



DISTRICT TWO ITS NEWSLETTER

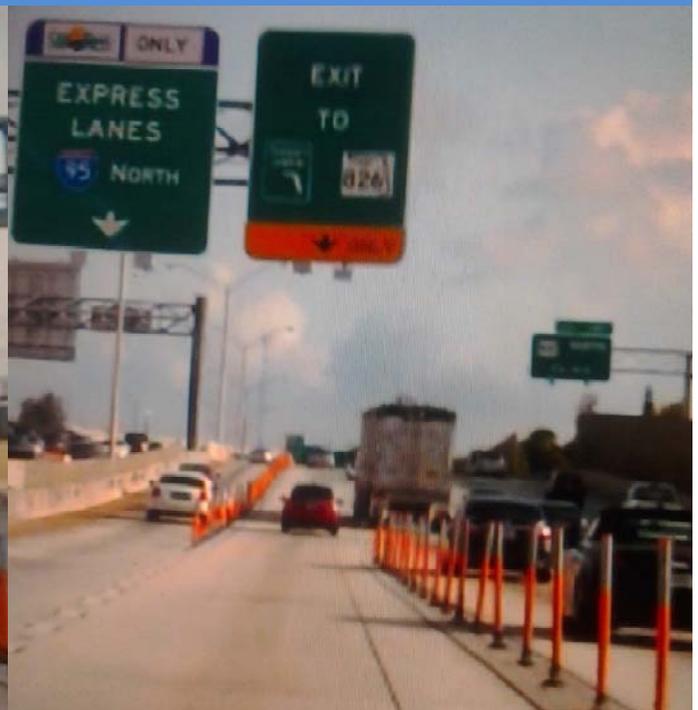


September 2012 Issue 59



New Video Wall courtesy of Activu & Jason Summerfield

FDOT District 2, moving towards the future...
Activu Video Wall, WebEOC, Managed Lanes,
TSM&O (Transportation Systems Management & Operations)





NOTES FROM THE DISTRICT 2 ITS ENGINEER

Nothing like starting the work month with a Labor Day weekend before the onslaught of tasks begins to pile up again! September was a month full of challenges and success stories, yet potential failure loomed just around the corner. Even though the staff's patience was worn thin we actually found a way to survive and did not kill anyone at the TMC ☺ My hat goes off to Jason Summerfield because he was involved in a number of tasks that probably had his head spinning. Ditto is true for Donna, Ryan and Penny who had to deal with my wrath on a number of occasions. I didn't go "Rory Santana" on them but spit and venom was strewn a few times during the month (for those of you who don't know Rory in D6, just imagine Tony Montana in Scarface).

First bit of news for everyone is that we have come to an agreement with the FDOT Jacksonville Maintenance office to handle all Interstate and Arterial road calls that require their services. Since they handle all field work through their Total Asset Management contractors it made sense that the TMC coordinate with them directly. Many of the District TMCs throughout the State are transitioning to this approach that would provide a "one-stop shop" for callers seeking the assistance of maintenance offices. The start date for this new TMC responsibility began September 7th with only slight setbacks to date. Biggest challenge to this task has been TMC operators trying to remember which Total Asset Management contractor covers what roadway system and county (Currently there are three AM contractors for the region).

Next item on the list is to let everyone know that the Phase VII project is active again now that the Surety Company's contractor, American Lighting & Signalization, has submitted their work

schedule for the next several weeks. I'll be honest in stating the "I was sweating this one out" since there appeared to be some disinterest by many of the contractors due to the level of uncertainty on the performance of the previous contractor. This project is critical to the region's ITS Master Plan since it is a major section for ITS network redundancy, connectivity to ports on Heckscher Drive and collection of BlueToad data for an anticipated growth area in Jacksonville.

I'd be a fool not to mention the installation of the Activu video wall controller in Jacksonville during the second week of September. This is where Jason earned his keep since there was an enormous amount of prep work required prior to the vendor's arrival. Once the Activu crew arrived in town on September 10th the installation went very smoothly at the TMC, JRCC and Jacksonville Maintenance offices over the following three days. The only snafu is that Central Office made slight modifications to SunGuide that created some surprise outcomes. A teleconference was held with Tallahassee and Activu, leading to a software solution that should make the SunGuide video wall driver work much better by November.

