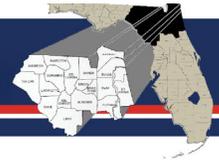


## IS AN EARLY SPRING TO BE, OR NOT TO BE

PUNXSUTAWNEY PHIL DID NOT SEE HIS SHADOW, SO WE'LL SEE IF OUR MILD TEMPS CONTINUE.





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

My contribution to this quarter's newsletter became much more difficult due to an event that occurred the afternoon of January 3<sup>rd</sup>. Up until then, my portion of the newsletter was ready. I planned to provide information on the professional backgrounds of Russell Allen (Clinton Smith) and Derek Vollmer's (Christina Shafik) replacements in Central Office. I was then going to discuss the future of the TSM&O program as we delve further into the world of Connected and Automated Vehicles. That was until a major crash occurred on I-75, just north of Gainesville, on January 3<sup>rd</sup> that claimed the lives of seven souls, five of which were children.

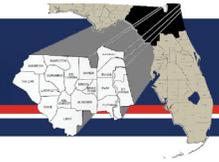
The most challenging part of our program is figuring out a way to make the roadway system more efficient and safe for the traveling public. In this case, there was nothing we could do to prevent such a catastrophe and this is where Connected and Autonomous vehicles will take us to the next level of safety. The only opportunity we had was to try and prevent the secondary crashes that occur after the initial event, because these could end up being a much worse scenario for motorists.

So, as soon as I learned about this accident we grouped together on the RTMC floor to see what could be done to try and prevent another crash. Since I-75 was closed in both directions, it was imperative that we got the word out as fast and far as possible. Since the District Two I-75 ITS deployment was recently final accepted, we could utilize the Dynamic Message Signs (DMS) for southbound traffic all the way up to the Georgia State line and for northbound traffic, all the way down to Micanopy. Likewise, the SR 23/I-10 interchange project is nearing completion, so we used a majority of the westbound DMS to alert motorists of the closure on I-75.

All that was left was to alert the I-10 eastbound motorists, as well as I-75 northbound motorists further south that were headed our way. We reached out to our partners in District Three, Five, Seven and Turnpike Enterprise to see if they could assist by posting messages on as many northbound DMS as possible. The objective was to "thin the herd" by providing this advanced information, with the hope that many motorists in a hurry would seek an alternate route. It seemed to work since there were no secondary crashes occurring on I-75 and traffic flowed much better than what the RTMC is used to for such closures.

It does not take away from the fact that seven lives were lost due to this tragic event, however we can take solace in the fact that we may have assisted in the prevention of the undesirable secondary crashes. My take is that if we were currently living in the Connected and Automated vehicle world, the initial crash may have been avoided. Likewise, if it was not a preventable event then the other cars would have been immediately warned and taken precautionary measures to avoid additional collisions. Vehicle-to-Vehicle and Vehicle-to-Infrastructure communication would have occurred within milliseconds, the cars may have been able to initiate crash avoidance systems and it could have ended up being a minor fender bender.

Am I just dreaming or could this be a reality? Well, a few weeks later I had the opportunity to experience the technology of the future. I was asked to participate in a retirement party at USF for one of my former supervisors in college. The day before leaving, I noticed that my tire was going flat as I left the office.



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

Noticing the huge nail, I immediately drove it to the nearest tire store. Unfortunately, they were booked solid and could not take care of me that night. At least they were nice enough to pull out the lift jack and put the spare on for me. That evening, I contacted several tire stores and learned everyone was booked for the next two days.

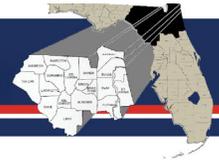
Not really having an alternative, I decided to rent a car from AVIS for this trip. Since it was for a short period of time, I decided to rent a Toyota Prius to save on fuel. When I arrived at AVIS the next morning I was told that the Prius had been rented out. The attendant was extremely apologetic and offered to “upgrade” me at no additional cost to a Toyota Corolla. Since I was in a pinch I begrudgingly agreed to the change. In all the excitement he could muster, the attendant told me that it was a 2019 model with all the latest bells and whistles technology could offer! My reaction was “yeah, right” it’s just a Corolla. I did not notice anything out of the ordinary as I put my luggage into the car and headed towards the Interstate, but after that “The Adventure” began.

I normally use cruise control while taking long trips on the Interstate and find myself drifting off from time-to-time. However, lo and behold, this car had automatic cruise control using radar sensors up front that would maintain a desired speed and distance until it approached the vehicle ahead. It would then brake slowly as it reached an unsafe distance and immediately take me out of “La La land” while activating its rear end collision avoidance system. It took me about 60 miles to get used to this cruise control feature. I definitely got a few wake up calls as I adjusted to this safety feature.

Further along on my drive the traffic in Orlando had its normal bottleneck in the downtown area. As I approached the congestion (no cruise control now) I decided to switch lanes, however the Corolla would not let me make the maneuver. As I looked in my side-view mirror I noticed the car that was racing past me in the left lane. The rear radar sensor had detected this risk and took control of the situation to avoid me from being side-swiped or rear ended. I probably would have avoided this type accident if driving manually but had some comfort in knowing the car would not let me take the risk.

About three hours into the drive I wished that I’d stopped in Winter Haven to grab a cup of coffee. It had been a long day so far and the caffeine would have done me some good. About the time I reached Lakeland, the car began to ask if I was doing okay and needed a break. What the heck!?! It knew how I was feeling at that point of the drive!?! I soon figured out that it had a similar feature to the Mercedes line where there is a sensor that tracks eye movements. I was deep into thinking about a possible nap and the car sensed that it needed to grab my attention.

Once I arrived at USF I realized just how much it sucked to try and find parking on a college campus. As I drove the loop multiple times the only option I could find were some parallel parking spaces. I love a challenge! So, with all the skills learned in Defensive Driving class, I parked the car after three tries. That’s when I noticed the Corolla asking me if I wanted to utilize the automated parallel parking feature. What! I was so



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

embarrassed as the snot-nosed college students smirked at my agony! The rest of the weekend I purposely tried to find a location where I could try the parallel parking feature, but just my luck there were none to be found.

On my way back to Jacksonville I put all these features to the test and realized the benefits that technology could provide. I felt much safer, more in tune with the vehicle's features and hopeful that this would be the norm for all cars in the coming years. It made me reflect back to the ITS America Conference in 2004. That's when I first spoke to auto manufacturers about this type of technology. They said it was coming and the only thing creating the delay was the availability of the sensors and unit cost. Ford's representative told me that each sensor cost about two-dollars, however their desire was to have a unit cost of about twenty-five cents per sensor to make the additional feature profitable. Several years ago, the luxury class vehicles made it a standard. Now, it's the price conscious cars that are joining the mix!

