

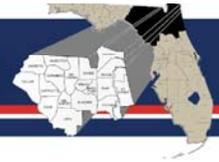
We've all heard the term "DOG DAYS OF SUMMER", and the 2nd definition below seems to describe it the best. The chart below has two notable columns highlighted, maximum temperature and daily rainfall. What a month July has been, scorching temperatures up to 101 & rainfall totals about 30% of normal.

dog' days`

n.

1. the sultry part of summer when Sirius, the Dog Star, rises at the same time as the sun.
2. a period marked by lethargy, inactivity, or indolence.

TEMPERATURE IN F:					:PCPN:			SNOW:	WIND		:SUNSHINE:			SKY		:PK WND		
1	2	3	4	5	6A	6B	7	8	9	10	11	12	13	14	15	16	17	18
										12Z	AVG	MX	2MIN					
DY	MAX	MIN	AVG	DEP	HDD	CDD	WTR	SNW	DPTH	SPD	SPD	DIR	MIN	PSBL	S-S	WX	SPD	DR
1	91	73	82	0	0	17	0.06	0.0	0	7.1	25	250	M	M	7	13	36	260
2	88	74	81	-1	0	16	0.99	0.0	0	6.4	22	220	M	M	6	13	27	210
3	94	76	85	3	0	20	0.03	0.0	0	5.7	29	200	M	M	5	13	42	190
4	97	73	85	3	0	20	0.00	0.0	0	7.0	16	220	M	M	3	13	22	230
5	96	74	85	3	0	20	0.00	0.0	0	6.8	15	240	M	M	3	13	21	250
6	97	75	86	4	0	21	0.00	0.0	0	6.9	16	240	M	M	2	1	21	240
7	98	72	85	3	0	20	0.00	0.0	0	6.4	18	240	M	M	2		23	260
8	99	74	87	5	0	22	0.00	0.0	0	8.2	17	240	M	M	3		24	250
9	100	76	88	6	0	23	0.00	0.0	0	7.8	18	150	M	M	3	3	23	150
10	99	75	87	5	0	22	0.00	0.0	0	7.1	15	220	M	M	4		20	220
11	99	74	87	5	0	22	0.49	0.0	0	6.1	18	140	M	M	4	13	22	120
12	95	73	84	2	0	19	T	0.0	0	5.1	24	90	M	M	6	3	33	100
13	95	70	83	1	0	18	0.00	0.0	0	4.5	15	130	M	M	6	13	19	130
14	97	74	86	4	0	21	0.03	0.0	0	3.2	13	360	M	M	6	3	15	60
15	94	71	83	1	0	18	0.04	0.0	0	4.1	26	280	M	M	7	3	32	270
16	93	71	82	0	0	17	0.00	0.0	0	3.5	17	150	M	M	7	13	21	140
17	95	73	84	2	0	19	0.00	0.0	0	5.2	18	120	M	M	7	3	23	110
18	91	72	82	0	0	17	T	0.0	0	3.5	14	40	M	M	7	3	19	20
19	94	72	83	1	0	18	0.00	0.0	0	5.2	16	140	M	M	4	1	21	80
20	96	72	84	2	0	19	0.00	0.0	0	4.1	14	110	M	M	7		19	110
21	95	72	84	2	0	19	0.00	0.0	0	5.1	16	120	M	M	4		22	90
22	94	72	83	0	0	18	0.00	0.0	0	5.1	16	100	M	M	6		21	90
23	96	69	83	0	0	18	0.00	0.0	0	5.1	16	100	M	M	4	3	23	100
24	97	71	84	1	0	19	0.00	0.0	0	6.2	17	140	M	M	4		22	150
25	95	70	83	0	0	18	0.00	0.0	0	6.3	18	120	M	M	2		24	140
26	97	72	85	2	0	20	0.05	0.0	0	3.5	16	350	M	M	5	13	19	350
27	97	72	85	2	0	20	0.00	0.0	0	4.9	14	100	M	M	5	1	18	260
28	101	74	88	5	0	23	0.42	0.0	0	6.2	23	130	M	M	4	13	36	130
29	99	74	87	4	0	22	0.00	0.0	0	7.6	20	170	M	M	3		22	170
SM	2779	2110				0	566	2.11		0.0	163.9			M		136		
AV	95.8	72.8								5.7	FASTST		M	M	5	MAX(MPH)		
										MISC	---->	#	29	200		#	42	190



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

Over the past month the automaker Tesla has been getting pretty “beat-up” by the media due to some incidents that have occurred with their autonomous vehicle. At first it was disheartening but after really examining the situation there truly is a pot of gold at the end of the rainbow. The most recent incident was the die-hard (excuse the pun as you will note in a second) Tesla owner whose autonomous vehicle ran into the side of a truck in Central Florida. He was determined to be DOA once the paramedics reached the scene.

Witnesses stated that when arriving to his car to assist they noticed that a Harry Potter movie was playing on his LCD screen. Initial assumptions by the media mongers were that the autonomous vehicle failed and hence is proof positive that there’s a long way to go with this technology. The reality is that if you dig deep enough into the whole story there were mitigating circumstances that led to his tragic ending.

First and foremost was the reality that this truck failed to yield to the Tesla and turned in front of it. From what I understand, this truck was totally white and did not have the retro-reflective sheeting normally found on trucks of this size. The Tesla did fail to sense the truck, however if this safety feature of having sheeting had been utilized the story may have had a different ending. Likewise, the fact that the owner did not comply with Tesla recommendations of remaining in full control of the vehicle also played a role in his demise. The manufacturer recommends having two hands on the wheel at all times while monitoring the performance of the autonomous features. Watching a movie is more than likely not one of the criteria for their recommendations. One final item to note is that

this motorist was a true believer in Tesla’s autonomous features and (based on my assumption) may have become too complacent while operating the vehicle.

Once the media frenzy ramped up against Tesla another incident arose involving a gentleman from San Francisco who had an accident in the mountains about one week later. This latest crash, near Cardwell, Montana, saw a Model X car swerve to hit wooden rails next to a two-lane road. A Tesla spokesperson told the BBC that “this vehicle was being driven along an undivided mountain road shortly after midnight with autosteer enabled.” This individual also said vehicle data suggested that the driver’s hands were not on the steering wheel, as no force was detected on the steering wheel for over two minutes after autosteer was engaged. Even a very small amount of force, such as one hand resting on the wheel, would have been detected.

The reality is that the actions taken by the driver are contrary to the terms of use that are agreed to when enabling the feature and the notification presented in the instrument cluster each time it is activated. In this situation the road conditions became increasingly uncertain so the vehicle again alerted the driver to put his hands on the wheel. The driver complied with this recommendation and shortly thereafter the vehicle collided with a post on the edge of the roadway. Tesla continuously recommends to only use autosteer on highways when there is a center divider.

Fortunately, [neither the driver nor his passenger had been injured](#). Reports stated that the man - who had identified himself only



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

as Pang - told a police officer the alerts given by the car had been in English but he spoke Mandarin. When Pang was interviewed he fervently stated that he loved Tesla so much he planned to buy a new one as his next replacement. It doesn't sound like someone who just had a life altering event has lost confidence in this technology, so why should we?

