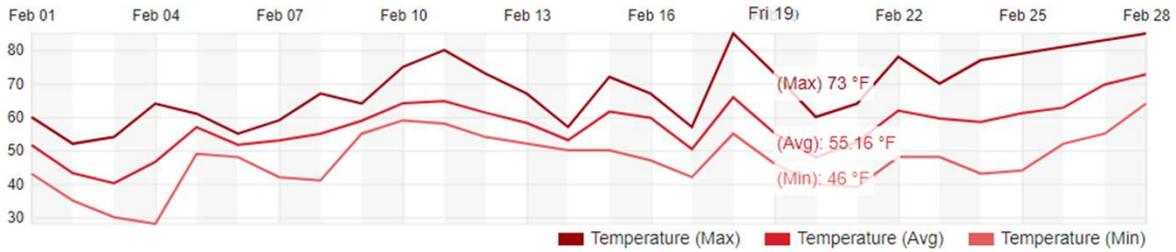
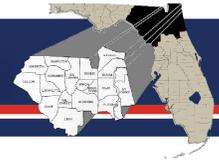


What does a rodent from Pennsylvania know about Florida weather?



ABSOLUTELY NOTHING!

Both pictures from 3/7/2021, left in Jacksonville, right hailstorm in Daytona Beach



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

Let me begin by apologizing for the delay of this quarterly newsletter. All on me and based on the difficulty of the information I am about to share. My “long-lost brother from another mother,” Mr. Larry Taylor left this earth in January. He and I had worked together since my introduction into the ITS program in 2002, so nineteen-years of a working relationship is certain to have some fond memories. I am still not sure what caused his untimely passing but did realize Larry was in dire straights back in December. At first, I thought he had the flu, but as his condition worsened and breathing became more difficult my concern grew exponentially. There was hope in early January that he was getting over this illness, but as we all know that is often the rallying cry before the end.

So, here are some of my fondest memories of Larry. I will begin with the first serious business discussion we had soon after I joined the ITS program. Larry’s group was trying to address a Javelin video wall controller issue at the old TMC. After several weeks of TCD troubleshooting, I finally figured I’d try to share what limited ITS knowledge I had on this problem. Larry took the time (with extreme patience) to explain how this piece of equipment worked and what they had done to try and fix it. After realizing this was way over my head, I had to offer something, right!?! So, I said “what about the cord? Don’t you think that can be an issue?” Kudos to Larry for his demeanor because the response was “well sure, we can give it a shot!”. The disdain on his face said “Pete, you’re such an idiot!”. Well folks, they swapped out the cord and it worked!!! My first fix in ITS!!! To this day I value nothing greater

than the smirk on Larry’s face as he came to tell me “well @#!\$ (vulgar word), it worked. Good job!”

After about six months into the role as District Two ITS Engineer I decided to put my MBA to work by discussing contract terms and concerns with Larry. I set up a meeting and we sat on opposite sides of this big table in the Acosta room. Trying to look as professional and formal as I could be, I looked straight into Larry’s eyes and said, “Can you explain this contract with TCD and how these unit costs were generated?” Without blinking an eye, Larry looked at me and said “Yeah, it sucks and doesn’t make any sense!” Huh!?! Larry then proceeded to explain how inane some of the requirements were in the RFP and how they drove up the unit pricing. He said that all the requirements in the contract were based upon my predecessor’s demands in the RFP. In truth, I blinked first and followed up by asking him if he was willing to renegotiate with amendments to the contract. He said “sure.”

At that moment I knew Larry was a team player who looked out for his clients instead of lining the pockets of his company with Department money. He proceeded to set up a meeting with the President of TCD so that we could go over some of the pitfalls within the contract. He was also kind enough to provide me with a copy of the contract that included his recommended changes in advance of this meeting. On the day we met with the President of TCD, Larry stood by our side as we began negotiations for the amendment. As he helped explain reality versus requirements, we all came to an



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

understanding that the existing contract was full of “fluff” that could be removed and lead to significant cost savings. By the time we were done, these changes reduced the monthly contract expenditure by 40% while not sacrificing anything in the service that Larry’s team provided the Department.

There is one thing that Larry truly loved beyond his job. That was his involvement coaching youth football in west Jacksonville. It seemed that before every meeting he had a story to share about some event that occurred at a practice or game the week before. Every time Larry progressed with the story, you could see the excitement build as his eyes got wider and his smile got bigger. By the end of the tale, he was nearly crying as he broke out in laughter. Oftentimes, we had to speed him up so that we could get started with the meeting, but it was interesting to hear him proudly share how he coached his players. His intent was never to turn these kids into world class athletes but instead it was to turn them into great men.

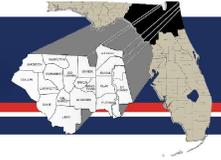
As the years passed, Larry and I often talked about his pending retirement and the “honey do” list he planned to complete for his wife. He began prepping for this by changing his diet and focusing on his health a little more. Not wanting to leave the Department high and dry, he vociferously groomed David Nagessar and Jeff Virtuoso to fill the void upon his departure. Over the years, he took what could be considered a couple of lumps of coal and turned them into diamonds. To ensure their success, Larry worked tirelessly to win each of our ITS

Maintenance contracts as previous ones expired. There were some close calls along the way, however he had this magic that I considered fate in winning every time. David has now stepped into Larry’s shoes as TCD’s contract PM and my expectation is that it will be like Larry never left.

His ability to prepare these men has made the District Two ITS Maintenance contract the envy of the Department. Not only is it cost effective but also high performing as they consistently maintain equipment uptime above 97% (and sometimes 99%). This is quite an impressive accomplishment, especially when I see the numbers generated by the other Districts who have contracts that are sometimes twice the unit rate compared to our contract. This was all due to Larry and the expectation is it will continue to be a high performing group for years to come.