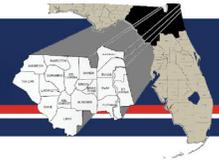
My hope is that in the near future, these types of features are combined with connected vehicle technology on all cars. At that point, I will be much more confident that crashes like the one that occurred on January 3<sup>rd</sup> can be avoided with the helping hand of sensors and vehicle communication.

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

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

2019 is finally upon us and we have yet to reach our Utopian future where cars are flying and robots are controlling everything but do not fret because various automakers are developing or have developed flying cars. The bigger problem is how congested our air space truly is. According to a NASA study in 2012 there could be more than 5,000 planes in the sky at any given time. I believe it is safe to say that we will not be taking our flying car to work anytime soon due to lack of infrastructure, rules, guidelines, maintaining agencies, law enforcement, etc. The better bet is investing in our current robust highway system. The day we can rely on vehicles to communicate with each other and the infrastructure while removing human error through autonomy, our traffic delays will decrease. Vehicles will sync with traffic signals allowing them to search for alternate routes resulting in increased efficiency, but this can only occur when cellular towers convert to 5G.

The Internet of Things (IoT) is a concept of devices communicating with the internet and people. We are all aware that most electronics have some sort of "smart" capability. The only problem we face is limited bandwidth. The simple cure for all these devices to be truly unleashed is 5G! Cellular carriers are already teasing 5G speeds in certain markets and it will not be long before it is fully deployed. You may be asking, "What is the big deal with 5G? My current cell service is excellent." 5G is approximately 1,000 times faster than 4G, which equates to about 100 GB/s. The most important difference between the two is



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

reduced lag or latency which is the crucial piece of connected vehicles. This capability allows data to be transmitted, received, and acknowledged resulting in a given action being executed. 5G is the key that allows IoT to come to fruition. Connected vehicles will be riding on those coat tails. Who knows, maybe we will have a Smart Car before we know it, or better yet, Smart Flying car!

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

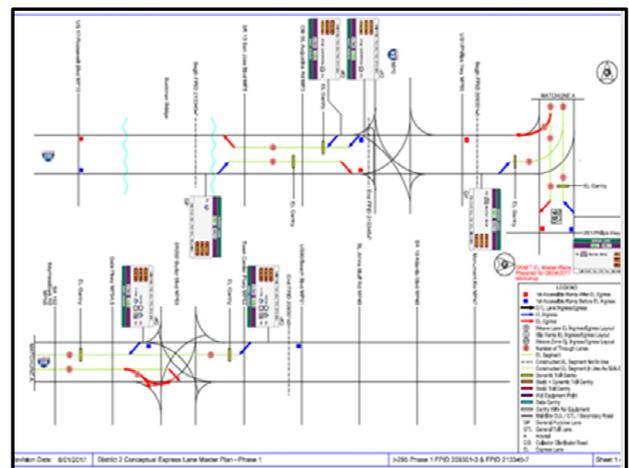
**NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER**

Phase 1 of FDOT- District 2's Express Lanes efforts starts on I-295's west beltway. The Express Lanes are being implemented to assist with congestion management, improve safety, throughput and travel time reliability within the region. Express Lanes will be physically separated from the General-Purpose Lanes (GPL) by delineators to allow tolling via SunPass within the Express Lanes. The Express Lanes will utilize the Statewide Express Lanes Software (SELS) that will primarily operate in a Dynamic Pricing mode.

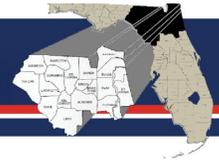
By adding two Express Lanes (EL) on the inside of the existing three General Purpose Lanes (GPL) this project will be adding capacity to current conditions along I-295. All travel lanes and the EL Shoulder are 12 feet in width. Delineators are utilized to separate the EL from the GPL and are installed every 5 feet.

The Regional Transportation Management Center (RTMC) will use TSM&O strategies, ITS technologies and communication links with partnering agencies and media partnerships to identify, verify, and track incidents and emergency events, allowing for information exchange and coordination among emergency responders and law enforcement. Primary objectives for integrated incident management of the Express Lanes is to prevent or minimize secondary crashes, improve travel time reliability and maximize safety through expediting response, enhanced coordination, information dissemination and after-action reviews. These efforts work towards Florida's Open Roads Policy and maximizing the Express Lanes as a congestion mitigation tool.

FDOT provides funding for the Road Ranger Program statewide. Express Lanes will include dedicated Road Rangers and Class B Wreckers that will be located in approved staging areas. Upon opening of Phase 1, The Express Lanes Road Ranger and Express



Continued on following page



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

Lanes Wrecker will work 24/7 for the first 90 days of Express Lane Operations. The staging area for the northeast is just south of the Buckman Bridge in the Ingress Gore Area from midnight until 1:00 p.m. The southeast staging area is still being determined, but will be utilized from 1:00 p.m. until midnight. These staging areas will allow them to reach the direction of traffic that sees volume/demand spikes at those time periods. They will be dispatched to ALL events within the Express Lanes and assist with MOT, scene safety, debris, vehicle relocation, advanced warning to motorists and sharing of information.



**Northbound Staging Area**

**\*\* US-1 entrance to 295EBW SB Grass Area \*\***

Additionally, the Florida Highway Patrol (FHP) will be providing a Hire-back Trooper dedicated to the Express Lanes, pre-staged in the same location. Their primary focus will be quick clearance, incident management and Express Lane Enforcement. Their main responsibilities will be enforcement and lane clearance. Utilizing the Road Ranger and Wrecker, the Trooper will quickly secure incident scenes and relocate

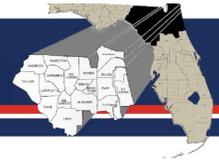
vehicles to the designated crash investigation sites, when possible. For larger events, the Trooper also has the capability to activate RISC for an incident within or affecting the Express Lanes. Safety and travel time reliability will be the main driving factors.



**Southbound FHP Investigation Site  
Wide Left Shoulder**



**Northbound FHP Investigation Site  
Official Turnaround**



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

There will be a sweep of the Express Lanes every hour to identify abandoned vehicles, debris and incidents, with Road Rangers alternating every other hour with FHP.

The Express Lanes Incident Management Task Team will be meeting at the end of February. Getting all parties at the table is critical to success at the onset of the Express Lanes opening.

Items covered will include:

- Driving over and directing traffic over delineators;
- MOT for various scenarios;
- Releasing traffic;
- Management of different event types;
- Enforcement goals;
- Dissemination of information and coordination.