I will now reflect on my days back in college and my beloved professor, Dr. Portiero. This man was BRUTAL, yet he made me a better Engineer because of it. I recall discussing with Dr. Portiero my understanding of aerodynamics involving lift and drag while explaining how I referenced examples. I thought I had nailed it until he said "What!?!? Are you stupid! That's the dumbest thing I've ever heard (this in front of a classroom filled with about 15 other people). The reality was I was trying to take the easy way out instead of understanding the formulas and concepts involved with lift and drag.

In another one of his classes I was given an assignment where I had to write software code to make a robot perform a function. After weeks of working on it with no results I asked Dr. Portiero if there was something wrong with the computer or robot because I was certain my coding was correct. He literally threw my robot off the table, called me a "dumb a@#" and said "I just threw that robot off a three foot high table! Do you think it's broken or something wrong with it?" He said "it's not the computer stupid! It's you stupid!" I was totally embarrassed and immediately left the robotics lab.

When I got home I thought to myself "I'll show that butt-hole" and immediately went over my

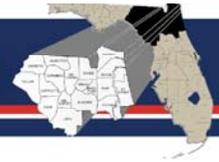
code one more time. Within the twenty pages of coding something caught my eye that made me realize "He was right!" I had added a decimal point to a few of the zeros in some lines and remembered him continuously telling us to be careful about decimal points. I immediately removed them, went to the lab the next day and "voila" it worked! I ran to his office to apologize for my error and his response (with a proud smirk) was "Good job stupid! Now close my door so that I can finish lunch!"

The reality is that this experience made me a better Engineer. Not a great one but good enough to insure I'll minimize my mistakes. When you think about it, Tesla's owner, Elon Musks, probably has a cadre of Engineers who could run circles around me. Hence, I do not believe they would make many mistakes (if any at all) when people's lives and the liability to the company is involved. I hate to say it, but the two accidents above were due to the stupidity of the driver and not the ignorance of the Tesla Engineer.

The reason I wanted to address this is because in the next two to three years we will be seeing a multitude of autonomous vehicles hit the market from companies like Lincoln, Mercedes, Google, Volvo and others.

I feel that they are "all in" with this technology and would not risk putting the reputation and future of the company on the line unless they were very confident in their Engineers. The reality is that in the future if you were to examine the number of accidents involving autonomous versus driver controlled vehicles

Continued on following page



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

you would immediately see a tremendous drop in car accidents due to this technology.

Please keep in mind that nothing is ever perfect, however that driver with the burger in one hand and telephone in the other while steering with their leg is more than likely a higher danger to us than a Tesla vehicle.

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

**NOTES FROM THE DISTRICT 2 ITS
ENGINEER**

To the folks who work with me on a daily basis, I must admit that I probably sound like a broken record when I talk about restructuring our Traffic Incident Management (TIM) Team meetings. These meetings are where different people from a wide array of fields come together to discuss the handling of roadway events, and how to better implement our response plans. Of course, the meetings are very important towards achieving our goal of open roadways. Unfortunately, they also can last a couple of hours, and probably contain dialogue that some of the participants don't feel relates to them. We want these meetings to be highly effective and well attended, and as such, our staff here has been patiently building ideas to achieve these measures.

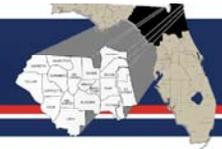
With the retirement of Donna Danson, the previous TIM Team coordinator, we went a few months trying to keep things together while finding her replacement. A few weeks ago, we officially hired on Dee Dee Johnson, who already has 14 years' experience working with

the Traffic Operations Community Traffic Safety Teams (CTSTs). Her experience with traffic-related focus groups involving local agencies will be immensely helpful. With her on board, we are already beginning to pick up steam.

Last week, Dee Dee, Ryan Crist, Craig Carnes and I attended a statewide TIM meeting. Again, this became a valuable resource towards making our own meetings better. The various FDOT districts bounced different ideas off of each other, and came up with new ones. After leaving that meeting, we feel that we now have a toolbox full of new tools to use to ignite the spark at these meetings. Beginning soon, we will be employing these ideas to bring our First Coast TIM Team and Alachua-Bradford TIM Team to the next level.

The most general plan is to reduce the duration of the TIM Team meetings. Currently, they are scheduled to last up to two hours, and often approach that time limit. We know that our various partners are busy, and time is a precious commodity. Our plan is to allot 90 minutes for the meetings with the goal of not using more than an hour. We hope to meet this goal by making a couple of changes. For one, we plan to send out the incident lists a week before the meeting, with a request that our partners look over the list and have us add any specific incidents to cover to the agenda. Also, we will be deleting the "agency reports" section of the agenda and again, adding specific topics by agency request only. For the First Coast TIM Team, we will no longer go through after-action reviews during our performance measures section, as it was agreed statewide that performing a review days or weeks after an event is not effective.

Continued on following page



NOTES FROM THE DISTRICT 2 ITS ENGINEER continued

We plan to announce specific topics, sometimes with special speakers, in advance of the meetings. The intent of this is to draw interest and give attendees an understanding of what they are going to the meeting for, instead of the traditional rigid and bland agenda. We are also hoping to add in a new section, where we discuss measureable improvements that have been made as a result of the TIM Teams and interagency cooperation. Furthermore, we will record and report on any action items that arise through the meetings.

We look forward to the future success of our TIM program. I encourage you, and anyone else you know, to attend these meetings for your area. With the above improvements, and many more that I have not discussed here, we expect the effectiveness of the meetings to greatly increase. Also, if you have any ideas to help make our meetings more effective, or to increase attendance, please let me know at Joshua.Reichert@dot.state.fl.us

**Josh Reichert
ITS/TMC Program Manager**

NORTH FLORIDA TPO

Over the past eight months I've had the opportunity to spend a significant amount of time working with the North Florida TPO staff on their side of the building yet I realized I have failed to introduce many of them to you. Yes, you've heard my war stories involving Jeff Sheffield but I rarely, if ever, mention the others that I deal with on a weekly basis. This is one heck of a cohesive unit that functions like a machine, especially when the pressure is high and chips are down. This cohesiveness is a testament to the amount of time each has been with the NFTPO.

First, there's Ginny at the front desk who manages the office and schedules the Board Room. She is a "take charge" kind of person who stays on task and expects everyone to do the same. When I get a call and notice it's her number my first thought is "uh-oh, what did I do wrong now?" when in reality it's Ginny getting her ducks in a row to insure everything on their end of the building functions smoothly. The office next to Ginny's area belongs to Marci. She is the early riser of the group, oftentimes beating everyone to the office by an hour or two and scaring the heck out of me during some days when I get to the RTMC at 6 AM. When arriving this early I usually make my rounds throughout the building to insure no issues have arisen over night. It never fails that when I turn the corner and she shouts "Hey Pete!" I about go into cardiac arrest.

