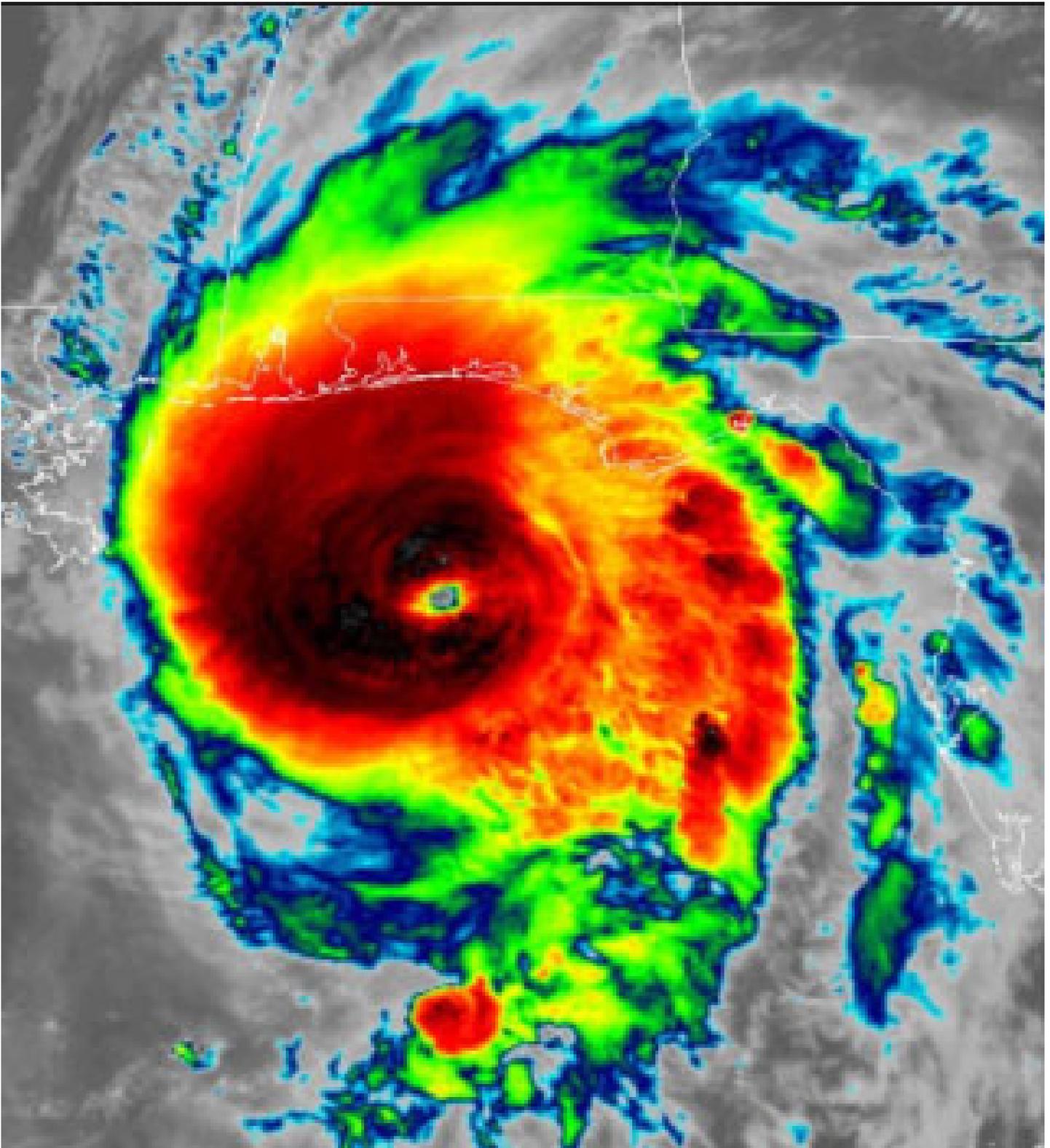
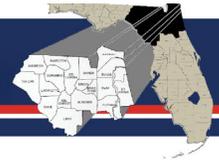


## *Hurricane Michael approaching the Florida Panhandle*





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

The first quarter of this fiscal year is over and boy has it been a roller coaster ride! These past few months have been a trying period for many of my loved ones as we dealt with life as we know it, whether it was due to personal issues, illness or even death. It seemed like every week there was an episode encountered that took us further into the depths of despair. Several of them considered me to be the Optimist of all things and even I had trouble dealing with all the curve balls thrown our way. Then came Hurricane Michael in early October and everything was put back into perspective. It was time to put on my game face while holding things together since our brethren in District Three were hit very hard.

In the past, I always shared with friends my interpretation of life. When I was a teenager, it was the hurdle of trying to avoid doing something stupid enough that would lead to a life altering event or even death. I always told my friends, "If I can make it to 25, then I'm golden because I have now overcome the stupid period of life where risks were never considered." Once I hit my late 20s the focus transitioned into "I made it! Now what the hell do I do to make my life worthwhile?" My thoughts transitioned to a career, a family and avoiding some terminal disease that cheats me from the most adventurous portion of life. By the time I hit my 40s, reality showed its ugly face as the bumps and bruises kicked in on a more frequent basis. Sometimes, getting out of bed was challenging enough as I tried to avoid twinging my back or twisting an ankle (Should have never played football in high school!).

October 23<sup>rd</sup> was my 25 year anniversary with the Department. Looking back, it seems like time flew by as I transitioned from reality to closing in on retirement. During this adventure, I feel that I've just about seen it all while with the Department, from wild fires causing the closure of interstates, to heavy equipment sinking in muck, to major Hurricanes causing the evacuation of hundreds of thousands of Floridians. All that being said, nothing really compared to the devastation recently encountered by our partners in the Panhandle. Hurricane Michael was extremely unusual in that it turned from a minor depression to a Category 4 Hurricane in what seemed like a matter of days. On Monday, October 8<sup>th</sup>, I was having lunch with District Three TSM&O staff at the ITS 5C Summit, discussing coordination plans when our fiber link was completed. About one hour later, these individuals had packed their bags and were headed home to deal with the aftermath of Michael.

Once the storm came and went, it was obvious that Hurricane Michael had devastated the central section of District Three. Prior to the storm, we could coordinate with Amy DiRusso and her team via e-mail, landlines and cell phones. The day after it felt like they went into the dark ages. All communication was lost until Amy reached out to us with a telephone call the day after. Her team had to find a Wi-Fi hot spot in their District to make the call and check e-mails. They had no cellular or landline capabilities to communicate to us. During the discussion, we learned that several of her team members had severe damage to their homes, yet they returned to work to assist others where it was needed. The outlook is for a long



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

period of recovery before District Three's ITS program is fully operational. They lost capabilities for a majority of their field equipment, their RTMC and a multitude of traffic signals.

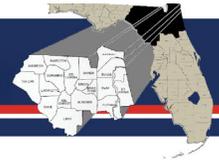
As the District Three team tries to recover, please keep them in your thoughts and prayers. These are some of the finest folks in the Department who give more than they receive. Unfortunately, in an instant their lives were turned upside down, with no real timeframe on when they will recover. On Monday morning, October 8<sup>th</sup>, the week began with excitement as the ITS 5C Summit kicked off its opening ceremony. By Thursday morning, October 11<sup>th</sup>, the main concern was finding water, food and shelter for the District Three team and Panhandle citizenship. This was definitely a punch in the gut on where our priorities should be.

