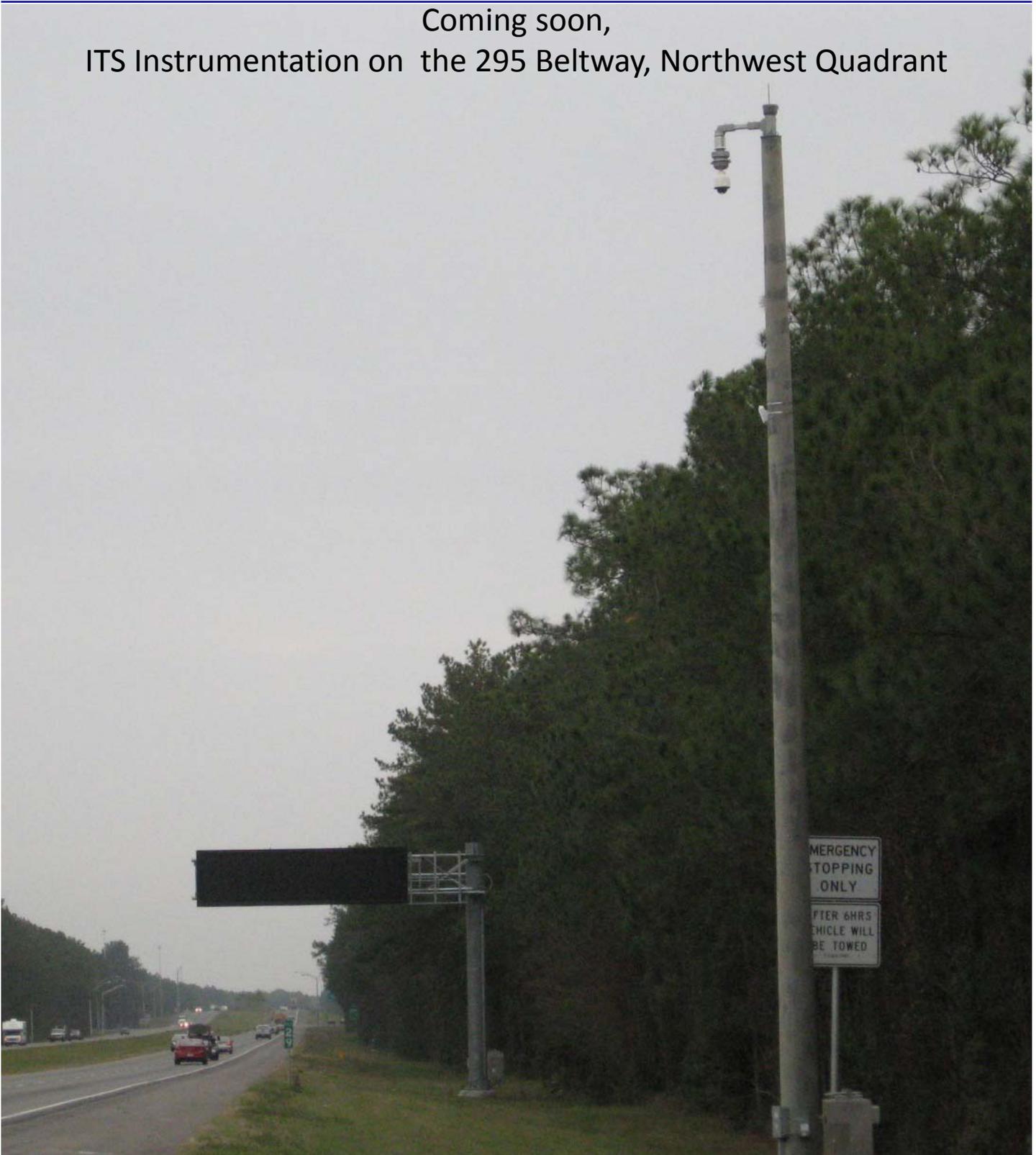




Coming soon,  
ITS Instrumentation on the 295 Beltway, Northwest Quadrant





### **NOTES FROM THE DISTRICT 2 ITS ENGINEER**

Just when you think it couldn't get any better the Office of Inspector General (OIG) hits you with an audit! Over the past year there had been discussion on the Department having the OIG perform an audit on ITS offices throughout the State. The OIG's reason was that they had never done this exercise before and wanted to insure some consistency within the ITS program. Lucky for District Two that we were the "Guinea Pig" once again! How does that happen that every time District Two ITS becomes the test case prior to all the other ITS offices! We don't know the findings yet because my staff is still providing information needed to complete their audit but I can confidently say that we did well (at least I am guessing this because my ID badge still works and I haven't seen empty boxes sitting outside my office door).

