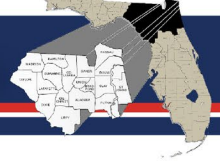


The Stork, uh, Elon Musk, provided a premature delivery (by two days) of the newest addition to the Vega Family. At press time, no details of height, weight or name. Congratulations, Vega Family!





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

When developing each newsletter article, I come up with a plan and then shift gears as I rewrite to the latest critical news. In the case of this newsletter, I was going to provide an update on the Connected Vehicle projects in Gainesville, status of the I-10 deployment into District Three and the Truck Parking System project at the rest areas. That was the case until we received resignation letters from Nigel Atkinson and Matt Harbert. Initially, the news came as a shock to our ITS team, however after further reflection it seemed obvious that this will be the state of the industry for quite some time.

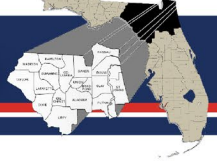
The issue at hand is that transportation technology efforts around Florida, as well as the country, have accelerated to unimaginable proportions. These projects have expanded from your typical CCTV camera, DMS and vehicle detector deployments to advanced traffic signal systems, connected vehicles, automated vehicles, pedestrian safety, wrong way driving, and other transportation needs that are transitioning to the use of technology for solutions. If you thought things were busy two years ago for our group, well today it's tripled in demand! These were the driving factors that led to the departure of Nigel and Matt.

In Nigel's case, he spent the past year learning the nuances of ITS, while experimenting with the latest technologies to assist in keeping District Two ahead of the curve. Once I could assess Nigel's talents, we proceeded to set him up with one of the most advanced ITS labs in the Department. The goal was to have him examine these new technologies, so that we could determine what would be a worthwhile pursuit versus a waste of our time. A lot of knowledge was gained from his research and will be used in

the near future with existing deployments. For example, Nigel helped us determine that the MH Corbin:ITS Connect edge device provided some valuable applications for managing data from multiple devices. He also was able to dig deeply into CCTV camera analytics software that could assist with bicyclist and pedestrian safety. This was on top of the valuable information he delivered regarding advanced traffic signals.

Our program truly believes that in order to succeed, partnerships are a must! So, every time we had the opportunity to share Nigel's findings at the lab, we'd invite our local partners to see the results. Unfortunately, JTA was one of those partners and after witnessing his talents swooped him up quicker than you could say SHAZAM! When Nigel broke the news, we obviously responded with questions and counteractive discussions focused on the benefits of working with our team. As hard as we tried, it was difficult to convince this young man with just over one year of professional experience that the 38% annual pay increase was no reason to jump ship. JTA was in need of Nigel's talents to assist with their expedited effort to deploy their automated vehicle bus and UTC projects, hence they were willing to pay the price.

In Matt Harbert's case, it was a similar set of circumstances. Matt has been involved with ITS in District Two for over 10 years, and within Florida's ITS industry for nearly 18 years. As such, he made a name for himself and an offer came this past February from Kapsch. During Matt's tenure there were some tumultuous changes made to the Statewide ITS program as it exponentially grew. Our



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

annual budget increased threefold, performance measures were a key driving factor and our team’s involvement in several varying types of construction projects increased as our deployments “got in the way.” Through it all, Matt gained the experience that is highly valued in the ITS industry. When the opportunities grew for the ITS contractors, it was a feeding frenzy for them to find the necessary talent.

Matt’s decision did not come as a surprise because he always seemed to be a voyager who liked to try new adventures. Being cooped up in an office dealing with paperwork really wasn’t his thing since his talent and enjoyment with work involved getting his hands dirty. When Kapsch began to inquire about an employment opportunity with them, it was the type of work that I feel he truly enjoyed. Most of his work will be out in the field, soaking up the Florida sun while traveling to different parts of the State. He would also have an opportunity to expand his skill set since his first assignment would be with the Central Florida Expressway authority. Oh yeah, and of course to lure Matt to the “dark side” the offer was a 32% increase above his rate of pay with the Department.

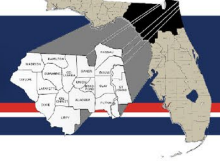
Yes, both were big hits to the program, but we will survive. We’ve lost some great District Two ITS personnel over the years and seemed to be able to bounce back. When Randy Warden and Kamal Munawar left for better opportunities, Kevin Jackson and John Kell stepped in to replace them during our most active deployment periods. When they left, Matt, Ryan, Alton and Vincent were also able to keep us afloat. Ditto for Dee Dee and Alex, who filled some big shoes when Donna and Josh bid their farewell. In

about 3.5 years, it will be time for someone to step in and fill my shoes. At the moment, the field is wide open, however I am spending the time grooming the “up and comers” by sharing the knowledge I gained over 18 years in ITS, with the hope that one of them will step up when called upon.

Currently, the ITS industry has some young and talented engineers that will keep Florida’s program moving forward, however I am not sure if they’ll be able to keep the momentum of this breakneck speed. Overall, my judgement is that the industry is in need of 30% more engineers with the ITS expertise that’s required to continue with the progress we’ve made. So, if you have a high school junior or senior in your house, if not a child in college, now would be a good time for you to suggest they investigate our field. It’s a challenging, exciting and high paying opportunity for many of them, with a worthwhile feeling with every project they would be involved with since this seems to be the future of transportation.