As we all mourn the loss of Larry we can always reflect on those moments when he made all of us smile. Since his passing, I often find myself looking around the table for Larry during meetings with TCD. I miss the witticism, joy, and smile he always brought to these gatherings. Looking back, I now regret the times when I cut his story short at these meetings for the sake of plowing through the agenda. Those opportunities will never be regained but the lasting memory of Larry will always remain in the back of our minds.

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



NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER

I am writing this on behalf of Alex while he is out on military leave. The ETA for his return is mid to late June 2021. Hopefully, that experience hasn't burned him out because we desperately need his contribution to the cause as the TSM&O program grows by leaps and bounds. I am sure he's ready to return since he's been away from his family since early September.

I am not trying to be a downer, but in January we also lost another beloved member of our extended ITS family. Mr. Marlin Suggs passed away one week after Larry Taylor's passing due to complications associated from knee surgery. During surgery, he was anesthetized and passed away due to heart failure. This was a shock to many of us since Marlin was still so young and active with the ITS program. Like Larry, Marlin began to realize his mortality and tried to change to a healthier lifestyle. Unfortunately, the demands of the job oftentimes impeded this transition to his diet, so it was a challenge for him to stick to the new routine.

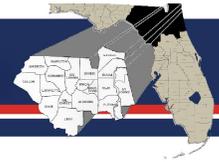
I first met Marlin during my second ITS project that involved Florida Industrial Electric (FIE) as the contractor. This project incorporated the deployment of ITS devices along I-95, from the Fuller Warren Bridge to Airport Road. Marlin was the FIE foreman over this effort, which was the first ever ITS project for him and one of the first for FIE. John Kell assisted the ITS office by handling all inspections on this project. Those of you who knew John probably have fond memories on how demanding he could be on contractors; hence it was expected that Marlin would have his hands full keeping John happy.

From day one, Marlin was in a panic due to John's reputation as a taskmaster. He tried his

best to keep John happy but struggled as he worked his way through the learning curve. About 30 days into the project, I noticed how nervous Marlin was during a construction meeting and felt it was time to get involved. So, I convinced him and John to join me for lunch at a nearby restaurant. Nothing like breaking bread to calm the nerves. During lunch I pointedly asked John why he was such a jerk to Marlin and the response was golden. He looked at both of us and said "because", smiled and then continued to eat. At that point you could see the tension in Marlin release since he now knew that John was just playing a role and was really just a teddy bear.

From that point forward, John and I became Marlin's mentors as he learned the nuances of ITS. The experience gained catapulted him beyond all expectations as his career grew and he became a leader in the industry. Once Marlin understood the ropes, he traveled the State to share the wisdom John and I provided when he worked on other ITS projects around Florida. In all honesty, you could say we were both very proud of Marlin's achievements but missed the slug and his happy-go-lucky demeanor. Guess he missed us too because soon thereafter he returned to the District Two region as an ITS inspector.

When Marlin returned to our domain it was as if he had never left. Same attitude and happiness for life that brought joy to our very close knit ITS family. Funny thing is that I noticed he still was the same person trying to overachieve to please us at every opportunity. No longer nervous, just a big



NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER

smile and commitment to being one of our most valued team players.

Marlin’s last project supporting us was the 160 mile I-10 project that completed District Two’s deployment of ITS devices on every foot of Interstate. It was a grand finale to a nearly fifteen-year effort for the District Two ITS program. Marlin was with us from the beginning all the way through to the end. He will be sorely missed by all.

**Pete Vega on behalf of
Alejandro Varela, P.E.
FDOT D2
ITS Operations Manager**

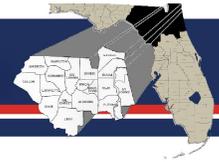
NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

Hurricane Awareness Week is May 9-15, 2021, and Hurricane season starts June 1st. We all need to be prepared. With all the recent rainy weather I thought it would be wise to remind everyone of some tips we all need to think about when driving in severe weather and prepare us for hurricane season.

Severe Weather Driving Tips

- **Stay put** – Avoid driving in heavy storms and stay in a safe place until after the storm passes. Be prepared to remain where you are for an extended period of time. Often, injuries and deaths occur in the aftermath of storms. Sightseers impeding roadways cause obstacles for emergency personnel responding to those in need.

- **Slow down** – The roads remain slick after the storm so if you have to drive, decrease your speed to avoid hydroplaning.
- **Buckle up** – When it is finally safe to venture out, take the extra time to buckle your seatbelt. It is the law in Florida and statistics continue to show that seatbelts save lives.
- **Be cautious of high winds** – Windy conditions adversely affect all vehicles, particularly high profile vehicles, such as buses and trucks, as well as motorcycles. Gusty wind makes driving difficult, especially when it is rapidly changing speed and direction.
- **Turn around; don’t drown** – Prepare for standing water. Never drive through flooded areas, even if you are familiar with roads. The area of roadway you cannot see beneath the water may be washed out or the water may conceal debris, tree branches or even power lines.
- **Pay attention** – You may come up on an intersection that is no longer controlled by a traffic control device. If a police officer is directing traffic, follow their directions. Otherwise, treat the intersection as you would treat an intersection governed by a four-way Stop sign.
- **Flooding safety** – Never drive into moving water. If you cannot see the roadway beneath the water, do not drive through it! The water may be deeper than it appears, and the road may be washed away.



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

Hurricane Evacuations

- Make sure your vehicle is fueled up and well serviced before you hit the road. Fuel availability may be questionable and what is available is sure to generate extremely long lines at fuel pumps.
- Carry a supply of food and water for each member of the traveling party.
- Be sure you have a supply of all medications needed for an extended period of time.
- Be sure to have cash on hand due to power outages & accessibility of ATMs and banks.
- Do not necessarily wait to evacuate until after the announcement is made. It is safer to leave before mandatory evacuation orders which may come only after the threat of a hurricane is imminent. Leave early when traffic is much lighter.
- Have a specific destination and the route planned well in advance of your departure. When you travel, be sure to carry any appropriate maps along inside your vehicle.
- When possible, evacuate tens of miles instead of hundreds of miles. Have a planned destination with lodging arrangements, if possible.
- Please pack a lot of patience and be prepared for delays. Significant traffic delays are inevitable in a state as densely populated as Florida. Again, it is important to try and avoid the rush and depart earlier rather than later.