As for the District Two TSM&O program, I've told my staff that I can see the light at the end of the tunnel. My expectation is that by January 2019, the full I-75 deployment should be completed, thereby providing the RTMC with access to CCTV cameras, Vehicle Detection and Dynamic Message Signs from District Five (Marion County) all the way up to Georgia. Likewise, the I-95 ITS project in Nassau County will complete the District Two run along this corridor from District Five (Flagler County) all the way up to Georgia. The I-10 ITS deployment is nearing the halfway point. We currently have 99% of all the fiber optic trunk line in place (except for a 1-mile hop over the US 301 interchange project), a

majority of the CCTVs and the beginning of the DMS installation. I expect this project to be completed by the end of calendar year 2019, thereby connecting us from District Three (Tallahassee) all the way to Jacksonville.

As I was thinking about these projects earlier this summer, it hit me that we probably have the largest ITS deployment in the state, if not the country. The Interstate deployment is nearly 400 centerline miles in length! Not to be forgotten, our partnerships with local agencies also include nearly 200 centerline miles of RTMC coverage on arterial roadways as well! When I first took this position in 2002, the expectation was that the program would only be involved with around 130 centerline miles of ITS. Boy, did we miss that target by a long shot!

With this information, I will proceed to wrap it up. For those of you who have not heard, I recently received an invite to lead the District Seven TSM&O program back in my stomping grounds of Tampa Bay. After several weeks of thought, I felt I could not pass up the opportunity to rekindle old friendships and began planning my departure. As time passed and word got out, I thought about all the things we'd accomplished in "little old District Two." We (or I) never asked for much during my tenure as we built for the future, little by little, with all our partners buying into the concept. When the time for a decision arose, I was ready to go and had my boxes packed for the move. I kept telling myself, this would be a great opportunity and you've done all you could in your current position.



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

I felt that the District Seven position was the perfect fit! They wanted me to build a relationship with the MPOs (Been there), develop an arterial program (Done that) and lead them into the future of Connected Vehicles and Express Lanes (Hmm!). That’s where I hit a roadblock (per se). Did I want to return to the basics, put it in cruise control and wrap up my career building another program? Or...did I want to see this to the end where the FRAME and Express Lanes were fully operational? I decided that “You have to read a good book to the end!” and have decided to try and wrap up my career in District Two. Hope to see you soon.

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

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

What Exactly is an Autonomous or Connected Vehicle?

There are many cases where the general populace may interchangeably use autonomous vehicles with connected vehicles, but both have very distinct meanings. Let me begin by providing a very general definition. Autonomous vehicles are ones that provide a certain level of assistance or automation to driving the vehicle. There are levels that will be discussed later in this article. Connected vehicles have a link to the internet and have a wireless access network that enables them to share information with the

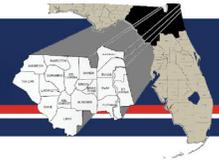
driver. There are many ways to provide the driver with the information but the anticipated route is via Dedicated Short-Range Communication radios (DSRC). The true battle is getting a standard across the board with automakers and local/state/federal agencies. Imagine a world where a collision event has occurred 20 minutes away from your current position and the car will notify you and provide alternative routes if desired. The advent of 5G cell towers will definitely move the technology one step closer.

I, for one, thought autonomous vehicle were just cars that take us wherever we want and just sit back and enjoy the view. That mentality is wrong and right at the same time. Let me elaborate. There are 6 levels to autonomous vehicles:

Level 0-  
No automation; zero autonomy, driver performs all tasks

Level 1-  
Driver Assistance; vehicle is still controlled by the driver but some driving assist features may be included in the design. Examples could be a lane departure warning or blind spot warning.

Level 2-  
Partial Automation; vehicle has combined automated functions like acceleration and steering but driver must remain engaged. Examples could be adaptive cruise control, active lane assist, and emergency braking.



**NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER continued**

Level 3-  
Conditional Automation; driver is a necessity, the vehicle is capable of managing itself on freeways. The driver must be prepared in the event of a failure.

Level 4-  
High Automation; the vehicle can perform all driving functions. The driver may elect the option of control of the car.

Level 5-  
Full Automation; the vehicle can perform all driving functions under all road conditions. This is the level most people think about when they hear autonomous vehicles but in theory these would be vehicles that could transport goods and services more efficiently.

It will most likely be a long time before we truly achieve Level 5 but rest assured that many people across various industries are working diligently to make this dream a reality.

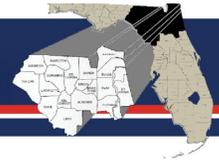
Source: The National Highway Traffic Safety Administration Website

Alejandro Varela, P.E.  
FDOT D2  
ITS Operations Manager



Above: A bit like the Jetson's, but perhaps someday...; below, how vehicles will communicate, not just with one another, but with traffic signals, as well as with other ITS devices





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

National Traffic Incident Response Awareness week is coming up November 11<sup>th</sup>-17<sup>th</sup>. Every minute of every day emergency responders across the country work tirelessly to help save lives at the scene of traffic incidents. Every year hundreds of emergency responders representing Fire/ Rescue, Law Enforcement, Emergency Medical Services, Safety Patrols, Towing and Transportation agencies are struck and either injured or killed while responding. This type of secondary crash intensifies the impact to communities, individuals and the economy. We read about these tragedies caused by distracted driving, vehicle malfunction and other variables almost every day and the emergency response community stands to lose the most.

Help raise awareness about the dangers emergency responders face at traffic incidents this November 11<sup>th</sup> -17<sup>th</sup> during **National Traffic Incident Response Awareness Week**. As Traffic Incident Management program participants and responders, we are faced daily with dangers on the roadways and in our local communities. Together we can use well-rehearsed procedures and coordination to get the equipment to the right location faster, protect motorists and responders and restore traffic to normal flow quickly. Traffic incidents, defined as just about anything that affects the flow of traffic on our roadways, are the single greatest cause of unexpected delay.

Time spent in traffic jams due to traffic congestion and incidents cost businesses billions of dollars in lost productivity. Many commuters lose the equivalent of nearly one work week of time (36 hours) and nearly a tank of gas just sitting in incident related traffic every year.

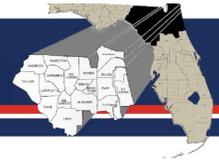
That time lost in no way compares to the value of heartache and time spent when you or a loved one is involved in a serious traffic crash. When lives are at stake, time is never more precious. Every minute counts when emergency responders are trying to get to the crash scene and then to the hospital, to deliver lifesaving help to people injured in a crash.

These **“Heroes of the Highway” cannot do it alone** – we need everyone’s help in spreading the word. Motorists need to know and abide by safe, quick clearance laws and policies that require drivers to slow down and move over. Drivers need to be informed to move their vehicles out of the lanes of traffic, to a shoulder of safe location, if they are involved in an incident, where their vehicle is drivable and there are no injuries.

As part of FDOT’s TIM (Traffic Incident Management) Program we currently offer response agencies a shared classroom for training the responder community (SHRP 2) with a consistent vision. This training enhances quick clearance efforts, meets open roads policies and improves the safety of responders and motorists. Responders see firsthand new multiagency standards and best practices. These efforts benefit our community and help make sure that our loved ones, responders and motorists alike, make it home safe each and every day.