Next to Marci is Milton. He is the modeler for the NFTPO and I work with him the most since he is utilizing our Bluetooth deployment for his reliability models. I've known Milton for years since his days of working with District Two's Urban Planning office and all I can say is he's several levels above me intelligence wise. I think he's getting used to my facial reactions during our discussions because when he tries to explain something and sees me go into that hypnotic mode he simplifies the conversation to a level I can understand. That's a good thing for me since I hate numbers!

Beside Milton is Elizabeth. To me Elizabeth is the motivator of that office since she's always smiling and happy no matter what the circumstance. Elizabeth focuses in on the Bicycle and Pedestrian issues for the North Florida region so we never really get to work together on ITS applications. That will soon

Continued on following page



NORTH FLORIDA TPO continued

change as the latest technologies are being designed to capture this data. Over the past few weeks, she and I have discussed some pilot projects to test these technologies with the hope that it can evolve into a program that will be beneficial to the region.

The next office belongs to Betty who is Jeff's administrative assistant. She, too, is always smiling and happy to the point where I think Jeff is pumping nitrous oxide through the vents. I have never seen an employee so dedicated and committed to her supervisor like Betty does with Jeff. It's sort of like that motherly instinct that says "if you mess with my boy I will hurt you!" Jeff of course is in the office beside Betty, but I've talked enough about him in the past and will move on to Angela.

I rarely get to work with Angela but that will soon change since she's their finance person. Yep, she's the one I have to talk with about paying those bills! She is always smiling as well, so....maybe that nitrous oxide approach mentioned above is true!

Wanda has the next office and let me just tell you that she is an inspiration when it comes to living healthy. I learned she does Yoga religiously and will soon wear out the carpet with her 250 step walks in the building. I do not work with Wanda on any projects but when I am asked to speak at a Board Meeting I usually try to get a seat beside her so that she can coach me along on the meeting etiquette when it's my turn to speak.

Finally, there is Denise. I've known her the longest and often speak with her about integrating ITS into the overall work mix of the NFTPO. In the early years of our working relationship Denise had a lot of questions about the ITS program. As she picked up on the lingo and technology she felt

it would be a useful tool for managing traffic in the North Florida region. Besides Jeff, I feel Denise is one of the key reasons we have the most successful ITS program in the State with a bright future ahead for us.

That pretty much covers the NFTPO staff. All I can say is that this move has been one of the best things to occur since it feels like we've added new members to the ITS family. On July 14th we held the annual Summerfest luncheon in the break room and invited the NFTPO staff to join us. It was refreshing and very enjoyable to add these new faces as part of our group. Luckily, our very own chef, Ryan, "nailed it" when cooking the burgers and dogs.

Likewise, Dee Dee's desserts were to die for that day. Based on the comments I received from Jeff's crew my best guess is that they are "in" and will not be moving out anytime soon.

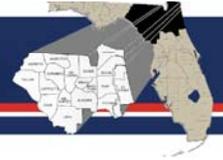
**Pete Vega, District 2
TSM&O Manager**

MAINTENANCE

It has been extremely hot this month, but the heat has not kept the ITS Maintenance crews from working. Crews worked throughout the District this month including special projects in Hilliard, St. Augustine, and Dunn Avenue at I-295.

The Hilliard work involved replacing a signal cabinet, controller and ancillary equipment over a 3-day span. Luckily, with this being the only signal in Hilliard, traffic wasn't too bad and the work only impacted traffic slightly.

Continued on following page



MAINTENANCE continued

The work in St. Augustine was required to get all of the downtown signals communicating on the same network, which required the installation of wireless antennas. Most of the work was fairly minor, but at one of the signals, the existing conduit path was too long to run the communications cable, so a new path had to be dug to run the cable. The picture below shows the conduit path that was dug along SR A1A to install the conduit, in which the cable was installed. The work was completed and the area has been restored.

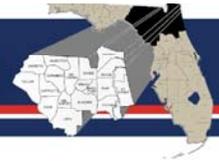


The work at Dunn Avenue and I-295 involved moving fiber optic and electrical boxes which had been installed over a drainage pipe, which needed to be replaced. Crews had to relocate the boxes, extend existing conduit and power cables, and cut and resplice fiber optic cable to get the boxes out of the way of the upcoming drainage repairs. Two of the guys can be seen working to move the fiber optic splice vault in the following picture.

Additional work this month included:

- Several work orders were written to address lingering items which have been on the action item list for a while.
- Receipt of equipment from end of year purchase orders.
- Continued coordination with FLIR regarding issues with the FLIR cameras deployed on I-75 and US 441 in Gainesville.
- Began testing grounding at all ITS device sites to ensure that grounding is adequate. As issues are discovered they will be addressed.
- Began tree trimming for correction of line of sight issues with CCTV cameras.
- Preventive Maintenance on Phases 7 and 8 as well as Master Hubs system wide.
- Normal maintenance and utility locates
- Installed Stop signs on the secured entrance/exit gates for the RTMC

Matt Harbert
ITS Maintenance Manager



CONSTRUCTION

The I-95 St. Johns County ITS Device Installation Project is installing DMSs, CCTV cameras, MVDSs, and associated infrastructure on I-95 from the CR 210 Rest Area going south to the Flagler County Line. Crews have installed all of the ITS poles and DMS uprights. Work continues on conduit and power service installation. This project is scheduled for completion early next year.

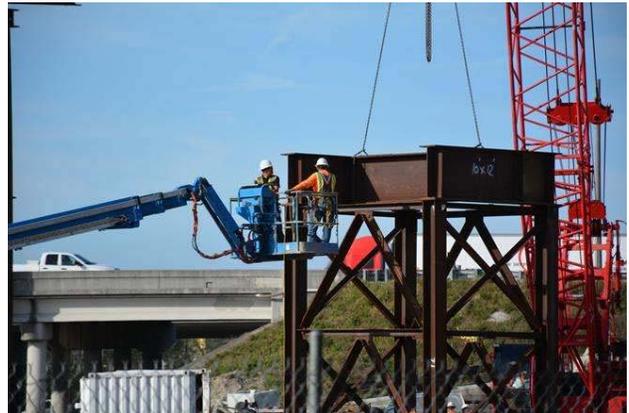
Work continues to progress well on the I-75 ITS Fiber Project from SR 24 in Gainesville going north to the Georgia state line. All of the conduit is installed and approximately 80 – 85% of the pull boxes and splice vaults have been installed. Fiber optic cable installation will begin next month. The ITS Device Installation project within the same project limits has been awarded and is scheduled to start in early fall.

As stated in last month’s newsletter, the contract has been awarded for the I-10 ITS Fiber Project which extends from Jacksonville to Tallahassee. This project is scheduled to begin in late October or early November and has a 500-day schedule. The design for the ITS Device Installation project, which will install devices along the same project limits, started this month and has a seven-month schedule. The construction of that project will begin late next fall.