So what features do we have with the new Activu video wall? Well, first and foremost is that we can now place any type of video feed on the wall whether it's MPEG 2, MPEG 4, H.264, etc. This capability was not available in the past unless we wanted to purchase specific hardware for each of the protocols mentioned above. Secondly, we can now expand the size of an image over the entire video wall. This is beneficial when there is a major incident that requires everyone's focus in the TMC on developing a response plan. Finally, the collaboration and mobility features will be awesome because we can now share incident).

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NOTES FROM THE DISTRICT 2 ITS ENGINEER CONTINUED

information and response plans via the internet with key partners like the District EOC, DEP, Law Enforcement and Fire/Rescue. Basically, the Activu will connect everyone to make it easier to collaborate and share information whether at their desk, in the field or at a remote location.

Unfortunately I was unable to participate in the installation of the Activu. Instead, I had the opportunity to participate in an FHWA workshop on Systems Engineering. We have a new, young and energetic FHWA ITS representative in Tallahassee, Kris Milster, who is pushing the effort to utilize Systems Engineering for many of our technology/software projects. FHWA's focus is to help us avoid cost overruns, system conflicts and disappointment when a project is finished. Systems Engineering is not a new concept since we've been performing the tasks for a while. The problem is that we need to put the pieces together so that at the end of the day we don't say something like "oh, oh, where does this extra screw belong." ☺

One frightening aspect of Systems Engineering is that its tentacles stretch far beyond ITS projects. For instance, I asked FHWA if the Express Lanes project would require documentation since toll collection and demand pricing are part of the project. No need to provide you with the answer but I will say that folks in PD&E, design and Work Program were not very pleased when I passed the information along. The benefits of Systems Engineering are undeniable, however with it comes the cost, time and dedication required to do it properly. Let's be honest when I say we've all been overwhelmed with meetings lately so the news that more will be added sort of takes the wind out of the sails.

One final bit of great news is that DMS is now advertising for an Architect to develop the plans for the new RTMC. The plan is to get a firm selected by December so that they can start design in January. We will then advertise for a Construction Manager @ Risk firm in the spring with the goal of having them begin work by July 2013. The anticipated completion date for the new RTMC is October 2014 so we've begun the process of coordinating with partner agencies to review their needs assessment that was performed several years ago. In a sense, we have now begun the Systems Engineering process for this project that FHWA endorses (even though no Federal Funds are involved in this project).

Pete Vega
District 2 ITS Engineer

NORTH FLORIDA TPO

The North Florida Transportation Planning Organization projects are in full swing as we end the Philips Highway and College Drive projects. Next up to bat are the Arterial Dynamic Message Signs (ADMS), Airport Road and RTMC projects. The ADMS project is the most challenging by far because of the complexity in deploying a wireless/hybrid communication system. Each ADMS will communicate to the main I-95 trunk line via wireless hops to the nearest cabinet. We've done this so many times before that I am confident it's just a matter of making sure all the configurations are correct and documented.

The Airport Road project is a short inter-connection of fiber optic cable from our Dynamic Message sign cabinet near I-95 to the Operations Building at JIA. Once this connection is made we can share traffic and

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NORTH FLORIDA TPO continued

airport information dynamically, thereby allowing the management of traffic to run smoother than it's ever done in the past. During the busy holiday season (when airport traffic is at its peak) we can direct travelers to available parking on their property, thereby reducing the amount of traffic that can pile up at the Airport Road and I-95 interchange. We will then be able to notify motorists on the DMS to utilize Pecan Park Road (for I-95 traffic) and Duval Road (for I-295 traffic) instead of them driving to this one interchange.