Please contact Craig Carnes at [CCarnes@metriceng.com](mailto:CCarnes@metriceng.com) or Dee Dee Crews at [deedee.crews@dot.state.fl.us](mailto:deedee.crews@dot.state.fl.us) if you would like more information about SHRP2 training for your agency.

**Dee Dee Crews  
Project Manager  
District 2 ITS Operations**



**NORTH FLORIDA TPO**

The District Two TSM&O program’s partnership with the North Florida Transportation Planning Organization (NFTPO) has been a model for the entire State of Florida over the past 15 years. Recently, I received a call from an MPO outside of Florida inquiring about how we make it work so well in North Florida. The simple answer can be summed up the one word “WE.” Our success is based on a collaborative effort where all parties win, whether it’s the Department, local agencies or the NFTPO. At times, a disagreement here or there will occur, however we always make it work out due to the long-standing relationships we’ve built.

Recently, the NFTPO ventured into an effort that is beyond the limits of the Department. It involves working with the “cloud” and private industry. These are two arenas that do not fit the Department’s model to focus on efforts along the roadway system. In essence, the NFTPO has ventured into a PPP type exercise that involves both public and private funds to achieve the goals of all parties involved. In a sense, it’s an extension of the plan first developed by the ITS Coalition 14 years ago, where we initiated the ITS program effort with local public agencies with the intent of involving private enterprise down the line.

The NFTPO’s goal with this project is to provide a product that is useful for the enhancement of mobility in the North Florida region, while providing opportunities for private enterprise. This project has been so successful that venture capitalists from around the country have been knocking on their team’s doors. Jeff Sheffield probably gets a call or visit from an entrepreneur at least once a week. Each has a vision for what can be provided from this project and the sense is that the NFTPO is headed in the right direction.

It’s really pretty simple, remove the silos and they will come. How, do you ask? By creating a centralized database with traffic information, supplemented by private industry data that can be packaged and resold at a price.

This concept isn’t new by any means. Central Florida and South Florida are headed in a similar direction, however the NFTPO is the first (that I know of) to get financial investment from the private industry. To put it in simpler terms, while other regions of the country are on “flip phone” mode, the NFTPO is way ahead with their “Smartphone” concept. This effort will remove the silos that currently exist, thereby introducing an opportunity to streamline mobility while addressing the needs of the community.

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



**ITS MAINTENANCE**

This quarter has been a very busy one for the ITS Maintenance group and all of our groups in general. From tasks asked of us by the District Office to preparation for Hurricane Michael, the team has been working diligently to get everything completed. As a team, the work was handled very well and completed in a timely manner.

Continued on following page



**ITS MAINTENANCE continued**

One task we had was to install a connection and CCTVs to the District Office and Lake Jeffreys maintenance yard in Lake City. After being asked to make several revisions once inside the building, we now have connectivity to the ITS network for the EOC, Bridge Department, the Director and others so that they can view our system and cameras at any time. Along with the work in Lake City, we added additional connections at the Urban office as well after Pete Vega and Eduardo Gomez moved their offices from the RTMC to the Urban office.

There have also been some new signs installed around Saint Augustine for when the Bridge of Lions is raised to allow for advanced notice to the public, so they can choose an alternate route if they would like. This system was designed by DRMP and installed by TCD with the assistance of Metric Engineering for integration to the Saint Johns County network. We have completed the testing phase for this system and will be going operational soon.

Another project that ITS Maintenance has been requested to do and has started is the upgrade to signal cabinets along the US19 corridor. The concrete work to increase the size of the existing controller cabinet bases to accommodate the new (larger) cabinets will be done by November 2<sup>nd</sup> and the new cabinets should start being installed the following week.

We also installed sensors on four bridges in the western part of the District to monitor water velocity and depth. These sensors were installed on the I-10 Suwannee River and Suwannee River Relief bridges as well as the I-75 Santa Fe and Suwannee River bridges. The installations took several days to complete

and were done in coordination with the Bridge Maintenance group who provided personnel and the Under Bridge Inspection Machine (UBIM) which allowed TCD's personnel to get down close to the water and under the bridge deck to mount the conduit and sensors. These sensors will be used in the future to allow the Bridge Maintenance group and EOC to monitor water levels and possible scouring when water rises at these bridges.

While doing this we have also been working with the construction department to assist their CEIs with troubleshooting device issues within their projects to determine what may be causing various issues they are having. ITS Maintenance has also been brought in on a couple of jobs to make connections so that the construction contractors can do testing for their projects.

Then there was Hurricane Michael. First and foremost, our thoughts go out to those affected by the storm. Second, we are happy our District didn't get any serious damage, but we were prepared for a scenario in which it changed course and headed straight through our District. Our staff and the staff of the operations team prepared and even spent nights in the RTMC to monitor the pending storm. The worst effects that District 2 ITS took was power outage for a day in the western part of the district.

With all the special projects and storm preparation, the ITS Maintenance Contractor was able to maintain the equipment at a high level of reliability. This includes replacing bad devices and making connections for the JTB CCTVs on the east side of the Intracoastal Waterway.



**ITS MAINTENANCE continued**

This work is only accomplished due to a collaborative effort by all groups. ITS Maintenance strives to keep devices running and, with everyone assisting, we are able to do so.

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

**ITS CONSTRUCTION**

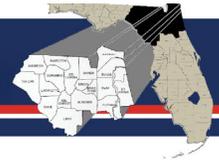
It seems as if all of the Roadway Construction projects, which included ITS elements, along with our ITS Construction projects are all trying to reach Final Acceptance at the same time. Luckily, we were able to see this coming several months ago and were able to get support from our Consultants, Atkins and Metric Engineering. Atkins was able to provide two ITS Sr. Inspectors and Metric was able to provide one Sr. Inspector to help us with Inspection oversight, testing and punch list items. Even with these additional personnel, it has been difficult to keep up with the project demands. In addition, Ryan Crist recently moved to Atkins, from his TMC Manager role with Metric Engineering, and is helping to keep up with all of the requests for support from the various Construction Project Managers and CEI staff. Below is a summary for all of the projects we have been working on since the last newsletter.

The I-10 Fiber Installation Project encountered several setbacks along the way but was able to complete within contract time. The project was Final Accepted in August and the newly installed fiber is being used to communicate with the devices that are being installed under the I-10 ITS Device Installation Project.

The I-10 ITS Device Installation Project began construction late last year and the contractor has been working diligently to get devices installed and operational. This project includes ITS devices along I-10 from SR 23 going west to Tallahassee. All of the CCTV cameras between SR 23 and I-75 have been operational for several months, allowing the RTMC to view videos of the roadway and traffic conditions along this critical stretch of I-10. The contractor is working on DMS foundations, ITS device pole installations, and power service drops along the entire corridor from I-75 going west to Tallahassee. This project has more than a year of contract time remaining and is well ahead of schedule.

The contractor for the I-75 ITS Device Installation Project has been working on device testing and final punch list items. This project includes ITS devices along I-75 from SR 24 in Gainesville going north to the Georgia state line. All of the DMS have been stand-alone tested and have finished or are about to finish their burn-in period. The DMS were utilized to help inform motorists during Hurricane Michael for the evacuation and return traffic. This proved vital as I-10 was closed for long stretches during/post Hurricane Michael. The CCTVs have also passed stand-alone testing, leaving only the MVDS remaining to be tested. This project is anticipated to be completed in November.