Construction of the SR 16 project began on July 24th. A Utility Meeting was held on June 28th, a Pre-Construction Meeting was held on July 7th, and a subsequent Utility Meeting was held on July 13th, all prior to the start of construction. These meetings were very important as installation of the conduit will either parallel or cross under utilities almost 100 times. This project will be installing fiber optic cable from FDOT’s fiber backbone at the I-95/SR 16 Interchange down SR 16 to the St.

Johns County Public Works facility. After making this connection the fiber will continue east on SR 16 to US 1 and then go south on US 1, making its way to the City of St. Augustine. These fiber connections will allow FDOT, St. Johns County Signals, and the City of St. Augustine to share traffic data and videos to enhance traffic coordination within the area.

Kevin Jackson
ITS Construction Liaison



Construction continues on the I-95/Butler Boulevard interchange
(photo courtesy of Jacksonville.com)



Home About FDOT Contact Us

Northeast Florida Roads

For any information on current and future FDOT construction projects in the North Florida area, www.nflroads.com

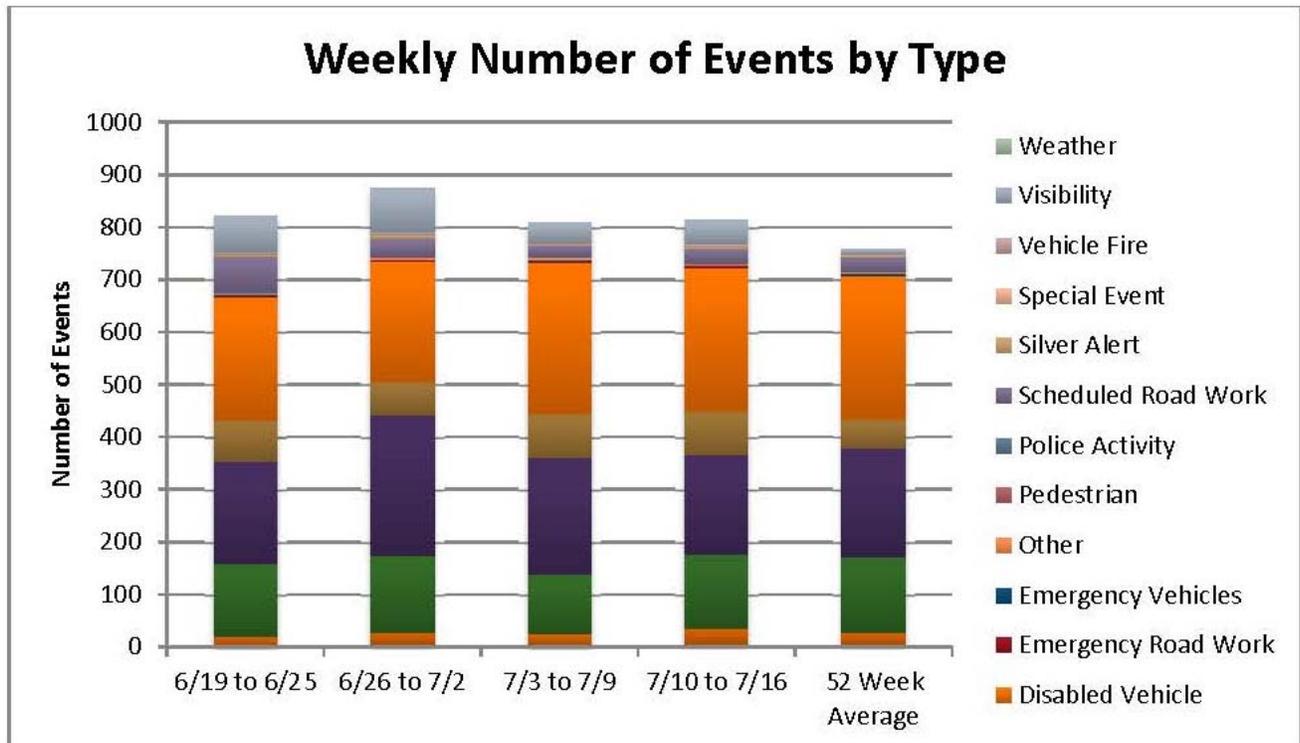


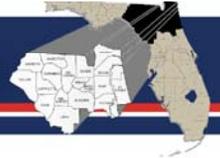
PERFORMANCE MEASURES

Well this summer has definitely been a HOT one! With temperatures soaring to approximately 100 degrees here in District 2. Needless to say, "It sure is HOT Boss!" No wonder our Road Rangers have been giving out so many bottles of water! From the charts below, we can see that there has been a large increase in event types such as abandoned vehicles (32%), crashes (22%) and visibility events (83 %).

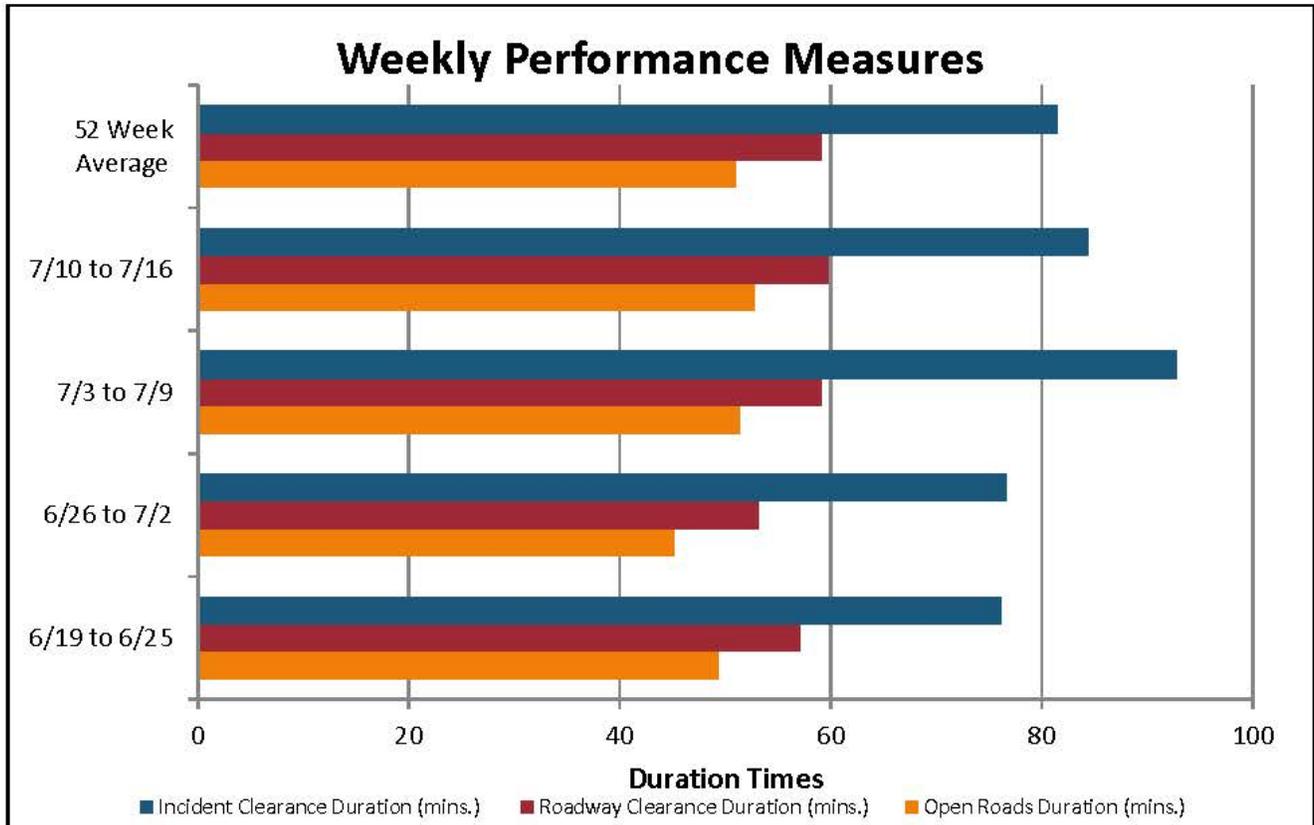
Our incident duration times have also been affected this month due to a major RISC incident which involved a thirteen vehicle pile-up on I-295. The average clearance duration times for the past 12 months has stayed well under the goal duration times as we can see in the charts below. SunGuide reports that the average open roads duration so far in July is approximately 51 minutes as compared to the open roads goal of 90 minutes. We can definitely thank our incident TEAM for the amazing job that they are doing on our interstates.