The Architect contract for the RTMC project has now been advertised by the Department of Management Services. The details on hiring the contractor and anticipated completion date have already been mentioned but I wanted to alert all of our partners that the follow-up coordination meetings will begin in October. This is part of the Systems Engineering process in which we coordinate with all of our TIM partners, ITS Coalition members and key staff to insure that no major needs are missed during the design phase. The goal is to develop requirements that will lead to the outcomes we envisioned during the development of the ITS Master plan. The goal is to avoid that "oops" moment when we slap our forehead and scream out "I wish I would've thought of that back when....."

The Bridge Wind sensors are still producing relevant data and I guess "fortunately" have not had to be put to use over the past two months. We had to upgrade some of the configurations because certain units seemed to get "testy" on occasion but all is well now. There is one unit located on the Hart Bridge that requires attention but the MOT needed to reach the unit needs to be evaluated in detail. The ITS staff has been extremely busy and therefore placed the analysis discussed last month on hold until we

can catch our breath. I am targeting the December time frame before we examine the Physics and impacts to wind readings around these large bridge structures.

The BlueTooth deployment is still on-going with our latest completed installation on State Road 200 in Nassau County. The limits of the installation are from Sadler Road in Fernandina to the I-95 northbound off-ramp to State Road 200. The configuration and pairing of these units should be completed the first week of October and data for travel times/speeds from Nassau County to the Jacksonville area will be available in mid-October. The biggest challenge to date continues to be network issues on the arterial roadway system. We hope to have all of the issues resolved by the end of October once the City's ITD support gets dedicated to this effort. One main focus area will be the work needed from JEA at the Kernan/Beach intersection. Once they complete repairs of the fiber trunk line connection at this location we will be able to get to San Pablo Road.

At San Pablo Road we have a wireless hop across the Intracoastal waterway to the bridges that will allow the City to connect to signal systems, Bluetooth devices and CCTV cameras on A1A from County Road 210 all the way up to Mayport Road. The Bluetooth devices will be deployed in this area during the winter months with the CCTV cameras set for installation in late spring or early summer. In the mean time, we will begin to install Bluetooth devices along SR 21, 103rd Street and Normandy Boulevard between December and late spring to keep the work staff busy.





CONSTRUCTION

The contractor for the Phase 7 Project is gearing up to resume construction of the ITS System on the I-295 East Beltway from Atlantic Boulevard going north to I-95. The previous contractor defaulted and the project was taken over by the Surety. With a new contractor in place it is anticipated that the project will be completed in the summer of 2013. Project completion is being eagerly awaited as this is the first ITS installation in the area around JaxPort and will provide a communications link between FDOT and JaxPort. This link will enable data and video images to be shared between the two agencies in an effort to provide timely and accurate information to motorists and truckers to help ease congestion in the area.

The Phase 8 Project, on I-295 from I-95 South to I-10, is progressing well. The contractor has finished all of the fiber installation, has installed the DMS on their structures and has received the CCTV poles. Installation of the CCTV poles will begin in early October. Once the CCTV poles are installed the CCTVs and cabinets can be installed. Device testing is scheduled to begin in the next few months with project completion scheduled for early 2013.

The Phase 9 Project, on SR 9A from Atlantic Blvd going south to the southern SR 9A/I-95 Interchange, has completed the design phase. Bids were received from potential contractors on September 26th and pending any protests the contract will be awarded to the lowest bidder.

The Phillips Highway (US 1) Project, on US1 from Greenland Road going north to Wishart Road, is nearing completion. Acceptance Testing has been hampered by issues the City of Jacksonville is having with their fiber network. City personnel anticipate having the problems resolved in the next few weeks. Once testing can resume and no issues are discovered, the project will be ready for daily use. When the project is operational, Traffic Management

Center (TMC) personnel will be able to monitor traffic on US 1 the same way they currently monitor traffic on I-95. With the US 1 and I-95 corridors being parallel through the majority of the Jacksonville area, TMC personnel will be able to suggest US 1 as an alternate route when I-95 is heavily congested and I-95 as an alternate route when US 1 is heavily congested. This will make motorists commutes through the City much easier during delays caused by accidents or unusually high traffic volumes.