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





NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER

We have arrived to 2020! We all thought we would be living in a reality resembling Back to the Future yet here we are still using the same old roads and bridges. The one thing we can look forward to is Connected/Autonomous Vehicles (CAV). Various studies and projects are being conducted around the World, even here in Florida! The goal is to be the Champion for all those involved in the connected vehicle industry. We have the FRAME (Florida Regional Advanced Mobility Elements) I-75 project and the Trapezium project in Gainesville.

Additionally, the Florida Turnpike has completed Suntrax Test Facility Toll Operations. I had the pleasure of visiting this state-of-the-art facility in December. This facility, which was purposely placed in Auburndale due to its proximity to Tampa and Orlando, will be the new testing location for all Tolling devices. The facility will put CAVs through grueling tests that mimic Floridian attributes. Some of the tests will be geometric, high speed, climate, urban/suburban terrain, pick up/drop off for multi-modal passengers, and many more. I look forward to revisiting the location when the facility completes its second phase.



They began construction December of 2019 and it will take about a year to complete.

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

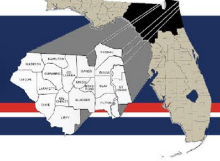
NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

Hurricane Preparedness Week is May 3rd- May 9th, 2020. I know everyone is thinking – Dee Dee has lost her mind already talking about hurricane awareness. Here at the RTMC we have already updated our hurricane plans and I am reviewing my hurricane contracts for changes. The rainy season is on its way and hurricane season begins June 1st.

With that being said, below are some tips we all need to think about when driving in severe weather and during hurricane evacuations.

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.



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

- **Turn Around; Don't Drown** – Prepare for standing water. Never drive through flooded areas, even if you are familiar with the 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.

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 to have cash on hand due to power outages and no accessibility to 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.

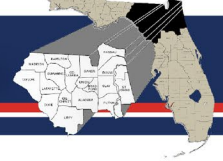
- Have a specific destination in mind and the route planned well in advance of your departure. When you travel, be sure to carry any appropriate maps along inside your vehicle. Remember you may not have cell phone service so your GPS may not work.
- When possible evacuate tens of miles instead of hundreds 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.
- If you are not going to evacuate, have enough non-perishable food, water and medicine to last each person in your family a minimum of three days. Have a battery-powered radio and flashlights. Many of us have cell phones, and they all run on batteries. Consider a portable crank or solar powered USB charger.

These are a few tips to consider **before** Hurricane season is here.

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



<https://www.weather.gov/wrn/hurricane-preparedness>



NORTH FLORIDA TPO

I will diverge this month from doling out accolades to Jeff Sheffield, since he constantly seems to push the envelope further than I could have imagined. This newsletter would have been about his efforts with United Way and how he tied it into our program. My first reaction was “what the heck!?!?” but as he continued to share what was on his mind, the concept he shared truly made sense. This idea is only in its infancy, so I will wait until the next newsletter to see how it develops. If it goes as well as his other ingenious ideas, you will hear about it first.

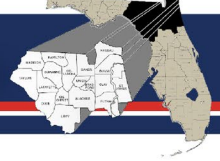
This month’s newsletter will instead be focused on the true visionary for ITS in Northeast Florida, Denise Bunnewith. If you have been a long-time participant in our newsletters, you would know that our ITS program partnered with the North Florida TPO when Denise was the Director. At the time, she wanted to accomplish more than what was provided in standard practice for transportation systems. Many may not realize, but she approached me with her vision and all I did was fulfill her concept on incorporating technology into transportation. She picked at my brain, then provided the funding to make it happen, hence one of the reasons we are the most envied District in Florida.

However, this is not the angle in which I’m headed. Instead, I want to share with everyone that I finally caved and agreed with my wife that it was time to invest in a Tesla 3! I must admit that after several years of pestering, it took a test drive in Denise’s Tesla to finally convince me to commit to this fine piece of technology. Denise was a major factor in the decision due to the research she’d performed and her updates on the quality of her Tesla. My wife often followed up with her own research and would provide updates on an almost daily basis about the benefits of owning a Tesla.

During the test drive, Denise overlooked sharing about the quality of the drive and instead focused on the technology package within it. She stressed the benefits of the premium package, the features within the software and even unique lighting schemes that could be activated on the car. She especially wanted to share the ones that triggered the lighting system in synchronization with Christmas songs. I believe the biggest selling point to my wife was Denise’s beaming presentation as she took us for a test drive in her car.

Many may not realize, however I have my degree in mechanical engineering, so I know a bit or two about combustion engines and vehicle performance. Prior to Tesla, my belief was that Porsche had the finest engineered automobile in the world. Due to recent experience, it is now second in my opinion to the Tesla. For one, whereas an automobile with a combustible engine will only perform at 80 percent capability, with much wasted energy, the Tesla is way above at over 90 percent. Once I dug deeper into their technology, it all made sense.

The differences are that there is no engine! The motors are in the wheels that are powered by batteries and controlled by computer software. So, no more expenditures for oil changes, gas or tune-ups. Likewise, the efficiency of the vehicle is due to the removal of all the nuances that lead to wasted energy. Instead, you press the accelerator/decelerator and the vehicle responds accordingly, as good if not better than a Porsche. It just finally made sense to make the transition to the Tesla since they are the leader of electrical engineered vehicles.



NORTH FLORIDA TPO continued

During my years of analysis, there were several factors to consider, first of which were the benefits of getting off gasoline. I figured that I've spent over \$1,500 per year on gas for my Mazda CX5. I compared it to the electrical bill cost I would incur to charge the Tesla for the same number of miles and came up with an annual expenditure of around \$150. I then looked at the cost to maintain my engine (oil changes, spark plugs, belts) versus none of these nuances for the Tesla. Insurance costs were the same, if not a little less. Trunk space doubled, since the Tesla has a trunk and frunk (remember, no engine). The only concern was that after 8 years, I may need to get a new set of batteries. A few years ago, that would have run about \$15,000 to \$20,000. Since then, Tesla has opened up battery plants in Nevada, China and pretty soon Germany. By the time I need to replace these batteries, the cost will probably be less than \$2,000.