Even though the experience was pretty frightening I came out of it with a wealth of knowledge that will eventually improve our program. We have been doing a good job of measuring performance, tracking the inventory, complying with purchasing procedures and keeping our consultants informed, however in the end I left with the personal impression that we could do it better. This all came about because the OIG staff interviewed ITS staff individually. Once OIG staff completed their interviews our team met to share in the experience. We all were basically on the same page but realized our understanding on the purpose and various aspects of our job differed from person to person.

For instance, the way we handled inventory seemed to be pretty simple however the reasoning and process changed for each individual. We broke it down to the basics and the light bulb sort of went off over everyone's head at the same time. Inventory does not end with receipt of devices nor when they are placed

in the field. It actually continues through the surplus/salvage process where the "property" no longer is within our possession. We fully understood it, but felt inventorying was a tracking process to insure device performance and the prevention of theft. What we failed to realize is that this inventory would be an invaluable tool if damages occurred due to storms, fires or floods. Having a correct and updated inventory would allow us to replace equipment through FEMA and State funds instead of using the normal operating dollars. Hence, this is our way of filing an "insurance" claim as mentioned by the OIG personnel. We always thought of insurance as a claim against a motorist who damaged our field devices but overlooked the possibility that "Acts of God" could also allow us to file a claim.

Another interesting bit of knowledge gained was the method in which we tracked the performance of contract employees and their behavior (i.e. internet tracking). I will admit that with a 24/7 operation it can be hard to insure everyone is complying with the intent of our contracts, however based on the performance of the TMC Operators and ITS Maintenance I doubt if they have any time to "putz around." There have been instances of a bad apple in the group but usually they are so bad it does not take much to confirm and terminate them. Even with this confidence level it is the Department staff's responsibility to put tools in place to track and document activities such as internet usage. The OIG staff appeared to be satisfied with our use of BlueCoat K-9 internet filtering software even if it was a slightly watered down version of the BlueCoat filtering software being used by the Department. When asked why we weren't using the full version of BlueCoat I couldn't resist in stating "we're saving about \$30,000 per year while still being able to control any internet surfing." Enough said.

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## **NOTES FROM THE DISTRICT 2 ITS ENGINEER CONTINUED**

At the end of the OIG audit they provided me with the opportunity to comment on the experience. I told them that overall I agreed and was satisfied with their findings however I would like for them to contact me in a few weeks after they'd had a chance to visit some of the other ITS offices. We are still a few weeks away from this but based on the information received from my counterparts at other "unnamed" Districts it looks like we'll come out smellin' like roses! Ironically, I heard that the OIG was using their experience in District Two to gauge some of the things being done in other Districts. One of my peers said the OIG asked the District "why are they doing it this way (apparently not the way the OIG likes) instead of the way District Two is doing it?" The simple reason is that we are still growing whereas this other District is in the mature phase of their program. Over time we will be in the same state of dysfunction, hence the reason we are trying to improve now based on the experience gained from this OIG audit.

One final note is that I'd like to congratulate Donna on her new grand-daughter. Her daughter, Julie, gave birth to an 8-plus pound baby on Thursday, January 24<sup>th</sup>, at 10:00 PM. It was a very tenuous and stressful time for Donna but things have turned out well so I give my best to everyone in the Danson household. I'm sorry but I did not get the name at print time so it will be provided in the February newsletter.