The College Drive Project includes the installation of fiber optic cable along College Drive, a small section of CR 220 and Sleepy Hollow Road to provide a communications link from the Clay County Traffic Operations Center to Blanding Blvd. This project is completed and is being used by Clay County.

The Arterial Dynamic Message Sign (ADMS) Project started construction on September 26th. This project will be installing ADMS on several of the major local roadways around the southern portion of Jacksonville along I-95. These signs will be used to provide traffic information about the local roadway as well as I-95. By receiving the traffic information before getting on I-95, motorists can decide which route to take to avoid delays. This project is scheduled to be completed by summer of 2013.

Two additional ITS Projects are going to be under contract by the end of the year. One will install fiber optic cable along Airport Road to provide communications connectivity between FDOT and Jacksonville International Airport. Bids were received from potential contractors on September 26th and pending any protests, the contract will be awarded to the lowest bidder. The other project will install new devices and fiber optic cable within the I-10/I-95 Interchange area. This project is scheduled to receive bids in late October.

John Kell
District 2 ITS Construction Project Manager



MAINTENANCE

The first BlueTOAD devices were installed in Nassau County this past month. Six devices were installed on SR 200 from I-95 going East into Fernandina Beach. These devices will allow the Traffic Management Center to monitor travel times along the corridor to identify traffic congestion as it occurs. BlueTOAD devices will continue to be deployed around the Jacksonville area and a few locations around Ponte Vedra over the next few months.

A wireless connection was installed over the Intracoastal Waterway on Beach Boulevard to enable communications to future ITS devices in the Jacksonville Beach area. In order to have a clear path for wireless communications, a concrete pole and wireless antenna were installed on the west side of the Intracoastal and a wireless antenna was mounted on an existing light pole on the east side of the Intracoastal. This provided enough height to clear obstacles between the two antennas and provides a clear line of sight. In addition to the future ITS benefits, the connection immediately provides a connection between the signal systems of the two areas to enable the two systems to be coordinated for better signal timing along the corridor. Travelers in the area should notice improved traffic flow in the near future due to this connection between the two areas of the signal system.



This connection on the Beach Blvd. ICW Bridge will allow for better management of incidents.

In an effort to reduce the amount of damage to the ITS Devices caused by lightning strikes, the Maintenance Group has started upgrading the grounding system and surge suppression on the area of I-95 north of Jacksonville. Personnel will be testing the existing grounding system and upgrading it as necessary to meet the latest FDOT Standards as well as upgrading the surge suppression within the ITS cabinets, which is over 6 years old. These steps were taken last year on I-95 in the area south of Jacksonville and this portion of the system has shown to have received less damage over the summer than the area north of Jacksonville. This type of preventive maintenance takes some time to do but saves time and money over the long run.

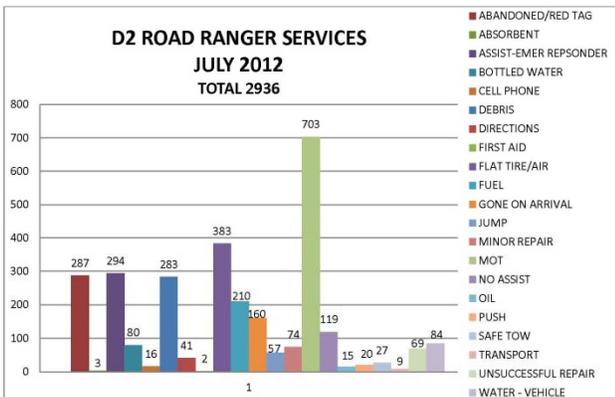
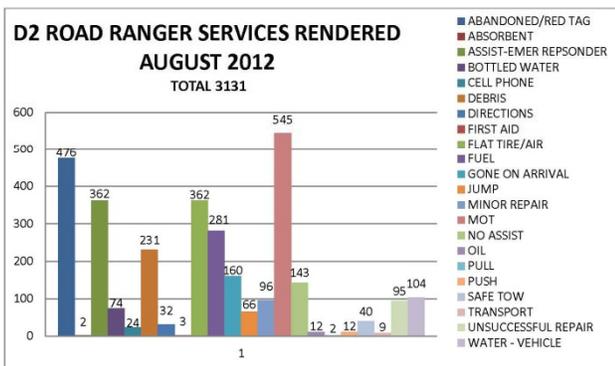
Several months ago Maintenance personnel had deployed a new wireless communications system between the I-95/CR 210 Interchange and the end of the ITS fiber network just south of the St. Johns County rest area to the north of CR 210. This wireless system worked fairly well but never provided the reliability that we are looking for in our communications network. This month the older wireless system was replaced by a new more inexpensive system. This new system, made by Ubiquiti wireless, has been tested in other areas of our network and is in use extensively in other areas of the State. Although these devices are considerably less expensive than most of their counterparts, they provide reliable communications around the clock. To date the results at this location and our other test locations seems to prove that we have found a reliable product to extend our communications network by wireless communications. The cost and reliability of these devices will enable near term expansion of the ITS System and connection between signal systems.