I could go on and on about this recent purchase (anticipated arrival date is 3/16), but instead I should share my gratitude to have Denise Bunnewith as my Tesla guru. I still recall our conversations prior to her purchase, where I played the devil's advocate on why she should hold off on buying a Tesla. I now realize that fate ensured she'd do so for me to get the courage and buy one for our family. Beyond the advice she gave, I truly appreciate her partnership and friendship over all these years, because there were moments that I did not see her vision until she gave me that swift kick in the butt.

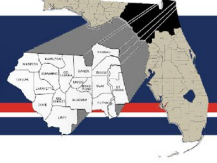
**Pete Vega, District 2
TSM&O Manager**

ITS MAINTENANCE

This quarter continued to be extremely busy for the ITS Maintenance Group. We now have both new contracts up and running, with Traffic Control Devices having both contracts. The contracts are now divided up between the East side of the District and the West side of the District. Additionally, the new contracts have new rules and are performance based, so both FDOT and TCD are making sure that we know these changes so that we can keep everything to the letter of the contract.

We have been tasked by the District Secretary to install permanent and temporary generators around the District before hurricane season. The permanent generators will be installed at all ITS Communications Master Hubs that don't have existing permanent generators, while the temporary generators will be installed at key ITS device sites near major interchanges, District Lines and the State Line. We are currently trying to work with our purchasing department to get the contracts amended as we are adding a different funding source.

We have also been tasked by management to work on other special projects that fall within the scope of our contracts and I am currently working on allocating funding for these to happen. One example is the installation of a high bandwidth wireless communications link from the existing fiber optic cable on SR 16 to the St. Augustine Maintenance Yard. This connection will allow FDOT personnel at the maintenance yard to view our CCTV cameras in their areas of responsibilities to see what resources may be needed to respond to incidents or view maintenance activities along the roadways.



ITS MAINTENANCE continued

Other special projects include extending the fiber network in Lake City and changing out cameras that are end-of-life on the state roads in the municipalities as well.

Other than the special projects, we have been staying busy with Preventative Maintenance and repairs throughout the District.

Luckily, we are still several months from the summer storms that always wreak havoc on the ITS devices due to lightning strikes, but with the large number of devices we are responsible for, we are never without work. We have also been busy with the maintenance of the recently accepted ITS devices on the West Beltway Express Lanes.

As always, the entire team in ITS Maintenance continues to strive to meet the needs for our client (Operations) and their clients (the motoring public).

Editor's note: This was Matt's last ITS Maintenance Newsletter article as he moves on to new adventures. We wish him the best.

Matt Harbert
ITS Maintenance Manager

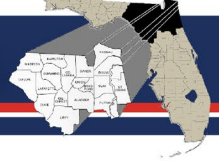
ITS CONSTRUCTION

The I-10 ITS Project is continuing to progress and is currently at 90% contract time and 95% of the total budget. The contractor appears to be on schedule to meet the contract end date in early June of this year. All devices are installed,

operational and have been stand-alone tested East of I-75. The contractor is currently installing Microwave Vehicle Detection Sensors (MVDS) and Closed-Circuit Television (CCTV) cameras to the West of I-75 and will be testing these devices once they are installed. Additionally, the 90% construction walk-through has been completed East of I-75 and will be conducted West of I-75 in the next few weeks. Integration has also started with District 3 on the West end of the project. Finally, the contractor's Project Manager's last day on the project was February 29th, as she returned home to Spain to further her career. But, she left the project in good hands with the existing staff that has been in place throughout the project and we look forward to finishing the project with this group.

The Truck Parking Availability System (TPAS) Project is behind schedule, but the contractor is working diligently to complete the project. All power services that the contractor is responsible for and truck parking signs have been installed and contractor personnel are currently working on installing the remainder of the ITS device cabinets and splicing fiber. As the fiber splicing is completed, crews are performing the required Optical Time Domain Reflectometer (OTDR) testing to show that the fiber meets FDOT Specifications.

Additionally, all of the in-ground sensors have been installed in the rest areas, with the exception of two truck parking spaces. The contractor had also previously installed the server and software for the project at the North Florida Regional Transportation Management Center (NFRMTC) and is awaiting credentials to the server for the



ITS CONSTRUCTION continued



District Two ITS Network staff to be able to access the server and software. The CEI anticipates that stand-alone testing of the CCTVs, MVDS, DMS (part of the truck parking signs), and in-ground sensors will begin in late April or early May with the project being completed in the June timeframe.

**Craig Carnes
Metric Engineering**

OPERATIONS

“The Last Big ITS Project!” We’re coming close to having complete ITS coverage on ALL of the interstates in District 2. I-10 from Madison County to SR-23, including some new DMS inside the beltway, are coming online at a rapid pace. These new devices are being monitored closely by the RTMC and any issues are being reported to the contractor for troubleshooting.

At this point, it is anticipated that the project should be completed and accepted prior to the start of hurricane season.

Additionally, this will complete the fiber connection between District 2 and District 3 so that all districts in the state will finally be connected.

As this project is completed, the next big focus will be on Arterial expansion, which in turn will expand our Integrated Corridor Management (ICM).