Be prepared. These are a few things to think about before hurricane season begins.

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

NORTH FLORIDA TPO

The North Florida TPO (NFTPO) has been a champion of roadway technology in our region for the past 18 years. Their most recent involvement has been as a partner of the Bay Street Innovation Corridor and Smart St. Augustine efforts. Their participation is key to the success of these projects since they provide the necessary guidance and support to get these projects off the ground. They also provide a vision not often considered when developing concepts for this new world of technology. Most of it is thinking outside the box by sharing local needs that enhance the final product, which are some of the things often overlooked by transportation traditionalists like myself.

The Bay Street Innovation Corridor project is being led by the City of Jacksonville, with partnering agencies JTA, JEA, FDOT and the NFTPO. This project not only addresses needed upgrades to the traffic signal system for incorporation of connected vehicle technology, but also new features that address vulnerable road users, autonomous buses and roadway flooding. This initial effort is what I would consider Phase I of the overall transformation along Bay Street, with future options of adding smart lighting, intersection collision avoidance and possible smart kiosk locations.

I believe the major focus for the NFTPO is the capability of the vulnerable road user (VRU) and flood sensor applications. The implementation of VRU capabilities will address needs for bike and pedestrian movements from the stadium to the western

Continued on following page



NORTH FLORIDA TPO continued

end of downtown since numerous conflicts with vehicle movements occur in this area. Likewise, it will provide the data necessary to build within their data warehouse efforts.

As for flood sensors, the NFTPO realized the criticality of this data, since most of downtown was severely impacted by a major storm that hit the area a couple of years ago. Some sections of Bay Street were under two to three feet of water, thus making the roadway impassable by vehicles. This situation was of great concern because the nearest hospital, Baptist Medical Center, was on the other side of the river and thus inaccessible due to the flooding. The NFTPO's goal is to have VRU and flood sensor technology implemented, with the hope that the lessons learned could be repeatable and successful throughout needed areas in the North Florida region.

As for the Smart St. Augustine effort, the NFTPO Director has pointedly participated in the development of the package because of the value it brings to the City. There are about 15,000 residents within city limits, yet they are impacted by over three-million visitors per year due to the notoriety that they are considered the "Oldest City in America." The major problem is interaction between multiple modes of mobility, since this leads to congestion, safety and efficiency (i.e. cost) issues. The object of the NFTPO is to assist St. Augustine in addressing these challenges via support from one of their consultants.

Needs being addressed in this effort include Smart Parking, reduction in pedestrian conflicts, decrease in bicycle accidents, advancement of autonomous people mover vehicles, help for the under served citizens and other capabilities provided via technology. This effort has drawn the interest of FDOT

Executive level staff in Tallahassee as well as key stakeholders in Washington. For everyone who's visited, there's nothing worse than driving around St. Augustine while looking for a parking spot and almost clipping a pedestrian/bicyclist or two while trying to maneuver through some very narrow roads.

So, thanks to their Director, Jeff Sheffield, and staff for providing the necessary support to this great city. St. Augustine is one of Florida's jewels that can grow and benefit from such an effort since this project provides an opportunity to make a visit more enjoyable and possibly a future return by tourists.

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

ITS MAINTENANCE

It is with great sorrow that I bring to this newsletter the passing of **Larry Taylor** (Project Manager for TCD). I had the pleasure of knowing Larry for about 5 months and the knowledge he retained throughout his years of service to FDOT was unbelievable. I am pretty sure anyone who had contact with Larry throughout the years was impacted in some type of way while working for/with FDOT. Larry will never be forgotten.

There are some staff changes at TCD that everyone should be aware of. **David Nagasser** Senior Technician (who I am pretty sure everyone knows) is replacing Larry Taylor as the Project Manager for TCD. **Arthur Early**, technician, is replacing David Nagasser as the Senior Technician for TCD EAST.

Continued on following page



ITS MAINTENANCE continued

As for the ITS maintenance program this past quarter, the main focus of TCD was addressing the solar powered cameras on Butler Boulevard, preventive maintenance tasks throughout the District, assisting with the completion of generator installations at all the Master Hubs and other troubleshooting issues that have popped up here and there.

Lastly, I just wanted to express how happy I am to be a part of the FDOT family and I hope to continue to learn and develop relationships with everyone in D2.

Jose Morales
FDOT District 2
ITS Maintenance Manager

OPERATIONS

We continue with the development of Integrated Corridor Management (ICM) diversion routes. On February 21, 2021 at 3:25 am, a vehicle involved in a crash on I-95 northbound at Bowden Road knocked down a power pole that caused the power lines to sag into the roadway. FHP closed I-95 in both directions until the repairs could be made. Unfortunately, the ICM diversion plan for US-1 could not be activated since it was a full closure and the ICM signal timing plans would not work in both directions on US-1. As such, we are now investigating what the best north/south arterial corridor would be to deploy ICM Diversion Signal Timing for this type of full closure. Even when our plans don't work exactly as they were intended, it provides us with valuable information to expand the vision.

In December 2020, we were made aware the contract with L3Harris, the contractor for SLERS

(State Law Enforcement Radio System) would be expiring in June of this year. Central Office is working on a replacement system, but this gave us the opportunity to look at other options. After a lot of research, the FDOT District 2 has decided that the RTMC and Road Rangers will change to Zello, a push-to-talk voice messaging app that turns iOS, Android, and Windows devices into walkie-talkies that also record messages, track location, and send emergency alerts. Road Rangers already use their Android phones to utilize the SPARR (SmartPhone Application for Road Rangers), so this will allow them to communicate with the RTMC with a single device. Currently, the plan is to convert to Zello by the end of this month.