Kevin Jackson
ITS Field Specialist



ROAD RANGER UPDATE

The Road Ranger Operators remain vigilant to their duties even with all the rainy weather we have been experiencing. This is shown by the 3131 assists provided in the month of August. The traffic management is greatly enhanced by our Road Ranger Service Patrol.



The Traffic Management Center Operators joined the Road Ranger Operators at their monthly safety meeting on September 5th to review communication goals, standard operation guidelines and to get to know each other better. After a successful meeting lunch was shared and enjoyed by all.

The Department remains open to acquiring other interested supporters for the sponsorship of our Road Ranger Service Patrol so hopefully new sponsors will be announced in the near future.

RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

Since our last newsletter, we have not had a RISC incident but our RISC Contractors – Southern Wrecker, Walt’s Wrecker, John’s Towing and Recovery, and University Towing – remain ready for call out.

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast Traffic Incident Management Team held its monthly meeting on September 18th in the FDOT Training Center. The following agencies were represented: FHP, JSO, FDOT Maintenance, JTA, St. Johns Traffic Engineering, FDEP-BER, Allen’s Towing, Transfield, Johns Towing, FDOT ITS, Metric Engineering, FDOT PIO, DBI, Walt’s Wrecker, Miracle Towing, and FDOT EOC.

Along with our regular debriefing and performance measures report for incidents, Jason Summerfield introduced the new Activu program that has been added to the TMC. This program will greatly assist all incident responders. Training is to be announced for anyone wanting to attend.

Craig Carnes gave a presentation on our new Traffic Incident Management Website showing all the information available on-line. This website will be released by October 15th. As requested at an earlier meeting, Craig also went over all the Team’s memorandums of understanding (MOUs) and made copies available for all agencies.

Donna Danson
District 2 ITS Program Manager



ALACHUA TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The Alachua Traffic Management Team will meet on October 10th at the FDOT Operations Office, 5301 NE 39th Avenue, Gainesville, FL. All members are encouraged to attend as our Team benefits from input from all agencies. We will be sharing the Team's Memorandums of Understanding (MOUs).

Peer-to-Peer Meeting

District 2 Traffic Incident Management Team members hosted a Peer-to-Peer Meeting with State of Arizona incident management team members at the request of FHWA on September 13th. Those visiting from Arizona were: Patricia Westsik, Incident Management Specialist for Maricopa County React, P. Jay Strebeck, Deputy Chief, City of Phoenix Fire Department, Tom Donithan, Intermodal Transportation Division, ADOT, and Sgt. Edward McNeil, Arizona Highway Patrol.

It was rewarding for both States to share incident management practices.



Announcements: WebEOC Training – TBA

D2 TRAFFIC INCIDENT MANAGEMENT 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.

D2 TRAFFIC INCIDENT MANAGEMENT TEAM VISION:

Through cooperation, communication and training the Teams intend to reduce incident scene clearance times by 10% each year through 2015.