The following charts show the Performance Measures for the Open Roads, Roadway Clearance, Incident Clearance durations and events for the past four weeks.





PERFORMANCE MEASURES continued



Sherrell Lall
Metric Engineering



ROAD RANGER UPDATE

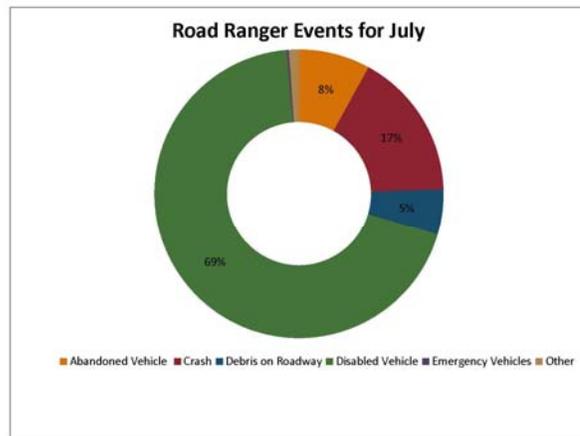
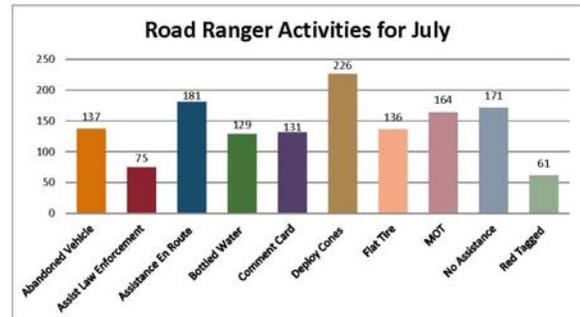
The Road Rangers held their monthly safety meeting at the FDOT Urban Office Training Center at 11:30 A.M. on July 6, 2016. Mr. Cody Parham opened the meeting by reviewing safety procedures and lessons learned over the past month. He commended the Road Rangers for doing such a great job out on our roadways by assisting the motoring public throughout their travels.

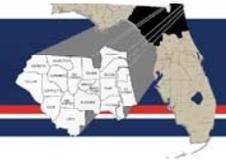
The underlying theme of effective communication was stressed throughout the meeting. The Road Rangers as well as TMC staff discussed ways that will further assist each party in establishing operational ways to converse with one another.

The Road Rangers also noted that there has been a significant increase in disabled vehicles so far in the month of July and that they have been assisting vigorously on visibility events. This could be due to the 15 active wildfires, which encompass over 88 acres of land that are currently in our area. The Road Rangers have assisted with over 3,000 activities so far in the Month of July and approximately 238 of those events were related to visibility. The Rangers have also provided many other services such as helping with accidents and assisting with roadway debris.



In the activities chart below, the main Road Ranger events for the month of July are highlighted to show the variety of services that they provide as well as the different types of reported events. As we can see, the Road Rangers are a significant part of incident management TEAM and the services they provide are notable. Many of the activities so far in the month of July have stayed consistent and in some cases, such as giving out bottled water, doubled.





RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

The Rapid Incident Scene Clearance (RISC) program was designed to support Florida’s Open Roads Policy and establishes a 90-minute goal for the clearance of motor vehicle incidents on Florida’s roadways. RISC was developed for the purpose of quickly securing and restoring highway facilities for public use and is a major component of Florida’s Traffic Incident Management strategy. On June 28, 2016, RISC was activated here in District 2 and it was one of the most memorable RISC events that we have had in the District.

RISC was activated when a crash involving three semi tractor-trailers and more than a dozen vehicles shut down the northbound Interstate 295 near Pulaski Road in Northeast Jacksonville for several hours on Tuesday, June 28th. The crashes were reported just after 3:30 P.M. and traffic was diverted to Alta Drive. Southbound lanes were also moving slowly through the area and traffic headed northbound was backed up from Pulaski Road all the way to the south end of the Dames Point Bridge.

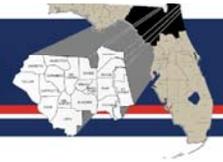
The crashes occurred when a semi-truck lost control and collided with another semi-truck. After the initial collision, the first semi-truck continued on I-295 and crashed into a third semi-truck and about a dozen cars. A woman and two children were transported to the hospital with minor injuries. Luckily, there were no fatalities. Southern Wrecker Service responded to the incident and all lanes reopened close to 8:00 P.M.



Overall, the incident took approximately 4.5 hours to clear as we can see from the table following, which indicates the responding agencies and their approximate on-scene time.



Agency	Arrival	Departure	On Scene Time
Road Rangers	3:25 PM	5:54 PM	2:29:00
EMS	3:45 PM	5:23 PM	1:38:00
Fire Department	3:53 PM	5:23 PM	1:30:00
JSO	3:53 PM	7:36 PM	3:43:00
FHP	3:53 PM	7:36 PM	3:43:00
RISC	5:52 PM	7:54 PM	2:02:00



RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE continued

The second RISC event took place on Tuesday, July 26, 2016 at approximately 4:30 A.M. when a semi-truck crashed and burst into flames on Interstate 75 and MM 388. This incident forced the closure of the northbound lanes south of the Northwest 39th Avenue exit for several hours.

Thankfully, the driver and passenger in the truck suffered only minor injuries and the northbound traffic lanes were reopened at approximately 11:07 A.M. but due to congestion lanes were still backed up until 1:10 P.M.



