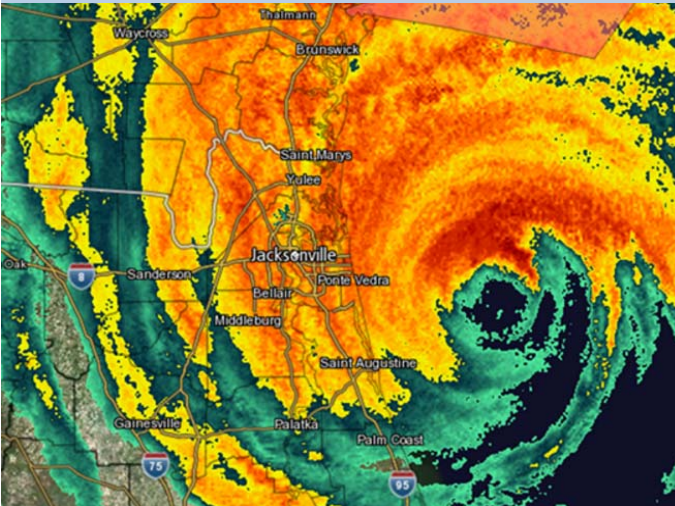


October 2016 Issue 106

# Hurricane Matthew



Num	Platform ID	Bridge	City	County	Report Date	Report Time	Avg Speed	Std Dev	Avg Dir	Gust Speed	Gust Dir
1	FD00066A	SR 200	Fernandina	Nassau	10/07/2016	13:00:03	15	2.0	N	17	N
2	FD0033F0	Beach Blvd	Jacksonville	Duval	10/07/2016	13:00:33	12	3.0	NE	15	NE
3	FD004560	JT Butler Blvd	Jacksonville	Duval	10/07/2016	13:00:43	13	3.0	NW	17	NW
4	FD005616	Vilano	Vilano Beach	St Johns	10/07/2016	13:00:53	24	4.0	N	27	N
5	FD00638C	Buckman	Jacksonville	Duval	10/07/2016	13:56:03	15	2.0	N	17	N
6	FD0070FA	Bridge of Lions	St Augustine	St Johns	10/07/2016	13:56:13	17	ERR	N	ERR	ERR
7	FD00A692	Dames Point	Jacksonville	Duval	10/07/2016	13:51:55	41	6.0	N	104	N
8	FD00B5E4	CR 312	St Augustine	St Johns	10/07/2016	12:05:03	17	5.0	N	20	N
9	FD00C374	Atlantic Blvd	Jacksonville	Duval							
10	FD00D002	Doctor's Inlet	Fleming Island	Clay	10/07/2016	13:05:23	19	4.0	N	53	N
11	FD00E598	SR 206	Crescent Beach	St Johns	10/07/2016	13:55:25	37	6.0	S	98	S
12	FD00F6EE	Wonderwood	Jacksonville	Duval	10/07/2016	13:06:22	19	41.0	N	14	N
13	FD010490	Fuller Warren	Jacksonville	Duval	10/07/2016	13:05:43	13	2.0	N	15	N
14	FD0117E6	Acosta	Jacksonville	Duval	10/07/2016	13:55:20	21	ERR	E	14	E
15	FD01227C	Main Street	Jacksonville	Duval							
16	FD01310A	Hart	Jacksonville	Duval	10/07/2016	13:06:13	20	3.0	NW	24	NW
17	FD01479A	Matthews	Jacksonville	Duval	10/07/2016	13:21:13	13	6.0	NE	19	N
18	FD0154EC	I-95 Trout River	Jacksonville	Duval	10/07/2016	13:50:38	25	5.0	N	63	N
19	FD01A468	CR 210	Ponte Vedra	St Johns	10/07/2016	13:13:43	13	3.0	N	16	N



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

This month's newsletter will give everyone an opportunity to delve into the mind of a Mad Scientist (yes, intended to capture Halloween) as I explain the preparation and thoughts going through my head due to Hurricane Matthew. On Monday, September 26<sup>th</sup>, tropical wave Invest97L pushed off the African coast and began its long journey to Jacksonville.

By Wednesday, September 28<sup>th</sup>, this tropical wave earned the name Tropical Storm Matthew and it was "game on!" for the RTMC staff. The staff knew it would be an interesting two weeks based on the projected path that the National Weather Service (NWS) was providing. On Friday, September 30<sup>th</sup>, it wasn't a matter of "if" but instead a matter of "when" with the uncertainty being how close and strong Hurricane Matthew would be when it got near Northeast Florida. After seeing the projected path my first thought was "Piece of Cake", since I'd "been there, done that" with Hurricane Floyd.

Of course, I'd say that I was lying if I didn't admit to being a little concerned. First thing on the agenda was to round up the troops so that we could review our previous experiences with Hurricanes while developing a game plan. With confidence I knew that Ryan and Penny were pros at this but the reality was we had some supervisory staff who were still green.

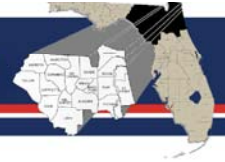
Several of the RTMC operators that experienced the storms of 2004 are still around and we made sure that they would play an active role in helping the others. Since this was Matt and Dee Dee's second "go round" this hurricane season it was a matter of giving them the run down on what I expected to occur based on the NWS projection and my experience with Hurricane

Floyd. The key difference with this second storm was that it was guaranteed to have a significant impact on the Northeast Florida coast.

So, by Monday the game plan was in motion. Ryan and Penny would make sure that the pantry was stocked full of food since there was a possibility that several of the staff would be pulling double shifts and providing overnight coverage. Matt would make sure that all the ITS devices in Northeast Florida and Gainesville were operational, and if not he would send out the ITS Maintenance contractor to make immediate repairs. Dee Dee was busy getting all the contractual arrangements made for the Service Patrol to provide extended coverage and hours. Likewise, she finalized the contract that would provide 24 hour towing services before and after the arrival of Hurricane Matthew.

The RTMC Supervisors, Jason and Jacob, were busy on the phone recruiting RTMC operators that were willing and able to dedicate their time during the storm. Meanwhile, Jason and Tanesha were validating the performance of the network and its redundancy to insure that the network would stay up throughout the event.

On Wednesday, October 5<sup>th</sup>, it was "SHOWTIME" as the first wave of Central Florida evacuees hit our roadway system. This was when Penny put on her EOC hat and headed to the downtown facility as our representative. Ryan settled his family into a hotel and headed in for what was expected to be a long weekend. Matt showed up to the office with five days' worth of luggage since he



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

had no intention of leaving his battle station. Dee Dee put on her General's uniform and began to provide direction to the additional troops with the Service Patrol. Me? I sat back and wondered "did I prepare them well enough?"