The Contractor for the I-95 Nassau County ITS Project is well ahead of schedule and has the majority of ITS devices and power services installed as well as the conduit and fiber optic cable. Stand-alone testing is anticipated to begin within the next few weeks for all devices, which would allow the RTMC to use these devices prior to the Thanksgiving Holiday. This project should be completed by the end of the year.



**ITS CONSTRUCTION continued**

The SR 23 North and South projects are in various stages of device integration and testing. Final testing of the MVDS will be completed once the roadway work is substantially completed and traffic is using the final lane configurations. The anticipated open tolling date is now February 2019.

The I-295 West Beltway Express Lanes Project is well behind schedule and is now anticipating completion early next year. All ITS devices, with the exception of one DMS that was damaged in a vehicle accident, are installed and stand-alone tested. The toll rate and lane status DMS are currently in the Burn-in period, with the exception of the DMS noted above, which has not been installed. Final testing of the MVDS will take place after the Express Lanes have been completed and the delineators have been installed. All ITS testing should be complete before the project is Final Accepted early next year.

The I-295 East Beltway Express Lanes Project is on schedule and progressing at a good rate. The project was able to fly their first toll gantry on October 18<sup>th</sup>. This project is currently scheduled for Contract Completion in August 2019.

**Kevin Jackson**  
**ITS Construction Liaison**

**ROAD RANGER UPDATE**

“Booming expansion!” Should be the catch phrase for our Road Ranger program here in District 2. We have officially expanded our Road Ranger service patrol to 16 routes with added routes on I-10 from SR-53/ Exit 258 to US-41/ Exit 301 (Ext. west to US-221/ Exit 241) and from US-41/ Exit 301 to US-301/ Exit 343. This marks the last phase for the expected expansion at this point in time.

In the future, there will be further review. By adding these routes we are able to improve operations and assist motorists on the roadway in rural areas that might be in need. It also provides the Traffic Management Center a better understanding of the types of incidents that are occurring on our roadways in these areas as well as direct input from the incident scene. Our Road Ranger Service Patrol fleet has performed phenomenally thus far and the upgraded Chevy Silverado 2500 trucks assist with organization, especially when out on our roadways. On the following page, we have listed the current Road Ranger routes along with all of the additional routes.

As you can see by the chart on the following page, District 2 has grown significantly and has come a long way from the 8 trucks that we had grown accustomed to over the past several years.

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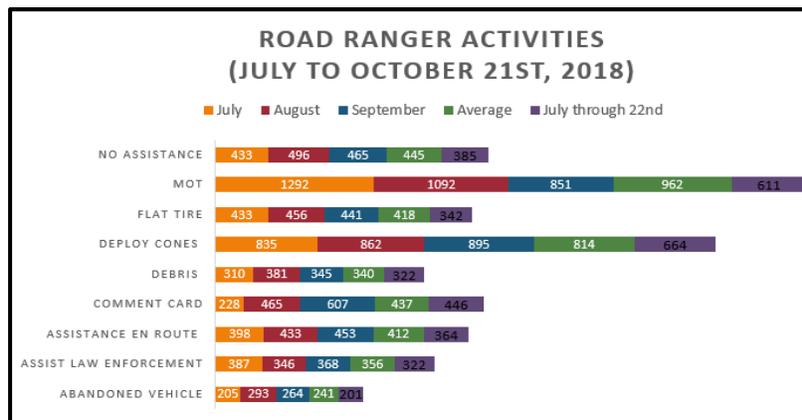


**ROAD RANGER UPDATE continued**

Route #	Route	Days/Times
201	I-10 at San Marco Blvd to SR 200 (US 301)	M-F 6:30a-6:30p
202	I-295 West Beltway at San Jose Blvd to Commonwealth	M-F 6:30a-6:30p
203	I-295 West Beltway at Commonwealth to Merrill Rd	M-F 6:30a-6:30p
204	I-95 at Emerson to Airport Rd	M-F 6:30a-6:30p
205	I-95 at Stockton St to St Augustine Rd and 9B from I-95 to US-1	M-F 6:30a-6:30p
206	JTB at Philips to A1A	M-F 6:30a-6:30p
207	I-295 East Beltway at Duval Rd to JTB	M-F 6:30a-6:30p
208	I-295 East Beltway at JTB to US 17 (across Buckman Bridge)	M-F 6:30a-6:30p
209	I-95 9B from US-1 to I-95 and South to SR-207 (St. Johns)	M-F 6:30a-6:30p
210	I-95 from Airport Rd to US-17/ Exit 380 (Nassau)	M-F 6:30a-6:30p
211	I-75 from CR-234/ Exit 374 to SR-222/ Exit 390 (Alachua)	Sat-Fri 7a-7p
212	I-75 from SR-24/ Exit 384 to US-441/US-41/ Exit 414 (Alachua)	Sat-Fri 7a-7p
213	I-75 from US-441/US-41/ Exit 414 to SR-136/ Exit 439	M-F 7a-7p
214	I-75 from SR-136/ Exit 439 to SR-143/ Exit 467	M-F 7a-7p
215	I-10 from SR-53/Exit 258 to US-41/Exit 301 (Ext. west to US-221/ Exit 241)	M-F 6:30a-6:30p
216	I-10 from US-41/ Exit 301 to US-301/ Exit 343	M-F 6:30a-6:30p

As seen in the chart below, our Road Rangers have performed approximately 24,221 services within the past several months (July through October 21<sup>st</sup>, 2018). Some of their most important activities included providing MOT for Law Enforcement, removing debris out of the roadways for traveling motorists, assisting with basic maintenance such as changing flat tires, providing air for tires and gas for stranded motorists.

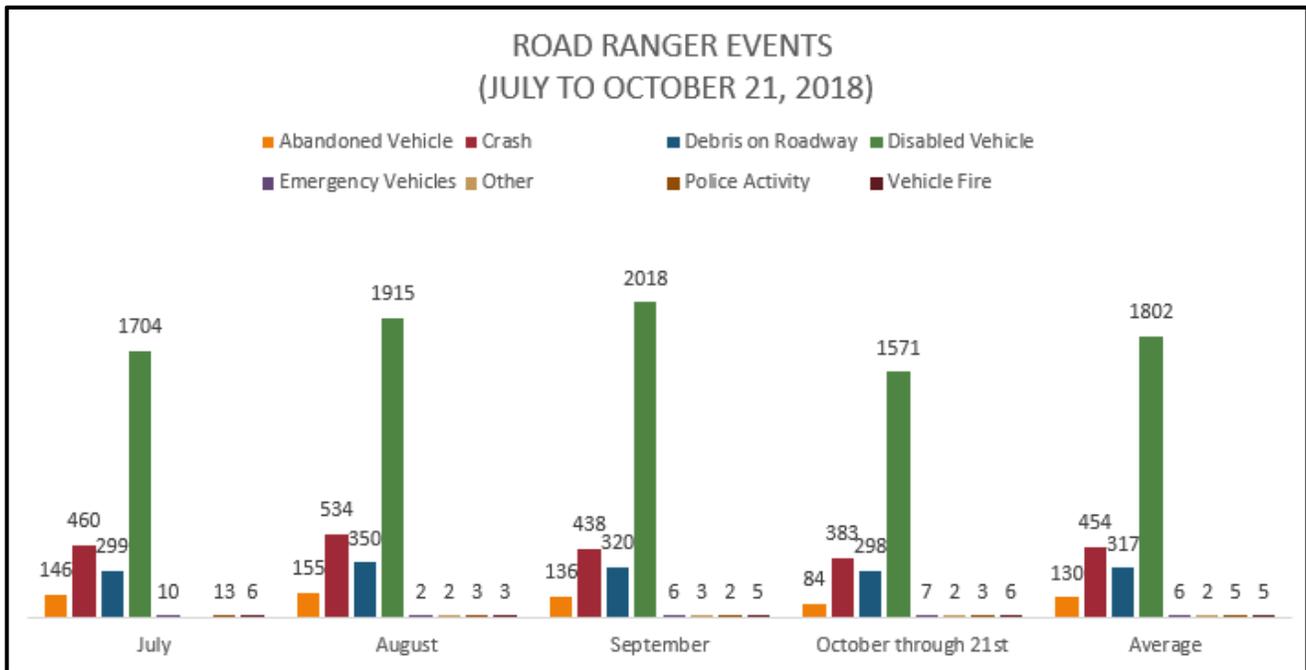
Our Road Rangers have also been receiving great feedback from the traveling public here in District 2, which could also be attributed to the number of comment cards that they have been giving out over the past several months. It is reassuring to know that we are assisting so many motorists in need.





