:

1. CCTV Camera deployment along Atlantic Boulevard
2. CCTV Camera and traffic signal controller deployment along Beach Boulevard
3. CCTV Camera deployment along Baymeadows Road
4. CCTV Camera and traffic signal controller deployment along US 1 in St. Augustine
5. Road Weather Information System project on ten bridges in Northeast Florida
6. Transit Signal Priority project on Main Street
7. Regional Transportation Management Center in downtown Jacksonville area

The North Florida TPO has provided an ITS System Manager to assist in the development of procurement packages for these projects. DRMP was chosen to handle this effort and will begin their assignment in early October. The objective is to get a routine in place whereby we can deploy these ITS projects as quickly as funds are generated, thus streamlining the process for these commitments.

Maintenance

The month of August brought us heavy rains and lots of maintenance issues along I-95 due to lightning. It seemed that every time we fixed a vehicle detector the next one up the road would shut down due to a strike. Even with an extraordinary amount of surge protection the voltage spikes kept sneaking through to knock out equipment. At one point we just about had everything operational on the south end of I-95 and then Mother Nature took over. The maintenance team spent the next week trouble shooting a number of devices to get them back on line.

The biggest challenge has been getting spare power supply units from our Dynamic Message Sign (DMS) manufacturer, SkyLine Products. This past year they decided to outsource the production of these units and now keep a limited supply in stock. Each DMS is shipped with four power supply units that distribute voltages during daily operations. As one supply unit goes down the others take over providing power to the sign. In order to get all of the DMS up and running we have had to redistribute the 60 power supply units among 15 DMS along I-95 with the hope that delivery of the spares arrive in the near future.

Fortunately for us, the ITS deployment on I-295 has given us minimal problems as of late. The one area we continue to keep an eye on is near

the construction work zone near Collins Road. Unfortunately, they have already damaged the conduit once so we decided to keep a close watch over their daily activities to insure we are “Johnny on the spot” the next time they tear up our infrastructure. So far, we have been fortunate that our first encounter has led to a more proactive approach from them to avoid any damage to our system. Let’s keep our fingers crossed.

Overall, things are going pretty smoothly in the ITS maintenance arena. The new fiscal year has begun and the team is mapping out a game plan for routine maintenance over the next 10 months. The big concern will be how well does the I-295 system hold up. If this deployment begins to have problems we may need to focus on critical elements of the ITS infrastructure in order to use our budget more efficiently.

Kevin Jackson
District 2 ITS Field Specialist



The bane of ITS devices

Construction

This month continued to keep us busy as we gear up for a number of deployments over the next two years. The arterial project along State Road 21 had a pre-bid meeting on August 27th and several Design/Build teams were in attendance. It is quite obvious that the current economy and limited opportunities have attracted a new group of players interested in doing ITS work. Since it is a low-bid Design/Build project it is the perfect opportunity for firms that want to make a name for them self. Our one concern is that they understand traffic signals and ITS well enough to complete the job on time and under budget.

Next up will be the advertisement for Philips Highway in the month of September. This is a pretty important project for us since it is intended to be an alternate route for I-95 traffic that is impacted by upstream incidents and congestion. The goal is to allow the TMC staff to distribute traffic along both corridors when an incident occurs, thereby helping motorists continue their journey with minimal impact to travel times.

There is still extensive coordination needed on the operations side of things but the opportunity looks promising for the ITS program.

The SR 15 project will advertised later this year and will be the culmination of the ITS work in

the Town of Orange Park. Once this project is completed, Clay County and Orange Park will have the necessary tools available to help their roadways operate at an optimum level.

The goal is to keep motorists moving as much as possible by addressing problems or deficiencies in the signal timing plan. One very important step taken by Clay County is to move their Traffic Operations personnel to a new facility in Orange Park. Currently, the staff is located in Green Cove Springs and they have realized that this distance makes it very difficult to manage the system.

Clay County's plan is to connect directly to the traffic signal system on State Road 21. They will then work on redundancy using fiber along Kingsley Avenue and I-295. Once this ring is completed for the network they should have 24/7 communication capabilities with their system. The foundation has been poured for their new facility and it is anticipated that the building will be "move in ready" by March 2010.