On Thursday, October 7<sup>th</sup>, it was time for the Jacksonville residents in Zones A, B and C to evacuate. About this time I decided to hold a staff meeting to truly prepare everyone on the multiple scenarios that could occur. I began the meeting with the most fortunate scenario in that "if this storm moves away from the coast we are sitting pretty folks!" I then described what would occur if the storm crept the coastline. West side winds would be much less destructive, rain quantities would be manageable and the surge waters would be low to moderate. This seemed to calm everyone's fears since that was what NWS was projecting.

Of course, I had to prepare them for the worst so I began to address what would occur if the hurricane's eye gripped land and headed up the coast adjacent to I-95. **MAYHEM, DESTRUCTION, NO GAME PLAN, EVERYONE RUN FOR YOUR LIVES!!!** At first it was pretty funny but with a serious look I stressed that this could happen and we have to be ready for the unexpected (remember Hurricane Charley?). The reality was that I was hoping for the first scenario, putting my money on the second and praying to God that the third was not an option.

On Thursday, the nerves got a little tense as all eyes were on Northeast Florida. There were concerns about surging water, damaged traffic signals, flooding, washed out roadways and a number of other destructive events that could occur.

The State, District and Local EOCs were on high alert and we could cut the air with a knife. By that afternoon we added another member to the team when JSO sent a liaison to join us throughout the storm. This was AWESOME and paid huge dividends when dealing with the evacuation of the three zones. It went so well that this officer asked Sheriff Williams to stop by to see how valuable the RTMC was to their coordination efforts. When the Sheriff showed up you could tell that he was truly impressed. Sort of like a kid at Christmas opening his first gift.

By Thursday evening you could see the staff's fatigue from working these long shifts. Many stayed the night and slept in whatever room or floor available. Penny and FHP came through by providing inflatable mattresses to many of the overnights. On one occasion I decided to meet with Dee Dee to go over some things and led her into the RTMC's conference room. I stopped after my second step since the room was eerily dark yet I could hear sounds of comfort. Looking down I noticed several of the FHP Duty Officers sprawled on the floor trying to get a few hours of sleep. We both slowly crept back out of the room and found that the NFTPPO's "Fish Bowl" conference room was available. That's when it hit me that many in that facility put their lives on the back burner during a time of need so that they could provide the much needed assistance while dealing with this storm.

On Friday morning I began to prep for the arrival of Hurricane Matthew by reviewing the wind sensor data on the website. At 7:00 AM the readings were pretty normal with wind



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

speeds at 20 MPH on many of the bridges and gusts only reaching the mid-30s. I did my walk-through of the RTMC operations floor to see if anything was needed. To my amazement many of the folks that stayed the night were cheerful as they greeted me. The nicest thing that many of them said was "Thanks for the showers in the building. It was nice to be able to freshen up before we started our next shift." That's when it hit me! By golly, Major Gaston and I nailed it!

Upon the return to my computer the most horrifying thing occurred. When I tried to get the latest data from the wind sensor site all that the screen said was "this site is not available." After a few tries I decided that panicking would not solve the problem. I checked with a number of our partners on the floor and Jacksonville EOC only to learn that everyone had lost their connection.

By 8:30 I was on the phone with the wind sensor vendor, Microcom, hosting our site to see if they could assist. After about an hour they called me back and said that one of our partners had written a script that led to Gigabytes of data being drawn from the site. This is what was causing the system to shut down on us at the most critical time of this event.

After a few seconds of discussion Microcom provided a solution. They would shut down the original site, set the RTMC up with a new site containing the data and then would reactivate the old site later that morning. They felt that this would shut down the script, thereby allowing our partners to access the data before the storm got close. Well folks, this solution worked like magic and we were back in the saddle again! As the

data began to show the Hurricane was getting closer FHP and JSO began to shut down critical bridges being impacted by wind and associated gusts. First to shut down was the State Road 206 Bridge in St. Augustine. Next up was the Dames Point Bridge on I-295. At around 1:00 PM all of the bridges on the Intracoastal Waterway were closed.

Just to give you an idea of the storm's power, even though we were on the western side of the eye (supposedly the weaker side) we saw sustained winds of over 50 MPH on several of the bridges. The kicker was the record setting 127 MPH gusts that were recorded on the Dames Point Bridge. This storm packed a wallop for a short period of time, whereby the worst of it arrived at around 2:00 PM and lasted until around 6:00 PM. By around 8:00 PM winds had subsided significantly so I decided to go home to assess the damage around my house.

At this point I should give a shout out to Ryan, Penny, Dee Dee and Matt for all the hard work and preparation that went into this event. Dee Dee and Matt made themselves available throughout and worked extended hours (into the teens) to insure they covered all their bases. Ryan worked (I think) close to 36 straight hours with a one-hour nap here and there to retain some semblance of consciousness. What was funny was that we decided to send him home when we realized he was sleeping with his eyes wide open, like a zombie about to attack its prey. Penny stepped in with little to no rest by coming over from the EOC to relieve Ryan for several hours.

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

When I was asked if more staff would help my initial response was going to be yes, but the reality was that this team is used to and ready for these types of events, so the real answer is no. Now, had that storm headed west about 40 miles I may have been singing a different tune. The key elements to our success was the preparation, experience and ability to stay ahead of the changing character of this event. The extra bodies may have ended up hindering everyone's ability to run the show and may have introduced undesired errors along the way.

The day after Hurricane Matthew's arrival it was time to gear up for the returning evacuees, perform a damage assessment and insure that the RTMC remained in one piece. The biggest obstacle were the number of signals that lost power, thereby requiring us to provide a back-up generator. The final count was 63 intersections that needed a generator out of approximately 800 in the Northeast Florida system. Not a bad outcome if I do say since we had another 100 plus waiting on the flatbed truck. The ITS devices on the Interstate system were impacted for a little while but this was due to a few key master hubs losing power. Once we were able to get the equipment to these locations we were back up and running by that afternoon.

The worst casualty was the City of St. Augustine since it seemed like the whole downtown area was under 3 feet of water for a significant amount of time. We ended up having to replace around nine signals while having to fix about another six.

Thanks to the contractor, TCD, we were able to get everything operational within a couple of days. The reality was that Hurricane Matthew

arrived on Friday afternoon and just about everything in the Northeast Florida region was back to normal by Monday morning. Some of the residences along the beach were significantly damaged, however in the overall scheme of things "we got lucky."

A post event run through in my head just made me appreciate the team even more and I count my blessings that I have the best RTMC/ITS staff in the entire State of Florida. I skipped many other things that occurred during this storm but if you are willing to buy me a beer or two I can share the entire war story (It may take six by the time things are said and done!). In conclusion, I believe our entire RTMC staff want to thank Mr. Jerry Ausher (our District Traffic Operations Engineer) for being by our side throughout the entire event. His willingness to step in to assist us at the RTMC really helped when dealing with Central and District Office since we were so busy dealing with an ever changing slew of needs. It was truly a team effort from the top down and we are ready for the next Hurricane to come our way (Just not in 2016!).