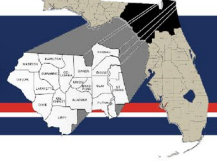
In case you’re not familiar, ICM is like a handshake between the interstates and the primary arterial roadways. When there is a major lane closing event on an interstate, traffic is diverted onto primary arterial roadways. Special signal timing plans are tied directly into our Statewide SunGuide® for ease of use and near instant activation (as opposed to updating each controller along the corridor manually in ATMS) to assist in moving the large additional numbers of detouring traffic through the corridor.

Once the event is over and the interstate lanes are re-opened, the SunGuide® response plan is terminated and the signal timing plans will automatically revert each controller/traffic signal back to its regularly scheduled time of day configuration.

Always remember, Know Before You Go, **use FL511!**

**Jason Evans
RTMC Manager**



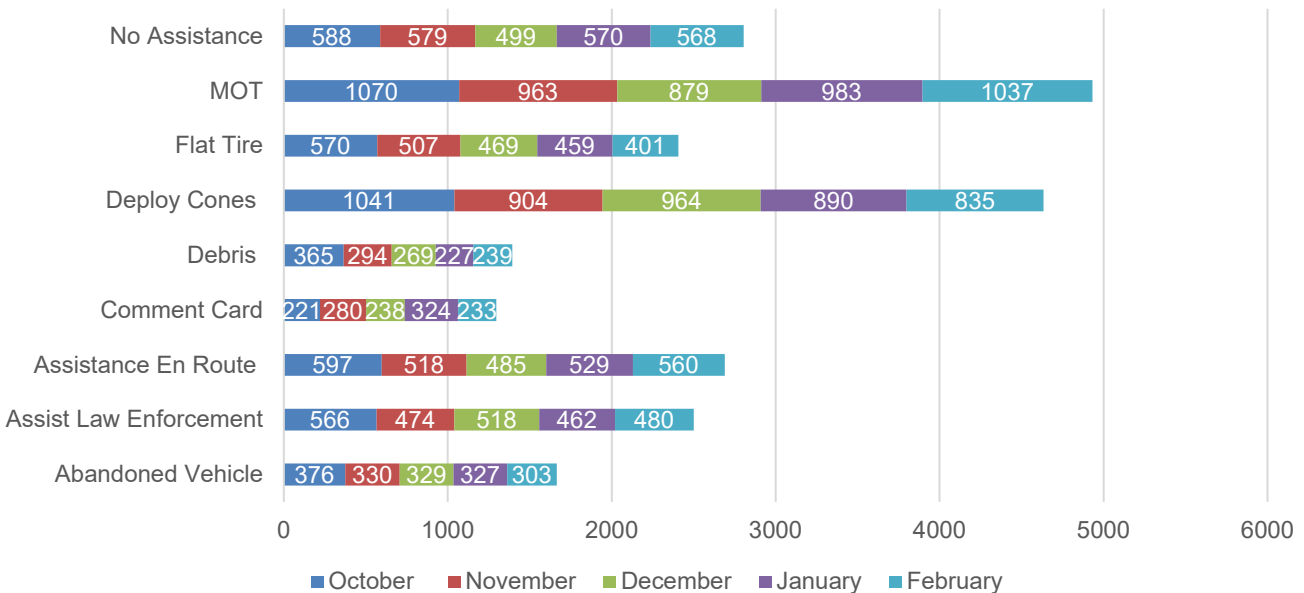


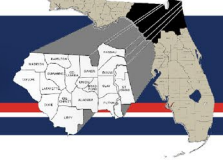
ROAD RANGER UPDATE

The District 2 Road Ranger Service Patrol is one of the most effective elements of the First Coast Traffic Incident Management Program. The Road Rangers assist in the reduction of incident detection time and incident duration in support of the Open Roads Policy. Our Service Patrol has more than doubled within the past year with the intention of providing quality and prompt services to our users, whatever task it might be. With that being said we are definitely in full production mode. The Road Rangers have also been working every single day rain or shine, holiday or not.

Our Road Ranger Service Patrol has assisted with over **14,162** events which includes approximately **33,692** services within the past several months (October 1, 2019 through February 29, 2020). Though they have many roles and responsibilities, some of their most important activities include providing MOT, assisting Law Enforcement, red tagging abandoned vehicles, removing debris out of the roadways for traveling motorists, and other items such as changing flat tires, providing air for tires and gas for stranded motorists. Their activities for each month can be seen in the chart below.

