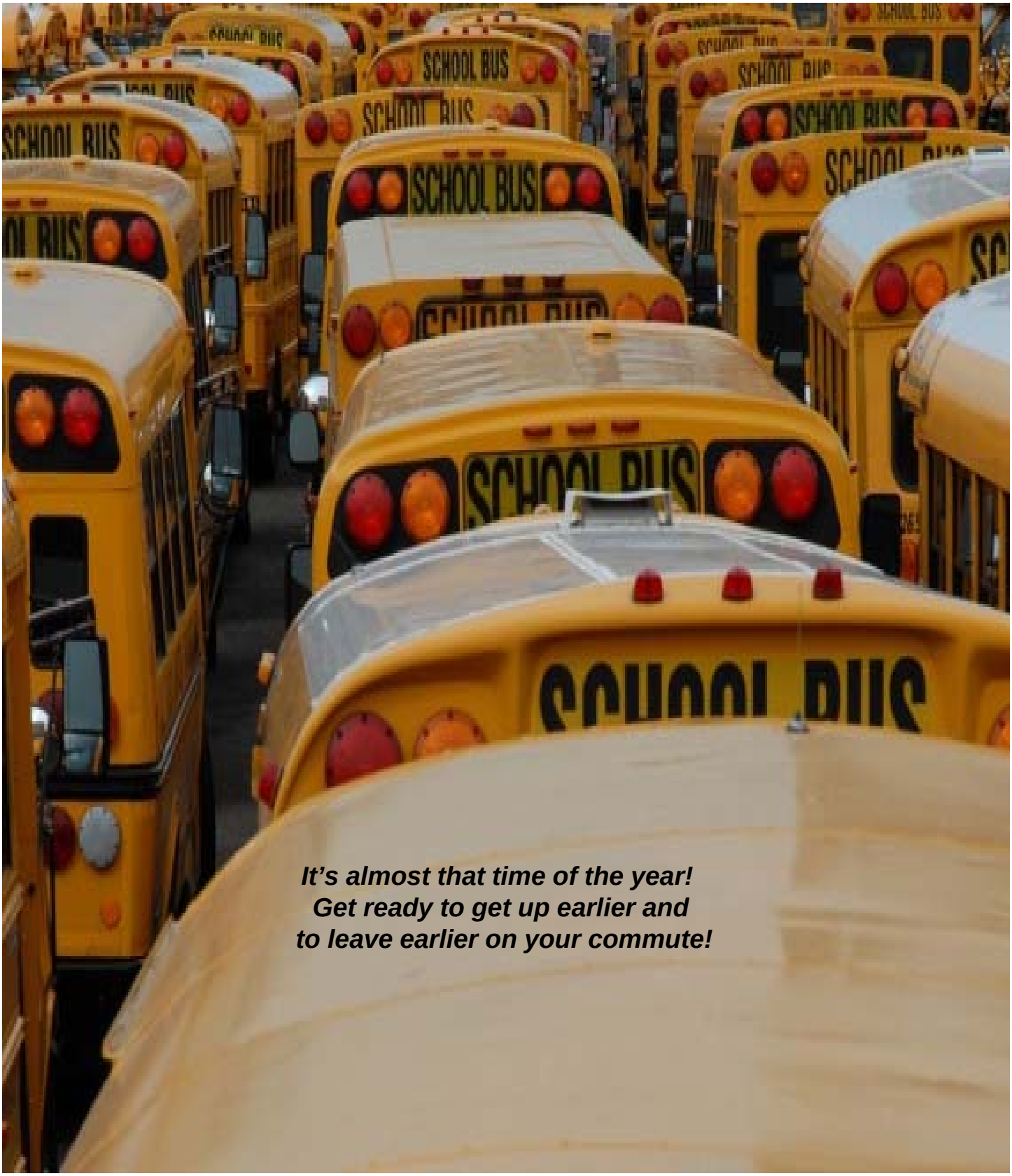
DISTRICT TWO ITS NEWSLETTER

July 2018 Quarterly Issue 115



It's almost that time of the year!
Get ready to get up earlier and
to leave earlier on your commute!

DISTRICT TWO ITS NEWSLETTER

July 2018 Quarterly Issue 115

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

Hello to everyone! We're back!! My apologies for the extended absence of the District Two ITS newsletter. As many of you may know, this past fiscal year was a very demanding and challenging moment for our program. Several of you had asked over the past several months when this newsletter would return to distribution. Well, we decided to start back up with quarterly installments once our newest members got their feet firmly on the ground. Yes, we are now fully staffed! Alex Varela returned from deployment in late December and Eduardo Gomez joined our team in late October. They both have picked up a number of things pretty quickly but now realize the depth of the ITS and Traffic Signal programs.

Alex is the new ITS Operations Manager who will oversee staff managing the Road Ranger contract, RTMC Operations, TIM program, RISC and maintenance. He will also be involved in the day-to-day upkeep of the RTMC that is overseen by the Office Services staff. You will learn more about Alex later in the newsletter, however I wanted to introduce you to him so you are aware of this new ITS staff member.

Ed is the new Traffic Signals Engineer, working side-by-side with Glenn English on the oversight of the District Two traffic signal program. Ed will be responsible for the Traffic Signal Maintenance and Compensation Agreements (TSMCA) with local agencies in our District. He will also manage the traffic signal inventory warehoused in Lake City. Not to be outdone, Ed will also be our point person for the FRAME and Trapezium projects currently underway in Gainesville. There are many more things to share with you, however I will let Ed go into further detail later in the newsletter.

During the 2017/2018 fiscal year, tasks began to increase at a break-neck speed. From July to October, Matt, Dee Dee and Kevin helped hold down the fort as we dealt with issues involved in construction, hurricanes, Express Lanes, Statewide efforts, TSMCAs, inspections and a multitude of other tasks. Kevin's challenges involved assisting the CEI with ITS construction projects along I-10 (160 miles), I-75 (84 miles), I-95 in Nassau (15 miles), Toll Road 23 (21 miles), I-295 East and West Express Lanes (about 8 miles), I-295 north interchange, a multitude of landscape projects impacting ITS infrastructure and roadway construction projects that seemed to continually damage devices.

Meanwhile, Matt had to deal with the maintenance of an ever-growing ITS deployment and special assignments as requested by management. The initial concept for this position was the management of approximately 150 miles of deployment. Matt currently has much more than that and with the completion of the I-10 project sometime next year he will be responsible for maintenance of over 400 miles of ITS deployment. I've got to give him credit though since he's been a trooper throughout the past year as the demands on his job steadily increased while still picking up the slack with other tasks as well.

Dee Dee has been the rock that has held us together until the reinforcements arrived (Alex and Ed). She continually stepped up to help when needed, all the while trying to manage multiple contracts, two TIM teams and the continual assignments generated by Central Office. Dee Dee also helped Ed along with the

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

TSMCA agreements, handled numerous contracts/purchase orders for our office and dealt with many of the financial services aspects of our program. I do not think we would have survived this past fiscal year without her dedication and work ethic as we tried to keep up with the demands of the ITS program.