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





**NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER**

The alarm goes off at 4:30am, and I could swear I just went to sleep five minutes ago. First a quick shower, get dressed for work, think about school work for tonight over coffee— if there’s time.

Then it’s off to work, a solid 9 ½ or 10 1/2 hours of time where I’m busy with emails, calls, meetings and other tasks in the RTMC. At the end of the day, other coworkers are heading home to their families or to the local watering hole for a cold one. I, on the other hand, am headed to Flagler College for class until 10pm on Tuesdays and Thursdays. I never realized being a full-time employee at FDOT and full-time student at Flagler College would be so hard.

Going back to school has been one of the most challenging undertakings of my life. Going back to school as an adult is different than going back to school in your youth because now I have to fit schooling around a full adult life with responsibilities like a mortgage, bills, children and planning my daughter’s wedding. But it can be done.

Some days I question my sanity, but then I think of the accomplishment of finishing my bachelor’s degree and graduating on April 29, 2017, 4:00p.m. at Flagler College (if anyone wants to come). There are a few things I have learned over the last couple of years which have made it more bearable.

**Always Set Your Expectations** - I knew going to school at the same time and working 40 hours was going to be tough. It was time to get real about how tough it was going to be. I never get eight hours of sleep or three leisurely meals a day. I’m lucky to grab a Starbucks and a sandwich at my desk while trying to write part of

my research paper due that night... yes, procrastination. Don’t be surprised if you see me walking around sleepy eyed, because I have to pull some late nights studying. Some days are long, but you can’t skip out on work responsibilities even if you’re completely drained when that alarm clock wakes you up. I had to learn to use time wisely and don’t ever, and I mean ever, procrastinate. Procrastination is my worst enemy. I have learned this lesson the hard way.

**Know Your Goals** –Go back to school because you want to. Have a reason to learn new skills or pursue a degree. School is costly, so make it worth your while. Have a clear plan as to how that degree is going to help your career aspirations.

**Don’t Go At It Alone** - Let people you trust know that you’re going to need some support. If you have friends and relatives willing to help you clean, cook or do simple things like picking up groceries or dry cleaning, let them help. Remember to always thank them and be appreciative.

When I began this journey, I never thought the end would be so close. It hasn’t been easy, but I appreciate the things I learn more with every additional class. Someone asked me last week if I ever considered going back and getting my Master’s Degree. In the past it was a quick no, but you never know what the future holds.

**DeeDee Johnson**  
**District 2 ITS Operations**  
**Project Manager**



**NORTH FLORIDA TPO**

Jeff Sheffield **WILL NOT** take his foot off the gas pedal! As Executive Director of the North Florida Transportation Planning Organization he is unwilling to settle and always has a vision of the future. With that being said, Jeff has spearheaded the ITS program towards looking at developing a Smart Cities Master Plan for the coming years with the assistance of Denise Bunnewith. CCTV Cameras, DMS and vehicle detectors are now old school so he wants us to examine the needs for connected/automated vehicles, drones and several different applications based on the latest technology. Things like automated buses come to mind. Or Smart Phone apps that get a customer from origin to destination with a number of modal paths. Likewise, he wants us to examine what technology is available that would assist private enterprise and the freight industry. This is well beyond the initial vision of the ITS program and is now entering the realm of the TSM&O efforts.

One positive is the base infrastructure is in place throughout the Northeast Florida region. The foundation is the network infrastructure, partnering and ability to mesh the needs of multiple agencies under one umbrella. We have that done already and now it's just a matter of putting the pieces together. For example, JTA wants to implement automated buses? We already have the network to communicate between systems and the data needed to implement a program. The City of Jacksonville wants to transition to adaptive signal systems? Well, the software is in place and the network is available so all they'd have to do is purchase and install the equipment.

Basically, we've built the Northeast Florida system from the ground up and now it's just time to put the pieces together. It amazes me that

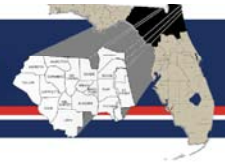
during several of our latest partnering meetings a local agency will address a need, I will provide what's available and what's needed, then "voila" a project is created! That simple. In all honesty, the greatest challenge is the limited number of personnel available to pull this off as quickly as we'd like.

Our program is so advanced that even the ITS consultant experts that Jeff has hired turn their head in amazement at what is available. Keep in mind that our program was designed and built to incorporate the needs of all our partners whether it is signals, law enforcement, fire/rescue, airport, seaport, transit, freight or private enterprise. It's like a kid in Walmart the day after Christmas with a \$100 gift card. The sky's the limit! (Unless Jeff decides he wants us to go to Mars, then I quit!).

A good example would be the Smart Cities Master Plan meeting I had with Nassau County on October 31<sup>st</sup>. During this meeting we were trying to get an idea of their needs in the future. As expected, they stuck with the traditional technology to fill the gaps. I could see that the meeting needed a spark so I asked if there were any issues or events that placed a burden on them. After a few events were mentioned I suggested they look at the implementation of road side units, aesthetic DMS, collision avoidance systems, automated vehicles and other items coming down the pipe. I then explained how this technology could assist them with their needs. By the time the meeting finished there were several new ideas that were included in this Master Plan which never would have occurred if Jeff hadn't spurred the discussion.

As Jeff continues to challenge us it becomes a task of coming up with ideas. The execution

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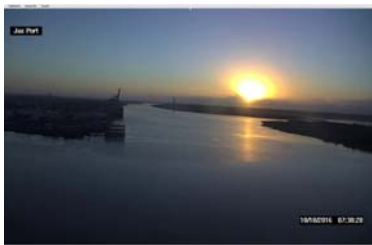
**NORTH FLORIDA TPO continued**

part is simple and the greatest struggle would be to operate and maintain the system. That being said, there is a bright future for Northeast Florida that can only lead to greater things down the road.

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

**MAINTENANCE**

Once again we have weathered another storm and with the assistance of many; ITS Maintenance has been able to get



most of our devices back up and running. We started out on our normal duties this month and as Hurricane Matthew headed our direction we immediately went into preparation mode. FDOT, TCD and Metric worked together to make sure our system was as solid as possible for the storm as evacuations got underway. Our ITS devices were critical for monitoring the conditions of the roadways before, during and after the hurricane.

As many know, our maintenance contractor had their hands full after the storm with not only ITS repairs but deployment of generators to signalized intersections without power. The generators were deployed to provide relief to the law enforcement personnel who had been manually controlling traffic through the intersections and to make it safer for the public to drive post storm. This meant refueling around the clock. This had many of the crew working doubles and triples to keep the system up. They had generators deployed from Nassau County south to southern St. Johns County and soon realized they needed additional equipment and manpower. TCD purchased

additional holding tanks to fuel up the equipment and brought crews out of their Orlando office to help as well. Pictured is the emergency fuel tanker set up at the FDOT Maintenance yard on Ellis Rd where crews would fill up the holding tanks to distribute the fuel to the generators.