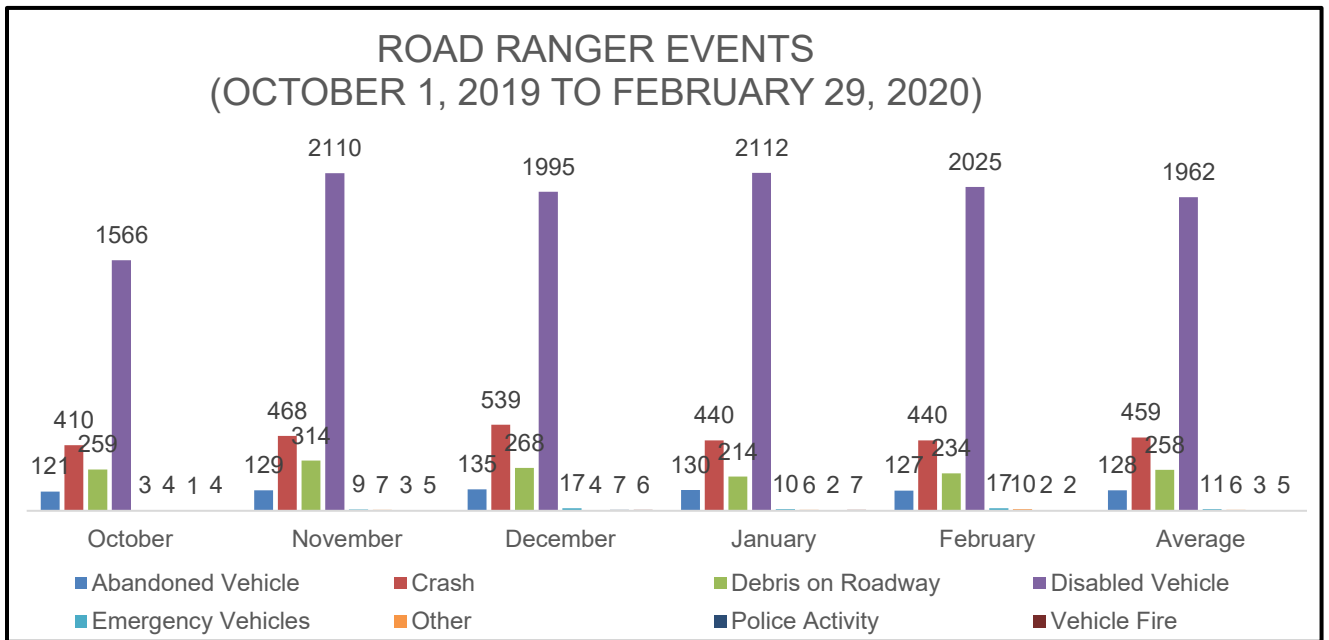
**ROAD RANGER TOP TEN ACTIVITIES
(OCTOBER 1, 2019 TO FEBRUARY 29, 2020)**



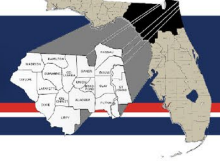


ROAD RANGER UPDATE continued

The following charts show all event types that the Road Rangers have responded to from October 1, 2019 through February 29, 2020. As we can see the Road Rangers primarily responded to an average of 16.2% crashes, 69.3% disabled vehicles, 9.1% debris events and 4.5% abandoned vehicles.



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



RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

Rapid Incident Scene Clearance (RISC) is a highly innovative program that supports Florida’s Open Roads Policy goal of safely clearing major highway incidents and truck crashes within 90 minutes or less. The program is incentive-based and requires specialized equipment and trained operators to quickly remove wreckage from the roadway, where major crashes close most lanes or cause significant travel delays.

The RISC program is operationally managed at the District level. The RISC Contractor has the responsibility to respond to the incident within 60 minutes of the request to activation. Once on scene and provided a Notice to Proceed by the lead official on scene, the vendor will have 90 minutes to open the travel lanes for traffic. The RISC contract requires the vendor to have specified extra equipment on hand or available 24 hours a day/7 days a week to respond to these major incidents. This program is extremely valuable and essential to roadway clearance times especially during peak travel time periods.

Over the past few months, District 2 has utilized RISC three times as can be seen below:

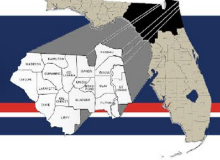
- **January 9, 2020** at 11:39 A.M. on I-295 E NB ramp from New Berlin Road in Duval County. This crash involved an overturned semi-truck hauling over 44,000 lbs. of cabinets which had the entire ramp blocked. The RISC contractor took approximately 81 minutes to clear the roadway during this incident and met all of their recommended timelines.

- **February 25, 2020** at 11:52 A.M. on I-95 NB at I-295 on the North End at 11:52 A.M. in Duval County. This crash involved a jackknifed semi which was blocking the three right lanes. The RISC contractor took approximately 70 minutes to clear the roadway, which met their recommended timelines per the Open Roads Policy. There was also a secondary crash on I-295 NB at Lem Turner, at the tail end of the congestion that resulted in a fatality.
- **March 3, 2020** at 5:36 P.M. on I-95 NB at SR-16 in St. Johns County. This incident involved two semi-trucks and a pick-up truck towing an empty car hauler trailer. An estimated 100 gallons of fuel was spilled during the incident in which St. Johns Fire rescue assisted with the clean-up. The incident took approximately 6.5 hours to clear due to the extended clean-up needed.

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast Traffic Incident Management Team meeting was held on **January 21, 2020** at the Regional Transportation Management Center (RTMC) – 980 N Jefferson St., Jacksonville, Florida at 10:00 A.M. These meetings 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 updates provided by Mr. Bill Kays. Bill mentioned that there are a few upcoming



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

scheduled closures and detours within the area which includes US-17 where construction crews will be pouring asphalt on the shoulder between McDuff Avenue and CSX railroad. There is also an upcoming closure between Collier Avenue at McDuff Avenue. Bill also informed the group that an attenuator was placed at the end of the sound wall temporarily. The sound wall is complete but FDOT is now building a block perimeter wall at the end of the sound wall.

Ms. Samantha Rambeau then provided the team with updates on several Construction Projects within the area which included a closure on SR 200 in Yulee due to a traffic shift.

Ms. Rambeau also discussed the Diverging Diamond Interchange at San Pablo Road and JTB which is currently under construction. Samantha mentioned that they have not noticed any impacts to traffic but they are expecting to see some changes during the Summer due to several expected closures on San Pablo Road. She informed the group that there will be an access management hearing for the proposed roundabouts on SR 211/ St. Johns Ave. at Herschel Street.