There have been a multitude of changes in the way we handled business this past year, with much of it due to the limited expertise we have in our industry. We do get support from several consultants but many forget that this places an additional demand on our time and availability. Oftentimes, Alex and Ed get a good chuckle at the number of consultants lined up outside our door, biding their time until we can address their assignments. Please do not consider this a complaint since we welcome every helping hand that's available. The challenge is trying to deal with their needs while still keeping up with our existing workload. I will not delve into the minutiae of it, but just suggest that you spend a day with any one of us to see what I am talking about.

As this new fiscal year progresses, we will be venturing into the unknown with Connected Vehicle and Adaptive Signal projects. This is new territory for many of us, including the consultants we utilize to get the work done. Likewise, District Two is underway with the deployment of a Truck Parking Availability System in all our Rest Areas, Welcome Centers and Weigh Stations. The program is in its infancy, utilizing products that are on the Innovative Products List, so please keep your fingers crossed that it will work.

It's time to wind-down this diatribe of information, but I would be remiss if I did not mention the loss of a key member of Florida's ITS program. Mr. Chester Chandler passed away on July 18th, 2018, after a long battle with cancer. Many of you may not have known that Chester was the Department's first head of the ITS program. He took a program from its infancy to one of the best in the nation in a matter of less than six years. Chester led a team that developed the initial 10-year ITS Cost Feasible Plan that funded nearly $500 million of ITS projects to get the program off the ground. He also managed the development of the ITS Strategic Plan, Statewide SunGuide software, Statewide 511 program, initial ITS standards and TIM program that included Road Rangers.

Chester felt he met all his goals when he left the Department in 2006 to try his hand in private industry, however he soon realized his calling was public service, so he returned to the Department when he joined District Seven's (Tampa) ITS program. Chester did not arrive with a whimper, but instead with a bang as he pushed the Districts to get with it on ITS Performance Measures. We are still working on completing his vision but will forever be grateful for his leadership and vision as the Department's ITS program continues to leave its counterparts around the nation in the dust!

Pete Vega, District 2
TSM&O Manager

NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER

I spent some time pondering what I was going to write for my first submission to the District 2 Transportation Systems Management & Operations (TSM&O) newsletter. While I was drawing a blank I decided to do some research about Intelligent Transportation Systems (ITS) and then in a moment of enlightenment, I decided I would write about the History of ITS and where we see ourselves going in the future. ITS did not become a "player" in transportation until about the 1990s but if I am going to write about the history we should start from the beginning.

Our story begins with the introduction of the traffic signal. Here's a fun fact. The first electric traffic light system was installed on August 5, 1914 in Cleveland, Ohio.

In case you were wondering I did look it up on Street View and they no longer have the same system. Actually, it looks quite modern and even showcases some serious mast arms and vehicle detection cameras, but I digress. The surging population and economic growth after World War II led to more cars which required more roads and consequently more signals. In 1956, Congress passed the Eisenhower Highway Bill which created the US Interstate Network.

Genesis (1960s)

In the 1960s car manufacturers began standardizing safety features in vehicles. General Motors conceptualized Driver Aided Information & Routing System (DAIR). A vehicle with DAIR could emit an emergency signal to a service center as well as report road conditions which would work with embedding magnets into the ground every 3-5 miles. The system would send a binary code and inform drivers on their dashboard of road conditions. Unfortunately,
GM did not have the resources for this to come to fruition. Similarly, the US created a prototype for the ERGS (Experimental Route Guidance System) which only got deployed in a few locations before it was discontinued due to the expensive infrastructure required. The first dynamic message signs (DMS) and Transportation Management Center (TMC) were deployed in the late 1960s. Some other notable dates were the establishment of the United States Department of Transportation (USDOT) and Federal Highway Administration (FHWA) in 1967 and the establishment of the first 911 system in Alabama in 1968.

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NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER continued

The Sensational Seventies

I'll give you the skinny on the 70s ITS (I cannot promise that was the last 70s slang reference). I guess the United States was too busy with their disco music and multiple Oil Crises to worry about ITS, so the 1970s weren't very active. The things that did begin to show up were game changers and much of that technology is still deployed today. The 70s gave us Loop Detectors, Ramp Management, and GPS. Additionally, DMS boards and TMCs started to become more prevalent. Some notable dates 1972- Bus Bypass lanes were introduced in Minneapolis. 1970s- Early automatic bus location mapping technology was deployed.

Early Robotics Autonomy- Some groovy engineers successfully got a robot to autonomously navigate through a room with obstacles to the exit. Can you dig it?

The Fashionable 80s?

Tim Berners-Lee was hard at work creating a resource that would eventually become the internet, all while the masses were busy donning their sports apparel and possibly singing "Let's Get Physical". Los Angeles' Automated Traffic Surveillance and Control System integrated vehicle detectors, closed circuit tv, and coordinated signal timing data.

In the Early 1980s Defense Advanced Research Project Agency (DARPA) Autonomous Land Vehicle demonstrations began. The Crescent Demonstration Project researched ways to pre-screen and weigh commercial trucks at highway speeds. The TRANSCOM coalition formed to improve incident notification, regional incident management, and construction coordination.

In the mid 1980s, the Automatic Route Control System became the first autonomous route guidance system utilizing on-board computers with digitized maps, map-making software, and dead-reckoning subsystems.

FHWA and Congress started working with universities to establish innovative Transportation Centers and explore projects on freeway management, advanced traffic control, computer simulation and driver information systems. In 1989, Weigh in Motion was deployed for commercial vehicles.

The Explosive 90s

When you think of the 1990s most people think Parachute pants, great TV shows, and AOL floppy disks flooding your physical mailbox, but for some this would be the decade in history where ITS would truly begin to take form and flourish. Intelligent Vehicle Highway Society (IVHS) of America was incorporated in Washington DC in 1991 and subsequently joined the FHWA family. The Intermodal Surface Transportation Efficiency Act (ISTEA) was passed by Congress and the Federal ITS research program was established. The Oklahoma Turnpike Authority's Pikepass became the first electronic toll collection system in the US. EZ Pass interagency group was developed for interoperability between New York, New Jersey and Pennsylvania. Changeable message signs in Long Island, NY presented traffic flow and alternate routing information. Additionally, the first automated truck rollover warning system was deployed.

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NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER continued

Finally, in1994 IVHS of America officially became Intelligent Transportation System of America and Bluetooth was invented. The first congestion pricing electronic variable tolling in Orange County, CA appeared in 1995. Carnegie-Mellon University developed a vehicle with autonomous capabilities and drove from Pittsburgh to Los Angeles. GPS became commercially available. The USDOT ITS Standards Program was released in 1996. In 1998, a terrible thing occurred, speed cameras were deployed and just in case you were wondering the FDOT did not install these. We are going to party like it's 1999 because that was the year the Federal Communications Commission (FCC) allocated 75 MHz of spectrum in the 5.9 GHz band for ITS functions.

The Turn of the Millennium

If you are reading this you probably survived the Y2K scare; phew it was a close one. The year 2000 came and went but not before the FCC designated 511 as the single travel information telephone number across the country. Traffic Time info was displayed on DMS as part of the 511 system.

Quick FDOT Plug: Try the FL 511 App to get real travel times, congestion and collision reports. Additionally, an updated version of the app is coming soon. And now… back to the article.