Future meetings will include visits and dry-runs along the Express Lanes. The Express Lanes are yet another tool for congestion management and the RTMC is prepared.

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

**NORTH FLORIDA TPO**

Mr. Jeff Sheffield never ceases to amaze me as he gets further into the world of technology. In the past, I have mentioned his efforts to pursue an Integrated Data System (IDS), Smart Cities technology and Advanced Traffic Management Systems. During several of our discussions, I always mentioned that the biggest challenge in

achieving his goals is the limited talent pool that could assist. I guess he put a great amount of thought into what I said and took action to address the need.

Jeff's team coordinated with some folks in Orlando to host the inaugural JAXTAB (Tech And Beer) event at Intuition Ale Works. This was the kick-off for the first of many Tech and Beer events in Jacksonville that he hopes will become the platform for like-minded tech professionals, business owners, start-ups and investors to connect, collaborate and get inspired to drive innovation in the transportation industry.

The concept was to enhance networking opportunities for the start-up companies seeking to get some "skin in the game." The featured discussion revolved around the BayJax Innovation Corridor through the Smart Cities effort along Bay Street and the innovation that would be needed to achieve the team's goals. Jeff learned that the TAB concept began in Orlando in 2017 and has proven to be a huge success in finding talent that would be able to help drive the change in their cities. This was a great idea to finding that untapped talent we so desperately need to take Connected Vehicles and Smart Regions to the next level!

Sponsors of the event included the NFTPO, JTA, Wilson Dutra Innovative Law, LYFT, Pandera Systems, Archer First Response Systems and Aviation Systems Engineering Company (ASEC). Hopefully, you will notice that many of these sponsors may be new to you and not common in the transportation industry. The reality is that thinking outside the box may be our best chance to find solutions that can be placed in the box.

Continued on following page



**NORTH FLORIDA TPO continued**

At the moment, Jeff is not making any promises or providing false hopes on the effort. The reality is that this approach will be a major driving factor if we intend to achieve the goals of the region. Transportation professionals are good at addressing transportation needs. The area we currently fall short in is recruiting folks in the “techie” world who know how to manipulate the data to fulfill our needs. Keep in mind that Amazon started out as an online bookstore, SpaceX was nothing more than Tesla on steroids and Facebook was originally created as an online dating app for college students. None of this would have occurred without the help of these “techies!”

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

**ITS MAINTENANCE**

This quarter has been busy for everyone involved with ITS Maintenance. We have been faced with many challenges as well as many changes to the system. As construction accepts projects and turns them over to us we find ourselves with increasing duties without an increase in forces. Our maintenance team has stepped up to the challenges and is taking care of them one by one to finish them.

During the quarter we have added the responsibility of the US90 interchange, I-75 phase 2 and now 9B phase 3. Early February we expect Nassau County on I-95 to come online, adding those devices to our system as well. Each addition to the system adds its own challenges and responsibilities. This is

constantly keeping us on our toes to make sure that we are ready to assist with the areas to keep them operational for the RTMC to monitor traffic and incidents as they happen.

One of the challenges we recently faced was on the I-75 project, where Gainesville Regional Utilities had a main water line break at I-75 and Newberry Road. This break damaged our brand-new fiber and the drop fiber to the pole at the intersection along with a power service run. FDOT had to work through the GRU third party adjuster to come to an agreement for the payment for the repairs or more realistically, a main portion of the payment. We have also found some defective parts in the project limits that the construction contractor is handling under warranty as per specification for the project.

The US 90 Interchange Project was accepted but there are several devices still not functioning properly. After the warranty period, we will be replacing some of the devices.

Additionally, the SR 9B Phase III Project was accepted, but as of yet we have not received complete as-builts which we are waiting on to take responsibility of the ITS fiber and power locates.

FDOT ITS Maintenance also completed the fiber connection from Lake City Operations to the Central Office satellite building in the maintenance yard there as well. We are currently working with Metric Engineering staff to get the network switch and install it in the satellite building. This will allow us better connection to the bridge wind sensor and water level data from our sensors that are reporting to NOAA.



**ITS MAINTENANCE continued**

Maintenance has also participated in the 90% walk through on the I-95 Nassau County ITS project that will be bringing us devices on I-95 almost to the Georgia line. These devices will assist with monitoring traffic on high travel days into the city. We expect these to come online within the next month unless an unforeseen happens.

Operations and Maintenance have been working closely together as SOPs have been updated to ensure that everyone from both groups is able to work together to keep the system up. Our ability to work together as a team has been great and we will continue to address concerns as a team to make everything as smooth as possible for our staff. ITS Maintenance would also like to congratulate Jason Evans on becoming the TMC Manager. It was a well-deserved promotion as Jason has been working with us for many years to keep the devices operating as smoothly as possible.

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

**ITS CONSTRUCTION**

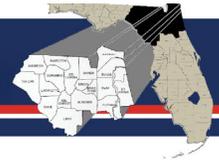
Despite a cold and wet winter, the construction contractors have been full steam ahead. District 2 had several projects wrap up, a few new ones start and numerous ones that still fall somewhere in between. The additional resources brought in to assist ITS construction have been busy and that only ramped up to a new level with the departure of Kevin Jackson, the District 2 ITS Construction Liaison. Despite the loss of personnel, the Construction Projects march on.

The I-295 west beltway Express Lanes project has started to pick up steam and we see the light of Final Acceptance approaching. Friction course is wrapping up, striping has taken place and you can now envision the express lanes instead of relying on a set of plans. All forms of Dynamic Message Signs (DMS) have passed field acceptance, though some mysterious color changes are still being addressed. As the punchlist gets worked on the delineators should start to go in during the month of February. Depending on mother nature and unforeseen circumstances Duval County should be introduced to Express Lanes in early spring.

The I-295 east beltway is not too far behind the west beltway, looking at a September completion date. Most of the work is still road based but there has been a recent shift to tackling ITS. Cabinets arrived and are starting to be installed. Conduits from Pull Boxes to ITS poles are in progress. The project has done a great job of keeping the current ITS Devices up and running. The completion of this Project should bring some relief to the daily congestion in that southeast quadrant of I-295.

The I-95 Overland Project is coming towards a close with their DMS completing the 30-day burn-in process. The old Skyline DMS, that is over 10 years old and was taken down several years ago, was re-installed at the bottom of the I-95 SB ramp to San Marco and is now working. A field review took place the first week of January to help resolve some pending issues that should help meet the final acceptance date in March.