According to FHP, the truck driver was travelling northbound in the outside lane around 4:30 a.m. when the truck diverted off the road, traveled along the east shoulder and struck the guardrail. The truck continued along the guardrail until the trailer tires climbed over the guardrail and became lodged. Eventually the truck came to rest partially in the northbound outside lane and on the paved east shoulder and then became fully engulfed in flames. Hazmat crews were also called to the scene.



RISC was activated at approximately 5:01 A.M. and the RISC vendor was then called. FHP advised the RISC vendor to wait for the notice to proceed due to there being “hot spots” on the semi-truck, which took approximately two hours to clear. By 11:07 A.M., the vendor was able to clear all lanes and then departed but the right lane remained closed per FHP due to barrier wall and roadway damage. The entire incident took approximately 10.5 hours to clear and we can see, from the table below, the responding agencies and their approximate on-scene times.

Agency	Arrival	Departure	On Scene Time
EMS	4:38 AM	6:30 AM	1:52:00
Fire Department	4:38 AM	6:30 AM	1:52:00
FHP	4:41 AM	12:59 PM	8:18:00
RISC	6:01 AM	11:07 AM	5:06:00

Continued on following page



RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE continued

Due to the full closure of the Interstate, it was necessary to detour traffic off onto arterial roadways, which are obviously less able to handle the volume of traffic. ICM, Integrated Corridor Management, which promotes the coordination of multiple systems and agencies, such as Traffic Signal Agencies, was implemented with the City of Gainesville signal agency. Traffic signal timing plans were changed, as necessary, real-time, to assist with the exponential increased volume. The following shows the activities of the Signal Agency.

- 7:00 A.M. – All NB lanes shut down at MM 388, back up extended to MM 385
- 7:50 A.M. – All NB lanes were shut down at MM 384, traffic being diverted onto Archer Road. Traffic pattern 21 (football ingress pattern) was used from Archer Road @ I-75 W to Archer Road @ 34th Street and from SW 34th Street @ Windmeadows to 34th St @ University Avenue
- 8:10 A.M. – Back up reaches MM 382. Pattern 21 was then utilized from Williston Road @ I-75 W to Williston Rd @ 34th Street
- 8:40 A.M. – Troopers took control of the signal on Archer Rd @ I-75 E
- 9:00 A.M. – Secondary crash on I-75 @ MM 382. Back up extended to MM 380
- 9:35 A.M. to 10:00AM – Preempted the northbound left-turn on NW 39th Avenue @ 34th Street multiple times. Detoured vehicles causing an increased left turn volume and heavy vehicle presence
- 10:25 A.M. – Left lane open at MM 388. Center and right remain closed for diesel spill clean up
- 10:50 A.M. - Northbound lanes at MM 384 reopened. Removed Pattern 21 after the congestion started to dissipate, troopers returned control to the signal on Archer Road @ I-75 E

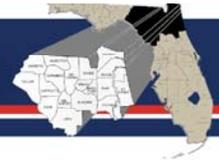
- 11:50 A.M. – Center lane open at MM 388. Traffic was backed up to MM 384
- 12:15 P.M. – Right lane remained closed at MM 388; traffic was backed up to MM 385. Traffic slowly returned to normal.

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast Traffic Incident Management Team meeting held its bi-monthly meeting at the North Florida Regional Transportation Management Center (NFRTMC) – 980 N. Jefferson Street on July 19, 2016 at 10:00 A.M. FDOT’s own, Mr. Josh Reichert welcomed all of the TIM members and reminded the group that the purpose of the TIM Team meeting is to bring together all agencies involved in roadway clearance and open a dialogue to assist each other in keeping our roadways as open as possible. The TIM Team is also dedicated to responding to incidents on the roadway in a safe and efficient manner while providing safety for the motoring public.

The TEAM then jumped right in to the Overland Bridge Project Update given by Mr. Bill Kays where he informed the group that there are not going to be any significant traffic changes in the Overland Bridge Project until September. He did state that the project is on schedule according to the original requirements, but there has been a slight change in the project that will push the final construction date out approximately six months. FDOT and FHWA

Continued on following page



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued

have incorporated a turn lane into the construction plans for Bishop Kenny High School coming off the Beaches Exit. This will entail demolishing and reconstructing the barrier wall, which will extend the project to July 2017.



Aerial overview of Overland Bridge Project

Mr. Ron Tittle then updated the group on several of the many construction projects that we currently have ongoing here in District 2. He informed the TEAM that a list of projects, designs, maps and lane closures could be found at www.NFLroads.com.

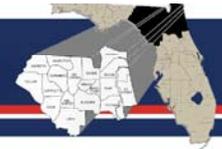
Mr. Reichert then moved things along by jumping right in to the ITS/511 updates where he informed the group that the 511 Statewide System Update is expected to be operational by Labor Day (September 5, 2016). He also reviewed several of the ITS projects that are taking place in District 2.

Some notable projects include the fiber installation on I-75, which is almost complete and is expected to be finished in Fall 2016, as well as completion of ITS along the southeast quadrant of I-295 in Jacksonville.

After all of the updates were completed, Ms. Sherrell Lall gave a presentation highlighting some of the performance measures over the past several months. She also included a few incidents, which have occurred between the last TIM meeting and July 19, 2016 to generate feedback from all of the TIM members. By highlighting these incidents it led to a greater discussion among the TEAM on how to better communicate and work together to achieve common open roads duration and safety goals.

The next First Coast Traffic Incident Management Team meeting will be held on **September 20, 2016** at the North Florida Regional Transportation Management Center (NFRTMC), 980 N. Jefferson St at 10:00 A.M. Please mark your calendars to attend this meeting.

PLEASE NOTE: If anyone is interested in the SHRP2 Incident Management Training Course, please contact Craig Carnes at ccarnes@metriceng.com or Misha Gonzales at 904-260-1567 melder@metriceng.com. Craig is available to work with any agencies' schedule; including nights & weekends to make sure the course is available for groups of 10 or more trainees.



ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled for **August 10, 2016** at the FDOT Gainesville Operations Office – 5301 N.E. 39th Ave., Gainesville at 10:00 A.M. Please mark your calendars to attend this meeting. We look forward to seeing everyone there!

TEAM MISSION:

The Florida Department of Transportation District Two's Traffic Incident Management Teams through partnering efforts strive to continuously reduce incident scene clearance times to deter congestion and improve safety. The Teams' objective is to exceed the Open Roads Policy thus ensuring mobility, economic prosperity, and quality of life.

TEAM VISION:

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

Dee Dee Johnson
District 2 ITS Operations Project Manager



OPERATIONS

If you were to ever peruse the www.NFLRoads.com/TrafficReport website you would see that Northeast Florida is ripe with construction projects. We are not talking about work off the shoulders, simple paving projects or minor work, though we do have that going on. I am talking about MAJOR projects like the I-95 Overland Bridge Project that was just extended into the Summer of 2017 and the 95/ SR-202 project. Yes, I know both of these projects are on my route to and from work but there are more! This isn't just me complaining. Express Lanes on 295 south of the Buckman, the Toll Road of SR-23 west of town, Express Lanes on 295 north of 9B, 9B itself and more. What does this mean? How can we move around? How do we manage!?