The USDOT released the ITS Program Plan in 2002 which was part of a ten-year vision. Shortly thereafter, they launched the Vehicle-Infrastructure Integration Program. We also saw the first forward collision warning system offered in the US. USDOT's Clarus initiatives were established to reduce the impact of adverse weather conditions for motorists. Fun Fact: Clarus is Latin for Clear. Circa 2004, lane departure warning systems were made available in the United States. Orange County, CA deployed the first high occupancy toll lanes in 2005. The age of apps and selfies began with the release of the iPhone in 2007. Google's self-driving car project started just before the new decade began.

2010 and Beyond

Crowdsourcing apps were developed for use in transportation. We saw the first public demonstration of a connected vehicle at ITS World Congress in Orlando, FL. GM announced semi- autonomous driving features and V2V capabilities in some Cadillacs. Google unveiled driverless cars without pedals or steering wheels. ITS JPO released ITS Strategic Plan 2015-2019. President Obama announced the Smart Cities initiative and Smart Cities Challenge. The National Operations Center for Excellence became a collaboration between ITS America, AASHTO and Institute Transportation Engineers with support from FHWA. In 2016 Columbus, Ohio won the Smart City Challenge (in case you were wondering, Jacksonville did participate).

The future is bright and possibilities are endless. Autonomous vehicles are improving daily and active traffic management is here to stay. It has only been 50 years since we began to dream about ITS and truly about 25 years since it started to deploy. Technological advances fall on an exponential curve and I know many people

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NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER continued

think flying cars would have been here by now (thanks for nothing Back to the Future Franchise) but I would like you to take solace in the fact that as technology improves we will see the integration of infrastructure, vehicles and cellular to eventually increase the road efficiency and potentially end vehicle and pedestrian fatalities in the near future.

I want to give credit to Ashley Auer, Shelley Feese and Stephen Lockwood of the USDOT ITS Joint Programs Office where I acquired some of my information.

Alex Varela, Manager
District 2 ITS Operations

NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

The SHRP2's (Strategic Highway Research Program 2) National Traffic Incident Management Responder Training program was developed by first responders for first responders, with the objective that nationally, responders acquire a common set of core competencies for traffic incident management. The safety of responders and motorists, quick response, and effective communications at traffic incident scenes are the main focus of the training.

SHRP2's National Incident Management Responder Training brings together police, firefighters, FDOT, towing, EMS, and other incident responders to engage in interactive, hands-on incident resolution exercises. Learning to coordinate response activities and optimize operations in the classroom is vital to responding effectively in the field and to building a unified practice on incident management.

This four-hour training covers a variety of topics such as defining Traffic Incident Management (TIM), TIM fundamentals and Terminology, Notification and Scene Size-Up, Safe Vehicle Positioning, Scene Safety, Command Responsibilities, Traffic Management, Special Circumstances and Clearance and Termination. After this training is completed your employees will be well versed in Traffic Incident Management.

Agencies have noticed several improvements after taking the training course; Improved incident response and clearance times, resulting in fewer secondary crashes from the original incident and less exposure for first responders and drivers during scene clearance; Shorter traffic delays, resulting in increased travel time reliability, decreased fuel waste and reduced freight delays.

You may be asking yourself "How can I get this training for my agency?" I have your answer. We offer the training for **FREE**. We can come to your agency and teach the training or set up a training in your area for several agencies to attend. The only requirement is that there must be 10 people in attendance, but if you have the attendees we will come. Contact Craig Carnes at CCarnes@metriceng.com or deedee.crews@dot.state.fl.us if you would like more information about this training or are interested in attending a session in your area.

Dee Dee Crews
Project Manager
District 2 ITS Operations

NORTH FLORIDA TPO

The North Florida Transportation Planning Organization (NFTPO) has begun to take the bull by the horns as they began to shift gears on ITS, with the new focus being Smart Cities. A few years ago, they led a North Florida effort to garner Federal Funds for a Smart Cities initiative. To their dismay, Columbus, Ohio, beat out several contestants, including them, by providing a plan that incorporated several aspects of the community, from hospitals to schools to elderly services and transportation for the underprivileged. What made the win by Columbus more painful was that several of the concepts in their submittal were already contained in the NFTPO's Master Plan (circa 2006). Not one to be outdone, the NFTPO Director, Jeff Sheffield, rolled up his sleeves and made it known to everyone that he was not pleased with this lost opportunity.

Jeff decided that it was time to shift gears in North Florida by dropping the ITS Coalition approach in exchange for a Smart Region effort. He brought partners back into the fold while adding new ones to the mix. Once the dust settled, Jeff tasked his consultant with the development of a Smart Region Master Plan that focuses on collecting, analyzing and applying data from many partners to eliminate fatalities, improve travel time reliability, reduce greenhouse emissions, provide ladders of opportunity and grow the North Florida region. This effort led to a plan that contains 33 projects developed in partnership with 30 stakeholder public, non-profit and private sector organizations. Once the initial kick-off meeting was completed, I could see Jeff more focused than ever as he led the efforts of the team.

From these initial meetings, two projects were chosen to get things started. The first is the Information Data Exchange (IDE) that will collect data from all partners and place it into one system that can be shared with all in the community. As the plan matured, Jeff got to see some of the brightest minds in our community come out of the woodwork to provide the guidance needed. Mind you, these were not "transportation specialists" but instead "techies" who could do phenomenal things with our data. Jeff also garnered the support of many local leaders and the crowning achievement was an audience with several elected officials in Washington, D.C. The most promising note is that this effort has the commitment of all partners involved, thereby making his case stronger for Federal funding.

The second project he has targeted is something called "The Bay". I believe the name will be changing soon, however the concept remains the same. This effort involves the use of Smart Technology along Bay Street to provide concepts for enhanced transportation and safety. Some of the features of this effort include automated transit, smart lighting, passive pedestrian detection, connected vehicle communication with signals and several other concepts that are beyond innovative. One of the key accomplishments with this effort was the commitment made by public and private industry to work hand-in-hand on this deployment, whether or not Federal funding is involved.

The NFTPO staff and Jeff never cease to amaze me as they continue to look "outside the box" for solutions to our transportation needs. My head keeps spinning as I try to keep up with the dynamic nature of their efforts and I plan to assist in any way possible to help them reach their goals.

Pete Vega, District 2
TSM&O Manager

ITS MAINTENANCE

The ITS Maintenance Group has been busy keeping the ITS devices operational and doing some small projects to expand our capabilities. As we are in the middle of summer, it is lightning season in Florida, and our Maintenance Contractor is replacing devices on a regular basis due to lightning strikes. We always keep grounding and surge protection high on our list of priorities, but even with a good grounding array and appropriate surge protection, lightning can cause elevated voltages which cause damage.

Temporary CCTV camera poles were installed along J Turner Butler Boulevard prior to the TPC Sawgrass golf event. These cameras are mounted on wooden poles, have solar panels and batteries for power, and utilize wireless antennas to communicate back to the ITS Network. They were installed in locations to enable the TMC staff to monitor the roadway from I-95 to the east of San Pablo. The ITS Group has been trying to get a project funded to install a complete ITS System on JTB for several years. Hopefully the project will receive funding in the next few years and these poles can be removed once the project construction is completed.