FDOT personnel were being pulled in many directions and having a time keeping up with everything, so we brought in Metric Engineering personnel to assist with our efforts post storm. As it pertains to ITS Maintenance two people were assigned to assist us with our duties. Jason Mendel assisted with the ITS repair and troubleshooting efforts as well as kept FDOT informed of each day's activities. Mr. Mendel also assisted in tracking of parts going out to repair the failed devices and the bad parts coming back in to the facility. Jessica Renfrow assisted with the Emergency signal contracts and making sure we had an accurate assessment of items deployed and returned. Ms. Renfrow also assisted with the coordination between the local agencies and the FDOT and Contractor. The assistance provided by these personnel made it possible for me to get some rest and concentrate on other issues that needed my attention.





**MAINTENANCE continued**

ITS Maintenance is still in the process of resolving our remaining device issues as many of them were power related and some took power surges during the storm. But, through team work we will have everything running again and the crews will be able to rest as everyone was and is fighting exhaustion to keep the public safe.

I personally would like to thank each and every one for their efforts and assistance during this time.

We will be returning to normal operation in Maintenance starting this week and will continue to strive to do our part.

**Matt Harbert**  
**ITS Maintenance Manager**

**CONSTRUCTION**

The contractor on the I-95 St. Johns County ITS Project is hoping that power will be provided to the final service points by the first of November. The contractor has been doing stand-alone testing of the DMS, CCTVs, MVDS, and switches for the past several weeks. Device testing will continue into mid-November at a minimum. One of the CCTV poles was damaged sometime back when a vehicle ran off of the road and hit the pole, cabinet and power equipment. This pole is having to be replaced because the manufacturer will not certify the structural integrity of the pole after the accident. The pole is on order and should be replaced in early November. This project is scheduled for completion in February 2017.

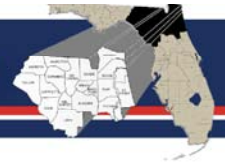
The contractor has completed the installation of pull boxes and splice vaults on the I-75 Fiber Optic

Installation Project. They continue to work on the installation of fiber optic cable, tone wire, and completion of the as-built plans. This project is anticipated to be completed by the end of 2016, but the contract is scheduled for completion in February 2017.

The I-75 ITS Device Installation Project will install ITS devices within the project limits of the fiber optic installation project detailed above and will use the fiber optic cable to communicate back to the Gainesville Smartraffic TMC. TMC operations personnel will control the devices and view CCTV camera images from both the Smartraffic TMC and the North Florida RTMC. The Notice To Proceed is scheduled for early November and field work is anticipated to begin late this year.

The I-10 Fiber Installation Project will install fiber optic backbone cable and infrastructure on I-10 between Jacksonville and Tallahassee, totaling over 150 miles in length. The Notice To Proceed for this project is scheduled for early November and field work is anticipated to begin late this year.

The contractor on the SR 16/US 1 fiber optic cable installation project continued installing pull boxes and splice vaults as well as fiber optic conduit via trenching and directional bore methods throughout the project limits this month. The majority of the conduit installation on SR 16 is complete with the exception of crossing under the San Sebastian River. The contractor started conduit installation along US 1 this month, but has had some problems avoiding a fiber optic cable provider on the north end of the corridor. The fiber optic cable being installed



**CONSTRUCTION continued**

by this project will be used to connect St. Johns County and City of St. Augustine's traffic departments to the ITS fiber network and their local signals. This project is scheduled for completion in February 2017.

**Kevin Jackson  
ITS Construction Liaison**

**ROAD RANGER UPDATE**

Our Road Rangers are tasked every day with keeping our roadways clear while providing the best real time information to motorists and the Regional Transportation Management Center (RTMC). I can attest that our rangers take their jobs to heart and their actions demonstrate how much helping our motorists means to them. This was extremely evident during Hurricane Matthew.



Our Road Rangers showed up in great force to offer assistance 24/7, starting on Wednesday, October 5, 2016 at 6:30 P.M. They provided a calming force to the traveling motorists who were in the process of evacuation before the hurricane was scheduled to hit the Florida coast. During all of the hurricane madness the Road Rangers still held their monthly safety meeting at the FDOT Urban Office Training Center at 11:30 A.M. on October 5, 2016. Mr. Cody Parham welcomed all of the Rangers to the meeting and informed the group that they needed to stay on alert with Hurricane Matthew approaching. Cody also wanted the Rangers to be aware that rain affects visibility of the other cars on the roadway as well

as the Road Ranger trucks. Upon adjourning the meeting, Cody stressed to the Rangers that their safety is of utmost importance to him and notified them that they needed to be prepared to work during the Hurricane.

In the activities charts following, the most common Road Ranger event types for the month of October are highlighted to show the variety of services that they provide as well as the different kinds of reported events. As we can see, the Road Rangers have been very busy by responding to approximately 1,200 events so far in the month of October.