Pete Vega  
District 2 ITS Engineer

## **NORTH FLORIDA TPO**

The North Florida TPO projects are coming along with the final testing of the Philips Highway/US 1 project ending the first week of February. It is "So far so good" on this deployment since only one minor problem has popped up so far. Won't get into the technical jargon but let's just say that "the widget ain't fitting in the digit, so we need to perform a little maintenance repair." This is not the fault of the contractor but an infrastructure issue that can easily be addressed in less than an hour. The TMC is currently in the process of developing response plans that can be used to perform dynamic rerouting during an incident. Central Office is also assisting with refinement of the alternate route messaging so that travel times can be used when unusual amounts of congestion occur along I-95. I figure by March the system should be ready so the proper term would be to "get ready for March Madness."

I would like to now divert my focus to one specific project funded by the North Florida Transportation Planning Organization. What? Yes! Let's talk about the RTMC! We've had a couple of meetings with the Architect and I think I have them focused on what the team is wanting in the Jacksonville RTMC. Our DMS Project Manager, Jere Lahey, coordinated a tour of the Tallahassee Safety Complex (TSC) for us to get exposure to the type of design this Architect is capable of providing. It was impressive but was definitely overkill for what we were seeking. The first thing they did not understand was that the Concept of Operations for that facility was quite different from the type of situation we have in Jacksonville. There is a tremendous difference involved in the design of an EOC versus a Dispatch Center due to redundancy in our network. For instance, if I win LOTTO and want to take the entire ITS staff and contractors on a Cruise to the Bahamas all I

Continued on following page



### **NORTH FLORIDA TPO**

need to do is call Orlando, make the switch over and “voila” we are fully operational from their facility. The same would basically hold true for the FHP’s dispatch center in that they could have Tallahassee, Orlando or Miami cover for them while we are down.

The TSC project focused on meeting what is called Tier III capability. In respect it is necessary for this type operation to strive for the certification. In our case a Tier II or Tier II-plus is all that would be needed. A good example is their UPS system. The TSC has two banks of back-up power systems that are about 15 feet tall. If one fails the other kicks in to continue providing power for 15 minutes or so to their equipment. These UPS are needed to allow time for the generators to kick on, thereby providing the facility with power until the local utility is operational again. This capability was very important to their facility since the 911 system and main local EMS dispatch will require continual operation. In our case, the 911 system is run out of another hardened facility downtown so our Concept of Operations is not even close to Tallahassee’s needs.

The visit was beneficial and I even had an opportunity to visually see what I’d imagined our TMC floor would look like once the facility was built. On the second floor of the TSC’s three story building was the Emergency Dispatch Center. It had raised floors, large windows for ambient light and LED lights to soften the intensity of the dispatch area. This is EXACTLY what we’d envisioned over the past seven years of planning! Everything else in this facility was developed off old concepts that no longer are necessary for our type operation. For instance, they are going with a cubed video wall in the

RTMC. When I asked their ITS Engineer “why?” he said this is the concept that’s been used over the past few years. Guess he hadn’t kept up with technology because I told him there were newer and better products coming out that could save them money and energy costs.

I explained that the next generation of video would involve the 4K and OLED televisions. Each will reduce power consumption by at least 50% compared to today’s technology. I also mentioned that the images would be crisper thereby almost matching what is being captured by the CCTV cameras in the field. I understood his reasoning for going with the cube technology but think he failed to consider the quick pace of the industry and could have held out for better. In reality, all he needed to do was have the frame built for a video wall, and then he could have waited until the final portion of the project to make his decision. Since the Transportation Industry is not normally involved in the construction of a facility such a situation is bound to occur often. For District Two luck was on our side since the current TMC was completed a little over 12 years ago and the lessons learned were valuable in making the decisions of today.

We are still expecting construction to begin in October/November 2013 with a move-in date around the end of 2014. More on this project in the future!

Pete Vega  
District 2 ITS Engineer



### **CONSTRUCTION**

The contractor for the Phase 7 Project on the I-295 East Beltway, starting at Atlantic Boulevard and going North to the I-95 Interchange, has continued installing ITS device poles and has started mounting cabinets and devices. The specialty sub-contractor, installing bridge mount conduit on bridges throughout the project, has made significant progress on the Dames Point Bridge. This is one of the most challenging parts of the entire project and we are all excited to see it going as smoothly as it has been this past month. Unfortunately, the Contractor's laydown yard for their equipment/materials at Pulaski Road was broken into the weekend of January 19<sup>th</sup> and 20<sup>th</sup>. Two of the Dynamic Message Signs and one of the Contractor vehicles was damaged as well as many tools and rolls of copper cables being stolen. Total damages at this time are still unknown. Completion of this project is anticipated in the Summer of 2013.