**ROAD RANGER UPDATE continued**

The following chart shows all event types that the Road Rangers have responded to from July 1<sup>st</sup>, 2018 up through October 21<sup>st</sup>, 2018. As we can see the Road Rangers primarily responded to crashes (16.7%), disabled vehicles (66.2%) and debris events (11.6%). The Rangers have assisted motorists with close to 10,900 types of events over the course of the past several months as we can see in the chart below.



**Dee Dee Crews  
District 2 ITS Operations  
Project Manager**



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

The Rapid Incident Scene Clearance (RISC) program supports the Florida’s Open Roads Policy by establishing a 90-minute goal for the clearance of motor vehicle incidents on Florida’s roadways. RISC is an essential program which helps secure and restore interstates for public use and is a critical component of Florida’s Traffic Incident Management strategy.

Over the past few months, District 2 has utilized RISC nine times (6 in Duval County, 2 in Alachua County and 1 in Baker County). This program is extremely valuable and essential to roadway clearance times especially during peak travel time periods. Below you will find a list of all the RISC events we have had here in District 2 from July 22, 2018 to October 21, 2018.

**Table 1: RISC Events in District 2 from July 22<sup>nd</sup>, 2018 to October 21<sup>st</sup>, 2018**

Date	Time	Location	Description
7/27/2018	10:28 PM	Duval on I-10 Eastbound, At Lenox Ave	An overturned semi-truck with fuel spill
8/23/2018	8:01 AM	Baker on I-10 Eastbound, At MM 338	Three semi-trucks where one driver was injured
8/24/2018	9:36 AM	Duval on I-10 Eastbound, Beyond MM 352	An overturned dump truck with dirt where a car ended up in the woods.
8/31/2018	6:42 AM	Alachua on I-75 Southbound, Beyond MM 386	A semi-truck which hit the I-75 overpass closing SR-26 and I-75.
9/9/2018	9:56 PM	Duval on I-95 Northbound, At Dunn Ave/Busch Dr.	An overturned JTA bus heading southbound which landed upright on top of the median barrier wall leaking natural gas.
9/22/2018	5:12 AM	Duval on I-95 Northbound, Beyond I-95 NB Collector	An overturned semi-truck vs. pickup. The semi-truck spilled debris (water pallets) on roadway along with fuel.
9/22/2018	4:57 PM	Alachua on I-75 Southbound, At MM 376	A semi-truck vs. a small pickup. The semi-truck partially jackknifed in a ditch.
10/1/2018	4:53 AM	Duval on I-10 Eastbound, At Lenox Ave	Two dump trucks vs. barrier wall followed by a jackknifed semi-truck as a secondary event.
10/1/2018	11:04 AM	Duval on I-95 Northbound, Before between Butler Blvd/Bowden Rd	A semi-truck which rolled over vs. five vehicles.



**FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**

The First Coast Traffic Incident Management Team meeting was held on **September 18, 2018** at the Regional Transportation Management Center (RTMC) – 980 N Jefferson St., Jacksonville, Florida at 10:00 A.M. Mrs. Dee Dee Crews opened the meeting and welcomed everyone. She also informed them that the purpose of these meetings is to improve cooperation, communication and to train the Teams with the intent of reducing incident scene clearance times.

The Overland Bridge and Fuller Warren Bridge Project Update was provided by Mr. Bill Kays with KCCS where he notified the TEAM that the Overland Bridge is currently working on installing ITS and electrical elements to the project especially in the Atlantic Boulevard and Philips Highway areas. The Fuller Warren Bridge Interchange Project is moving along and all of the drill shafts across the river have been installed. There are some nightly closures/detours to shift traffic so that they can move the barrier walls to drive the piles in the NB I-95 to I-10 WB area.

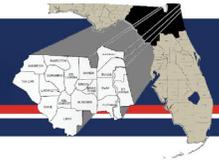
The Construction Project Updates were given by Ms. Odette Struys. She began with the First Coast Expressway project which is expected to be completed by the end of October and then moved on to the East Beltway Express Lanes which are expected to be completed by Spring 2019. The West Beltway Express Lanes were announced to be completed in late fall. Construction is still ongoing on the West Beltway project where they are currently installing road signs, dividers, separating the toll lanes from the regular travel lanes and testing the new tolling system.

Mr. Ed Ward from the Emergency Operations Center then noted that Florida is standing by for North Carolina in case there is any need from Hurricane Florence.

Mrs. Dee Dee Crews from FDOT gave the TEAM the update on the Road Rangers and noted that all 16 Road Rangers are currently deployed in District 2. We have grown significantly from 8 Road Rangers in Duval County to now encompassing the majority of District 2. All our major roadways (I-75, I-295, I-95 and I-10) are equipped with Road Ranger coverage which primarily runs 5 days a week, but there are extended routes which run on Saturday and Sunday.

The ITS and 511 Updates were provided by Mr. Craig Carnes and Mr. Ryan Crist. Mr. Carnes stated that there are a lot of ITS projects currently underway which are all expected to be completed around the same time. These projects include SR 23, First Coast Expressway, West Beltway Express Lanes, Overland Bridge and SR 9B Phase III. We are working feverishly to get all these projects tested and verified in the field. Mr. Crist stated that the 511 Team is in the process of rolling out the new app. The Traffic Management Center has been dealing with the expansion of Road Rangers as well as prepping for the Express Lanes and the First Coast Expressway by pushing through test scenarios along with ACTIVU through several partnering agencies.

The next First Coast Traffic Incident Management Team meeting is scheduled for **November 27, 2018** at the Regional Transportation Management Center (RTMC) – 980 N Jefferson St., Jacksonville, Florida at 10:00 A.M. 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!



**ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**

The Alachua-Bradford Traffic Incident Management Team meeting was held on **August 8, 2018** at the FDOT Gainesville Operations Office – 5301 N.E. 39th Ave., Gainesville, Florida at 10:00 A.M. and was led by Mrs. Dee Dee Crews. There was a meeting scheduled to take place on October 10<sup>th</sup>, 2018 which was cancelled due to Hurricane Michael.

The TEAM kicked off the meeting with an update from the Emergency Operations Center by Mr. Ed Ward where he stated that the main issue that they are battling with is the flooding at the Santa Fe River. He did note that while it is a threat it doesn't pose an immediate risk for us at this time.