A fiber optic connection has been established between the RTMC and the Lake City Headquarters and Maintenance buildings. The fiber was terminated in both buildings in several locations and will provide access to CCTV video streams as needed. The ability to view these video streams will be especially important during large events and hurricane evacuations. In addition, CCTV cameras and Bluetooth travel time devices were installed on mast arms at several locations along US 90 in Lake City, to allow for the monitoring of traffic through the corridor.

Traffic Control Devices installed an Adaptive Signal System on Mayport Road as a test bed for the Jacksonville area. This system will allow the signal controllers to make dynamic signal timing changes to provide more consistent travel times throughout the corridor. This will be especially useful when Navy personnel are arriving for deployment and upon their return as well as high traffic times when school is in session.

In addition to the work discussed above, we have also been working on the following items:

- Creating two new ITS Maintenance Contracts One of the contracts will be for ITS Maintenance services for the western part of the District. The other contract will replace the existing ITS Maintenance Contract, which will end in February 2019, and will concentrate on the ITS network and devices in Duval, Nassau, Clay and St. Johns Counties.
- Creating an ITS Maintenance H-Contract – This contract will be used for ITS device and infrastructure maintenance following landfall of a hurricane within the District.
- Mock Audits – We have been performing quarterly mock audits on both NH/HW items, which are tracked by FDOT and ITS Maintenance inventory that we track internally using our own inventory tracking system. These mock audits help us ensure that we are doing our best to track the location of all of our assets.
- Moving inventory from the FDOT Urban Office to the RTMC – Some of our inventory was being kept in the area that used to house the TMC. This area is now being renovated to provide additional office space, so we moved all of these inventory items over to the RTMC.
- Installation of no parking signs in the Loading Dock area. This area was being used for

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ITS MAINTENANCE continued

- temporary parking while people visited the RTMC. Because the area is meant for loading and unloading only and is also where the trash dumpster is located, we installed the no parking signs to make it clear that people should not park in this area, even if for a few minutes.

Matt Harbert
ITS Maintenance Manager

ITS CONSTRUCTION

Since the last newsletter came out there has been a lot happening with ITS Construction. There are currently four jobs that are ongoing that are purely ITS projects. Those projects are the I-95 Nassau County Project, the I-10 Fiber Optic Installation Project, the I-10 ITS Device Installation Project, and the I-75 ITS device Installation Project.

- The I-95 Nassau County Project is installing ITS infrastructure, fiber optic cable and devices on I-95 from Airport Road going North to the Georgia Line. This project has been going well and is currently on schedule to complete early.
- The I-10 Fiber Optic Installation Project is installing fiber optic cable, conduit and pull boxes/splice vaults from SR 23 going west to Tallahassee. This project has had issues with the fiber optic cable and splicing, which has resulted in significant additional work by the contractor. This project is expected to be final accepted within the next month.
- The I-10 ITS Device Installation Project is installing ITS devices and power services through the same corridor as the I-10 Fiber Optic Installation Project and will utilize the newly installed fiber optic cable for communications. This project has been proceeding at a rapid pace, but has been slowed by the issues with the fiber optic cable installation by the other project. This project has about a year and a half remaining, but will finish early if the contractor keeps pursuing the work as they have been.
- The I-75 ITS device Installation Project is installing ITS devices and power services from SR 24 in Gainesville going north to the Georgia Line. This project is ready to begin testing but is being delayed by their ability to get power services from one of the utility companies. We are hopeful that this project will be completed and final accepted before October.

These four projects are adding a significant amount of ITS devices and infrastructure. The I-10 and I-75 projects are adding over 200 miles of ITS coverage on their own. However, most of our attention has been focused on the Roadway Construction projects that have ITS included within their scope. These projects have been ongoing for several years and seem to all be trying to cross the finish line at the same time. Because of all the projects entering the integration and testing phases at the same time, Pete Vega has brought on additional personnel from Atkins and Metric Engineering to assist with project coordination and testing support.

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ITS CONSTRUCTION continued

- The JTB Interchange Project was recently completed and final accepted. Following final acceptance, a lightning strike damaged the surge suppression and devices at several of the newly installed sites. The contractor has been working on these sites as a warranty issue.
- The Overland Bridge Project is nearing completion and is expected to begin device testing in August. The contractor is working on conduit installation on DMS trusses and other minor conduit installation work. Once this is completed they will install the final device cabinets and pull the remaining fiber optic cable and power drops to these cabinets. This project is anticipated to be completed in September.
- The SR 23/US 90/I-10 Interchange Project is almost complete having had the semi-final inspection performed on July 26th. The majority of testing is completed on this project and the project is anticipated to be completed in August.
- The SR 23 North and SR 23 South Projects are nearing completion with both anticipated to be completed in the next few months. The projects have completed some of their ITS device and fiber testing and will likely be ready for final acceptance once the roadway work and tolling components are completed.
- The West Beltway Express Lanes Project is anticipated to be completed in October. The contractor has tested several of the CCTV cameras and is currently in the 30-day burn-in period for their one walk-in DMS. The remaining CCTV cameras, Lane Status DMS, Toll Rate DMS and MVDS will be tested in the coming weeks.
- The SR 9B Phase III Contractor is installing the final conduit runs and is ready to pull in the fiber optic cable and power. The ITS devices, structures, and cabinets have already been installed and can be tested once the fiber and power installation is complete. ITS device testing should begin in August and wrap up in September when the job will be able to be final accepted.

The projects listed previously, which only involve ITS devices and infrastructure, will complete the installation of ITS on the Interstates within District Two. Moving forward all Roadway Construction projects will have ITS devices and infrastructures within their scope whether that be maintaining and protecting or relocating the existing devices or adding new devices. This means that our group's involvement will continue to grow along with the FDOT work program.

Kevin Jackson
ITS Construction Liaison

ROAD RANGER UPDATE

Our Road Rangers have been put to the test these past few months working ten RISC incidents on our roadways as well as lots of other major incidents which have greatly impacted our roadway clearance duration times. We are also proud to announce the addition of our Road Rangers to the I-75/Gainesville area with two Rangers running from CR 234 to US-441 as well as to the Nassau area on I-95 from Airport

ROAD RANGER UPDATE

Road to US-17 with the potential for additional Road Rangers in other locations and other shifts by the end of August. This step is going to improve operations drastically and also give the Traffic Management Center a better understanding of the incidents that are occurring on our roadways as well as more eyes/ears to assist with incidents throughout District 2. Our new F-250 Road Ranger Service Patrol trucks have been phenomenal thus far. Our Road Rangers cannot stop raving about how organized and well put together the trucks are, not to mention the noticeably smoother ride they afford! Below we have listed the current Road Ranger routes along with the additional routes that were added in Gainesville and Nassau Counties. As you can see District 2 has grown significantly and will be fully operational with 16 trucks as opposed to the 8 that we have been accustomed to over the past several years.