The RTMC Staff is ramping up for the East Beltway Express Lanes, setting up the SELS (Statewide Express Lanes Software), updating the current Standard Operating Procedures as well as tracking the current speed/volume levels to better anticipate the needs of Road Rangers, Staff, etc. when that project opens.

In the months of November-February we had five RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of 21,190 events with 7,547 utilizing DMS. Of those events, 4,435 were crashes. There was a total of 14,362 Road Ranger events.

Remember, Know Before You Go, use **FL511!**

Jason Evans
RTMC Manager



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast Traffic Incident Management Team's latest bi-monthly meeting was held virtually on **January 19, 2021** at 10:00 A.M. These meetings are important for FDOT to facilitate an open line of communication between all TIM agency partners to assist with the reduction of incident scene clearance times, deter congestion and improve safety on our interstates here in District 2.

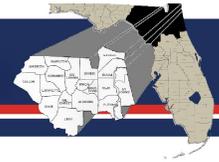
The TEAM started off with the I-10/I-95 Project provided by Mr. Tim Heath where he mentioned that the improvements to the Fuller Warren Bridge are still underway and the beams across the main channel have been set. He also mentioned that the Stockton St. off-ramp from I-95 Northbound is still under construction and the decks were poured. Work will continue on I-95 Northbound at I-10 Westbound where steel beams will be erected soon. The Construction Project update was handled by Mr. John Powers. Mr. Powers notified the group that they should expect upcoming lane closures on SR 200 in the next few weeks and that there is an ongoing railroad project called Operation Stride. There will be a few lane closures on the 22nd at Heckscher Dr. West of Somers Rd., at US 17 South of Lawton Ave., and at Norwood Ave. South of Carlton St.

The Emergency Operations Update was provided by Mr. Ed Ward. Ed was thankful that the 2020 Hurricane Season finally ended on November 30th. He mentioned that this was the most active and most costly hurricane season since there has been record keeping. There were 30 named storms, 13 hurricanes, and six major

hurricanes. 12 of the storms made landfall and that broke a record from 1916 that had 10 storms make landfall. This was the 5th season in a row that produced a Category 5 hurricane. FDOT is in the process of updating the Continuity of Operations Plan. Ed also announced that January 19th will be his last First Coast TIM Team meeting as he is retiring in March. Ed noted that he has enjoyed working with the TIM Teams for the last 18 or so years and thanked everyone for their support. We wish Ed an amazing retirement. We hope that he gets some much needed relaxation and that he knows he will be missed incredibly!

The ITS Update/ITS Projects/511/TMC Updates were provided by Mr. Craig Carnes and Mr. Jason Evans. They mentioned that the Truck Parking Availability System (TPAS) Project is on hold due to a new contractor taking over. The I-10 Widening Project is still ongoing and there will be an upcoming project on the Dames Point Bridge to install 3 DMS's on the bridge and 2 DMS's on Merrill Road approaching I-295. The Buckman Bridge Project is being taken over by a new contractor as well. Mr. Carnes also mentioned that the RTMC meetings have begun for the East Beltway Express Lanes Project. This project is scheduled to be completed early this Summer.

The next First Coast Traffic Incident Management Team meeting is scheduled to be held virtually on **March 16, 2021** 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 held its latest bi-monthly meetings virtually on **February 10, 2021** at 10:00 A.M. The TIM meeting kicked off by reminding all TIM partners that the purpose of our TIM Team meeting is to improve Communications, Coordination, Cooperation and Collaboration between all TIM agency partners, as well as to improve safety and congestion on the highways.

The TEAM then proceeded with the Emergency Operations Update given by Mrs. Dee Dee Crews who mentioned that the 2020 Hurricane Season finally came to an end on November 30th. This was the most active and most costly hurricane season since there has been record keeping. Dee Dee also informed the group that FDOT is in the process of updating the Continuity of Operations Plan. Even though Hurricane season ended November 30th, our team has already started planning for 2021.

Mr. Craig Carnes and Mr. Jason Evans provided the ITS/511/TMC updates where they informed the group that the Truck Parking Availability System (TPAS) project is well behind schedule due to the contractor going out of business. A new contractor is currently being secured for the project. Once this project is complete it will be accessible on the FL 511 website. There have been DMS and CCTVs installed for this project. The IVR (phone option) for FL511 is still active at this time. As previously mentioned in prior newsletters, it is scheduled to be disabled later this month.

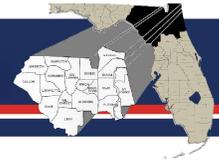
Mrs. Dee Dee Crews also gave an update on the Road Rangers where she reviewed assisted events statistics for the Road Ranger Assists in Alachua County. Dee Dee also mentioned that on December 21st two new Road Ranger routes were established on I-75 available 24/7. The overnight routes will be from 7pm to 7am and will cover I-75 from CR 234 to SR 47, and on I-75 from SR 47 to SR 143. Mr. Evans added that this will complete the coverage of I-75 from the Marion County line up to Georgia.

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled to be held virtually on **April 14, 2021** at 10:00 A.M. If any changes are made prior to the next meeting we will send out an email notification to all of our TIM partners.

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

If anyone is interested in the SHRP2 Incident Management Training Course, please contact Mrs. Dee Dee Crews at deedee.crews@dot.state.fl.us or Craig Carnes at 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.



TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE 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.

ROAD RANGER UPDATE

The District 2 Road Rangers have held steadfast in their ability to assist our motorists. We all know 2020 was a rough and extremely strange year and 2021 is starting off just the same, but their commitment to assisting motorists in need never waived. The Road Ranger Program plays a key role in incident management by assisting motorists and local agency partners. They are an essential part of the Traffic Incident Management (TIM) Team and provide real-time information to the Traffic Management Center (TMC) regarding accidents, congestion, disabled vehicles and road debris.