The Phase 8 Project, on the I-295 West Beltway from I-10 to the I-95 North Interchange, is progressing well. The Contractor is finalizing the fiber optic cable connections to the device sites and working on smaller items throughout the project. Stand-alone testing of all devices is anticipated to begin within the next few weeks, which will then be followed up by the Systems Manager performing the final integration and testing of the system. This project is anticipated to be completed in early 2013 and will complete the installation of ITS along the I-295 Western Beltway.

The contract award for the Phase 9 Project, on SR 9A from Atlantic Blvd going south to the southern SR 9A/I-95 Interchange, is currently awaiting a ruling on a protest. Resolution of the protest is anticipated within the next few months.

The Phillips Highway (US 1) Project, on US1 from Greenland Road going north to Wishart

Road, is still having issues with final testing. Many of the issues have involved the fiber optic communications system along US 1 within the project limits. Currently there is a fiber optic cable line damaged within the limits of another Construction Project. Once this connection is fixed, or a work around is found, the final project testing will begin. Completion of the project is anticipated in February 2013.

The Arterial Dynamic Message Sign (ADMS) Project is installing ADMS on several of the major local roadways around the southern portion of Jacksonville along I-95. The contractor is continuing to run conduit and electrical cables for the power services for each of the sites. To date, there have been no major issues found and the project is on schedule for completion this summer.

The Airport Road contract, which will install fiber optic cable along Airport Road to connect the FDOT District 2 ITS Network with the Jacksonville International Airport, has been executed and contract time will begin on February 1, 2013. The Pre-Construction Conference was held last month and many of the submittals have already been approved and the Contractor is already purchasing materials. The Contractor is hoping to be able to hit the ground running in February and get started installing conduit along Airport Road, so that they can then install the pull boxes and splice vaults needed to install the fiber optic cable. This project is anticipated to be completed before the end of 2013.

On the other side of the District, the I-75 ITS Project in Gainesville is currently in 90% Design. Design team members have responded to FDOT comments and had field reviews to determine the best placement for devices as well as meeting in the field with the Utility Companies.



### **CONSTRUCTION continued**

The project limits are currently from CR 234 in Micanopy to SR 121 in Gainesville, but efforts are ongoing to find additional funding to add fiber optic cable and devices going North to SR 222 or even as far as US 441.

John Kell  
District 2 ITS Construction Project Manager

### **MAINTENANCE**

Device availability for the month was once again around 99% for all ITS devices. Previous newsletter articles have described the change out of electronic equipment on segments of the system over 5 years old. The new equipment is more than likely the biggest factor in the high percentage of availability for the overall system. Prior to the change out of the old equipment, normal device availability ranged from the high 80% range up to the mid 90% range. District 2 has now jumped into the top tier of State ITS systems, in terms of device availability. Traffic Control Devices (TCD), the ITS Maintenance Contractor, and the ITS staff continue to do a great job staying on top of issues with the devices. This high percentage of device availability ensures that Traffic Management Center Operations has the most up to date and reliable information to pass along to the motorist in near real-time.

Several months ago, wireless communications infrastructure was installed on both the East and West side of the Intracoastal River on Beach Blvd. To date, there has been an issue getting power from Jacksonville Electric Authority to get electricity to the site on the West side of the Intracoastal. Once this power is connected, the City of Jacksonville's traffic signal network will be able to connect to the devices on the East side of the Intracoastal for the first time. This

connection will allow coordinated signal timings and communications along the entire length of Beach Blvd. It will also allow the FDOT ITS Section to install BlueTOAD travel time devices, which have been discussed many times in past Newsletter issues, so that TMC Operations can view the travel times along Beach Blvd to determine when slowdowns occur. This will be the first step in having Beach Blvd instrumented with new technology in an effort to be able to detect congestion and report traffic information to motorists. Although we are in the middle of winter, preparations are already being made to make sure we are ready for Hurricane Season.