One of our Joint Meetings of TMC Operations and Road Rangers...
(not shown, the delicious Beach Road Chicken that was enjoyed by all following the informational portion of the meeting)



PERFORMANCE MEASURES

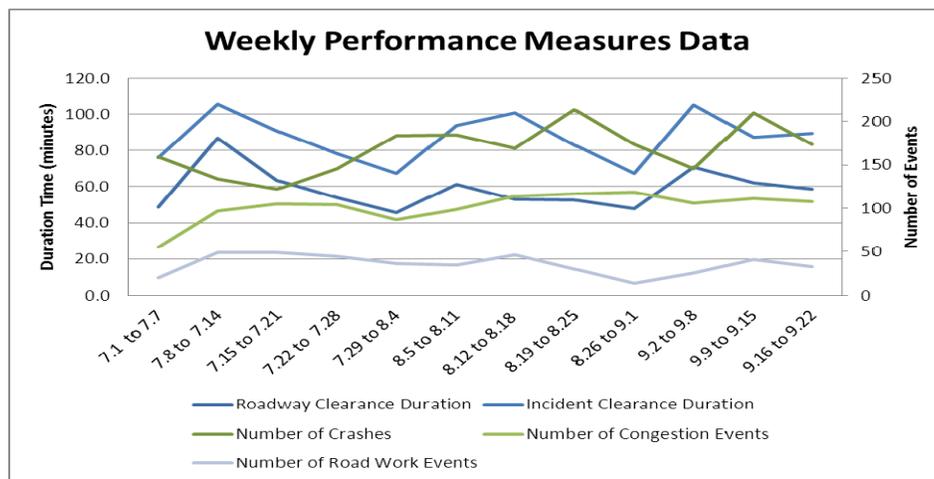
The month of September opened with the Labor Day holiday. That week, the number of events was unexpectedly fewer than for each of the other weeks of the month. However, the open roads and incident clearance duration times were higher than average. It appears the long duration times are due to an incident involving an overturned semi-truck on the Cassat Avenue entry ramp to Interstate 10. It took over 9 hours for multiple wreckers to clear the scene, though the ramp was only closed for short periods of time.

Duval county schools opened their doors to students on August 20th. That week the number of crashes increased significantly. In the following weeks though, drivers seem to have become accustomed to the new traffic patterns because the number of crashes was back down near average. However, the week of September 9th through the 15th there were 210 crashes reported in SunGuide, whereas the average for the past year is only 160 crashes per week. That week there were 41 road work events recorded in SunGuide. Though this is not much higher than the weekly average of 35 road work events, in the weeks since school was back in session the number of road work events was less than 25 per week. So a nearly 50 percent increase in

the amount of construction on the road could easily have affected driver behavior. An increase in MOT and vehicles on road shoulders can distract drivers and can also intensify congestion. Both of these factors could have contributed to the increase in crashes that week as well.

Additionally, the value of Road Rangers is emphasized again when comparing the yearly average for scene clearance. For the last year, events with Road Ranger response had an average incident clearance duration of approximately 70 minutes and a roadway clearance duration of approximately 46 minutes. However, without Road Rangers, the averages are approximately 100 minutes and 131 minutes respectively. When considering that vehicles on the shoulders can aggravate congestion and increase crashes, it proves that Road Rangers contribute greatly to the reduction of crashes and road safety.

The following graph shows roadway clearance and incident clearance duration times, the number of crashes, congestion and road work events worked by the Traffic Management Center for the last three months.





OPERATIONS

With Managed Lanes in District 2's Five Year Plan one of my main priorities is to make sure that the TMC is prepared prior to Express Lanes and Ramp Signaling (both of which fall under the Managed Lanes' umbrella) being deployed. Penny Kamish and I had the pleasure of spending a couple of days in District 6 to become educated on Managed Lanes and see their 95 Express Project live and up close. Not only did I develop an addiction for Café Cubano during our stay but I gained a wealth of information on why I was there in the first place, Managed Lanes!