Mr. Craig Carnes then provided the Construction, ITS and RTMC Updates to the group where he noted that the Road Rangers and RISC Lite have been implemented in the Gainesville area for the needs of the community and he was also pleased to announce that the fiber connections to Lake City are complete.

Mrs. Crews gave some insight into the two Road Ranger routes which were added and mentioned that they are set to patrol up to the Georgia State Line, Monday through Friday from 7 a.m. to 7 p.m.

The TEAM then reviewed some serious incidents which occurred in the area and discussed how they can improve operations in the future. Afterwards, Mr. Carnes provided the group with a brief presentation on the Road Rangers and RISC Lite program.

The Alachua-Bradford Traffic Incident Management Team meeting is scheduled for **December 12, 2018** at the FDOT Gainesville

Operations Office – 5301 N.E. 39th Ave., Gainesville, 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.

**NOTES:**

***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 904-260-1567 or [melder@metriceng.com](mailto:melder@metriceng.com). Craig is available to work with any agency's schedule; including nights and weekends to make sure the course is available for groups of ten or more trainees.***

We are currently 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.Crews@dot.state.fl.us](mailto:DeeDee.Crews@dot.state.fl.us).





**TRAFFIC INCIDENT MANAGEMENT**  
**continued**

**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 percent each year.*

**Dee Dee Crews**  
**District 2 ITS Operations**  
**Project Manager**

**OPERATIONS**

How many of you know the song "Changes" by David Bowie , you know, he says ch-ch-ch-ch-changes, for emphasis, or maybe just to make it sound better so it sells better, but it has been a time full of changes in Operations.

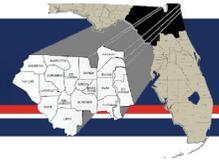
The first change is that I assumed the role of RTMC Manager on September 29<sup>th</sup>, when Ryan Crist moved into a new position. I've been with RTMC since 2005, but for many years was "that overnight guy", working at FHP's Jacksonville Regional Communications Center (JRCC). A couple of years ago, I was promoted to Supervisor, then Lead Supervisor and now the Manager. It may seem like a bit of a fast track, but having worked side-by-side with a great Manager like Ryan, I knew I was ready, willing and able.

Fast forward six days, time for the ITS 5C Summit here in Jacksonville and an opportunity for our Operations and Network Staff to meet with our fellow ITS folks from Georgia, the Carolinas, Tennessee and the Gulf Region.

One day later we get the news, on October 6<sup>th</sup>, of a "possible tropical cyclone" in the Gulf of Mexico that rapidly developed into a Tropical Storm on October 7<sup>th</sup>. All hands on deck, no more 5C. The RTMC sprung into action, doubling up on staff, checking off all items on the checklist, from Supervisory and Operations staffing pre-storm, storm and post-storm, food, coordination with District 3, who seemed to be the track for landfall. FHP made the arrangements to take over dispatch for the majority of the Troops handled by the Tallahassee Regional Communication Center. We had a full house and we were as ready as we could be, with the presence and support of our FDOT clients.

The storm gained intensity rapidly.

Date	Time	Wind	Pressure	Storm Type	Category
6-Oct	21:00 GMT	30 mph	1006 mb	Potential Tropical Cyclone	-
7-Oct	09:00 GMT	35 mph	1004 mb	Tropical Depression	-
7-Oct	16:55 GMT	40 mph	1004 mb	Tropical Storm	-
8-Oct	15:00 GMT	75 mph	982 mb	Hurricane	1
9-Oct	12:00 GMT	100 mph	968 mb	Hurricane	2
9-Oct	21:00 GMT	120 mph	957 mb	Hurricane	3
10-Oct	06:00 GMT	130 mph	945 mb	Hurricane	4
10-Oct	09:00 GMT	140 mph	943 mb	Hurricane	4
10-Oct	10:00 GMT	140 mph	937 mb	Hurricane	4
10-Oct	11:00 GMT	140 mph	937 mb	Hurricane	4
10-Oct	12:00 GMT	145 mph	933 mb	Hurricane	4
10-Oct	13:00 GMT	145 mph	933 mb	Hurricane	4
10-Oct	14:00 GMT	145 mph	931 mb	Hurricane	4
10-Oct	15:00 GMT	145 mph	928 mb	Hurricane	4
10-Oct	15:30 GMT	150 mph	923 mb	Hurricane	4
10-Oct	16:00 GMT	150 mph	923 mb	Hurricane	4
10-Oct	17:00 GMT	150 mph	919 mb	Hurricane	4
10-Oct	18:00 GMT	155 mph	919 mb	Hurricane	4



**OPERATIONS continued**

Mid-afternoon on Wednesday, October 10<sup>th</sup>, with winds of 155 miles per hour, just five miles per hour below the threshold for a Category 5 hurricane, Michael made landfall at Mexico Beach as the third strongest hurricane to ever hit the continental United States.

A few hours after the storm made landfall, District 3 lost communication with the Florida Advanced Traveler Information Service (FLATIS) so we assisted with a floodgate advising that their system was currently not updating. Once the storm passed, we continued to update floodgates and posted I-10 closures, primarily due to downed trees in many locations, on our I-10 and I-75 DMS to warn motorists that were attempting to return to the area. I'm proud to say that our team effort to help our friends in District 3 with the abject devastation they were going through, made me proud.

It has been a few weeks since the hurricane, and the Central Panhandle continues its recovery efforts, and we all know it will be a long time before many areas get back to some semblance of normalcy, but we'll be there to assist in any way we can.

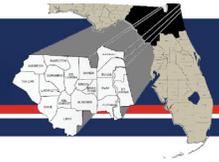
I must admit, I never imagined that my first two weeks as RTMC Manager would be so busy, but, with such a great staff, we'll continue to serve the clients and motorists of District 2. Oh, by the way, Ryan "Elvis" Crist has not left the building, and remains an integral part of the District 2 ITS Team.

**Jason Evans,  
RTMC Manager**



*Above: road in Mexico Beach;  
below: before and after  
satellite imagery of an area near Mexico Beach*





## MARKETING

Time seems to be accelerating all too quickly these days. Even retail stores have a way of sweeping us up in a dizzying display of holiday madness, transitioning from 4<sup>th</sup> of July fireworks to Halloween decorations to Christmas trees in the blink of an eye! Did we skip over Thanksgiving altogether this year? Mirroring that madness, our marketing calendar seems to be following a similar pattern, with seasonal events and recurring themes that draw us closer to the end of the year! In the span of three months, we've traversed the globe, or at least every nook and cranny of Northeast Florida.

For instance, Bacardi Limited has a global presence, employing more than 6,000 people worldwide in over 150 countries. In August, we were invited to their Jacksonville warehouse to participate in Bacardi's annual Safety Day Campaign. We were joined by several other industry leaders; Jacksonville Fire Rescue, Baptist Medical Center and Randstad just to name a few. After receiving a tour of their impressive operations center, we sat down one on one to talk with their employees about our 511 system. At the end of the day, and after almost 150 app tutorials, we headed back to *our* operations center to prep for the next event.

As a nod to the end of summer, school bells were ringing all over town. We mingled with teachers at the Duval County Back to School Expo and then motored on over to Edward Waters College to chat with both students and faculty members alike at their Fall Campus Bash. Newly elected President Dr. A. Zachary Faison and First Lady Tyciee Faison were on hand to welcome students back to the fall term. Not two weeks after that, we were one of 200 vendors invited to participate in Florida

Blue's annual Employee Benefits Fair. In the month of August alone, we attended six Health and Safety Fairs and spoke to over 1,079 people!