The main thing is to remember that this short term inconvenience is ongoing for the long term benefit. Planning and Construction are looking towards the future and getting our District ready for the present and beyond. This is not an easy task.

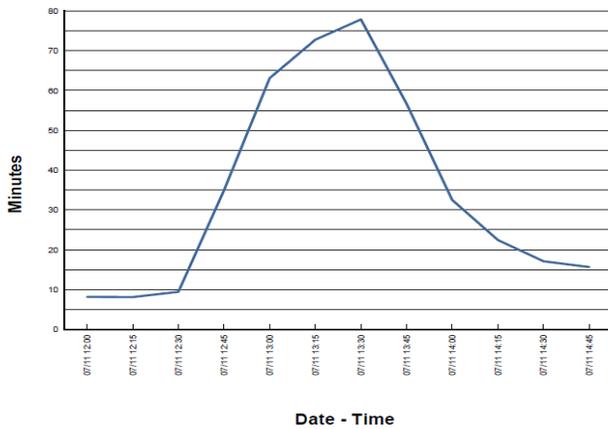
Twice a day, to and from work, I drive through 2 of the most major ongoing projects and I cringe just like the other motorists. In the back of my head I try to remember the end game and how nice it will be to drive this route in a year. Not everyone is patient. This includes me when there is a major accident in a construction project or at a choke point in the city or with these 2 projects, both!

A perfect example is what happened on July 11th. A typical morning rush transitioned quietly into the afternoon lunch rush. Right after 12:30PM there was a crash on 95 northbound at the Acosta/ Main St Exit. 2 of 3 lanes were blocked for almost an hour with all lanes being



OPERATIONS continued

blocked for about 20 minutes. The crash cleared at 1:45PM. Being in the I-95 Overland Project, and a major choke this mid-day crash led to some severe delays. The travel time from SR-202 to I-10 on I-95 northbound peaked at 77 minutes at 1:30PM and did not get back up to speed until 2:45PM. Talk about frustration.



Thankfully, I was at work during that time and was not one of the many motorists that reached new levels of frustration. Remember the long term plan. Patience. Things will get better.

The best way to combat delays is to be informed. Download the 511 App for your phone, call 511 and use FL511.com for the most up to date real-time traffic information. When you drive down the road and you see the dynamic message signs above take the time to read them and prepare to react and make changes to your route. Dynamic trip planning can be done. Ron Tittle and the FDOT PIO Team are active on Twitter (so is 511!) and relay the latest in construction and crash information. Be patient, stay informed and be adaptable. We can get through this!

While you take deep breaths and remain calm through all of this construction the TMC will continue to help you get through and around it.

During June the TMC managed nearly 4,000 events which more than 25 percent of those were crashes. **ALL** of those events made it to 511 and almost 2,000 of them were in an area that utilized DMS. The Road Rangers remained busy through the start of summer working 1,657 events. While the TMC works diligently to keep you moving through all of these construction zones

***Remember to Know Before You Go:
Use 511!***

**Ryan Crist
RTMC Manager**

MARKETING

Okay kids, put your hands over your ears for a minute. *It's almost time for school to start back up again!* How do I know this? Each year around this time, I get a call from Chris Buckley at the Teacher Supply Depot on Lenox Avenue asking if we'd like to participate in Duval County's Back to School Extravaganza. "Yes and absolutely," is how I always respond! On August 5th, anywhere from 400 to 700 public school teachers will line up in front of the old Lackawanna School Building (Public School Number 10) to receive free classroom supplies donated by area businesses. For our part, we always bring 511 Post-It Notes, highlighters and pens to hand out at the event (teachers are responsible for their own Ibuprofen). It's the least we can do for the men and women who tirelessly spend their days in the classroom educating the next generation of 904-ers.

The Jacksonville Suns are looking to do something FUNdamentally different this season! They just celebrated their first sellout



MARKETING continued

crowd under the new ownership over the July 4th holiday weekend. From Wednesday through Sunday of that week, the ballpark’s five day total attendance was 31,194, with Sunday boasting the biggest crowd at 10,238 fans (a sellout)! Fans were treated to baseball, fireworks and a couple of wins against Tennessee! 511 is proud to partner with The Jacksonville Suns. Our 511 information can be seen on the Suns’ digital message board during the 7th inning and the 511 banner can be found at the Main Exit Gate as fans make their way to the parking lot after the game. Click on this link for the latest happenings with The Suns!

http://www.milb.com/news/article.jsp?ymd=20160703&content_id=187811496&vkey=pr_t564&fext=.jsp&sid=t564

The new State Road 9B extension is officially open, depositing motorists from I-95 in northern St. Johns and southern Duval counties directly onto the I-295 East Beltway. Construction on this phase of the project began in April of 2013 and now gives motorists another option when delays begin building on I-95 NB near Old St. Augustine Road. If you travel this route, be sure and check 5-1-1 before heading out the door for work, as it could mean the difference between a 45 minute commute or an hour and 45 minute commute into the office.

If you’re one of the thousands of motorists who will be squeezing in that final vacation before the new school year begins, use 511 and “Know before You Go!” You can call 5-1-1, visit www.FL511.com or download one of our free 511 Traffic Apps available for Apple and Android. When it comes to the most up-to-date traffic information, we’ve got you covered!

Sherri Byrd
Marketing Manager

SPOTLIGHT ON...JESSICA RENFROW

Tell us a little about your background. Where were you born / raised?

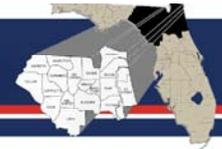
I was born in Zaragoza, Spain (my dad was in the Air Force and stationed over there at the time). I grew up in Columbia, Maryland and moved to Venice, Florida when I was 14. I didn’t start out with a large family but I have one now. I have a full blooded brother who is 32, a half-brother who is 10, two step sisters who are 25 and 27, and a step brother who is 25.

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

After graduating high school, I went on my college “tour”. I started at the University of Miami as a pre-med major, changed schools and majors after one semester. Went to the University of Florida as a pre-pharmacy major. I stayed there for two years and decided to move home and attend community college until I figured out what I really wanted to do. After switching majors a few more times, I eventually decided to major in Civil Engineering and finish my degree at University of South Florida. A few years after getting my Bachelor’s degree, I decided I wanted to pursue my Master’s degree. I attended the University of Florida in their Outreach Engineering Management program. In 2015, I obtained my Master’s degree in Industrial Engineering with a specialization in Engineering Management. Also, in 2015, I became a Professional Engineer!

Describe your early career right out of college and the positions you held leading up to where you are now.