Ed Ward moved the TEAM into the Emergency Operations Update where he mentioned that District 2 is reviewing all of the scopes and contracts for the upcoming hurricane season.

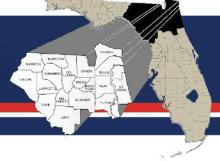
Mr. Craig Carnes and Mr. Jason Evans then jumped into several ITS and 511 updates. Craig informed the group that the I-10 Project from SR 23 to Tallahassee is still under construction. They are expecting the project to be completed before the next hurricane season. The Truck Parking project is behind schedule but is still ongoing. Craig also noted that all current and

upcoming roadway projects need to verify the location of the ITS devices and fiber in order to protect and/or relocate ITS, if needed. Jason Evans noted that the 511 system was updated and the IVR (phone) portion of the system will be dissolved before the 2020 Hurricane Season.

Dee Dee Crews provided the group with an Express Lanes/FCE/Road Ranger Update. The Express Lanes currently have a Road Ranger Monday through Friday from 6 a.m. to 7 p.m. along with a tow truck. The FHP hire-back's coverage in the Express Lanes ended on December 31, 2019 and coverage on the Buckman Bridge for the ATMS project started on January 20, 2020. They are expected to provide coverage 24/7.

The next First Coast Traffic Incident Management Team meeting is currently scheduled for **May 19, 2020** 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’s most recent meeting was held on **February 12, 2020** at the FDOT Gainesville Operations Office – 5301 N.E. 39th Ave., Gainesville, Florida at 10:00 A.M.

The TEAM approved the meeting minutes from December 2019 and moved on to the ITS/511/RTMC Update where Mr. Jason Evans noted some important milestones such as the I-10 Project from SR 23 to Tallahassee which is currently ongoing. Crews are working on installing the cameras and DMS to the east of I-75. The devices to the west of I-75 are expected to be up and running by Summer 2020. This project completes the ITS deployment on all interstates in the entire state of Florida. He also noted that The District 2 Truck Parking Availability System (TPAS) project is behind schedule and in liquidated damage. Signs are currently being installed and will be available to view on FL 511 when the installation is complete. Mr. Jason Evans also mentioned that the Integrated Voice Recognition (IVR) feature of FL 511 will be phased out by June 1, 2020. The IVR is the phone option for FL 511.

The Team discussed the incident which occurred on December 15th on SR 26 at 9:50 A.M. The westbound lanes were opened fairly quickly, but the eastbound lanes were kept closed longer due to the power lines being down. The power company had bucket trucks out there and needed room to repair the multiple downed power poles and lines.

They also discussed the incident which occurred on February 1st on SR 24 at 11:37 P.M. at 134th Street. All eastbound and westbound lanes were closed due to debris clean up. The incident involved a vehicle versus several cows on the roadway.

Mrs. Dee Dee Crews then reviewed the number of Road Ranger assists for 2019. The Road Rangers responded to 5,478 events (calls) and 15,059 Road Ranger activities for the entire year.

An activity is defined as anything such as changing a tire, assisting law enforcement, putting cones out, etc. There are usually multiple activities within each event. Out of the total number of events mentioned previously, 342 were crashes, 4,293 were disabled vehicles, and 547 were debris events. All four routes in Alachua will soon be expanded to seven days a week and the RISC Lite Truck will be staged at the rest areas.

The next Alachua-Bradford Traffic Incident Management Team meeting is currently scheduled for **June 10, 2020** at the FDOT Gainesville Operations Office – 5301 N.E. 39th Ave., Gainesville, Florida at 10:00 A.M. Please mark your calendars to attend this meeting as each agency’s participation is important for the good of the group.

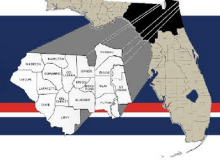
If you are unable to attend, please feel free to send someone else who could represent your agency. We thank you for your participation.

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.



Traffic Incident Management (TIM)

NOTES:

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.

If anyone is interested in the SHRP2 Incident Management Training Course, please contact 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.

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

MARKETING

First, some exciting news to share! In conjunction with the Department of Motor Vehicles and the Motor Vehicle Network, our FL511 video will soon be getting a facelift! You may have caught a glimpse of this video while visiting any one of our area DMV offices. The video was first produced in May of 2015 and then upgraded in April of 2017. Needless to say, there have been quite a few changes to the 511 system since that time, and Statewide marketing representative Sonshine Communications has been tapped to breathe new life into the project. So keep your eyes glued to those TV screens. The new FL511 video is coming to a DMV near you!!!

We've also been invited to attend the Regency Center Health Fair downtown, located inside the beautiful Wells Fargo building. The Wells Fargo building has 35 floors of office space along with two levels of underground parking. At last report (according to the Jacksonville Daily Record, December 2019) the building was about 84% occupied, so we'll hopefully see a lot of foot traffic during our visit there later this month.

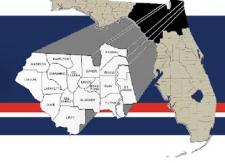
Our adventures this quarter will also take us to the Hyatt Regency for their spring Employee Wellness Expo as well as the Morocco Shrine Auditorium for the Tri-Base Military Job Fair, a joint effort between military bases from Jacksonville to Kings Bay.

If you're interested in learning more about FL511, our Statewide Marketing partner, Sonshine Communications, has a wealth of information available via Facebook, Instagram and Twitter. You can follow FL511, Tweet and re-Tweet the information, push screen captures, share and re-post notifications as well as travel advisories.