With hurricane season in full swing this quarter, there was no time to rest. We attended hurricane fairs at Enhanced Recovery Corporation, Citizens Property Insurance and Hydro Extrusion down in St. Augustine. Next up, we'll make stops at FSCJ's downtown campus, Hyatt Regency Riverfront and Miller Electric. Then we'll hop into the car and head south to participate in Clay County's Annual Government Employee Health Fair in Green Cove Springs.

Now that your lawn mower is getting a bit of a break, sitting idly in the garage while the leaves change colors up north, perhaps a road trip is in order. If so, make sure your travel plans include 511. The 511 system is also available in Georgia, South Carolina, North Carolina and Tennessee! Here in Florida, you can dial 5-1-1, log onto [www.FL511.com](http://www.FL511.com) or download one of our free FL 511 Apps available for Apple and Android products. Our apps are equipped with a Drive Mode feature as well as interactive traffic maps, allowing you to program up to three door-to-door routes and receive traffic alerts when your preferred route is affected. When it comes to up-to-the-minute traffic information, we've got you covered!

**511: Connect. Know. Go.**

**Sherri Byrd  
Marketing Manager**

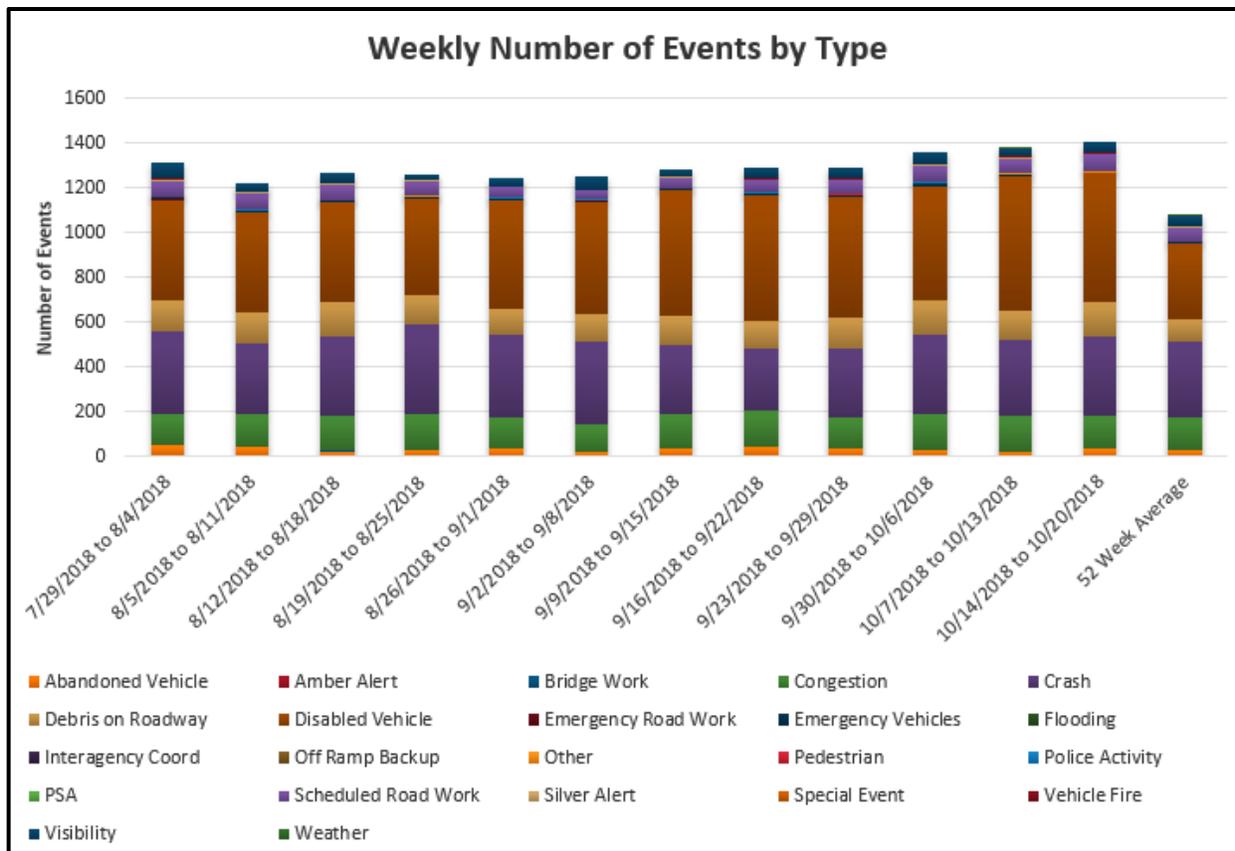


**PERFORMANCE MEASURES**

District 2 has more than arrived in terms of ITS and Road Rangers over the past year. We have gone from having eight Road Ranger Service Patrol trucks to now 16 and have also deployed ITS along every major interstate within our District. The data that these deployments have added to our data will give us a more accurate depiction of what is currently occurring on our interstates.