A meeting has been set to discuss the current status of all of the bridge mounted wind sensors and go over their reliability during the past Hurricane Season. Although 2012 was the first year we were able to use the wind sensors, they were a big hit with the local emergency agencies and even the television news stations. The use of the wind sensors freed up manpower for the local police agencies, by reducing the need to have officers sit in their patrol cars at the top of the bridges to manually monitor wind speeds for determination of bridge closings and openings. Although we had a fairly mild Hurricane Season, the wind sensors did get a work out several times as we noted wind gusts higher than 80 mph on several bridges. Our goal is to have all wind sensors operating in "tip top shape" by June 1<sup>st</sup>.

Kevin Jackson  
ITS Field Specialist

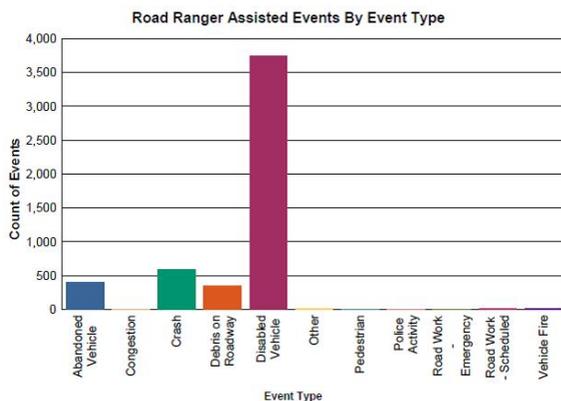


**ROAD RANGER UPDATE**

For the fourth quarter of 2012, nearly 60 percent of events entered in SunGuide had Road Ranger response. If Road Rangers worked nights and weekends, this percentage would likely be much higher. Even still, the numbers show that the TMC makes ample use of the Road Ranger program to manage traffic incidents.

Of the 5,124 events with Road Ranger response, nearly 80 percent were initially detected by a Road Ranger. This shows that not only are the Road Rangers a valuable tool in managing incidents, but they are proven to be a valuable tool in locating them as well.

Every weekday of the fourth quarter, Road Rangers handled an average of 80 events. The majority of these were Disabled Vehicle events, but Crashes, Abandoned Vehicles, and Debris on the Roadway also make up a significant portion of these events. Clearing the roadway of these incidents decreases the chance of secondary crashes and improves travel time. Expedited Road Ranger response has proven to decrease clearance time and thus improve safety and travel time reliability for motorists. The following chart shows a breakdown of event types for the fourth quarter of 2012.



**RISC – Rapid Incident Scene Clearance – Update**

Two RISC events occurred during the third week of December. The first was on Monday, December 17 on I-95 northbound at Lem Turner Road. It occurred just after lunch and involved an overturned log truck. Unfortunately the required clearance times were not met and no bonus was awarded to the contractor for this event.

Just a couple days later, another RISC event occurred in the afternoon on December 19. It involved an oil tanker and an overturned dump truck on I-95 southbound at mile marker 326 which is about halfway between CR 210 and International Golf Parkway. Despite the 50 gallons of fuel spilled and the severity of the incident, the lanes were cleared quickly so the bonus can be awarded to the contractor for this RISC event.

**FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**

The First Coast TIM meeting was held January 15 at the FDOT Training Center at 2198 Edison Avenue in Jacksonville.

In addition to the regular items on the meeting agenda, a presentation was given that highlighted the purpose and procedural requirements of RISC. Team members also received a brief introduction to the new District Two TIM Diversion Route Website where responders can find diversion routes for interstates in District Two whenever the need arises. Being on the internet, it will be more widely accessible and simplifies the process of updating. The URL for the website is [dm.metriceng.com/d2dr](http://dm.metriceng.com/d2dr).



**ALACHUA TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**

The next Alachua TIM meeting will be held on February 13 at the Gainesville Traffic Management Center at 405 N.W. 39<sup>th</sup> Avenue in Gainesville. These bi-monthly meetings serve to improve incident management as members convene to discuss recent traffic incidents and upcoming construction projects, emergency operations, and ITS projects.