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)	*Upcoming*
216	I-10 from US-41/ Exit 301 to US-301/ Exit 343	*Upcoming*

As seen in the chart on the following page, Road Rangers have performed approximately 17,583 services within the past several months (April to July 22, 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. We have had such positive feedback from the traveling public here in District 2 and we know that our Rangers have been working hard on our roadways. Even with the temperatures soaring into the mid to high 90's in our District our Road Rangers have been dependable in times of need.

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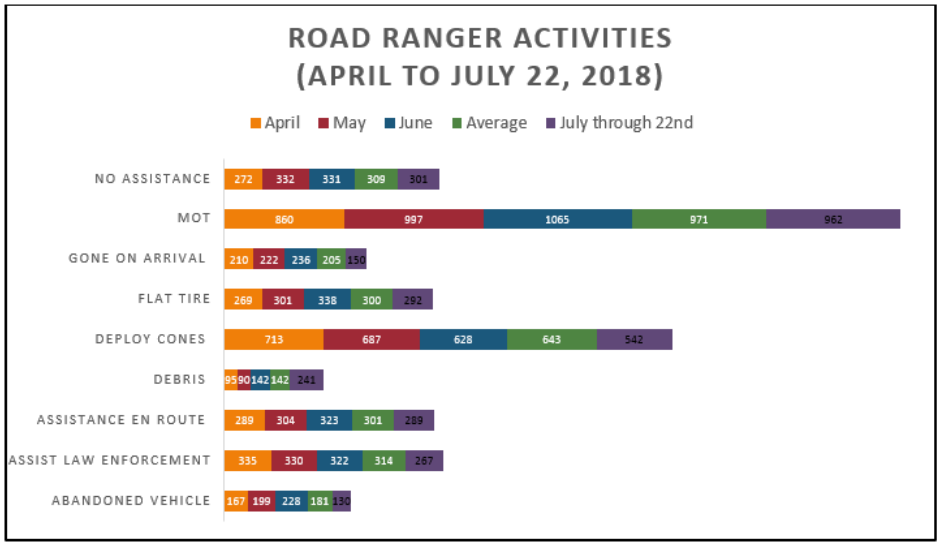
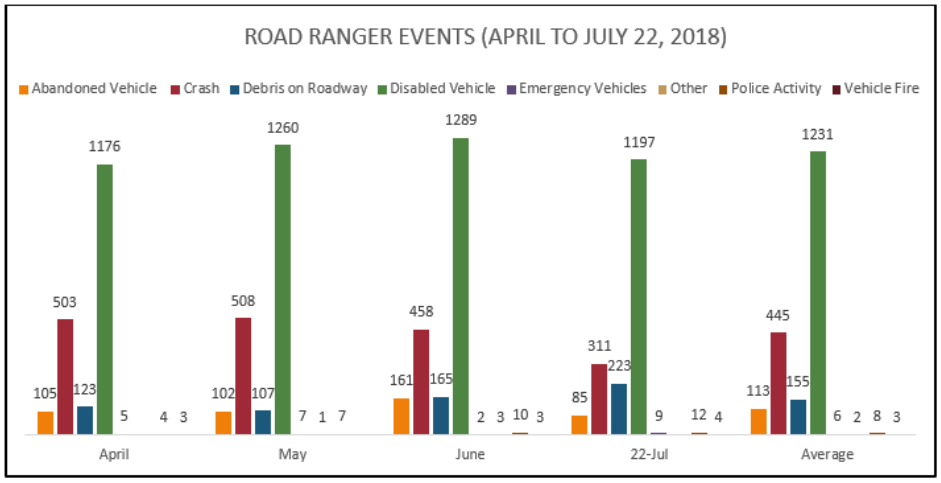
ROAD RANGER UPDATE continued



The following chart shows all event types that the Road Rangers have responded to through July 22, 2018. As we can see the Road Rangers primarily responded to crashes (26.2%), disabled vehicles (61.3%) and debris events (6.4%). The Rangers have assisted motorists in approximately 7,843 types of events over the course of the past three and a half months in which they primarily provided MOT (Maintenance of Traffic), aided law enforcement and assisted disabled vehicles 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 ten times. This shows the value of the program and how vital it is to roadway clearance especially when incidents occur during peak travel times. So far in 2018, we have had three RISC incidents which all occurred in Duval County in January and one which occurred in Alachua County in March. Below you will find a list of all the RISC events we have had here in District 2 from April 1, 2018 to July 22, 2018.

Table 1: RISC Events in District 2 from April 1, 2018 to July 22, 2018

Date	Time	Location	Description
3/1/2018	6:35 AM	Alachua on I-75 NB, At CR-234	LEFT AND CENTER LANES BLOCKED DUE TO AN OVERTURNED TRUCK AND TRAILER.
3/29/2018	8:30 AM	Duval on I-295 W NB and I-10/Commonwealth Ave	CRASH INVOLVING SEMI VS. PASSENGER VEHICLE TRAPPED UNDER SEMI.
4/6/2018	6:15 AM	Alachua on I-75 NB, At US-441	ALL N.B. & INSIDE S.B. LANES ARE BLOCKED. S.B. SEMI DRIVER CRASHED THROUGH THE GUARDRAIL & OVERTURNED IN THE N.B. LANES.
4/9/2018	8:56 PM	Alachua on I-75 SB, At CR-234	S.B. LANES BLOCKED DUE TO A CRASH BETWEEN A SEMI TRUCK AND A PASSENGER VEHICLE.
5/26/2018	1:08 AM	Alachua on I-75 SB, At MM 406	ALL S.B. LANES ARE BLOCKED DUE TO A CRASH BETWEEN A SEMI TRUCK AND A DUMP TRUCK.
6/12/2018	10:55 AM	St. Johns on I-95 SB, At MM 308	ALL S.B. LANES ARE BLOCKED DUE TO A CRASH INVOLVING A SEMI TRUCK AND OTHER VEHICLES.
6/13/2018	9:58 AM	Duval on I-295 E NB, At US-17/N Main St	RIGHT LANE IS BLOCKED DUE TO AN OVERTURNED DUMP TRUCK.
6/20/2018	3:18 AM	St. Johns on I-95 SB, At MM 308	N.B. SEMI DRIVER RAN INTO THE REAR OF A VEHICLE, THEN OVERTURNED INTO THE S.B. LANES.
6/28/2018	1:27 AM	Duval on I-295 E NB, Beyond between Alta Dr./MM 39	RIGHT LANE NEAR ALTA DRIVE IS CLOSED DUE TO AN OVERTURNED SEMI TRUCK.
7/19/2018	1:57 PM	Duval on I-95 SB and Airport Rd ramp	CRASH INVOLVING CEMENT TRUCK ON SIDE BLOCKING RAMP FROM AIRPORT RD.

We have also had the benefit of adding our new RISC (Rapid Incident Scene Clearance) Lite contract on July 2nd, 2018 which is an initiative by FDOT, in conjunction with FHP, for the Road Ranger Contractor to clear incidents quicker. The RISC Lite Program is in support of Florida's Open Roads Policy, an effort to improve safety and roadway efficiency. RISC Lite shall supplement the needs of the area for smaller truck accidents that do not have the need for RISC type equipment, like a rotator. This specialty towing service will handle incidents that are above the capabilities of a Safe Tow and below the needs of a RISC Event and will only clear the vehicles out of the roadway or to the next intersection with the direction of Law Enforcement. This will not be a final destination tow. RISC Lite operates on I-75 within Alachua County from CR-234/ Exit 374 to US-441/ US-41/ Exit 414. The need for RISC Lite north of Exit 414 shall be handled on a case by case basis, with determination of deployment determined by the RTMC Supervisory staff.