District 2 has expanded the Road Ranger program yet again! On December 21st it was

announced that there will be two added Road Ranger routes on I-75 available 24/7. The overnight routes will be from 7pm to 7am and will cover I-75 from CR 234 to SR 47, and on I-75 from SR 47 to SR 143. This added coverage will complete the I-75 corridor from the Marion County line up to Georgia.

The Road Rangers assisted with an average of approximately 3700 events per month from September 1, 2020 through February 28, 2021. Each month our Rangers attend a mandatory Safety Training where safe practices are continuously echoed through presentation and instruction.

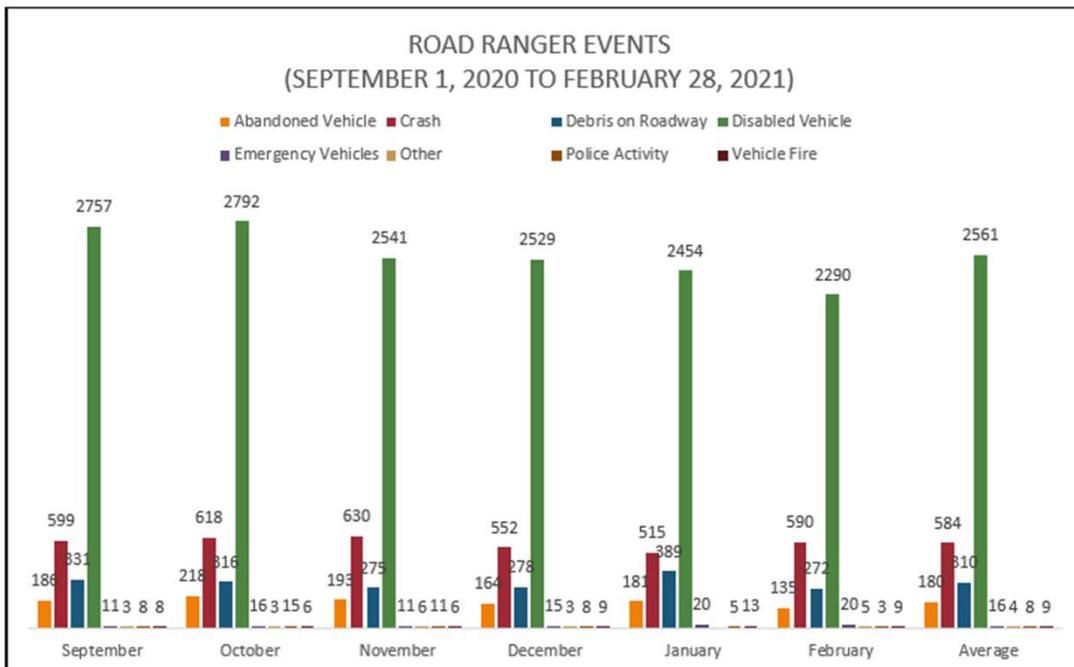
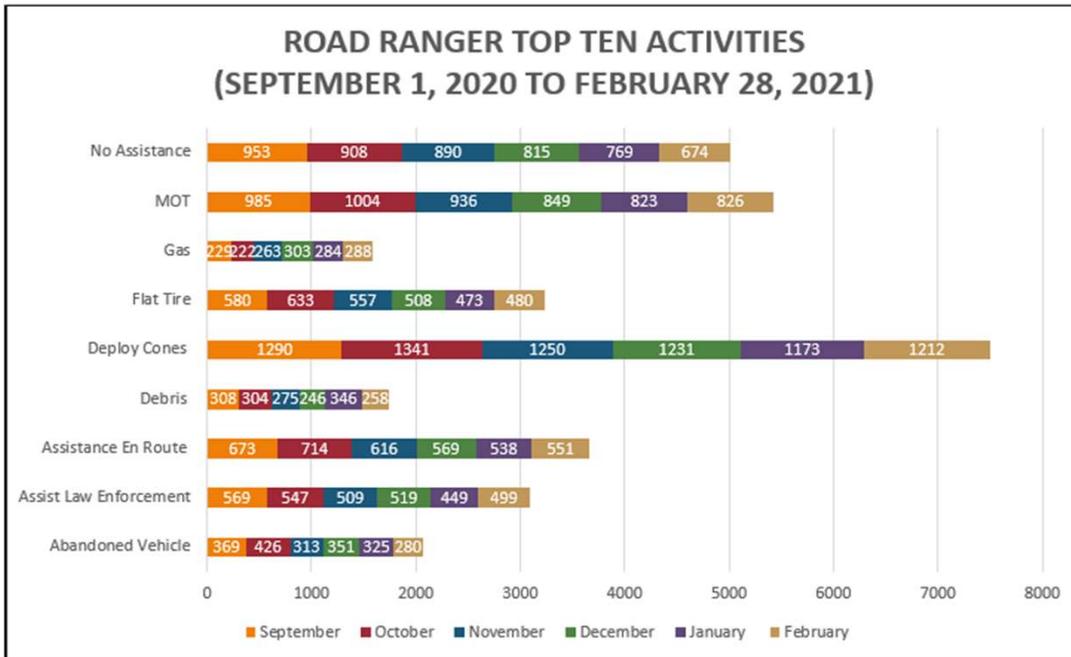
During the past six months (September 1, 2020 through February 28, 2021), the roadway clearance duration has averaged about 50.5 minutes and the incident clearance duration averaged approximately 79.9 minutes. The Road Rangers assist with such events as providing fuel, assisting with tire changes, minor emergency repairs and providing short term maintenance of traffic. There were also six significant RISC events which contributed to the overall roadway clearance duration time and incident clearance duration time.

The following charts show all event types that the Road Rangers have responded to from September 1, 2020 through February 28, 2021 along with some of the main activities performed when responding to these events. The Road Rangers primarily respond to crashes, debris events and disabled vehicles as their main events. Their activities predominantly involve providing MOT,



ROAD RANGER UPDATE continued

assisting motorists with flat tires, clearing debris and assisting local law enforcement. As we can see the Road Rangers primarily responded to an average of 15.9% crashes, 69.8% disabled vehicles, 8.5% debris events and 4.9% abandoned vehicles. We also saw a slight decrease in the number of Road Ranger responding events during Thanksgiving week when compared to the rest of the weeks during the six-month time frame.





RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

The Rapid Incident Scene Clearance (RISC) Program is an initiative that contracts towing companies to provide quick, safe clearance of large vehicle crashes that are overturned or damaged and blocking travel lanes on the interstate. The program supports Florida’s Open Roads Policy goal of safely clearing major highway incidents and truck crashes in 90 minutes or less. The contractor must be at the scene within 60 minutes of notification and clear all travel lanes within 90 minutes of receiving a notice to proceed.

Over the past few months, District 2 has utilized RISC nine times. 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 September 1-February 28, 2021.

Date	Time	Location	Description
9/8/2020	5:56:29 PM	Duval on I-95 Southbound, Ramp <u>From</u> Lem Turner Blvd	Semi-truck vs. car. Semi lost control while negotiating curve near Lem Turner Blvd. The truck swerved into a concrete barrier, bounced off, and hit a KIA Optima in the right lane. The impact sent both vehicles to hit a metal guardrail on the right shoulder of the interstate and resulted in two fatalities.
10/5/2020	3:01:11 PM	Duval on I-95 Southbound, Before between MLK Pkwy/8th St	Overturned semi-truck vs. passenger vehicle where the cab went through the guardrail and fell about 20 feet down an embankment.
10/11/2020	12:15:27 PM	Duval on I-10 Eastbound, At US-301	Jack-knifed semi-truck that went over the barrier wall
10/26/2020	12:19:30 PM	Alachua on I-75 Northbound, At MM 377	Overturned semi-truck with lane blockage
11/21/2020	4:09:25 AM	St. Johns on I-95 Northbound, Beyond MM 318	Jack-knifed semi-truck with lane blockage
12/19/2020	5:44:33 PM	Alachua on I-75 Southbound, At MM 397	Truck vs. a semi where a tractor fell off the semi-trailer blocking two of three lanes
1/29/2021	9:33:58 AM	St. Johns on I-95 Northbound, Beyond MM 312	Overturned log truck
2/12/2021	12:53:58 PM	St. Johns on I-95 Northbound, Before MM 322	Semi-truck vs. SUV with a camper; Camper overturned
2/15/2021	11:46:36 PM	Alachua on I-75 Southbound, Before MM 383	Semi-truck overturned, blocking two left lanes NB and SB. The semi-truck was traveling SB and went through the guardrail landing on the NB side. The two lefts lanes were blocked in both directions by the semi and emergency vehicles. The 2 left lanes NB were blocked for an extended time for the dumpster/clean up and 200ft of guardrail damage.

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

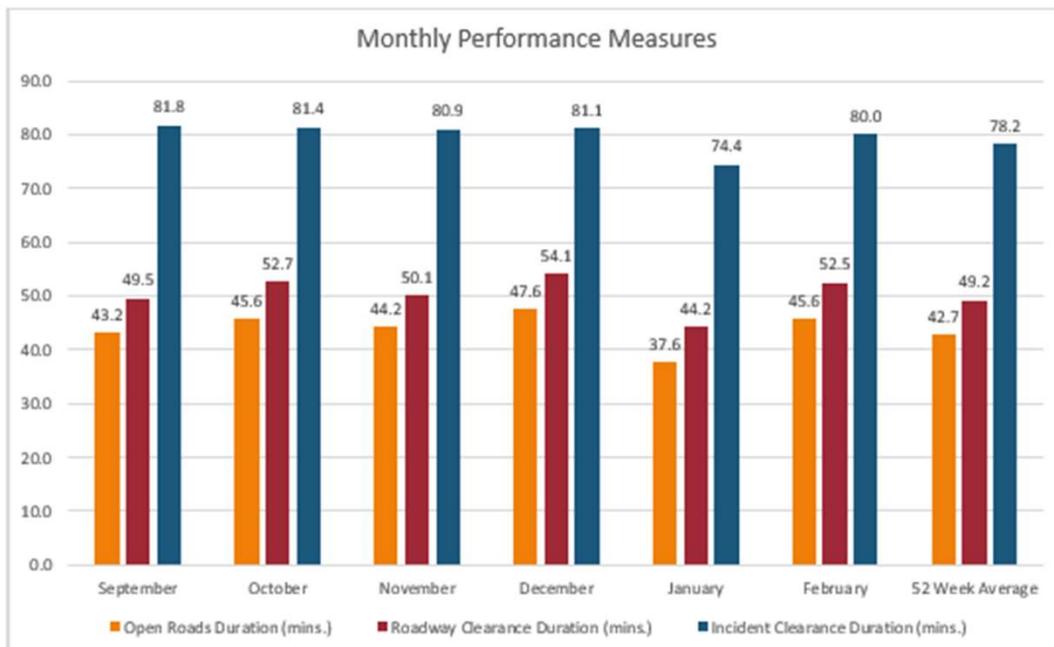


PERFORMANCE MEASURES

2021 has officially begun. I know that we all have been thankful that we have made it through 2020 and are on the other side of what has been a tumultuous year. But we should place our faith in the fact that in difficult times there is always blossoming growth, a deeper appreciation for life and an increased capacity to act for the greater good. Our Road Rangers and TMC Operations staff have been at the forefront of this pandemic and have remained steadfast in their ability and willingness to assist the motoring public.