The Phase VI project on I-95 from I-295 to St. Johns County is finishing up with the device submittal phase. Procurement of the devices has begun and first clump of dirt should be moved sometime in October. The hope is that construction contractor is refined enough to complete most of the work within six months

Construction continued

The limiting factor that will push this project to a one year schedule are the Dynamic Message Signs and structures since there is an average four month wait for delivery upon order.

The team had their first opportunity to develop a System Engineering Management Plan for the project along State Road 9A. Although it is tedious work the documentation was not all that bad. The biggest challenge was to insure that we went over the requirements with a fine tooth comb since this is the driving factor for expectations on the project. The design of this project is moving along very well and the consultant, Metric Engineering, is well ahead of schedule. It looks like crossing over the St. Johns River with bridge mounted conduit will be the hardest part of the design since it will involve a tremendous amount of MOT and several months to install.

The next project we will be working on is the I-295 Phase VIII deployment. Interviews for the System Manager were conducted on August 25th and we should have a firm on board within the next four months. Besides that, the only tasks remaining are to hire consultant firm for CEI work on both the Phase VII and Phase VIII projects.

John Kell
District 2 ITS Construction Project Manager

Marketing

What a great month this has been... we kicked things off with a trip to Aetna in beautiful downtown Jacksonville where we met with almost 200 people in a span of 3 hours. Many of the building's employees commute from a distance of 20 miles or more and said they'd be happy to start using the 511 system on their daily drive to and from work.

Next we headed over to the old Lackawanna Elementary School building for the annual Duval County Teacher Expo. This is an event where businesses donate items such as paper, file folders, art supplies and staplers... then Duval County public school teachers get to come and stuff as much as they can into 3 regular sized grocery bags. The teachers started lining up just before 5am on the morning of August 14th, and while they waited outside, the 511 Marketing Team kept them entertained with goodies from the 511 Prize Wheel... pens, sticky notes, dry erase boards, etc. By the end of the day there were lots of smiling faces, and the teachers all seemed excited to get the supplies back to their classrooms for what promises to be an exciting school year!

Local colleges and universities are also gearing up for the 2009-2010 school year. The University of North Florida Engineering Department invited us to be a part of their back-to-school barbecue on August 27th. The festivities included food, giveaways and lots of fun. The 511 Marketing Team is pleased to take the 511 message out into the community!

Performance Measures

As promised we will begin to share performance measure data in our newsletter to show how operations staff is doing over the previous few months. There will be some editing along the way as our newest member to the newsletter crew, Ms. Jill Dawson, gets acclimated with the program but we hope to continually improve this information. One thing to keep in mind as you review the information below would be the amount of rain we've had during the past few months. As we have learned in the TMC, rainfall usually triples the amount of incidents along the road and will usually create a log jam that delays responders from arriving to the incident sooner.

The first three weeks in July after the Road Ranger program was reinstated, there was an average of 45 events per day. The last week of July and the first three weeks of August yielded an average of about 55 events per day. However, during July 2008 there was an average of about 70 events per day. The difference in the number of events can most likely be attributed to the fact that there are fewer Road Rangers patrolling the roads compared to last year. I-295 and I-95 appropriately report the highest number of events since each mile of these roads is patrolled more frequently. The most frequently reported events are Disabled Vehicle or Crash. Percent Road Ranger response for all roadways is an average of about 80%. Road Rangers responded to 96%

of Disabled Vehicle events, 85% of Debris in Roadway events but only 35% of Crash events. The following graph illustrates how all events are distributed over the roadways.