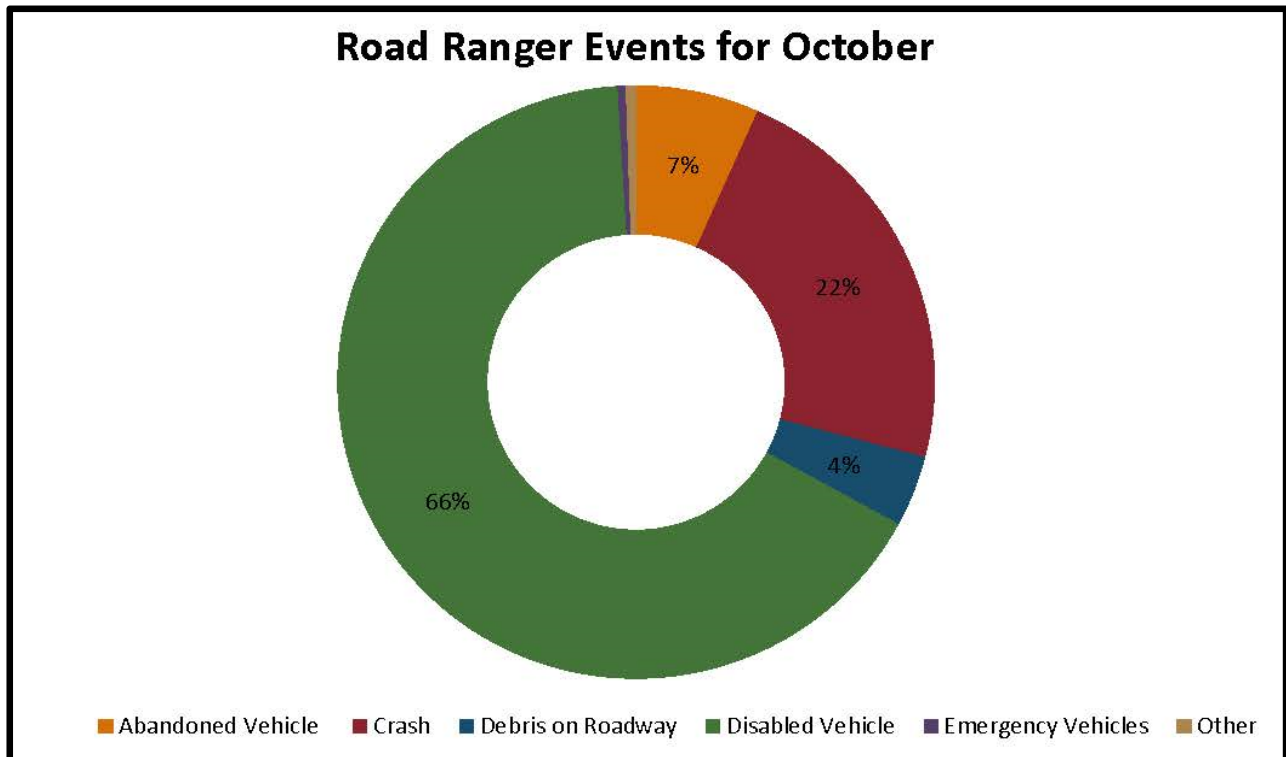
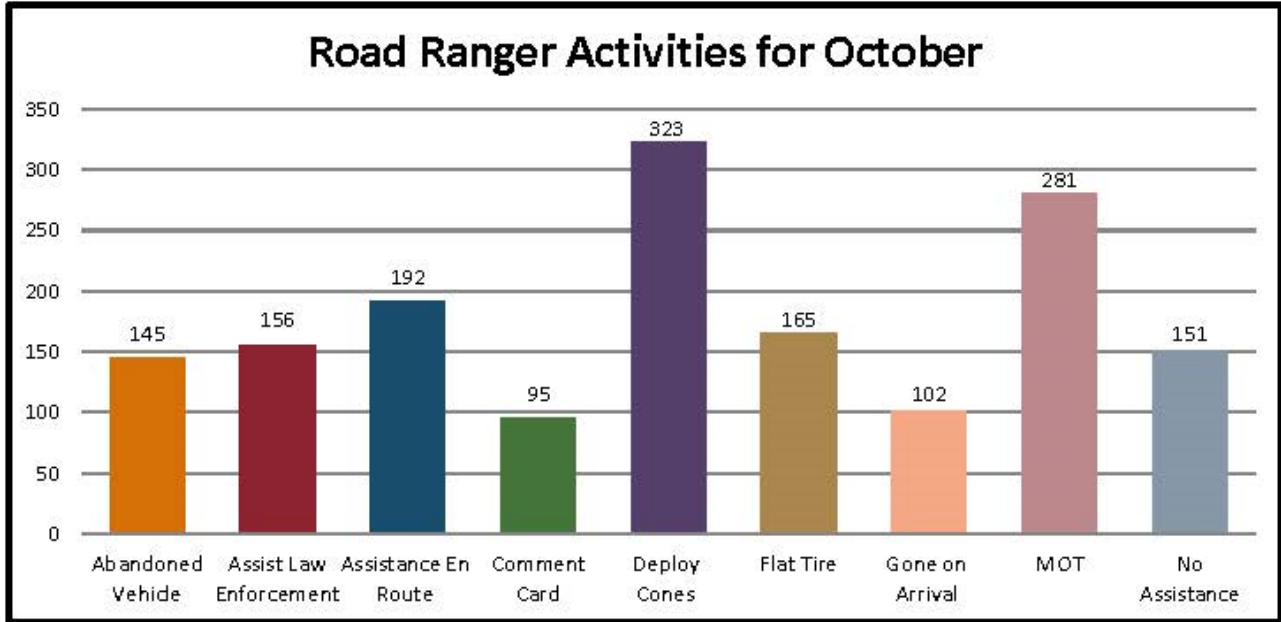
These services include assisting law enforcement, removing debris, changing flat tires and providing MOT when needed. The Road Rangers are much appreciated for all that they do and all the services that they provided during one of the worst Hurricanes that we have seen here in District 2 in over 50 years.

**DeeDee Johnson  
District 2 ITS Operations  
Project Manager**





**ROAD RANGER UPDATE continued**





**RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE**

The Florida Department of Transportation in conjunction with the Florida Highway Patrol (FHP) created the Rapid Incident Scene Clearance (RISC) program to support Florida’s Open Roads Policy and established a 90-minute goal for the clearance of motor vehicle incidents on Florida’s roadways. The goal of RISC is to quickly secure and restore highway facilities for public use and is a major component of Florida’s Traffic Incident Management strategy. Our RISC program comprises nine counties and covers major incidents along our interstates. RISC has not been activated so far in the month of October but District 2 is fortunate to have our current RISC vendors. This program has been heavily utilized over the past several months and we are very thankful for the program and how much it has helped us here in District 2.

**ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**

The Alachua-Bradford Traffic Incident Management Team held its bi-monthly meeting at the FDOT Gainesville Operations Office – 5301 N.E. 39th Ave., Gainesville on **October 12, 2016** at 10:00 A.M. Mr. Craig Carnes welcomed all of the TIM members and stated that he was very happy that everyone was safe after Hurricane Matthew. Luckily, there was no catastrophic damage in the Alachua-Bradford area.

Mr. Carnes then moved on to the ITS/RTMC update. He discussed the ongoing fiber optic project and informed the group that the project is drawing near to completion. This project includes the installation of fiber optic cable from SR 24 to the Georgia line. After this connection is complete there will be fiber from the Marion

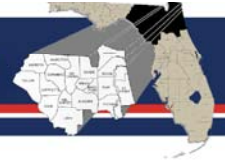
County line to the Georgia line. Another ITS project will start soon after the fiber project is completed which will include the installation of cameras, microwave vehicle detection systems and dynamic message signs all the way from SR 24 to the Georgia line.

Mr. Ryan Crist also provided some information to the group regarding some possible future projects on the I-75 corridor. These projects are currently being heavily discussed by the Florida Department of Transportation and still require funding. These projects include items such as providing Road Rangers through the I-75 corridor 12 hours a day, 5 days a week. There are also discussions involving trailblazer signs on the arterials to divert traffic around an incident if needed and Variable Speed limit signs to slow traffic as congestion grows within the urban area.

Mr. Crist also went on to discuss 511. The new platform was rolled out right before Labor Day and Hurricane Hermine. Most of the issues that were found with the system have been fixed and a “MapQuest” type feature has been added. This feature will provide directions from one point to a determined destination and will include travel times, congestion and construction events along the route. Ryan encouraged the group to inform the software vendor if they encounter any issues or have any ideas for the new app. They are working to get all of the matters resolved.