Before going to the District 6 TMC for presentations and observing real-time operations we decided to drive the Express Lanes to feel the experience during morning rush. The D6 Express Lanes run for 7 miles northbound and southbound in Miami on I-95. Unlike most of Jacksonville, Miami had limited right of way to work with so shoulders were reduced and lanes squeezed to 11 feet wide. Despite fear of the delineators, tight lanes and barrier walls the ride was quite enjoyable (other than having to merge back into traffic with 4 lanes to get over to exit in about 200 yards). We queue jumped with ease for \$2.50 during rush and navigated to the D6 TMC.

The main concept that I took away was that Express Lanes (Managed Lanes) in Miami were about Mobility, Load Balancing and Travel Time Reliability and not generating revenue. Dynamic Pricing increases the rate as the traffic density increases (decrease in roadway performance level). As the density increases and the price to use the Express Lanes goes up it will reach a point where motorists will not want to pay that amount to ride the Express Lanes and take the General Use Lanes (free lanes). This load balancing will provide better travel times on not

only the Express Lanes but the General Use Lanes as well. Win Win! The District 6 before and after footage said it all about why that project was successful.

Some of the challenges the District 2 deployment will encounter will be trying to sell the idea of tolls to the City of Jacksonville which voted to get rid of tolls in 1988 and ended their use in 1989 at the cost of a half percent sales tax hike. For those doubters, this will be an additional lane (no decrease in free general use lanes) whose main objective is increasing mobility. You still have choices! The TMC will face new challenges with the software used to create the Dynamic Pricing, coordinating Rapid Incident Scene Clearance in the Express Lanes to ensure their reliability and managing a new concept to the motorists in Northeast Florida will be quite the task. Thankfully we have great partners in District 6 who paved the way, strong Central Office support and clear goals of improving mobility and travel times. We look forward to the next chapter in the TMC, preparation starts now!

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)359-6842 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”.

**Ryan Crist
TMC Manager**



MARKETING

In our line of work few things are more rewarding than knowing that we've helped someone save time and money by avoiding costly traffic delays. After recently attending the Shadco Safety Fair at the Avenues Mall in conjunction with the Jacksonville Sheriff's Office, I was notified by fellow Metric Engineering Consultant Jill Dawson that there was a noticeable spike in visitors to the Jax511.com website the following day. Now keep in mind, this was Sunday, August 19th, the day before school started back in Duval and St. Johns Counties, so there's a good chance some time-savvy parents and teachers were perusing the website in an effort to plan their back to school routes, but I also know that our 511 Team worked hard at the event the previous day (Saturday, August 18th), and I'm grateful for the ownership and sense of pride each of our team members lends to the overall program. Following on the heels of Jill's discovery, we also received a follow-up letter from Assistant Chief Bobby Deal of Zone 3. In it he says, "We truly appreciate the generous donation of your valuable time and resources. Thank you for your contributions and sense of civic responsibility. (Your) role in the event exemplified our agency's core value of 'Community Focused'."

And it's that sense of 'Community Focus' that keeps us venturing out into the city, exploring new avenues of growth and securing new partnerships along the way. Next month, for the first time ever in the six years I've been with the 511 Marketing program, we'll be joining forces with the Steinmart Corporation for their employee benefits fair, where we're looking forward to seeing new faces and sharing the 511 message with downtown commuters.

We're definitely making strides in the community and building awareness of the 511 program. Of course it also doesn't hurt that our 511 vehicle is branded with magnetic signs, making it easy to

spot us in traffic during peak morning and afternoon drive times. I was once flagged down on the Buckman Bridge by a passing motorist. Thinking my tire was flat or that there might be smoke pouring from my engine, I decreased my speed and rolled down my window. Cruising down the Buckman Bridge at 55 mph, with the wind whipping through the car's interior, I watched the guy in the car next to me mouth, "I'm listening to you right now on WOKV." I just smiled and waved, quickly rolling my window back up while thinking, "This guy could've gotten us BOTH killed." *Sigh*. While it's never a good idea to exchange small talk barreling down the back side of the city's longest bridge in rush hour traffic, at least it's good to know people are paying attention to the 511 message. Word is getting out and our efforts are being noticed.