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast Traffic Incident Management Team meetings were held on **May 15, 2018** and **July 17, 2018** at the Regional Transportation Management Center (RTMC) – 980 N Jefferson St., Jacksonville, Florida at 10:00 A.M. Due to there being two meetings since our last quarter we will highlight the main updates within each of the meetings.

The Overland Bridge and Fuller Warren Bridge Project Update was provided by Mr. Bill Kays with KCCS where he notified the TEAM that the Fuller Warren Bridge Interchange Project is moving along and originally required 54 drill shafts in the river but only 10 still need to be placed. Crews are working in the center of bridge close to the San Marco exit and the temporary median barrier wall was removed to attain some lane width. In terms of funding and time, both are on schedule at approximately 39% complete. On the Overland Bridge Project, Mr. Bill Kays noted that the right of way has been very tight which has caused some issues for debris. There have been a lot of complaints from residents in the area who are finding debris from crashes in their back yards such as bumpers, car parts, etc. which has been a priority of the Construction and Maintenance crews.

Mr. Ed Ward from the Emergency Operations Center then noted that there have already been three major storms which have developed but did not affect us here in northeast Florida and that the weather services are predicting an average year.

The ITS and 511 Updates were provided by Mr. Ryan Crist where he stated that the 511 Team is in the process of rolling out the new app and have won a couple of national awards for their efforts during the hurricanes last year through their social media. 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. They are also in the process of testing out ACTIVU with several partnering agencies.

Mrs. Dee Dee Crews from FDOT gave the TEAM the update on the Road Rangers and it was noted that District 2 now has Road Rangers on I-95 which goes to the Georgia state line and will be expanding the Rangers on I-10 heading westbound within the next month. We will be expanding our service patrol to sixteen Road Rangers. The First Coast Road Rangers are also in the process of hiring new Rangers for patrols on Saturday and Sunday from 7am to 7pm for I-95 which will go down to St. Johns County as well as I-295 which will go to I-10, if they are needed. We are proud to announce that all of the new Road Ranger vehicles are in service and have new sign boards and equipment.

The next First Coast Traffic Incident Management Team meeting is scheduled for **September 18, 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 **April 11, 2018** and **June 13, 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. Due to there being two meetings since our last quarter we will highlight the main updates within each of the meetings.

The TEAM kicked off the meeting with an update from the Emergency Operations Center where Mrs. Crews stated that Ed Ward and his team are currently working on their hurricane plan as we are in full blown hurricane preparation mode.

Mr. Craig Carnes then provided the Construction Update to the group where he noted that the I-75 ITS Construction Project is proceeding. It is being worked on by the same company that has the I-10 Fiber Installation Project, from Jacksonville to Tallahassee, where there were a lot of problems encountered with installing the fiber. This in turn has taken resources away from the I-75 ITS Construction Project which is now running a bit behind schedule. We are expecting device testing to be in full swing by July/August timeframe. It was also mentioned that connection at US 90 and SR 24 has been established which allows the RTMC in Jacksonville to connect to Gainesville as well as Lake City.

Mr. Ryan Crist presented the group with the ITS, 511 and RTMC Updates where he stated that the RTMC has been working with Central Office on the Data Integration and Video Aggregation System (DIVAS) project to provide images on 511. He also noted it is currently being tested in Jacksonville with the First Coast Road Rangers (FCRR) and Maintenance contractors where a link is being sent to partnering agencies for streaming video. It was also mentioned that the new 511 app is due out by the end of summer which will have voice recognition software.

The TEAM then reviewed some serious incidents which occurred in the area and discussed how they can improve operations in the future. Afterwards, Ms. Dee Dee Crews announced that the Road Ranger program will be expanding on I-75 to four trucks. This route will extend all the way through District 2 on I-75 to the State Line. An additional two trucks will be added to I-10 by the end of July/beginning of August.

The Alachua-Bradford Traffic Incident Management Team meeting is scheduled for **August 8, 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 ***or Misha Gonzales at*** melder@metriceng.com/904-260-1567***. 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.

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 through 2017.

Dee Dee Crews
District 2 ITS Operations
Project Manager

OPERATIONS

It feels like we have been saying this for months…years…but, the Express Lanes are coming!

As the FDOT works on transitioning District 6's Operations Task Manager (OTM) Express Lanes Module to the Turnpike to be branded as the Statewide Express Lanes Software (SELS), District 2 can't sit and wait idly. We have roads being built and a need that must be satisfied. Despite the opening date being pushed back, District 2 wanted to make sure we are as prepared as possible and wanted help from the experts, District 6.

It started back in December when Pete was looking at dates to request assistance from District 6. He zeroed in on the end of the month. I saw Jason Summerfield, our Network Manager, the man who needs to make it work, cringe as that only gave him 2+ weeks to get the software pulled off of our production server, wiped clean of all of the various work we did to it (MY OPQC WORK!) and not only track down, but, get a detector and DMS simulator to work! Conveniently, it turns out that Pete was off that week! He took it upon himself to invite Central Office and District 5 to join. Nothing like sipping a margarita in the middle of the ocean while your staff is hosting a workshop to say, "I have faith in you."

After numerous emails, a few calls and more back and forth Jason had the software in a good place. Knowing Jason for a baker's dozen worth of years, there was never a doubt in my mind. He stresses, huffs and puffs but gets that job done. I did have to make sure he remembered lunch a few times and directed people away from his office, but he always comes through in the clutch. The Monday and Tuesday morning before the workshop he and Mark Laird ironed some things out and we were good to go. All the work Jason put in ahead of time allowed us to pick Mark's brain on other items which will prove to be invaluable moving forward for our Express Lanes Operations.

Continued on following page

OPERATIONS continued

I tried to dig up as much documentation as I could, most of it old, to develop a Decision Matrix and Training Scenarios for the Express Lanes which will launch our Standard Operating Procedures. Mark Laird, D6- AECOM, went above and beyond to review, provide feedback and guidance on these tasks. I could not thank him enough. Mark's knowledge and desire to see SELS succeed was on full display and District 2 will always be grateful. He probably had some moments of "what on earth" during the process but he was always there to help and walk us through the why, not just the how. Thank you, Mark!

The Workshop proved to be extremely valuable. Mark even allowed me to use a voice-recorder which I dropped on him last minute. The Tuesday afternoon session was classroom style with an overview of Express Lane Concepts and a detailed presentation on tolling, tolling scenarios and the Software (SELS). A few Operators came up to me afterward to express some concerns. I told them to wait for the hands-on part before they freaked out. The SELS is very user friendly once all the background work has been done. Wednesday included 3 sessions, 2 hours in length, for hands-on. Operators, District 5 personnel and FDOT-D2 staff each had a chance to sit and work with the test system utilizing the simulators. The vision and role of the Operators became clearer and comments of doubt turned into comments of confidence.