Finally, make sure all your winter/spring travel plans include 511. You can dial 5-1-1, log onto www.FL511.com or download one of the free FL 511 Apps available for Apple and Android products. And of course, you can always follow us on Facebook, Twitter and Instagram! When it comes to up-to-the-minute traffic information, we've got you covered!

511: Connect. Know. Go!

**Sherri Byrd
Marketing Manager**

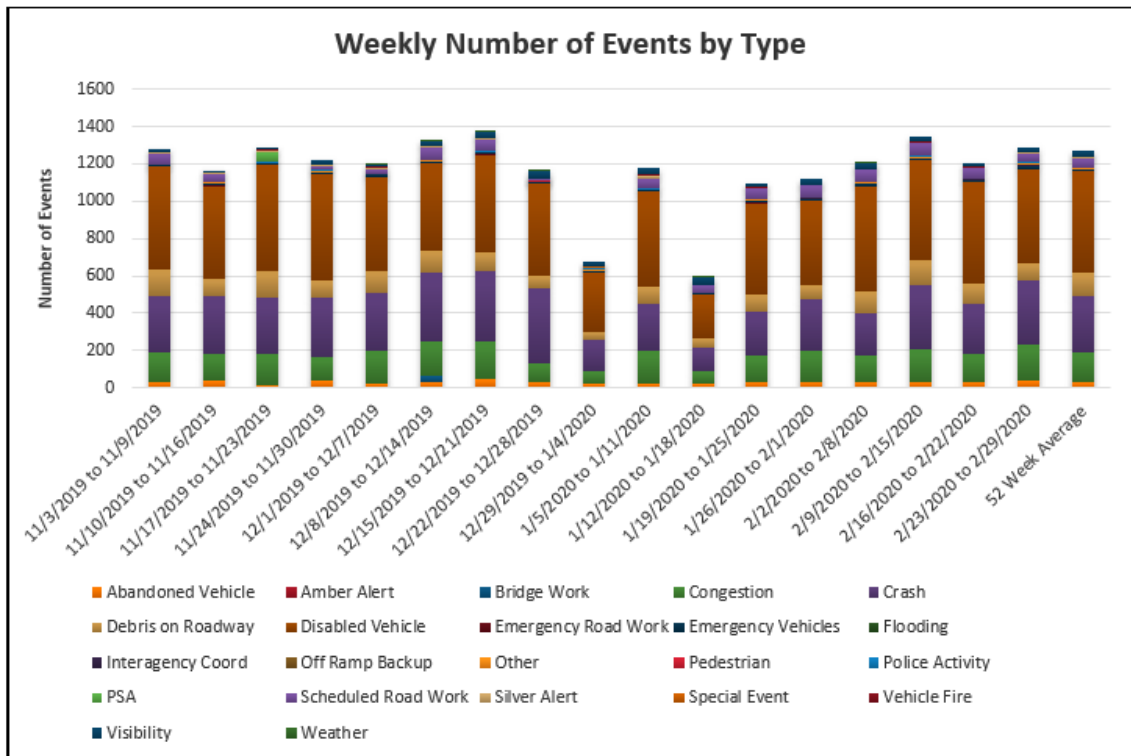


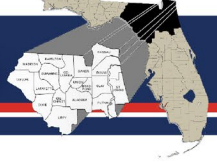
PERFORMANCE MEASURES

Well 2020 has certainly gotten off to an interesting start and our first quarter trends reflect that sentiment. As the world is currently in a state of distress due to the Coronavirus our Road Rangers and staff are taking the necessary precautions to help prevent the spread of this illness.