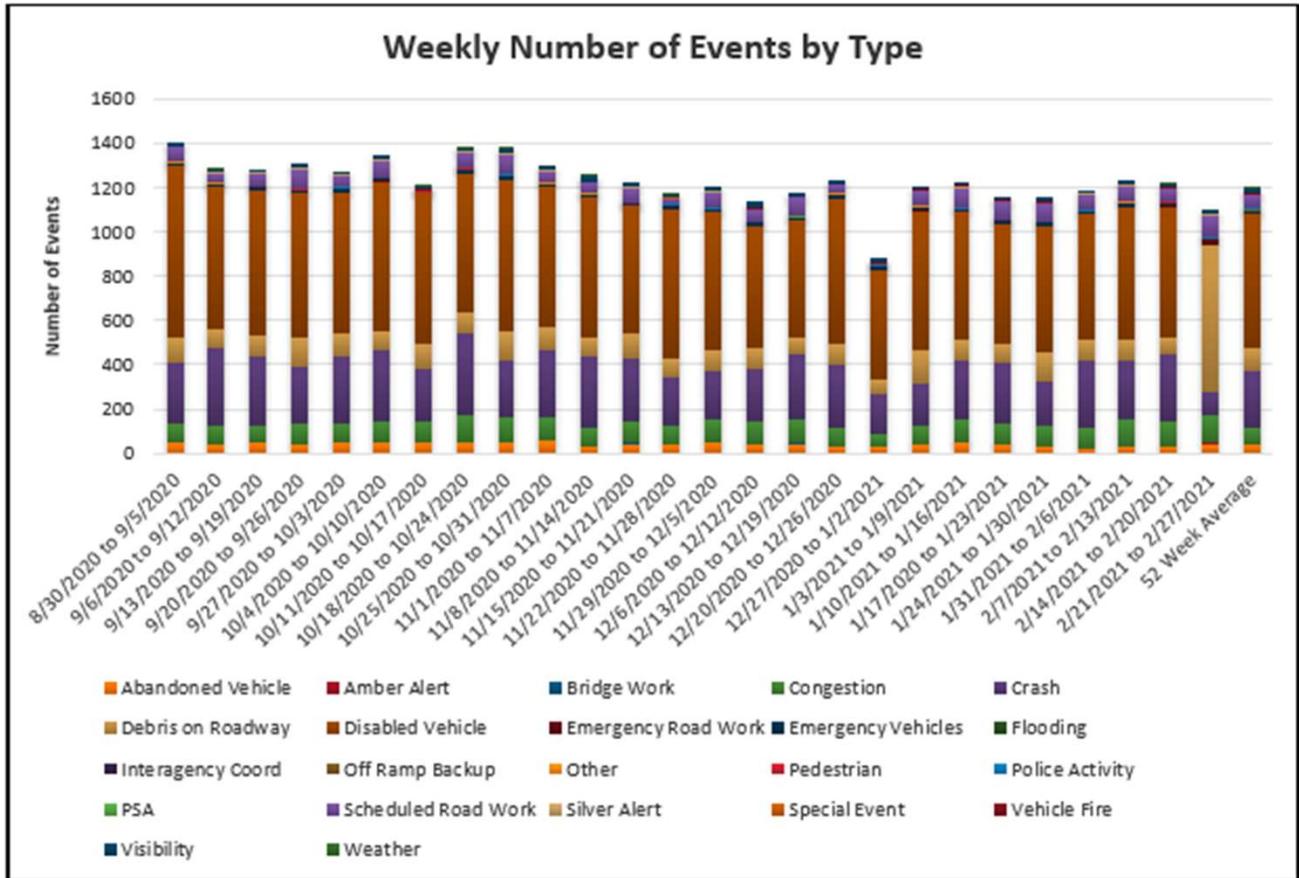
From the charts following, we can see that the Road Rangers responded to an average of close to 265 crashes per week here in District 2 between September 1-February 28. This number represents the average number of total crashes that the Road Rangers have assisted with and is higher than the 52-week average of 247 crashes which accounts for a significant increase by at least 7%. Congestion and disabled vehicle events have also increased by 16% and 2% respectively, when compared to the 52-week average.

The average clearance duration times for the past six months have stayed well under the goal duration times as we can see in the charts below. District 2 has averaged approximately 43.4 minutes for our Open Roads Duration time, 50.0 minutes for our Roadway Clearance duration time and 79.4 minutes for our Incident Clearance duration time which is slightly higher than our yearly average of 42.5 minutes for the Open Roads Duration time, 49.0 minutes for Roadway Clearance Duration and 77.9 minutes for Incident Clearance Duration.

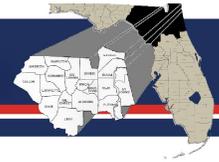




PERFORMANCE MEASURES continued



Sherrell Lall
Metric Engineering



MARKETING

The late Mason Cooley, professor emeritus at both the college of Staten Island and Columbia University, was famous for his witty aphorisms. Throughout the pandemic, I've seen a particular quote of his cited numerous times and in a variety of ways (in memes, tweets and even on personal blogs), "Reading gives us someplace to go when we have to stay where we are." Not feeling so mobile at the moment? Not many of us are. Read on.

In this somewhat "stagnant" environment, branding can be key in a marketplace where face-to-face contact is so limited. We have to find creative ways to "humanize" the virtual experience. Even a small investment can make a lasting impact! I was being "Lyfted" home from the car dealership recently while waiting for my car to be serviced. I only had the ear of my driver for a brief 20 minutes, but in that time, I convinced him to download the FL511 traffic app. After all, he spends hours a day in a car. His livelihood depends on how many people he can effectively transport from Point A to Point B; not on the amount of time he spends idling in traffic. It becomes simple math at this point. Foot on the gas translates to more cash!

These days I feel a little like the traveling salesman of yore, pulling my Tinker's cart behind me wherever I go. "Want more information on our toll free traffic service? Here's a wallet card. How about a pen? I also have a magnet if you prefer." No one is safe! Bank tellers, café baristas, even my own siblings!

My husband and daughter both work in healthcare. They tell me that upwards of 90% of the population might need to be vaccinated in order for us to start achieving herd immunity. Keep in mind, the exact numbers are not known at this time. According to the CDC, herd immunity wasn't achieved with measles until 95% of the population was vaccinated. With polio, it was 80%.