The I-10 Operational Improvements Project is gearing up now that the Overland is wrapping up. Current work includes MSE walls and



**ITS CONSTRUCTION continued**

installing drainage along the I-95 Southbound off ramp to Stockton Street. The contractor continues pouring columns/caps along the St. Johns River for the shared use path bridge structure and driving piles/pouring footers for the I-95 Northbound flyover ramp to I-10 Westbound. Outside of planning and device relocation ITS work has been quiet. The Project's estimated completion date is in Summer 2020.

I will lump the North and South Projects of SR-23 into one here. The south job is looking to be two months away from completion while the north is four months out. Tolls have been tested and are communicating back to the Turnpike and are operational outside of actually charging people. ITS held a meeting in mid-January to iron out the remaining issues and the contractor has a clear plan to complete those pending items. ITS and the New World Ramp are two of the bigger items remaining there. This Static Toll Road should be open around the time the Dynamic tolling starts on the Express Lanes.

For the I-95 Nassau County Project the contractor has finished most of their Standalone Testing and things are taking shape. The 90 percent walk through was completed in January and their final acceptance date should be in February, pending weather days and NOI. The main open items on this project are the temporary fiber from the hit at Airport Road and the CCTV Pole at Pecan Park that requires a platform. A field visit and open discussion has both of those items moving in the proper direction.

I will wrap up with three projects that wrapped up since our last newsletter.

The I-10/ US-90/ SR-23 Project wrapped up back in October and that caps off the very northern end of the SR-23 Projects. ITS was included on Beaver St/ US-90 and on I-10 but some detectors are currently working their way through the warranty process. That was small potatoes compared to the I-75 Project that had 87 miles of ITS Devices that wrapped up on December 13<sup>th</sup>. This Project includes MVDS to monitor Emergency Shoulder Use (ESU) evacuation performance that hopefully we don't have to use for years to come. Lastly, the 9B Project from I-95 to CR-2209 completed on January 7<sup>th</sup> and started off what should be a busy year. That added one new DMS and nine CCTVs. This next quarter should see a similar close out.

There are about 100 Projects that are ongoing in District 2 with contracts totaling almost \$2 Billion dollars! About \$32 Million was paid out last month. Motorists of Northeast Florida should see the progress on a daily basis and reap the benefits as contracts wrap up. With all of that construction going on remember to Know Before You Go and Use 511.

**Ryan Crist  
Atkins Global**

**ROAD RANGER UPDATE**

It's official! Our District 2 Road Ranger trucks now have an upgraded look. As you can see from the photo on the following page, we are now sponsored by State Farm and our trucks are currently undergoing a transformation. We are hoping to have all 16 of the trucks updated within the next few weeks. This will be the beginning of an exciting partnership between FDOT and State Farm.



**ROAD RANGER UPDATE continued**

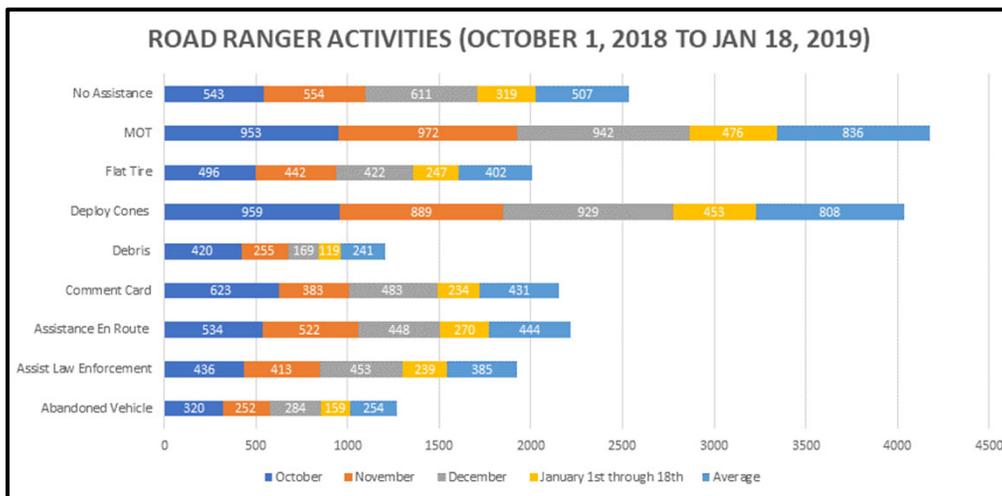


Enforcement, removing debris out of the roadways for traveling motorists, assisting with basic maintenance such as changing flat tires, providing air for tires and gas for stranded motorists.

Since our expansion into the Gainesville area, we have had some great feedback from the public as well as during the Traffic Incident Management meetings, letting us know that this expansion is what the District needed. It is reassuring to know that we are assisting so many motorists in need.

Our Road Ranger Service Patrol fleet is performing extremely well and has performed approximately 23,458 services within the past several months (October through January 18, 2019). Some of their most important activities include providing MOT and assisting Law

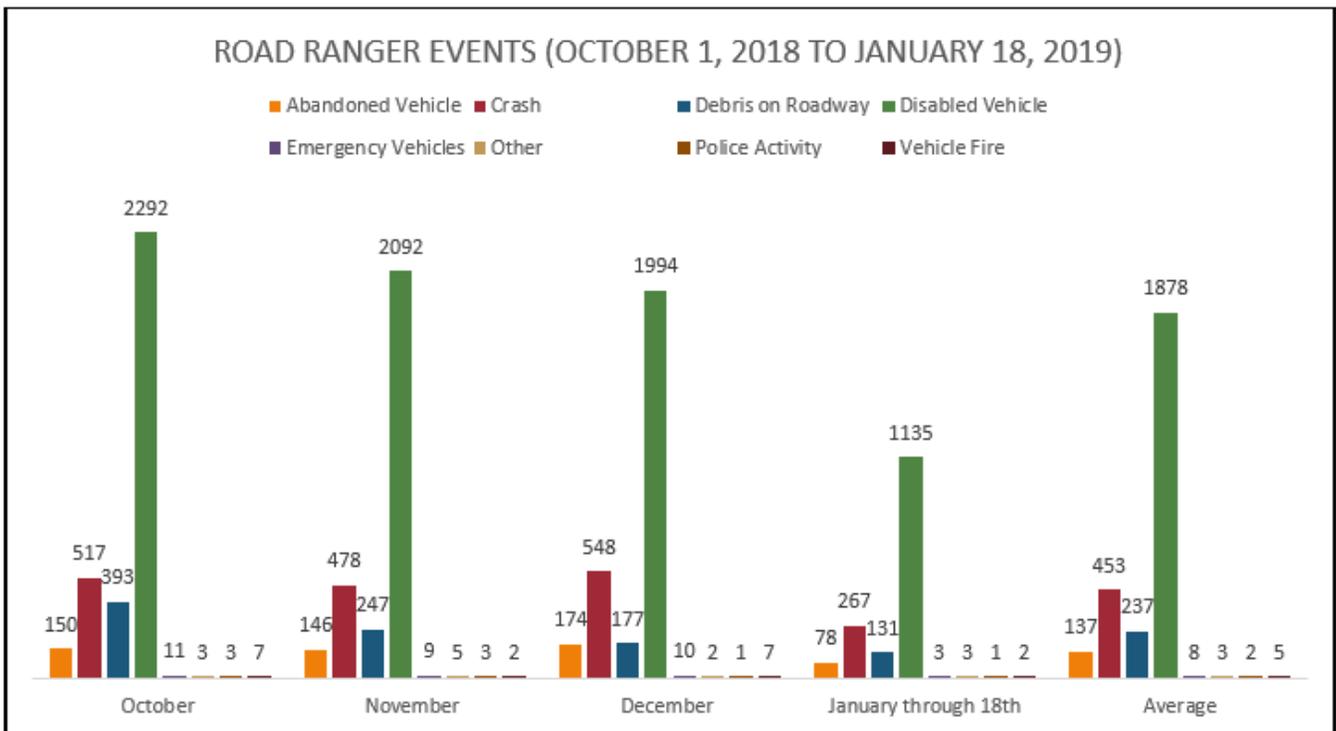
By adding these routes we are able to improve operations and assist motorists that might be in need, whether it's giving direct input from the incident scene, assisting with a flat tire, providing MOT or even gas, our Road Rangers play an important role in incident management.