On an ITS note, progress continues on the I-75 ITS deployment project which will install DMS, CCTVs, visibility sensors, vehicle detectors and fiber optic cable from CR 234 going north to SR 121 on I-75. Some design team members conducted field reviews on January 23 to ensure the DMS locations were in optimal locations for providing motorists with information prior to key decision points.

**District 2 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.*

**District 2 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.*

**Statewide TIM Meeting**

A TIM "Train the Trainer" course is scheduled for January 31 and February 1 in Orlando. The course is designed to promote understanding of the requirements for achieving safety of responders and motorists, quick response, and effective communications at traffic incident scenes. It is a free course targeted at Fire, Police, EMS, FDOT, Towing and Traffic Management Professionals. The intent is that the attendees will bring the program back to their organization and train additional personnel in a condensed, 4-hour version of the course.

Donna Danson  
District 2 ITS Program Manager

NOW AVAILABLE –  
TRAFFIC INCIDENT MANAGEMENT TEAM  
WEBSITE: <http://jax511.com/D2TIMwp/>





## PERFORMANCE MEASURES

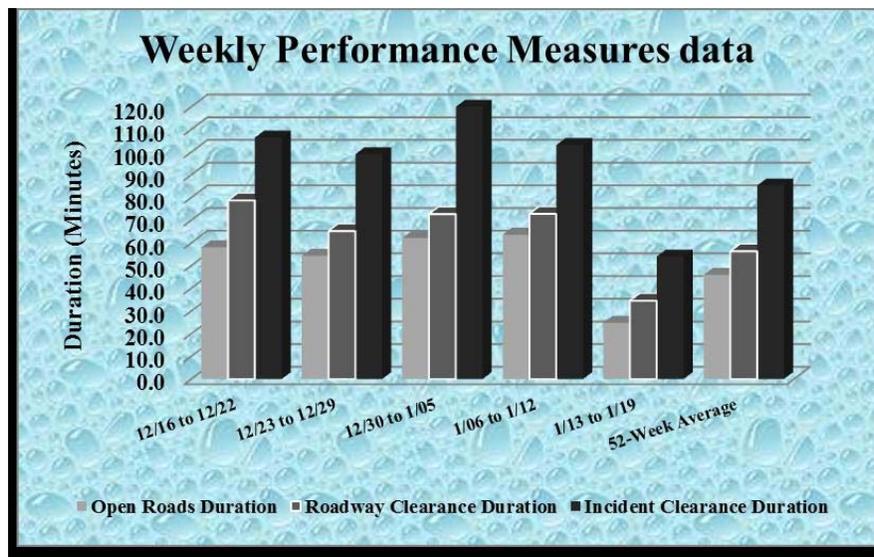
Another holiday season went by and so did the year 2012. The month of December reported an interesting increase in clearance durations in SunGuide when compared to the 52-week average. In reviewing the incidents for the month it appears this can be partially attributed to the activation of two RISC (Rapid Incident Clearance Program) events that occurred Monday, December 17 and Wednesday, December 19, with one of them lasting well over the 90-minute goal established to clear all travel lanes during a major incident.

The week of December 30 also shows a spike in clearance durations due to two major incidents that occurred the morning of January 3. The first incident happened on the I-95 north bound exit ramp to Martin Luther King Jr. Parkway around 6 A.M. The crash involved a semi-truck, two Jacksonville Sheriff's Office vehicles, a school bus, and a Sport Utility Vehicle. Two of the three lanes were closed for over three hours and all travel lanes were finally opened to traffic around 11:30 A.M. The second incident happened that same morning at approximately 9 A.M. going west bound on Interstate 10 at US 90

in Baker County. All lanes were closed for more than two hours and traffic was detoured to County Road 229 to allow for the removal of an overturned semi-truck. Our Traffic Management Center activated the STIX (Southern Traffic Incident Exchange) program at about 10 A.M, with all lanes being cleared around 1 PM. STIX is initiated when an incident is predicted to have an impact on our Florida/Georgia state border and has shown to lessen the impact of accident-related traffic.