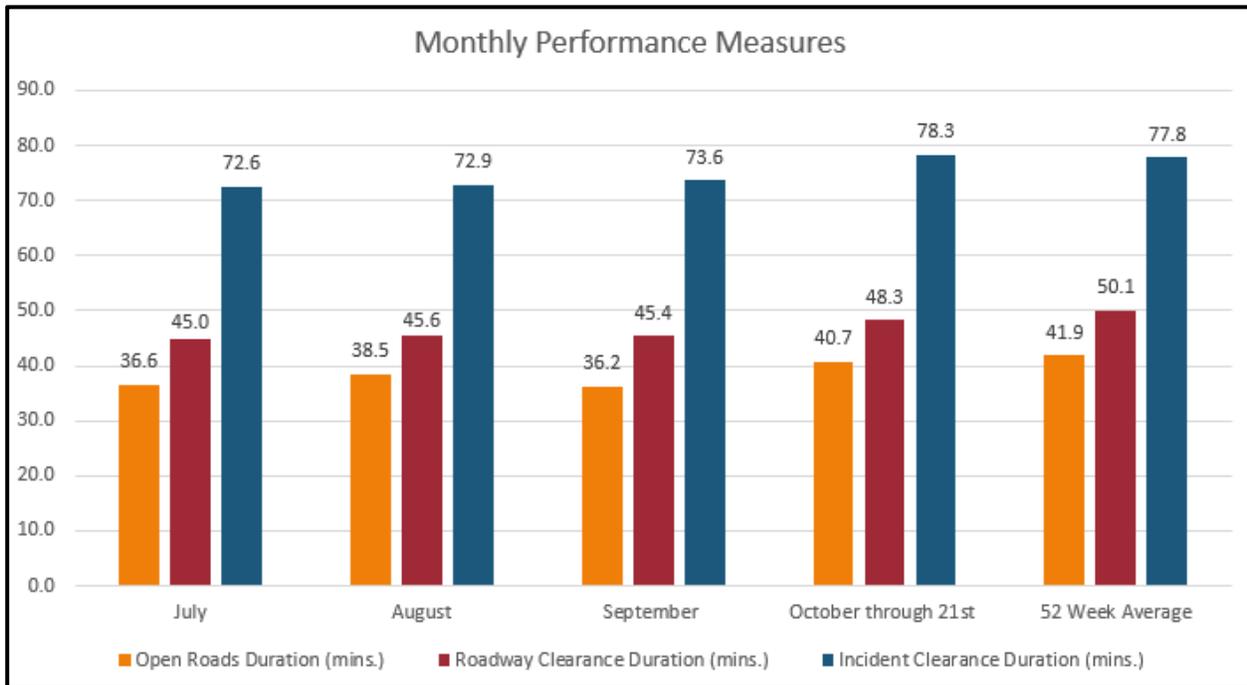
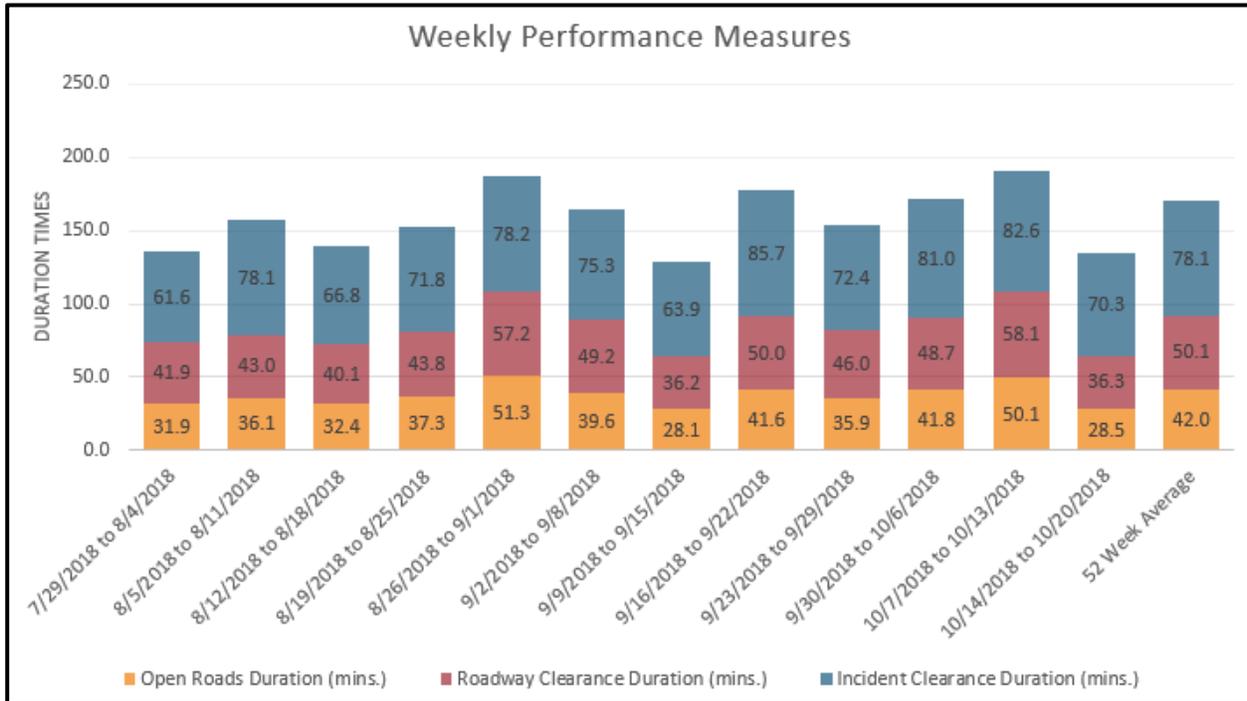
In the charts following, we can also see the trends that are occurring along our roadways especially when we notice that we have had a significant increase in the number of disabled vehicles during the month of September by approximately 38.4 percent. We have also had a 31.5 percent increase in debris events on the roadways which leads us to all the construction that is taking place which could have contributed to the number of events.

The average clearance duration times for the past 12 months have stayed well under the goal duration times as District 2 has averaged approximately 42.0 minutes for our Open Roads Duration time, 50.1 minutes for our Roadway Clearance duration time and 78.1 minutes for our Incident Clearance duration time over the course of the past thirteen weeks. We also see the monthly performance measures values below based on the same criteria and it should be noted that all are well under the clearance duration time goals.





**PERFORMANCE MEASURES continued**



**Sherrell Lall**  
**Metric Engineering**



**SPOTLIGHT ON...AMANDA NICHOLS**

**Talk about your upbringing – where were you born/raised?**

I was born in Jacksonville, Florida and raised in Baker County.

**Early Career and/or brief job history: (before coming to the RTMC)**

I started at the Baker County Sheriff’s Office in 2005 and from there I went to Florida Fish and Wildlife, then to Florida Highway Patrol.

**Tell us a little about your current role with Metric Engineering and FDOT’s D2 Operations Team.**

I am currently the Supervisor for the Express Lanes. November 13<sup>th</sup> will be my one year anniversary in the position.

**Your least favorite words to hear shouted across the RTMC floor?**

“ALL LANES BLOCKED”

**Has this job changed your driving habits, given all the incidents you’ve witnessed on the roadways?**

This job has not, but my previous jobs in Law Enforcement have made me more aware of my surroundings while driving.

**Autonomous vehicles – fan or foe? Or flying cars “Jetson” style?**

I would rather have control of my vehicle. Not sure I would like a computer taking over my car.

**When you’re road trippin’, interstates or back roads?**

It all depends on where we are going. We like to stay on back roads whenever possible.



Amanda, with her husband, Daniel and daughter, Rylee

**Favorite lunch spot close to work? (and the dish you typically order!)**

Nacho Taco and I usually go with chicken tacos.

**Movies or novels?**

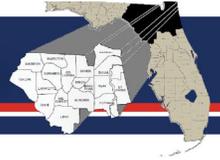
I would rather watch a movie. I would have to say the Avengers movies are my favorite.

**Tell us a little about your family (husband, daughter). Please feel free to embellish!**

My husband is a retired Deputy Sheriff, he retired in 2014. Prior to his Law Enforcement career, he was in the Marines. He was able to be a stay-at-home Dad after he retired, which turned our daughter into a “Daddy’s Girl”. Our daughter is 4 years old and loves school, playing T-ball and just being outside. We love going to see the Jacksonville Icemen Hockey team play.

**You’ve just been given 6 hours of uninterrupted freedom, what do you do with it?**

Relax on the couch and watch reruns of Fixer Upper.



**PHOTO GALLERY**

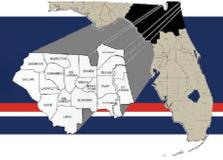


*Dr. A. Zachary & First Lady Tyciee Faison  
Edward Waters College*



*Above: Blountstown, Florida, post storm  
Below left: JFRD deployed to the Panhandle  
to lend assistance*





Traffic Incident Management 2018 Meeting Schedule

First Coast TIM Team

Regional Transportation Management Center
980 N. Jefferson St., Jacksonville, FL
904.903.2000
10:00am-12:00pm
November 27, 2018

Alachua/Bradford TIM Team

FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville, FL
352.381.4300
10:00am-11:30am
December 12, 2018

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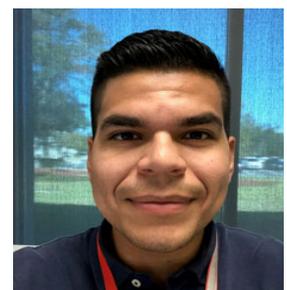
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