Since December, the foot has not come off the gas. As September/October opening timeframe creeps near our District is in great shape. The Decision Matrix has grown to over 30 scenarios (yes, for a 4-mile road) and the FHP IM Plan draft is complete. Task Teams are starting to form to make sure all responders on scene are ready to address the normal as well as the outside-of-the-box incidents that will happen on the roadway. Training has been ongoing for staff, supervisors and the Management Team. This is an exciting time as a new congestion mitigation tool is nearly ready to be released in Jacksonville.

December's workshop laid the groundwork and now it is all starting to come together. We can do this and we can excel at this. District 6 was fantastic and were wonderful pavers of this road to success. While we were training and preparing for Express Lanes, Operations was also……managing our roadways, express lane-free. As we expand, things remain busy. Over 4,900 events were managed in June and Road Rangers worked 2,280 of them. DMS were utilized on over 2,500 of those events helping inform motorists. 1,666 crashes were managed and of those crashes, 278 lasted longer than 90 minutes. Travel lanes were blocked 631 times. This won't be my last Express Lanes update, but we are getting closer. Be sure to check out the pictures and diagrams in the Photo Gallery.

511: Connect. Know. Go.

Ryan Crist
RMTC Manager

MARKETING

Pulling up stakes and relocating to a new area can be a daunting experience for even the most seasoned nomad. Add to that confusing traffic patterns and unfamiliar roadways and you have a recipe for disaster. I recently sat down to coffee with a friend of mine who lived here over 20 years ago. Upon moving back, she discovered that "home" was as unfamiliar to her as Mars or Venus. To that end, we've partnered with the First Coast Relocation Guide and the Jacksonville Chamber of Commerce to get our traffic information into the hands of new and "new again" residents. Anyone who is just now discovering our little corner of paradise can find FL 511 featured on page 145 of the 2018 edition of the First Coast Relocation Guide (hard copies available at most area libraries as well as the Chamber of Commerce) or online at http://heritagepublishinginc.com/2018-edition-first-coast-relocation-guide/. But for insider information on where to find the best beaches? Well, we may just keep that little secret to ourselves.

Now that you have your coffee table edition of the First Coast Relocation Guide, buckle up and take a little journey with us. We recently visited some of our favorite industry partners… Landstar, Tote Maritime, JP Morgan Chase and Fidelity National Financial just to name a few, while also gracing the halls of some area college campuses…St. Johns River State College, FSCJ and Keiser. I got a little worried when SJRSC's Viking Mascot threatened to take over my job (pics following). But he seemed far too relaxed to be taken too seriously. We also managed to set up shop at the Nassau County, St. Johns County and Flagler County Government Health and Wellness Expos. All told, we've reached over 2,600 people at recent events, engaging motorists in one-on-one conversation about our 511 traffic and information system. How's that for personal reach?! And in the coming months, we'll visit Florida Blue, the Jacksonville Transportation Authority, Citizens Property Insurance, Bacardi USA and Edward Waters College. We love seeing our calendar fill up with outreach and marketing events.

If there's room on your summer calendar for one last big hoorah, make sure your travel plans include 511. You can dial 5-1-1, log onto www.FL511.com or download one of our free FL 511 Apps available for Apple and Android products. The 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.

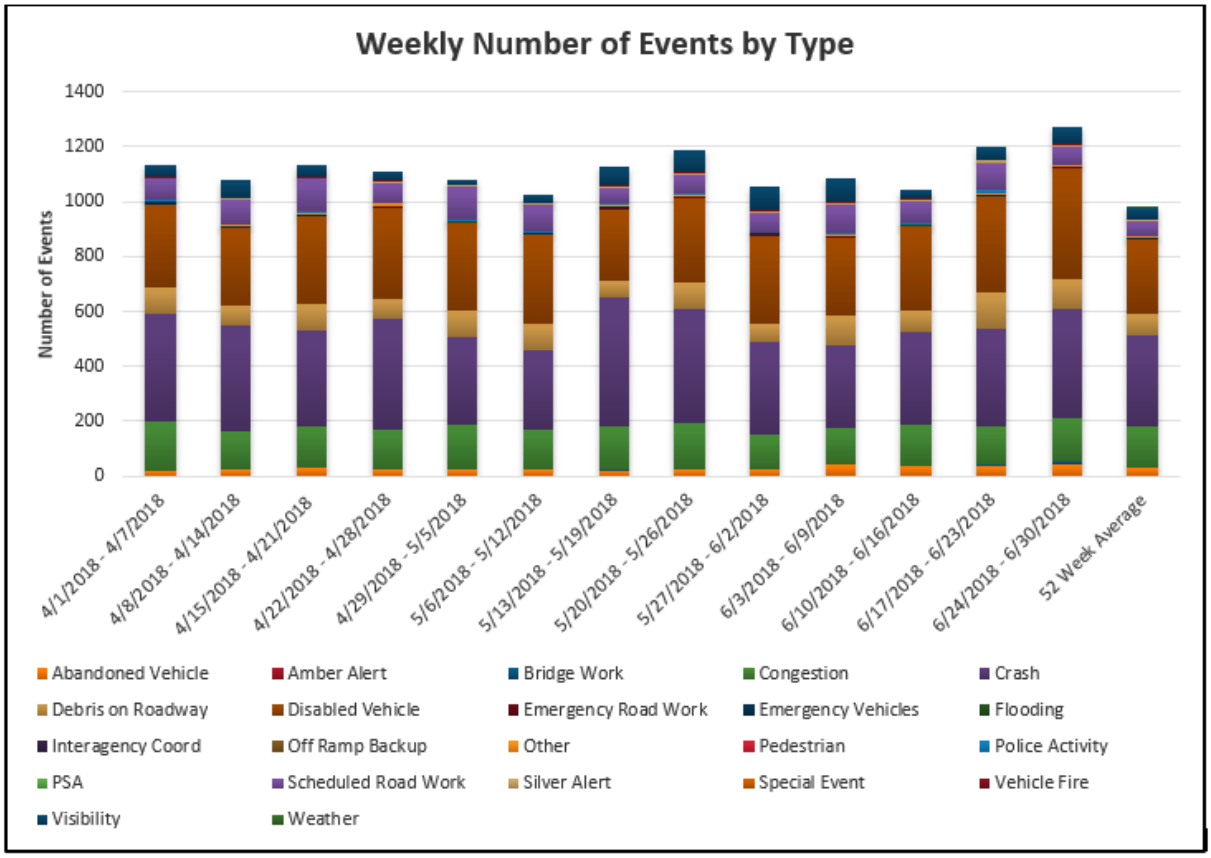
Sherri Byrd
Marketing Manager

PERFORMANCE MEASURES

What a busy few months this has been for us here in District 2. Over the past three and a half months our incident responders have responded to well over 7,843 events and have performed over 17,583 activities! This number includes events such as abandoned vehicles, congestion, crashes, debris, disabled vehicles and scheduled road work just to name a few.