Both of these crashes clearly had a major effect on the performance measure for that week. A 71 % increase for the open roads durations times is noted when comparing it to the 52 week-average. Overall, the month of December shows a 13% increase in clearance duration times when compared to the 12-month average. It is accurate to say that holiday traffic, passing through traffic, and weather events easily have the biggest impact on our performance summary reports.

Diana Rivas  
Metric Engineering





## **MARKETING**

Having grown up in a small town where everybody knows your last name and most people even know your first, I'm still amazed at how "cozy" Jacksonville can sometimes seem. This "Big Little Town" with its sprawling Metropolitan area (well, compared to my hometown) and far reaching suburbs is still seeped in southern hospitality, unless you're caught in rush hour traffic on the Buckman Bridge. But I digress, and I've since found that this charming little business district connects us all with a mere six degrees of separation.

I was reminded of this recently when I popped into the Visit Jacksonville office downtown. As I settled into a conversation with Senior Manager Nancy Torres and Visitor Center Specialist Vicky Koele-Bryan, it quickly became evident that we had attended some of the same functions...as recently as two months ago! And that we've nurtured common business partnerships throughout the city, adding new ones as enterprising companies stumble upon what we already know... that Jacksonville is ripe for growth and development! (and free of snow)

Even though I've lived in the greater Jacksonville area for more than 22 years, I still sometimes feel like the new kid on the block. But with each passing year, and each new relationship forged, I feel like I'm earning my stripes so to speak. With that said, we've already booked some pretty amazing events for the coming year. Just to name a few, we have the 26.2 with Donna, the Gate River Run, Nocatee Health and Safety Fair, Landstar Employee Benefits Fair, the downtown ArtWalk and a host of others.

In fact, we've already kicked things off this month with Challenge Day, an event sponsored by the Duval County Public School system. At this two day conference, teachers from all area

high schools are represented as they gather to discuss unity and inclusion among high school students. Our 511 staff provided information and brochures that were distributed to all conference attendees.

We hope to see you next month at the 26.2 with Donna Runner's Expo, February 15<sup>th</sup> and 16<sup>th</sup> at the Prime Osborn Convention Center. But wherever you're headed, make sure your trip begins with a call to 511. You can also log onto [www.FL511.com](http://www.FL511.com) or download our free 511 Traffic App. It's available for use with iPhone, iPad or iPod devices. Simply go to the iTunes store and search "Florida 511." As always, we welcome your comments, thoughts and suggestions.

### ***Know before you go and keep moving!***

Sherri Byrd  
Marketing Manager



Visit Jacksonville's downtown  
"control center"





### OPERATIONS

As we wrap up a very productive 2012 and look forward to an equally busy (if not even busier) 2013, there are a lot of great things in the pipeline for the District 2 ITS Office and the TMC. The implementation of ITS devices along the Northwest quadrant of I-295 is progressing and should go live by late Spring. The completion of this project will increase safety and productivity for both the motoring public and DOT personnel.

The ongoing implementation of ITS devices will greatly improve the TMC's ability to locate events and disseminate event information. Providing more accurate, real-time information will increase motorist awareness and create a safer work environment, while reducing traffic queues and secondary crashes. This will also allow the TMC to know exactly where to dispatch Road Rangers to assist stranded motorists and post appropriate messages.

For the month of December 2012 the TMC handled 98 disabled vehicle events and 23 vehicle crashes in the Northwest quadrant. The greater ability to locate events will increase productivity by reducing response times and allowing more accurate information to be posted. The increased camera coverage will also allow the TMC to locate events that previously might have gone undetected. Motorists who are better informed can make safer decisions, thus decreasing the chances of incidents.

A lot of hard work has been done, and there is a lot more still to go, but as we continue to complete implementation of ITS devices, we can rest assured that we are making our roadways safer and more reliable. Projects on the 295 east beltway will complete the 295 loop and provide increased mobility throughout the city of Jacksonville. Here's to 2013!