**ROAD RANGER UPDATE continued**

The following charts show all event types that the Road Rangers have responded to from October 1, 2018 up through January 18, 2019. As we can see the Road Rangers primarily responded to crashes (16.7%), disabled vehicles (69.0%) and debris events (8.7%). 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 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 four times (3 in Duval County and 1 in Alachua 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 October 22, 2018 to January 18, 2019.

**Table 1: RISC Events in District 2 from October 22<sup>nd</sup>, 2018 to January 18<sup>th</sup>, 2019**

Date	Time	AM/PM	Location	Description
12/21/2018	12:59:47	PM	Duval on I-295 E Northbound, At Dames Point Bridge	A semi-truck vs. five passenger cars. Semi went through the barrier wall and the trailer ended up in the St. Johns River. All NB lanes were blocked, and one SB lane was blocked.
1/3/2019	3:45:22	PM	Alachua on I-75 Southbound, At MM 394	Two semi-trucks vs two passenger vehicles. Vehicles became fully engulfed in fire. 7 fatalities reported. Complete closure in both directions.
1/17/2019	12:19:39	PM	Duval on I-95 Southbound, Ramp To I-95 SB/I-10 Collector	Overtured semi that lost its load (wood)
1/17/2019	1:14:40	PM	Duval on I-95 Northbound, At Lem Turner Rd	Overtured semi which lost its load on both sides of the guardrail

**FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**

The First Coast Traffic Incident Management Team held two meetings this past quarter on **November 27, 2018** and **January 15, 2019**. at the Regional Transportation Management Center (RTMC) – 980 N Jefferson St., Jacksonville, Florida at 10:00 A.M. During those meetings several items were discussed between the TIM Team members which included the Overland Bridge and Fuller Warren projects, several construction projects, 511 and ITS updates, Road Rangers and Express Lanes.

Mr. Bill Kays stated that the Overland Bridge project is currently in the process of testing the ITS, Lighting and Signalization devices to make sure they are online. The project is expected to be completed within the next two months and there have been discussions within FDOT to extend the Emerson Street exit lane south of the Overland Bridge. Suggestions will be reviewed in the upcoming months. Fuller Warren detours were also put into place which enabled the northbound flyover from northbound I-95 to westbound I-10 beams to be put in place.



**FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued**

Mr. Hampton Ray relayed some Construction Project Updates to the group. He stated that the First Coast Expressway as well as I-295 Express Lanes is expected to be completed in Spring 2019. The ITS project updates were given by Mr. Craig Carnes where he discussed the 9B Phase III project. All of the final deliverables have been received and the 9B project is currently wrapping up. The US 90 project wrapped up in December 2018. The I-95 ITS project in Nassau County is currently undergoing testing and once that phase is completed ITS will be deployed to the Georgia line on I-95. The I-75 Phase II ITS project has been completed which deployed ITS devices from Gainesville to Georgia.

The I-10 Phase II ITS device installation project from SR 23 to Tallahassee is ongoing and is expected to be completed in January.

The Truck parking project (T-pass) which lets truckers know how much parking is available along the route at rest areas has started and will be ongoing throughout the state.

The next First Coast Traffic Incident Management Team meeting is scheduled for **March 19, 2019** 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 **December 12, 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.

The TEAM kicked off the meeting with an update from the Emergency Operations Center by Mr. Ed Ward where he stated that the area is still battling with issues from Hurricane Michael. Ms. Sherrell Lall then provided the Construction and ITS Updates to the group where she noted that the I-75 Project was expected to be accepted before the end of December, but a few issues were still pending which included the CCTV at MM 413.8 which is waiting on parts to be replaced. The Road Weather Information System (RWIS) device at MM 408 is waiting on a part from Germany for configuration to be completed, and four Microwave Vehicle Detection System (MVDS) units are in the return process and will eventually be replaced.

A washout occurred on SR-26 and I-75 swallowing the splice vault which took out the redundant path, two Dynamic Message Signs and six Closed-circuit television cameras within the area. Maintenance is scheduled to fix it with a date to be determined. They still need to purchase materials. Afterwards, Mr. Steve Scanlan provided the group with a brief presentation on the Paynes Prairie Camp Canal Project.

The Alachua-Bradford Traffic Incident Management Team meeting is scheduled for **February 13, 2019** at the FDOT Gainesville Operations Office – 5301 N.E. 39th Ave., Gainesville, Florida at 10:00 A.M. Please mark



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

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

**TEAM MISSION:**

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

**TEAM VISION:**

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

**NOTES:**

***If anyone is interested in the SHRP2 Incident Management Training Course, please contact Dee Dee Crews at [deedee.crews@dot.state.fl.us](mailto:deedee.crews@dot.state.fl.us) or Craig Carnes at [ccarnes@metriceng.com](mailto:ccarnes@metriceng.com) at 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](mailto:DeeDee.Crews@dot.state.fl.us).

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

**OPERATIONS**

Many of you are familiar with the TIM Team and many are probably among the many Stakeholders. Most of us think of the Management and Supervision of Operations at the RTMC for those tasks of early detection of incidents, posting DMS and information on FL511, dispatching Road Rangers, device checklists, and on and on. We do all of that, but we also participate in other teams, both locally and Statewide.