We are in the process of updating the TIM Team meeting process and strongly encourage all TIM members to send in suggestions for agency topics to be discussed during the meeting. All ideas are welcomed and can be sent to [DeeDee.Johnson@dot.state.fl.us](mailto:DeeDee.Johnson@dot.state.fl.us).

Continued on following page



**ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**  
**continued**



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

The next Alachua-Bradford Traffic Incident Management Team meeting will be held on **December 14, 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. If you are unable to attend, please feel free to send someone else who could represent your agency. We look forward to seeing you there!

**FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**

The next First Coast Traffic Incident Management Team meeting is scheduled for **November 15, 2016** at the Regional Transportation Management Center (RTMC) – 980 N Jefferson St., Jacksonville, Florida at

10:00 A.M. Please mark your calendars to attend this meeting as each agency's participation is important for the good of the group. If you are unable to attend, please feel free to send someone else who could represent your agency. We thank you for your participation.

**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.*

**DeeDee Johnson**  
**District 2 ITS Operations**  
**Project Manager**





**OPERATIONS**

As my plane landed at 11:30PM on the night of October 2<sup>nd</sup> I knew it was going to be a long week. I was out of town for a cousin's wedding without my wife and children which means I owed my wife big time and my kids were WAY overdue for some daddy time this week. While sitting at the JFK Airport I got caught up on Hurricane Matthew that was ripping through the Caribbean making its way towards Florida and our beloved First Coast. After getting caught up from the long weekend I knew the first Hurricane in over ten years was headed our way which is when we go into hyper drive.

My calendar quickly filled with nine, yes **NINE**, different Hurricane Matthew meetings over the course of the week. The beginning of the week was prep work made easy by having a Hurricane Preparedness Plan already in place and the fact that Hurricane Hermine was a nice (not so) Dry Run. Devices, staffing, division of duties, response plan generation, stocking up on supplies and much more took place. Living out at the beach I had my hands full as well as everything was taken down from the walls, things were moved to interior closets/ bathrooms, a keep safe bag was packed, clothes were packed, items were pulled away from the windows and first floor furniture raised off the floors. Having a plan in place ahead of time is crucial, which my wife and I do, so that when I have to work I don't have to worry about them being safe.

On Thursday morning I made one last trip to my in-laws to help them move furniture upstairs (they are two blocks off the beach in Atlantic Beach), gave them a hug and wished them luck. I went home and spent a few moments with my wife ironing out the last details, we locked down our house and I

kissed my family good-bye for an undetermined amount of time. My family was off to Embassy Suites on Baymeadows and I was off to work.



Good bye and good luck home

Our staff came ready to earn their keep this storm. From Jake Wilson staying until Midnight during the storm to Jason Evans working Saturday and Sunday our Supervisors took the Hurricane Challenge head on. They were busy sending out hourly updates, assisting Operations, providing guidance, coordinating between agencies, gathering information and keeping up with staffing. Jason Summerfield made a weekend appearance working 10+ hours to help with damage assessment, troubleshooting downed devices and trying to maintain what was left of our network.

Our Operators really stepped up and I could not be more proud of this group. From Wednesday night when Road Rangers went 24/7 through Monday we never dipped below 3 people. Poor Alan even had the awful job of waking me up in my office to send hourly updates even though he put in over 36 hours during the storm. Ashley Zirkle hung out



**OPERATIONS continued**

between shifts and napped in the Quiet Room. David Rolfe held down the weekend and used the RTMC Showers! Olivia Weippert was finding downed trees and debris on CCTVs and coordinating with the AM Contractors. Stacy Osorio came in and handled 15 hours. Porsha Gilbert helping me rest easy on the overnights doing 44 hours during the storm and mostly in the hours of darkness. Rachel Crisler handled an 18 hour shift and Brian Hill stayed over an extra five hours to help out. Most importantly, the roof stayed on our building! I know I am forgetting people but this is what it takes. It takes a village. So proud.

As for my family, my kids found friends and made friends at Embassy Suites. I am sure the hotel loved a bunch of kids playing Hide and Go Seek in the Atrium. They got to swim in the indoor pool and they had power most of the Hurricane. My wife even got to enjoy the Hotel Happy Hour with her Dad while her Mom watched the kids. Despite me checking in every hour it gave me a nice peace of mind knowing they were safe with family and friends during the ordeal.

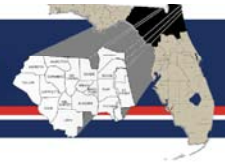


On Saturday morning Penny Kamish came to my rescue and sent me to my family. Penny was a life saver! Thank you! My wife was determined to get home so she was already in line on Beach Blvd. to get over the bridge when it opened at noon. I was about 15 minutes behind her. When the bridges to the beach opened and I was coming up over the apex of the bridge there were six kids coming down the beach side of the ICW on skateboards. For some reason I found great comfort in that. It was a sense that no matter what lies on the other side of the bridge our beautiful and beloved beach community will be OK. It will take time but things will be OK. Our home was fine but some of our friends did not make out so well. A1A might be gone in some places and homes ruined but we can rebuild. Many people labored long hours to start the process and now we must keep it going. Just like those kids on the skateboards, I know our City will keep it going.



Pool, power, iPads and books- Bennett above & Bryant on right.

**Ryan Crist  
RTMC Manager**



**MARKETING**

If life is a highway, there sure are a lot of potholes and speed bumps along the way. I had never been to Beaufort, South Carolina prior to Hurricane Matthew, but less than one week after the storm hit I found myself meandering along the back roads that connect Beaufort to the outlying barrier islands of Hunting and Fripp. A quick scan of <http://www.511sc.org/> told me everything I needed to know about traffic congestion and construction along I-95, US 17 and US 21, main arteries leading from Jacksonville into Beaufort and beyond, but it didn't paint a picture of the scars left behind by Hurricane Matthew. Yes, the roads were open, but Matthew raked its steely fingers across this fragile area, making it difficult even one week out for delivery trucks to service grocery stores and restaurants. We were told time and time again, "We're out of this. We don't have that. We don't expect our trucks to come in until possibly next week or the week after."

On South Carolina's 511 page, under the heading of Tourism, an alert immediately pops up with Hurricane Matthew Updates, alerting visitors to which state parks are open and which roads are still impassable. As my car bumped and dipped along US 17, I thought of areas closer to home that were still affected by the storm; SR A1A in Flagler Beach and Huguenot Park in Jacksonville. A quick search of our <https://fl511.com/#:Alerts> website and corresponding apps <https://fl511.com/App> revealed the same. With a quick click of a button motorists can "Connect. Know. And Go!"