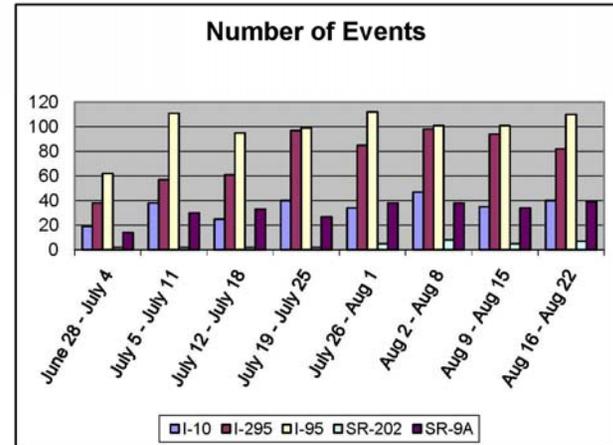


Figure 1 Number of Events by Roadway

FDOT Roadway Clearance is on average about 50 minutes for all events. As expected, Crashes have the longest duration times at about 56 minutes. Whereas Disabled Vehicles have a shorter duration times, the average being about 40 minutes. I-95 reports the shortest average duration time of all roadways at 44 minutes. I-295 reports the longest average duration time of all roadways at 55 minutes. The following graph illustrates the average FDOT Roadway Clearance Duration for each roadway.

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Performance Measures continued

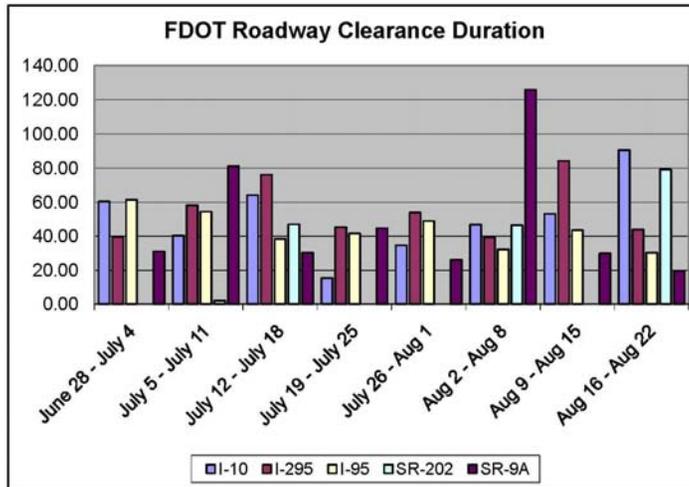


Figure 2 FDOT Roadway Clearance Duration by Roadway

A more detailed investigation led to an understanding of unusually long duration averages. On SR-9A during the week of July 12 there were two Disabled Vehicle events that lasted longer than normal. One lasted more than several hours and the other lasted a few days, however none appeared to impact traffic flow. During the same week along I-295 there were a handful of crashes that lasted nearly 2 hours.

This skewed the average to be higher than other weeks. During the week of August 2 there were 2 Disabled Vehicle events that lasted longer than normal and were left as “unresolved” in the system. These also did not impede the flow of

traffic. The week of August 9 also showed a higher than normal value for I-295. This is most likely due to 2 Disabled Vehicle events that lasted several days. They were labeled “unresolved” in the system for the majority of the duration. I-10 and SR 202 yielded longer than normal duration averages during the week of August 16. On SR-202 there were only 7 events during the week and since two of them were nearly two hours long, this is the likely reason for an 80 minute average duration time. On I-10 there was one Crash event that lasted over 6 hours and there were 3 events that lasted more than 60 minutes.



www.fl511.com

Operations

With the summer wrapping up and kids headed back to school you can expect to see some changes in your morning and afternoon commute. Try to give yourself extra time, especially the first few weeks, to get used to new traffic patterns and congestion, especially if you travel the under construction corridor of 95 and J. Turner Butler Blvd.

Earlier in the summer , the numbers dipped a bit, but have since swung up. In May the total number of incidents was 618, in June 595 and July's numbers jumped to 1574. This follows the trend from last year showing we should expect more incidents as the year progresses looking at July 2008 total incidents being 1800 and August's being 1596. This past month there were 336 road-blocking events up from 277 in June and the Road Rangers assisted in 1095 out of our total 1574 events.

The Transportation Management Center will have a few new lines of information to utilize in the coming months related to weather and incidents. SunGuide will produce Weather Alerts that will pop up for the operators to handle on a county and severity basis. Also, in the coming months SunGuide will be linked to FHP's CAD system giving operators alerts of new incidents that are coming in from FHP's Troopers. Both of these tools will assist the TMC in providing real-time traffic conditions.

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 (M-F, 6a-6p) 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. Remember: Know Before You Go! Dial 511.