Remember, know before you go! Log onto www.FL511.com or dial 5-1-1 before heading out the door. Also, our free 511 Traffic App is available for download to Apple products... iPhone, iPad and iPod. Simply go to the iTunes store and search "Florida 511." And Keep Moving! As always, we welcome your comments, thoughts and suggestions. (just please don't shout them out to me while I'm operating a two-ton vehicle on a four lane highway in rush hour traffic)

Know before you go and keep moving!

Sherri Byrd
Marketing Manager



www.FL511.com



FEATURE SPOTLIGHT

This month's Feature Spotlight...Jesse Gilmour

Born in New Orleans, but raised along the coastal regions of both Florida and Georgia, Jesse Gilmour is the newest member of our management staff. But he's no stranger to the Traffic Management Center. Having worked at the TMC for a little over five years, Jesse brings a wealth of experience to the management team, as evidenced by his humble beginnings as a part-time operator here at the Department of Transportation and his experience as on-air producer and promotions coordinator at Cox Radio.

Describe your early career for us – and the steps that ultimately led you to the Department of Transportation.

I've worked in radio for seven years, but as we all know, radio pays horribly. Thus I needed to look for a part-time job to ease some of my expenses. Through the grace of my good friend Derrick Odom, I picked up a job with the old Westwood One contract. Love the people I work for and enjoy the logistics aspect of everything we do and have been here ever since.

Tell us a little bit about your role inside the Traffic Management Center.

I am a TMC Supervisor which involves implementing all procedures and protocols set forth by the Florida DOT District 2 ITS Department. Also, I'm involved with all personnel decisions and management, and I assist employees with the operations of District 2 and 3 ITS programs. Other duties include handling the wishes of my benevolent taskmasters Penny Kamish and Ryan Crist.

How long have you been in your current role?

I've been a TMC Supervisor with Metric for a little over a month.

Do you have any funny stories relating to your career? Any surprises along the way?

When I first got the job as TMC Operator, I told my father I did not see myself working for the FDOT in six months; I'm now a supervisor and have been here for just over five years.

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

From my Dad, "Don't take yourself serious until after 30."

Do you have a favorite quote? Something that inspires you?

"Kill your heroes." Sounds harsh but it's the only way to make your own path.

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

Nothing really, besides being considered exceptionally competent by colleagues and coworkers. That is enough for me.

Describe a 'defining moment' in your career or personal life.

When I was offered the position of TMC Supervisor; I then knew that I could really begin to build a career in a field that interested me. It gave me a future rather than just a part-time job or a way to make the bills.



Our newest TMC Supervisor, who recently said to TMC Manager Crist "wow, I never realized how time consuming all of my questions [as an Operator] were to you". Welcome to Management!



FEATURE SPOTLIGHT

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

Lifeguard, I was able to swim and play in the water. The pay was outstanding. I did not have to be at work until 11am. Bonus, I got to save people in the process.

Tell us a little about your family.

Mother and her family are all native New Orleanians, in all that term brings with it and entails. My Dad was born and raised in Detroit, traveled around the United States for a bit and remains my best friend to this day.

Do you have any hobbies?

Being active and exploring what's out there, love to go to concerts, festivals, sporting events, etc. I've been told St Augustine has a Viking Festival but alas it still remains elusive. When I'm home, nerdy and artsy stuff. I enjoy the original Star Wars movies, comic books, music, cartoons, sci-fi in general. I also enjoy watching and playing soccer. Anything and everything related to hockey. Having my heart ripped out by the New Orleans Saints.

Favorite vacation spot?

Southern Louisiana - I miss the people, culture, and lifestyle greatly.

Anything else you'd like to add...

I'm creepily obsessed with dinosaurs?



Sports and people he cares about brings out the elusive smiles from Jesse.



ITS Calendar of Upcoming Events

ALACHUA TIM MEETING

OCTOBER 10, 2012; 10AM

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

TRANSP0-2012

OCTOBER 28-31, 2012

HYATT REGENCY COCONUT POINT, BONITA SPRINGS, FLORIDA

FIRST COAST TIM MEETING

NOVEMBER- TBA

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



www.fl511.com

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