Here in the South, from the Carolinas down to the Florida Keys, we've learned to pick ourselves up by the boot straps and carry on. Until the next storm. And the one after that. We're a resilient bunch of folks, that's for sure. And while hurricane season may be winding down, fall travel is just about to start ramping up.

Our 511 Marketing team attended a number of events throughout the month of October, and we've booked a few more into November. Fresh off the heels of our Hyatt Regency Riverfront event, we made stops at the SteinMart Corporate offices and the Prudential building. Next month, we'll head over to Black Knight Financial Services as well as Fidelity National Financial, and our message will be the same. "Connect. Know. Go."

We hope you'll also remember to include 511 in your fall travel plans. You can dial 5-1-1, visit [www.FL511.com](http://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**



SteinMart Employee Fair





**PERFORMANCE MEASURES**

Hurricane Matthew was a very powerful, long-lived and deadly tropical cyclone which became the first Category 5 Atlantic hurricane since Hurricane Felix in 2007. This was the first hurricane to directly impact the First Coast since Hurricane Dora in 1964. With gusts reaching 87 MPH in the Jacksonville area and over 6.75 inches of rainfall.

The St. Johns River in northeast Florida reached its highest level on record at the Shands Bridge, along with 3 to 4.3 feet of storm surge inundation reported at the Racy Point, Red Bay Point and I-295 bridge tide gauges. On the morning of Oct. 8, 2016 the St. Johns River was reportedly flowing backwards.

Storm surge flooding affected the St. Augustine area, including major flooding on Anastasia Island where water was reported to be 2.5 feet above ground level. Nearby, to the south, Flagler Beach, Florida saw parts of A1A being washed away by the storm surge. JEA reportedly had 218,959 customers without power and crews began to restore services as soon as Friday night.

Jacksonville’s incident management team was on staff as they hunkered down in the RTMC preparing for the worst to happen. With the potential threats of severe weather, which included heavy rainfall, strong winds, storm surges, flooding, and isolated tornadoes, it was reassuring knowing that there was a TEAM being that “all seeing eye” on our roadways here in District 2.

In the charts provided, we can see that there has been a 13 percent increase in abandoned vehicles on the roadway when compared to the yearly average. During the week of Hurricane

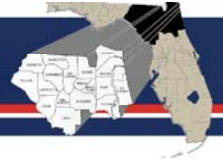
Matthew, there was a 6 percent increase in the number of congestion events and a 10 percent increase in crash events. Also during Hurricane Matthew, there was a spike in the number of visibility events by 50%, weather events by 21 percent and debris events by approximately 1.4 percent.

The average clearance duration times for the past 12 months have stayed well under the goal duration times as we can see in the charts below, but the month of October reflects the damage that Hurricane Matthew posed in our area. District 2 has averaged approximately 51 minutes for our Open Roads Duration time and 83 minutes for our incident clearance duration time in the month of October as compared to the open roads goal of 90 minutes.

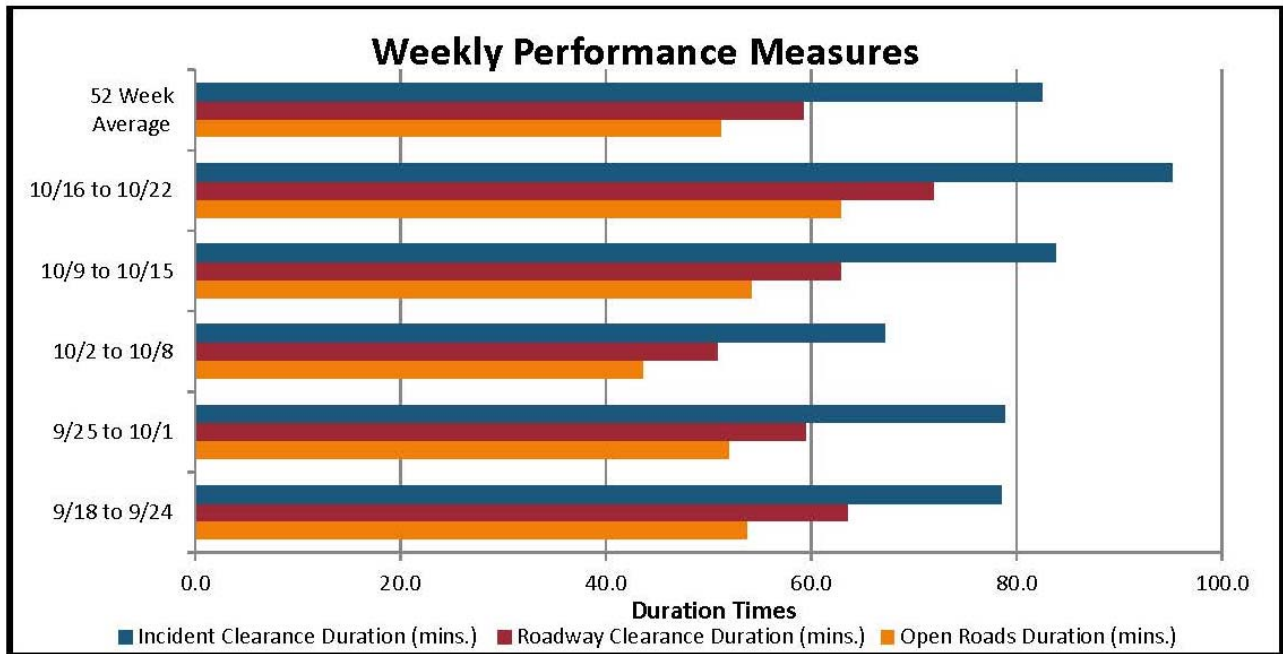
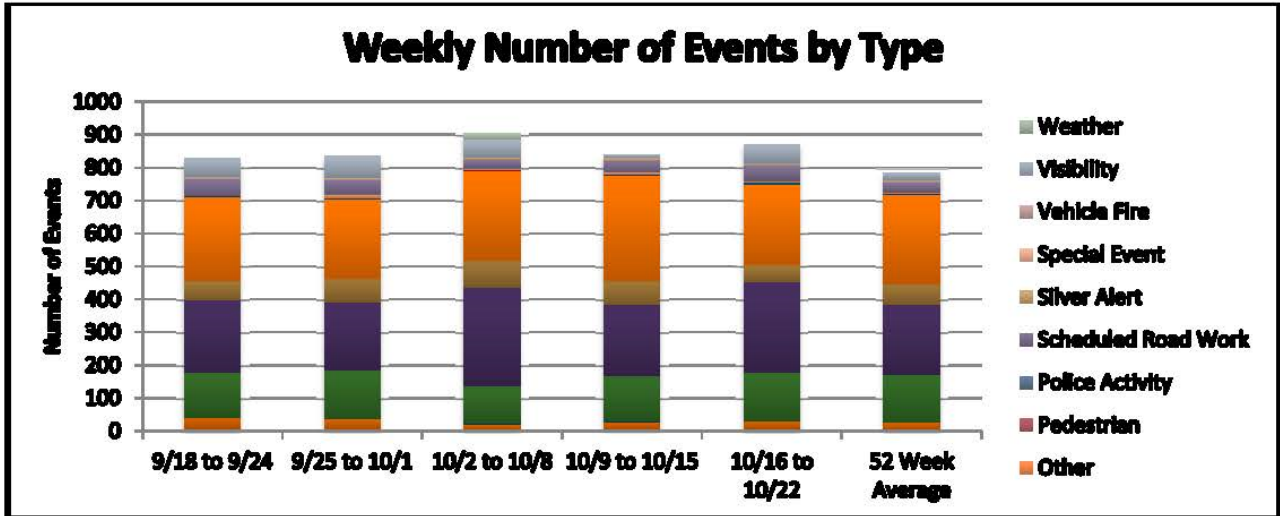
The charts show the Performance Measures for the Open Roads, Roadway Clearance, Incident Clearance durations and events for the past five weeks.