Ryan Crist
TMC Supervisor



Spotlight on...John “Sean” Wilcox, III

Meet Sean... On-Site Supervisor for the FDOT TMC at the Jacksonville Regional Communications Center. Sean is a contemplative man with a big heart and a big smile - who loves to scooter!

Talk about your upbringing – how did you find your way to Jacksonville?

I was born during a snow storm (so the legend goes) at Chelsea Naval Hospital, in Chelsea, MA. My father's Navy career popped us around the East Coast for a few years, until we settled down in Orange Park, well over 30 years ago, but I consider myself a “Native Floridian” in all ways except by birth.

How long have you been with the Traffic Management Center?

I've been working at the TMC for 3 years, all together, and have worked the overnight, weekend, and day shifts, variously, throughout that time. I've always found it interesting that each shift has its own particular “personality” that shows itself over time.

Describe your early career? What brought you to the TMC?

I briefly studied Photography and Film & Motion Pictures in college before pursuing an earnest spiritual journey to be of service to others. It was a road that found me, eventually, as a novice Franciscan friar (full wool-habit, beads, cord, sandals, and all!) with a wonderful community of

dedicated servants in the New England area. I loved this time of quiet and contemplation, but, ultimately, felt called home to traditional family life. Upon returning, I began work with Apple Computer, Inc., as a Technical Service Administrator for the Apple Retail Store in Jacksonville. Not long after that, I was glad to come on board with the FDOT-D2 Traffic Management Center, where I have had the opportunity to serve the traveling public in a meaningful, yet hidden, way ever since.

Ever had a bad day at the office?

Well, sort of...Anyone who knows me knows I am an avid “scooterist”; I love riding my scooters! Once, on what had to be the hottest day of the year, I was traveling between our two Jacksonville TMC locations, and my modified '79 Vespa P125 broke down – halfway between the two sites! I was stranded, miserable, and embarrassed. I eventually made it back to work... very happy to be back inside the JRCC's extra-cold air conditioned facility... Did I mention how hot it was??

Tell us a little about your family.

I am the oldest of 4 children: 2 boys, then 2 girls. I've never been married myself, but I do enjoy being a doting uncle to 3 nieces – Hope (13), Isabella (5), and Skylar (7mo.) - and a nephew - Noah (10).

Spotlight on...Sean Wilcox continued

What’s the best advice anyone’s ever given you?

Simple: “When wondering which to choose of two equally Good paths in life, consider yourself - your gifts and what will bring you the most Joy – and, then, do that - without regret or looking back - for God will bless you in it.” - *an early religious Spiritual Director of mine*

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

I like the “unsung” nature of what we do in the TMC, but was glad to be promoted to the on-site Supervisor at the JRCC. In this new role, I hope to make a significant contribution to the growth and maturation of the mission FDOT has entrusted to us, especially as we continue the expansion of our device coverage in both D2 and D3.

Do you have any hobbies?

I scoot! Also, I still see myself as a student of film, so I try to stay up with culturally relevant movies when they are released and have a very respectable dedicated HD theater set up for private screenings at home.

Editor’s Note: Under the “small world” category, I had the opportunity, 20+ years ago, to work with Sean’s dad, Dr. John Harris, II, a wonderful ophthalmologist, and remember a cute little kid who used to make rounds at the hospital with him...oh, maybe it was Sean’s brother...



Sean, with the smile that’s rarely missing



In case you wondered ,
a 1979 Vespa P125

Photo Gallery



Patient teachers waiting in line and learning about 511 at the Duval County Teachers Expo



A spinner and a WINNER at the Teacher Expo



Uno, the latest member of the Vega menagerie



Our own Kevin Jackson, receiving a Davis Productivity Award. Also pictured, Pete Vega and District Secretary, Charles Baldwin

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 TMC Desk at FHP - ***FHP (301-3700) x 122** -24/7/365
 Penny Kamish, Project Manager
 Derrick Odom, TMC Supervisor
 Ryan Crist, TMC Supervisor
 Jason Summerfield, Network Manager
 John (Sean) Wilcox, 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	Sarah Stephenson	Jessica Vazquez	
Mike Pirrone	Adam Page		