When the dust finally does settle, and we're able to move about again, we'll be ready. For now, we adapt. Which means things remain VERY fluid. I've been invited to marketing events only to have those same events canceled one week later when COVID numbers spike. You know the drill. The same thing seems to be happening in our personal lives. Uncle Ted is coming over. Oh wait, scrap those plans. Uncle Ted was exposed to COVID at bingo last night.

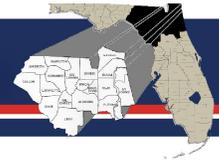
For those of you who are still making the trek to and from work (and not commuting virtually), we've got you covered with up-to-the-minute traffic information. At the end of this month the FL511 phone feature and its Interactive Voice Response (IVR) System will no longer be available to provide real-time traffic updates, so FDOT encourages all motorists to use FL511.com or download one of the free FL511 Mobile Apps available for Apple and Android devices. FL511 is also available on Twitter, Facebook and Instagram.

Connect. Know. Go!

What are you waiting for?

**Sherri Byrd
Marketing Manager**





SPOTLIGHT ON...JOSE MORALES
ITS MAINTENANCE MANAGER

Talk about your upbringing – where you were born/raised.

I was born and raised in Philadelphia, PA. My dad was a carpenter and most summers I would work with him on home improvement projects. I have worked with my dad in construction from the age of 12 years old.

Where did you attend college? What defining moment steered you toward a career in Transportation?

I attended a 9-month Electrician Program at the Thompson Institute in Philadelphia, PA and I worked with an electrical contractor for about a year after graduating. I started working as a Technician Apprentice for The City of Philadelphia in June 2008 and after that I realized Transportation was where I wanted to be.

Early Career and/or brief job history:

In 2008 I started my transportation career in the City of Philadelphia as a technician apprentice, within a few months I got promoted to a Public Works Electrical Technician, which is equivalent to a Traffic Signal Technician. In 2009 I was promoted to a Traffic Signal Repair Foreman. In 2010, after taking the required exam, I was promoted to a Construction Project Technician I, which is equivalent to a Traffic Signal Inspector. A couple of years later I was promoted to a Construction Project Technician II, at which time I oversaw the performance of two city inspectors. In 2015 I was offered a great opportunity to become the Traffic Operations Superintendent for Alexandria, VA. I oversaw multiple departments - Traffic signal shop, sign shop, pavement markings, parking meters, impound lot, street lighting and wayfinding signs.

Job description - your current role at the North Florida Regional Transportation Management Center.

My current job is ITS Maintenance Manager. I will be involved in all ITS projects In District 2. This is a new path and new challenge for me since my experience is mainly with Traffic Signal installation, repair and timings. I do have some experience with ITS when it comes to implementation as part of a traffic signal project.

How long have you been at your current job?

I have been working with FDOT for about 6 months now.

What’s the best advice anyone’s ever given you?

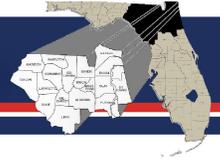
Do not put off until tomorrow what you can do today.

Do you have a favorite quote? Something that inspires you.

My favorite quote is: “The most dangerous phrase in the English language is - We’ve always done it that way.”

Any job-related awards or special recognition you have received?

In 2017 I did receive the employee of the year award from the City of Alexandria, VA



SPOTLIGHT ON...JOSE MORALES
ITS MAINTENANCE MANAGER continued

Best job ever/worst job ever... or both?

I would say the best job I had so far was the Traffic Operations Superintendent position, but I am still testing FDOT out...HAHA!

My worst job was working for a taxi insurance company as a Claims Manager.

Describe a 'defining moment' in your personal life.

A defining moment for me was when my first daughter Stephanie was born. I was only 20 years old and I knew at that moment I needed to change my life to make hers better.

Tell us a little about your family.

I am married and my wife's name is Jennifer. I have 4 children, a 25yr old daughter named Stephanie, a 21yr old son named Jose, a 6yr old

son named Adrian and a 6-month-old daughter named Evangeline. We are a Puerto Rican family, and we like to keep to our traditions, especially with food.

Do you have any hobbies?

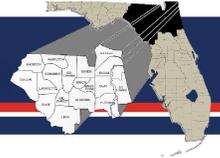
I am a huge fan of Japanese anime. On my days off, I like to grill with the family, especially since moving to Florida. I love to play dominoes, but since I have arrived, I have yet to play a game.

Imagine you've just been given 48 hours of glorious, uninterrupted freedom (all expenses paid). Where would we find you?

If I had 48 hours of glorious, uninterrupted freedom where would you find me? Hmm. Cannot go anywhere far, I would probably go on a cruise since I have never been on a cruise.



Jose, pictured with wife, Jennifer and children Adrian & Evangeline



Traffic Incident Management 2021 Meeting Schedule

First Coast TIM Team
Regional Transportation Management Center
980 N. Jefferson St., Jacksonville, FL
904.903.2000
10:00am-12:00pm
March 16, 2021 May 18, 2021
July 20, 2021 September 21, 2021
November 16, 2021

Alachua/Bradford TIM Team
FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville, FL
352.381.4300
10:00am-11:30am
April 14, 2021 June 9, 2021
August 11, 2021 October 13, 2021
December 8, 2021

FDOT DISTRICT 2 ITS STAFF



Peter Vega, District 2 Transportation Systems Management & Operations Program Manager
904.360.5463
Peter.Vega@dot.state.fl.us



Alex Varela
ITS/TMC Operations Manager
904.903.2008
Alex.Varela@dot.state.fl.us



Dee Dee Crews
ITS/TMC Project Manager
904.903.2009
DeeDee.Crews@dot.state.fl.us



Glenn English
SMA/AMS Engineer
904.360.5643
Glenn.English@dot.state.fl.us



Jose Morales
ITS Maintenance Manager
904.903.2013
Joser.Morales@dot.state.fl.us



Kathaleen Crisler
Contract Administrator
904.903.2012
kathaleen.crisler@dot.state.fl.us