Have you heard of SSUG? That stands for Statewide SunGuide User Group. We periodically meet to discuss requested fixes and updates to the SunGuide® Software that all Districts utilize for management of incidents and data collection. It is attended by representatives from all districts, both FDOT and Consultants.

Then we have the WGM...ITS Working Group Meeting. This is another Statewide meeting, again with representatives from all Districts, Central Office and Consultants. Discussions



**OPERATIONS continued**

are about all things ITS related. The last meeting covered items like DIVAS (Data Integration and Video Aggregation System) that is under development, a Statewide SOG (Standard Operating Guidelines) and FL511 Updates.

Locally, we participate in monthly Road Ranger Safety Meetings, one for the Eastern part of the District (Jacksonville) and one for the Western Part, I-75. We go over any safety, MOT or procedural issues we have concerns about from the prior month.

Last week, in anticipation of when the first Express Lanes become operational, I did FHP Hire-back training for troopers who will be providing the law enforcement aspect of the project.

Field Trip!!! We have periodic field trips to drive and/or walk some of the current construction projects to see, first hand, the roadway configurations and the progress that is being made. Last week we went out to assess the Express Lane Staging Areas for Road Ranger, Wrecker and FHP vehicles. One of the areas may be re-evaluated due to a Road Ranger truck getting stuck in the dry-run.

We've all been busy the last couple of weeks evaluating a 111 page draft Standard Operating Guidelines from Central Office and making recommendations of changes, relative to our Districts SOPs (Standard Operating Procedures).

No one can say that there is ever a dull moment in or out of the RTMC.

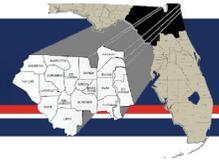
**Jason Evans,  
RTMC Manager**

**MARKETING**

I pass by no less than six gyms on my way into the office every morning. I leave my house around 4:55am, following a route that takes me from the Beaches, along Atlantic Boulevard through Arlington, and finally, across the Mathews Bridge into downtown. My observation since the beginning of the year? More vehicular traffic...at 5am! The common denominator? Every shopping center that has a gym, seems to have more cars angling toward said parking lot. Who knew all those New Year's resolutions would translate into a more aggravating commute for me? If you're one of those early risers, determined to muscle your way through a workout, download one of our free FL 511 traffic apps available for Apple and Android products. You'll get to the gym a little faster! And I'll make it into work on time.

My New Year's resolution? To make sure all my trips begin with the My Routes feature on our FL 511 app. When it comes to planning my routes to and from Marketing events, this app has it all! It comes equipped with a Drive Mode feature, as well as interactive traffic maps, and allows me to program up to three door-to-door routes. It even sends me alerts when my preferred route is affected. Avoiding time-consuming traffic delays means I'll have more time for the gym later in the day.

Speaking of marketing visits. We have a spectacular winter/spring lineup! First stop, Deutsche Bank on Jacksonville's southside. This is one of our biggest events of the year. In the past, we've spoken to as many as 480 people in a four-hour window! That's a lot of 511 tutorials. And when you consider all the one-on-one coaching we do for our app downloads, that's an average of two people per minute! Pretty soon I'll have to start looking into a second career as a speed-talking auctioneer.



## MARKETING

In the first quarter of this year, we'll also visit the Wells Fargo Building downtown. You may remember that both levels of its underground parking garage were flooded in 2017 during Hurricane Irma, forcing 50 tenants and over 1,500 employees to work remotely from other locations! It's not quite hurricane season yet, but we'll still be emphasizing the importance of utilizing FL 511 as a disaster preparedness resource. This year's hurricane season will be here before you know it.

Since school is back in session, we have a number of campus events penciled in on our spring calendar as well. In March, we'll make stops at St. Johns River State College and Keiser University. Then in April, we'll visit Florida State College at Jacksonville's downtown campus and Bishop Kenny High School. Rounding out our spring schedule, we'll stop by the Morocco Shrine Auditorium to participate in the Tri-Base Military Job Fair. Once prospective employees are armed with the latest 511 traffic information, they can head out for their next job interview with confidence, knowing they'll arrive on time!

Wherever you're headed, make sure your travel plans include 511. You can dial 5-1-1, log onto [www.FL511.com](http://www.FL511.com) or download one of the free FL 511 Apps mentioned above. You can also follow us on Facebook, Instagram and Twitter! 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 always been an advocate for the deployment of ITS throughout all the major interstates here in Florida. This idea is coming to fruition as we can drive down any interstate here in District 2 and see the infrastructure changing and developing. "Gearing up for the future" as one would say. District 2 is in the process of expanding its coverage along I-10 from Tallahassee to Jacksonville and I-75 from the Alachua county line to the Georgia state line to complement the current infrastructure we currently have on I-295 and I-95. With that being said, the TMC is now able to visually capture more incidents while they are occurring and also provide great insight to FDOT about the incident.