In the charts following, we can also see the trends that are occurring along our roadways especially when we notice that during the month of June we had a 42.2% increase in the number of abandoned vehicles on our roadways as well as a 14.2% increase in crashes in May which marked the last full month of school here in District 2. Through the weekly report we can identify that these crashes mainly occurred during the last two weeks of May. We also have been having a lot of rain here in District 2 which most likely accounts for some of the incidents on our roadways. We also could see that in June there was an increase in crashes (4%), debris (41.3%) and disabled vehicles (24.3%).

The average clearance duration times for the past 12 months have stayed well under the goal duration times as District 2 has averaged approximately 45.4 minutes for our Open Roads Duration time, 54.2 minutes for our Roadway Clearance duration time and 83.7 minutes for our Incident Clearance duration time over the course of the past thirteen weeks.



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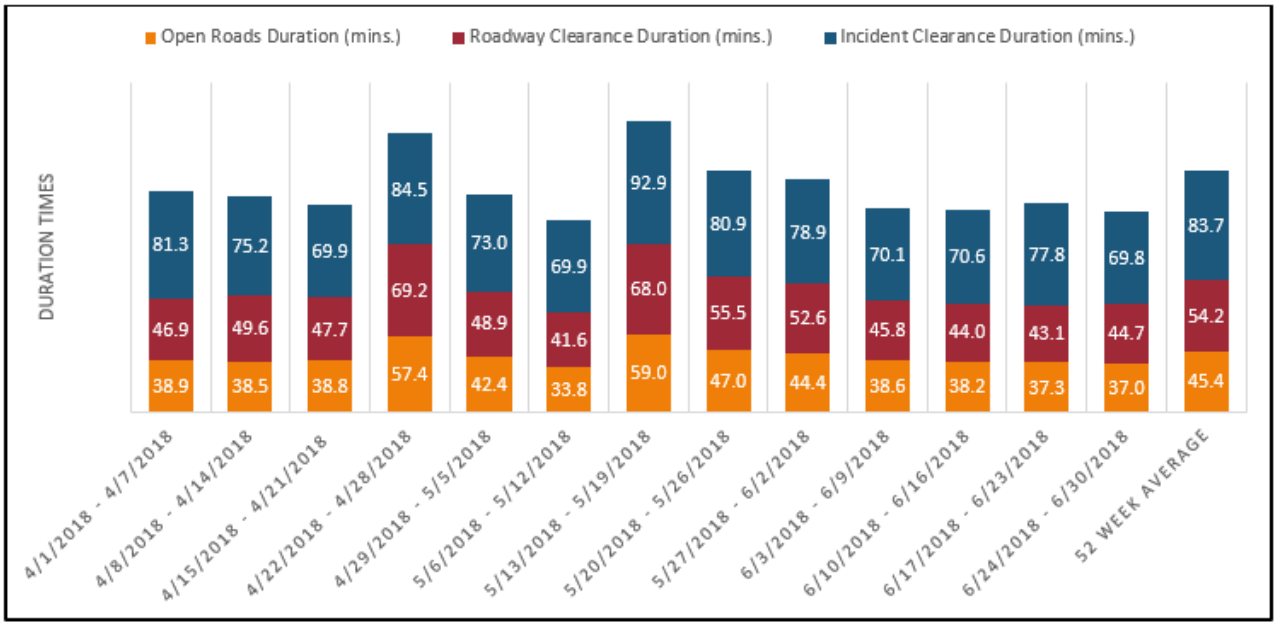
PERFORMANCE MEASURES continued



Sherrell Lall
Metric Engineering

SPOTLIGHT ON…EDUARDO GOMEZ

Being the new kid on the block, we'd love to hear your story. Where were you born/raised?
Born and raised in Barranquilla, Colombia but I moved to the United States in June of 2002. My family moved to Tallahassee, Florida…. I know, big switch from a big city in South America. I stayed in Tallahassee all the way through college. Go Noles!

As a Traffic Signal Engineer, sort of set the stage for us. Where did you go to college? What defining moment(s) steered you toward your current career path?
I graduated from Florida State University in 2013 with a bachelor in civil engineering. Worked for a small consulting firm my first year out of school, then worked for the Department of Environmental Protection for a year, and finally started the Professional Engineer Trainee program with the DOT.

If I had to pick one moment that defined my current career path, I would say signing up for the transportation specific Professional Engineer exam in 2016. There were other specialties that I felt comfortable with, geotechnical and environmental engineering, but the transportation field interested me the most.

What other jobs have you held in the Transportation industry? (prior to coming to work for Pete Vega in the RTMC)
I worked for the DOT for over two years before coming to work for Pete. I spent a large part of it in the Traffic Operations Office in the Traffic Studies group. As part of my training, I rotated through every office in the Department including Planning, Roadway Design, Construction, and Maintenance.

For those of us who only have a limited working knowledge of what you do, please describe for us in detail the role of a Traffic Signal Engineer.
I will be assisting the smaller municipalities in District 2 with traffic signal maintenance and operations. Additionally, I will be assisting Central Office with connected vehicle deployments in the Gainesville area. Lastly, I am responsible for the traffic signal equipment in inventory.

As a Traffic Signal Engineer, what changes do you hope to see in the next 5 years?
I hope that all signals in Duval County have adaptive technology that allows the signal to change timing plans based on traffic demands.

Is Jacksonville ahead of the curve or behind the eight ball when compared to other cities? (from a technology standpoint)
I would say Jacksonville might be slightly behind places like Gainesville that already have plans to deploy connected vehicle technologies.

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SPOTLIGHT ON…EDUARDO GOMEZ continued

What key changes can City Planners implement to make Jacksonville more pedestrian and bicycle friendly?
The planning office is developing new criteria for roadway design and construction that prioritizes pedestrians and bicyclists. They call it complete streets or context sensitive design.

Everyone's had a bad day at the office (or two). Do you have any funny stories relating to your career? Or a foot-in-mouth moment you'd like to share?
The funniest thing that ever happened to me (it's funny now) was when I was asked to drive out to a job site to take pictures and my truck got completely stuck in some softer sand. I had to get out and ask someone to pull me out using a motor grader.

Knowing you're an avid FSU fan, are you a season ticket holder?
I am sadly not a season ticket holder anymore. I usually go to 3 or 4 games a year, though.

Living close by in the Brooklyn area means you have a short commute into the office. But let's talk about the culinary scene over there! What's your favorite new (or old) restaurant?
I am obsessed with Hawkers and Lola's Burrito and Burger Joint. I frequent the Jimmy Johns on Park street a lot too.

As a foodie, what is the most bizarre thing you've ever eaten?
I am not a very adventurous eater. I tend to find one thing I like on the menu and stick with it.

Tell us a little about your family.
My parents have been married for over 30 years and they live in Tallahassee. My father is an industrial engineer and works for the City of Tallahassee. My mother works for the Department of Revenue doing property tax appraisal.

Do you have any other hobbies?
I am an avid soccer fan so I spend a lot of my time watching or playing soccer.

PHOTO GALLERY

Alachua-Bradford TIM Team

First Coast TIM Team

At left: Telling the great folks at JP Morgan Chase about FL511; Below: St. Johns County Employee Health Fair

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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

September 18, 2018 **November 27, 2018**

Alachua/Bradford TIM Team
FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville, FL
352.381.4300
10:00am-11:30am
August 8, 2018
October 10, 2018 **December 12, 2018**

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