While I was attending USF, I became a TMC operator. A friend of mine from school had



SPOTLIGHT ON...JESSICA RENFROW
continued

heard of the position since he was a traffic counter for HNTB at the time. While working one afternoon, Chester Chandler from District 7 was having a meeting with an Atkins project manager. The PM said they were looking for a junior level engineer to come on board. Chester had called me off the floor to come to his office for an impromptu interview, headset, scrubby clothes (in comparison to a normal interview) and all. From this interview, Atkins asked me to come to Orlando and meet the team. From there, I was given an entry level engineering position within the Atkins ITS group in Orlando. I was a part of the production team doing design work from mast arm replacements to DMS replacement projects to system wide ATMS projects. After a couple years, a new position at the Florida Turnpike became available through an Atkins contract. I decided to apply and give in-house consultant work a try. I worked there for about two years doing a variety of things: reviewing traffic operations plans, putting together small safety plan sets, reviewing and approving all lane closures for the northern portion of the system (everything north of Yeehaw Junction), fatal crash reviews, attending progress meetings for all projects north of Yeehaw Junction, and helped develop RFPs and Scope of Services for numerous projects. After two years of that, Metric Engineering offered me a position within their ITS team. This position was a mixture of production work and project management. After a year of being with Metric, a position became available in-house at FDOT District 5. Due to my experience at the Turnpike previously, Metric proposed me for the position. I had been in-house there since November 2015 until moving up here a few weeks ago.

What ultimately led to your decision to move to Jacksonville?

Moving to Jacksonville was actually for personal reasons. My boyfriend and I had been doing long-distance for over a year from here to Orlando and we made the decision to move-in together. I had been in Jacksonville a lot over the last year, and I started to really like it here. When I approached Metric about wanting to move to Jacksonville, they were very supportive and told me a position was actually needing to be filled here ASAP. So, it ended up working out great for all parties involved!

What will you miss most about Orlando?

Honestly, I will probably just miss my friends. I was not married to Orlando by any means and only lived there for work. I will not miss the traffic, the construction, or the tourists.

What is the biggest difference you've noticed so far when it comes to Jacksonville's traffic infrastructure vs. Orlando's?

The biggest differences that I have noticed so far are all the routes around the city. Orlando seems to be pretty linear, you have a few major roads you can travel on to get in and out of the City. It seems that in Jacksonville, there are so many different routes and bridges and it has been hard to familiarize myself with them. As I try to get familiar with the area, and with all the construction going on, Google Maps and Waze have been sending me in all sorts of directions. I have found myself in a big loop more than once so far. Hopefully I will soon get better with directions and won't have to rely on my GPS so much! Another major difference is the amount of toll roads in Orlando versus Jacksonville.



SPOTLIGHT ON...JESSICA RENFROW
continued

Do you have any funny stories relating to the job? A foot-in-mouth moment perhaps?

Hmm, there are probably some good field review stories. But, the biggest foot-in-mouth moment came early in my career. Actually, the first week I started at Atkins, Chester Chandler called me to see how my first week was going at the new job. I told him all about the week so far, but as our conversation was winding down, I thanked him for helping me get the job, since I would never have had the opportunity without him. I then told him I would love to buy him lunch as a token of my appreciation next time I saw him. He then informed me that I would not be able to do that since he is an FDOT employee and I worked for a consulting firm and that it is prohibited. (Which I should have known since I took an ethics course in school). So in my first week at work, I offered to “bribe” a client. That was a great start to my career!

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

I don’t know if you would call it a ‘defining moment’, but passing the professional engineering exam and becoming a P.E. was by far the best feeling in my career thus far.

Favorite place to eat in Jacksonville? (hunched over your desk at the Metric office is not a valid answer and will not earn you Brownie Points)

There are quite a few good places that I have eaten at so far. We frequent a sports bar called Lillian’s quite a bit since it is close to the house, has trivia on Mondays, and has all the games we ever want to see. As for good food though, I really like the Blind Rabbit and Maple Street. Both are amazing breakfast/brunch choices. I am still a newbie in town and am looking forward to finding some other amazing restaurants too.

How do you like to relax and unwind when you’re not at work? Any specific hobbies or interests?

For the most part, my boyfriend, our friends, and I are always on the water. Every weekend we try and get out on the boat at least once. We are actually in the process of buying a sport fishing boat. We are hoping to start taking the boat for weekend getaways to Fernandina, St. Augustine, and eventually an annual trip to the Bahamas. We are die hard football fans too. Life pretty much revolves around football from Thursday to Monday during football season.



Two of Jessica’s favorite things, being out on the water with her boyfriend (not necessarily in that order)

SPOTLIGHT ON...JESSICA RENFROW
Continued



The natural girl dresses up well!

We'd love to hear more about your family. Hard work and ambition seem to run strong in your genes!

My dad retired from the Air Force after about 30 years and was a full-bird colonel. He is now the Deputy Director of TSA at the Philadelphia Airport. And my mom has always been an entrepreneur. She currently owns her own publishing company and has some pretty big clientele. My older brother is a very talented musician and can play just about any instrument you put in front of him. He just made me an Aunt for the first time to baby Leo! Also, some of the most important things that I have left out so far are my two pups. I have two Jack Russells that are both 8 years old: Bella and Jackson. They are a handful, but super sweet!

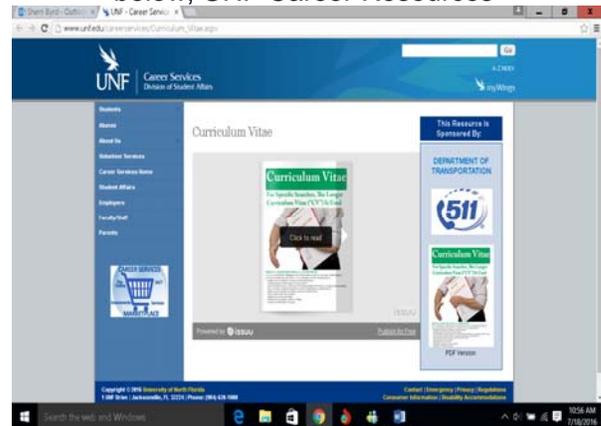
Anything else you'd like to add...

GO GATORS AND GO STEELERS!!!!

PHOTO GALLERY

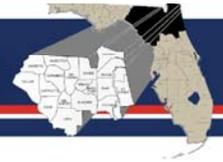


Two examples of our marketing of FL511, above, Jacksonville Suns, below, UNF Career Resources



Below, our own Josh Reichert at a meeting with District Secretary Greg Evans





Traffic Incident Management 2016 Meeting Schedule

First Coast TIM Team
FDOT Urban Office Training Center
2198 Edison Avenue, Jacksonville
904.360.5400
September 20, 2016 November 17, 2016

Alachua/Bradford TIM Team
FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville
352.381.4300
August 10, 2016
October 12, 2016 December 14, 2016



FDOT DISTRICT 2 ITS STAFF



Josh Reichert
ITS/TMC Program Manager
904.903.2008
Joshua.Reichert@dot.state.fl.us

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



Peter Vega, District 2
Transportation System Management
& Operations Program Manager
904.903.2020
Peter.Vega@dot.state.fl.us



Matt Harbert
ITS Maintenance Manager
904.903.2013
Matt.Harbert@dot.state.fl.us



Kevin Jackson
ITS Construction Liaison
904.903.2012
Kevin.Jackson@dot.state.fl.us