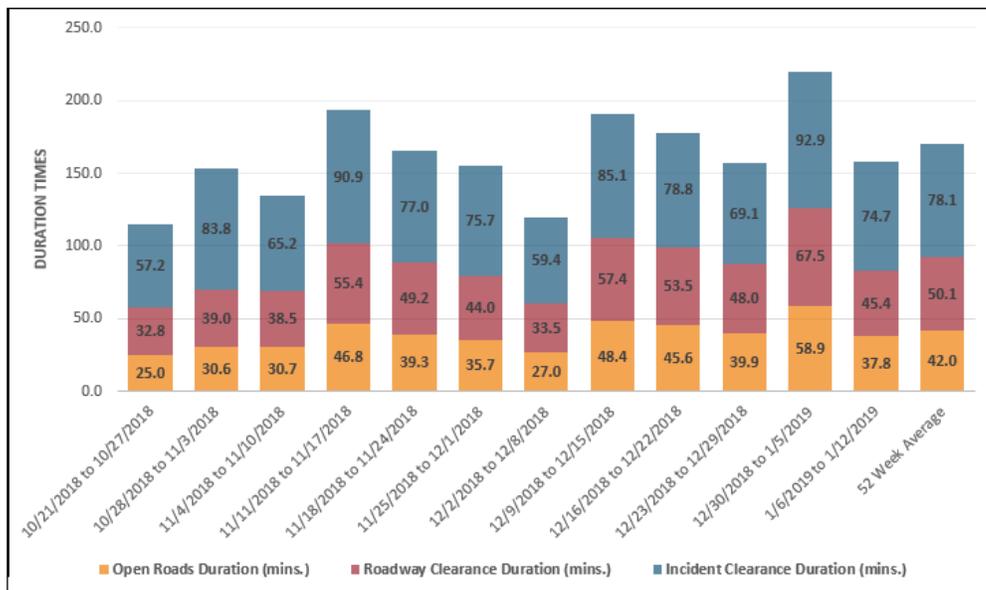
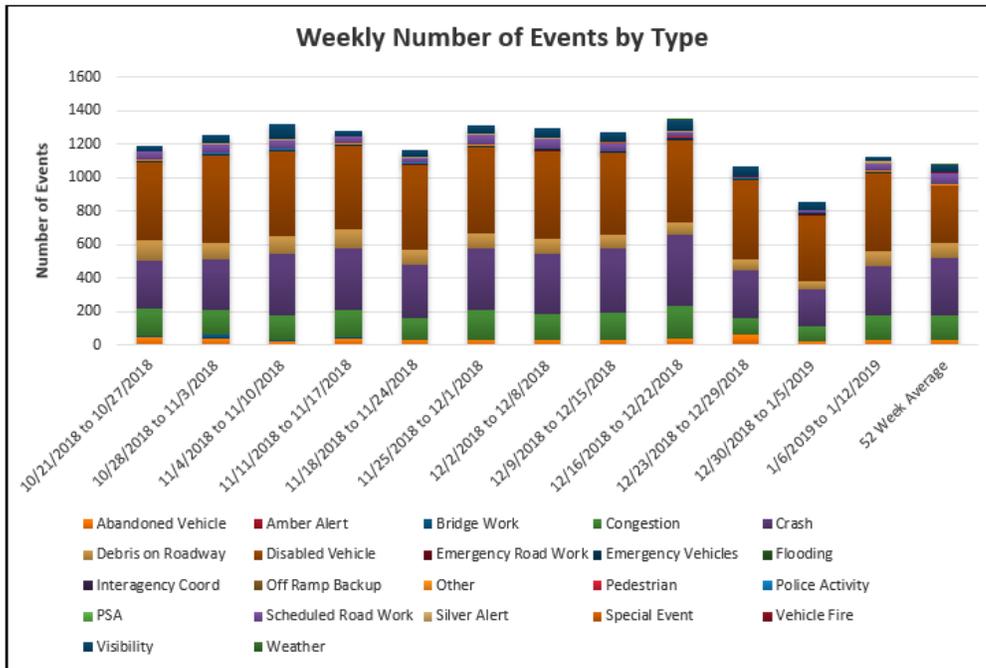
Along with the added infrastructure, the Road Rangers are fully deployed with 16 routes which encompass all our major interstates and have been assisting our motorists tremendously. We have been receiving great feedback and are excited for the next chapter here in District 2. From the charts below, we can see that the Road Rangers have been extremely busy with an increase in disabled vehicles (31%) on our roadways.

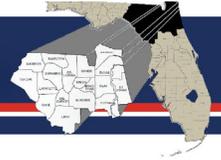
There have been a significant amount of crashes (332) as well as debris events (89) which have contributed to our clearance duration times.

The average clearance duration times for the past 12 months have stayed well under the goal duration times as we can see in the charts below. District 2 has averaged approximately 41.9 minutes for our Open Roads Duration time, 50.1 minutes for our Roadway Clearance duration time and 77.8 minutes for our Incident Clearance duration time over the course of the past twelve weeks.

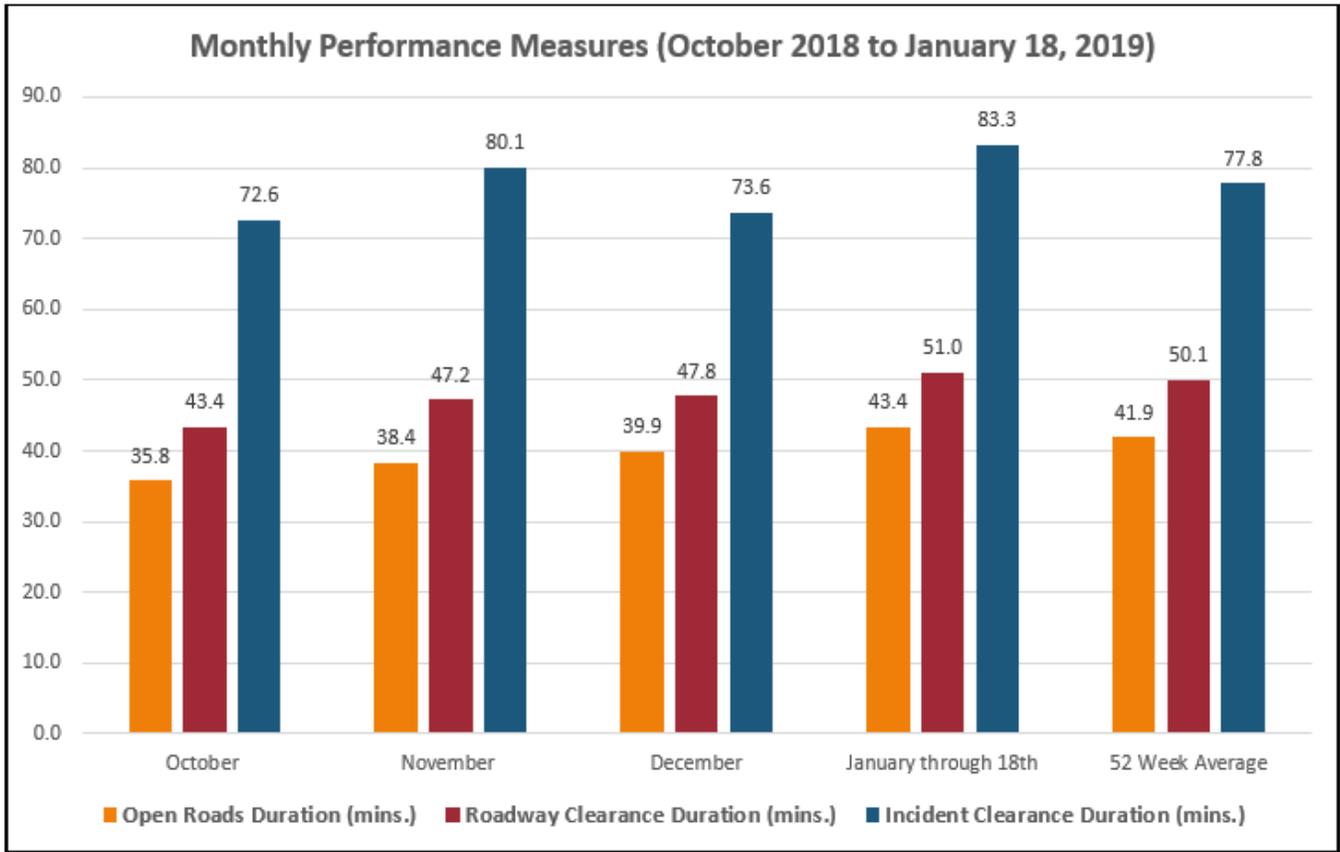


## PERFORMANCE MEASURES continued

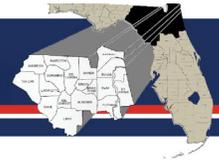




**PERFORMANCE MEASURES continued**



**Sherrell Lall  
Metric Engineering**



**SPOTLIGHT ON...JASON EVANS, RTMC MANAGER**

**Sort of set the stage for us, where were you born and raised?** I was born in Orange Park and grew up in Macclenny, Florida.