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

### FEATURE SPOTLIGHT

*If Mike Jammes' last name sounds a tad familiar, it's for good reason. Yes, there's a road named after his family, but he also has a reputation for saving Clay County taxpayers a substantial amount of money every month. This is his story.*

I was born in Jacksonville as a 6th generation descendant of the area. You may have heard of Jammes Road. That's my paternal grandfather. Life was simple. We made our own neighborhood fun. Everybody knew everybody, neighbors knew who came and went. You never locked your doors and your parents never worried about where their kids were. My, how times have changed! My family came from the school of hard knocks, growing up during the Great Depression. Hard work came first, education a distant second. My father taught us, if you have a trade, you will never be hungry.

Growing up as a teenager, I spent my weekends and summers working odd jobs as carpenter, plumber, electrician and over all handy man. I pursued the electrical field, soon to become a journeyman and later a master electrician. I eventually ran my own electrical contracting

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## FEATURE SPOTLIGHT

company for several years. Wanting to spend more time with my growing family, I pursued a career with the Clay County Board of Commissioners as their master electrician. This job expanded into a position in the Signal Maintenance Department.

I currently serve as the Traffic Division Coordinator. Since Clay County does not have a Traffic Engineer I wear two hats and often hear, "Go see Mike. He has the answer." I handle the day to day operations of the Signal Department. A typical day might include plan reviews, controller programming, troubleshooting ITS network issues, and handling public questions and complaints.

I enjoy coming up with new ideas to promote safety and cut maintenance costs. One project started about eight years ago. I was experimenting with solar powered school zones and 24 hour warning flashers. Outlay return would be 5-8 years. So we currently purchase individual solar panels, flasher, regulator and other components assembling them in-house. This saves 60% right off the bat. It also allows us to convert existing 120 volt assemblies with minimal expenditure. By converting from 120 volt to solar power we are saving in excess of \$1200.00 per month in utility costs. There are, however, a few drawbacks to solar power. Average battery replacement is five years. Annual panel cleaning should be done. And, of course, shaded areas may prove a challenge.

The good news is solar power has no monthly utility connection fee, billing or paperwork. There are no power surges or outages. We have not lost a single unit in eight years to a lightning strike. Replacement due to accident requires a simple change-out. I hope to one day run my entire household on solar power. At present, though, the payback years in initial cost and maintenance outweigh the benefits.

I love fishing, gardening, woodworking, boating and traveling. I lived in Australia for several years. I've been to Hawaii and New Zealand and all over the 50 states.

All in all I enjoy my job. I've been with Clay County for 22 years. Our department enjoys the reputation of being a leader in overall performance. I feel I have the best employees.

My best advice is to choose wisely before you speak or keep your mouth shut! Having spent 15 years in the private sector where time is money it is very easy to get caught up in speaking your mind. During a monthly work review meeting an issue the boss was supposed to have taken care of months ago was brought up again. Still unresolved. I said, "If someone in this county would make a decision we wouldn't be sitting here wasting our time." I can't believe I said that! I know we all think it from time to time but just don't say it. At least out loud. (I'm surprised I'm still employed.)

I've been happily married for almost 32 years, the rest I'm not sure of! We have three children we managed to raise to adulthood. Our greatest joy is in our soon-to-be four grandchildren. We send them home after we pump them full of sugar. Payback's great!!



Mike Jammes, Clay County  
Traffic Division Coordinator



**ITS Calendar of Upcoming Events**

**FIRST COAST TIM TEAM 2013  
FDOT URBAN OFFICE TRAINING CENTER –  
2198 EDISON AVENUE- JACKSONVILLE  
904-360-5400**

- MARCH 19, 2013
- MAY 21, 2013
- JULY 16, 2013
- SEPTEMBER 17, 2013
- NOVEMBER 19, 2013

**ALACHUA/BRADFORD TIM TEAM 2013  
FDOT GAINESVILLE OPERATIONS OFFICE –  
5301 N.E. 39<sup>TH</sup> AVE- GAINESVILLE  
352-381-4300**

- FEBRUARY 13, 2013
- APRIL 10, 2013
- JUNE 12, 2013
- AUGUST 14, 2013
- OCTOBER 9, 2013
- DECEMBER 11, 2013



[www.fl511.com](http://www.fl511.com)

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