**Sherrell Lall  
Metric Engineering**





**PERFORMANCE MEASURES continued**





**SPOTLIGHT ON...JENNIFER KENNEDY**

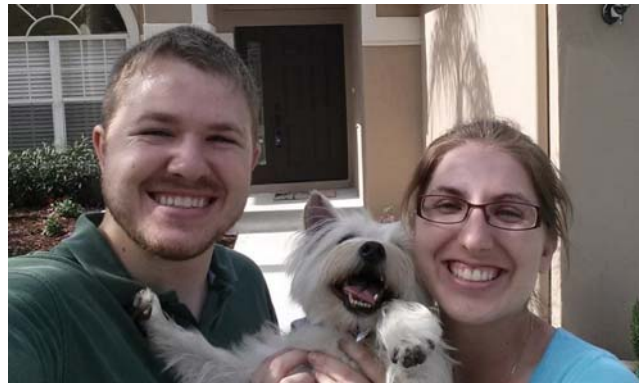
I am a native Floridian, raised near St. Petersburg. I have lived near the ocean my entire life, although I much prefer hiking in the mountains to swimming in the sea. I moved to Jacksonville a little over a year ago from Miami. My husband, Andrew, is a meteorologist with the National Weather Service, and we made the move for his job.

I work for HNTB Corporation as a Traffic Engineer in our Jacksonville office on projects for FDOT, North Florida TPO and Florida's Turnpike Enterprise along with local municipalities. I really enjoy the transportation engineering field because it is constantly changing. With all the new technology, such as connected and automated vehicles, transportation engineering five years from now will not be what it is today.

Before moving to Jacksonville, I worked with RS&H for over four years in Miami. The majority of the projects I worked on were express lanes, but I also did smaller traffic operation projects on state maintained roadways. One of my favorite contracts I worked on while I was in Miami was for safety. The contract involved visiting the sites of fatal crashes and making recommendations for safety improvements. I also worked as an adjunct professor during my time in Miami. I taught a web-based graduate course for three years at Texas A&M University-Corpus Christi called Engineering Geographic Information Systems (GIS) Applications and Design. I then taught GIS in Civil Engineering, an in-person course at Florida International University the year before I moved to Jacksonville.

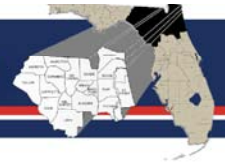
Prior to working for RS&H and living in Miami, I lived in Corpus Christi, Texas and earned my Masters of Science at Texas A&M-Corpus Christi in Geospatial Surveying Engineering.

Geospatial Surveying Engineering is a mixture of geospatial systems design (think GIS) and surveying engineering. I earned my Bachelor's degree in Civil Engineering with a minor in Environmental Engineering Science from Florida State University. Go Noles! It was at Florida State that I really started developing a passion for engineering, especially traffic engineering. Dealing with poorly designed roadways and sitting in traffic can turn some of the nicest people into Mr. Hyde, and I wanted to alleviate that stress and improve the safety of our roadways.



Jennifer, husband, Andrew & Renegade

My husband and I love to travel all over the world and experience new cultures. Our goal is to at least visit all the continents and 50 states. My favorite country that I've been to so far is Costa Rica. Next year we will be visiting New Zealand. When I'm not working or traveling, I enjoy doing outdoor activities such as hiking, playing softball and snow skiing. I am very active with the American Society of Civil Engineers (ASCE) where I serve as the National Chair for the Engineers Week Committee and as the Florida Section's Younger Members Chair. I also enjoy relaxing with a good book or action movie and spending



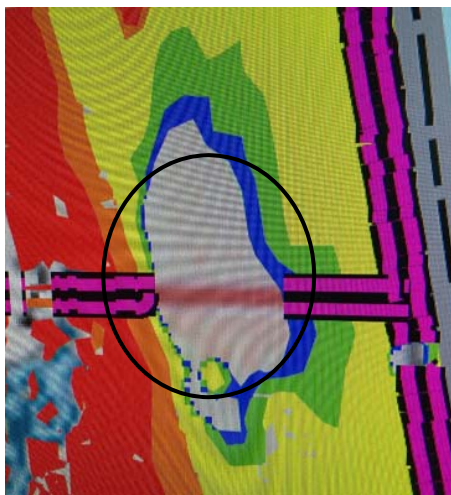
**SPOTLIGHT ON...JENNIFER KENNEDY**  
**continued**

time with my husband, friends and our 3-year old cairn terrier, Renegade.

My current role at the RTMC is assisting Pete Vega with the Transportation Systems Management and Operations (TSM&O) program. This involves reviewing ITS construction plans, documents and performing a variety of other TSM&O research and reports in addition to daily operations. I am at the RTMC every Tuesday and Thursday, and my door is always open for questions, concerns or just a friendly chat.

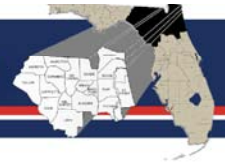


**HURRICANE MATTHEW  
PHOTO GALLERY**



Above: Ryan Crist home in grey area with no storm surge; At right top, Sherri Byrd home post storm & below, her neighbor across the street; bottom, Penny Kamish easterly view pre- storm; Below: dune breach post-storm with eight feet of surge water between dune & seawall and walkway destroyed.





Traffic Incident Management  
2016 Meeting Schedule

**First Coast TIM Team**

FDOT Urban Office Training Center  
2198 Edison Avenue, Jacksonville  
904.360.5400

November 17, 2016

**Alachua/Bradford TIM Team**

FDOT Gainesville Operations Office  
5301 NE 39<sup>th</sup> Avenue, Gainesville  
352.381.4300

December 14, 2016

**FDOT DISTRICT 2 ITS STAFF**



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Transportation System Management  
& Operations Program Manager**  
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