**How many years have you been working with District Two's Intelligent Transportation System (ITS)?**

This July will be 14 years of working at the TMC.

**Describe for us your early role in Traffic Management and how that led to where you are now as the District 2 RTMC Manager.**

I started out as a Part Time overnight operator monitoring the highways with the few ITS devices we had at the time. Eleven years later, I was promoted to RTMC Supervisor and then to RTMC Manager last October.

**You've seen a lot of changes at the RTMC over the years. What, in your mind, has been the biggest?**

When I first started here, long ago, we only had cameras on I-10 between Chaffee and the I-95 merger. They were dial-up and had a very poor quality. Once the I-10 job is complete, we will have complete coverage on the interstates and continue to expand coverage on the arterials. Its amazing to see how far we have come in the last decade or so.

**What's the longest shift you've ever worked at the RTMC? (hurricane, wildfires, etc... please elaborate if you can)**

I have worked several 24+ hour shifts during the last few Hurricanes. We were fortunate with Michael last year (during my second week as the RTMC Manager) but Irma gave us a run for our money two years ago.

**Were you a coffee drinker prior to starting this job? Or did this job fuel your caffeine addiction?**

I had actually given up caffeine for the most part over the summer but with all of the new responsibilities thrown at me, both with the new job title and a new born at home, I have become an avid coffee drinker again with at least two cups in the morning and the occasional Mountain Dew in the afternoon to get me through the day.

**What message do you wish you could get across to Jacksonville drivers?**

**LEARN HOW TO DRIVE IN THE RAIN!!!**

It's ridiculous the amount of crashes we have when the roads are wet and most could be avoided by slowing down and paying more attention during that time.

**Biggest traffic-related pet peeve?**

Rubberneckers. Not only does it worsen the congestion from the crash, but can often lead to secondary crashes.

**As long as you've been immersed in the world of traffic, are there any memorable highway incidents that stand out in your mind? (be descriptive if possible)**

I have told this story several times but it's still the first that comes to mind when I'm asked this question. We had an interesting event a few years ago where a naked homeless man was running around on I-95 near Golfair. JSO showed up on scene and blocked off most of the lanes for safety but this gentleman was fairly quick and eluded them for quite some time jumping back and forth over the center divider. It was funny to watch because you



**SPOTLIGHT ON...JASON EVANS, RTMC MANAGER continued**

could tell that none of the officers really wanted to be the one to catch him but wanted him contained for obvious safety reasons.

**In addition to your new job title at work, we also hear you have a new job title at home. What's it like being a new dad? (embellish here...brag about the new baby AND the rest of your family!)** It has been a huge learning experience for me. With her being premature, the first month or so was nerve racking but she has taken off since then and has turned into a little butter ball. I hate having to leave her every morning, but Kristie usually sends me enough pictures to get me through the day.

**What's something your parents taught you that you hope to pass on to your child(ren)?** To always work hard for what you want in life and never let anything stop you from achieving your goals.

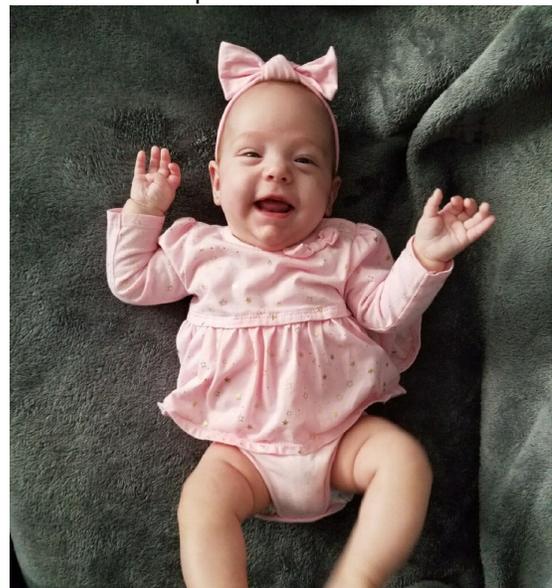
**Do you have a favorite quote? Something that inspires you?** Nothing particular comes to mind.

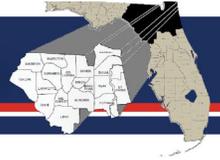
**When you're not at work, where are we most likely to find you?** Right now, with a newborn at home, we spend most of our time just hanging out. Once she gets a little older, we will be out riding ATVs and camping in the Fall/ Winter/ Spring and out on the boat or at the beach in the Summer.

**Favorite vacation spot?** Myrtle Beach, SC



Above: from front, Lillie, Kristie, Will and Jason. Below: And baby makes five! Elena Mae Evans was born on August 24<sup>th</sup>, 10 weeks early, weighing in at 3 pounds 10 ounces, 16.5 inches long! Now, at almost six months, she's up to 14 pounds 8 ounces!





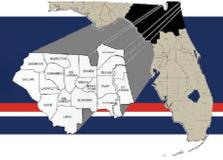
**PHOTO GALLERY**



Above- left: 511 visits the Clay County Government Employee Expo; right: Hyatt Regency; Left: Who is this 14 year old in our Rack Room?



Finally, we have two additions coming to the RTMC Staff in the not-too-far distant future. Look closely and see if you can figure out who they look like!



Winter 2019 Quarterly Issue 117

Traffic Incident Management 2019 Meeting Schedule

First Coast TIM Team
Regional Transportation Management Center
980 N. Jefferson St., Jacksonville, FL
904.903.2000
10:00am-12:00pm
March 19, 2019
May 21, 2019 July 16, 2019
September 17, 2019 November 19, 2019

Alachua/Bradford TIM Team
FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville, FL
352.381.4300
10:00am-11:30am
April 10, 2019
June 12, 2019 August 14, 2019
October 9, 2019 December 11, 2019

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