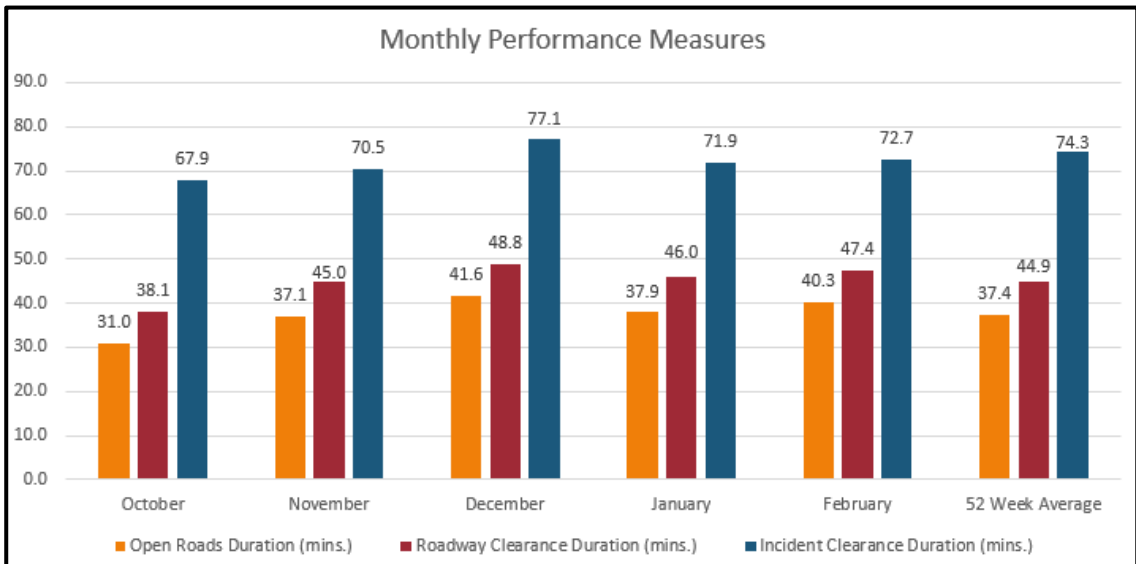
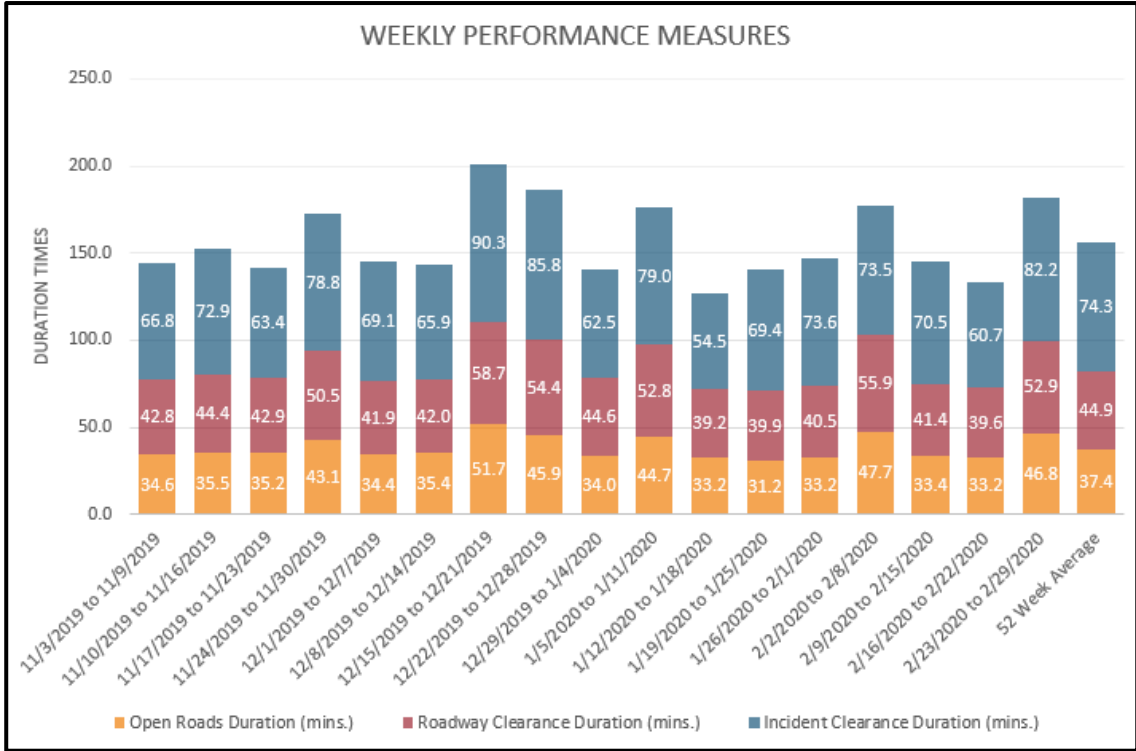
Our Road Rangers are continuously striving to ensure that our motorists are safe and are well taken care of while traveling on our interstates. From the charts following, we can see that the Road Rangers definitely had their hands full with an average of nearly 459 crashes per month here in District 2 between October 1, 2019 and February 29, 2020. This number represents the average number of total crashes that the Road Rangers have assisted with and is significantly higher than the 52-week average of 303 crashes. We can also see that our other major event categories are accounted for by congestion (12.5%), disabled vehicles (43%) and debris events (9.6%).

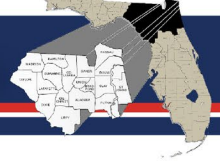
The average clearance duration times for the past five months have stayed well under the goal duration times as we can see in the charts below. District 2 has averaged approximately 37.4 minutes for our Open Roads Duration time, 44.9 minutes for our Roadway Clearance duration time and 74.3 minutes for our Incident Clearance duration time over the course of the past five months.





PERFORMANCE MEASURES continued





SPOTLIGHT ON...JESSICA KNOX
METRIC ENGINEERING OFFICE
MANAGER

We are rolling out yet another special edition of our Spotlight Feature. Our very own Jessica Knox and her husband, Thomas, have some exciting news to share!

Mia Lux Knox was born on August 6th at 6:37pm. She was a tiny little thing, weighing in at 4lbs 15oz and 15 ¾ inches long. She is 7 months old now and is so sweet and funny. We are loving watching her grow and seeing her personality develop every day.

How have things changed in the Knox household since Mia's arrival?

Things have drastically changed around the Knox household now that everything revolves around Mia. All things baby have taken over the house; swings, play area, activity centers, baby clothes, etc. Even though it has been 7 months, we are still trying to get into our rhythm on work day mornings with getting her and ourselves ready.

What's your favorite thing about being a new mom?

The love I have for her. As cliché as it sounds, I really never knew I could love something so much. Just looking at her, even if she is screaming crying, I am always in awe of her. Her little smile makes every day better.

Which is harder...changing diapers or managing messy design projects?

Ha, that is easy, managing projects! The diapers are actually easier than I expected, even if she makes a huge mess during them. Trust me, we have our fair share of poop stories already! But she is so cute and gives the biggest smiles and laughs while changing her, so it is worth it! Projects on the other hand are much harder. Coordination is key but sometimes coordination and communication are not everyone's strong suit.

Speaking of work, update our newest readers on your current role with Metric Engineering/FDOT.

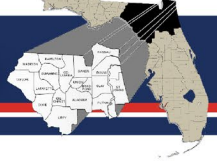
About two years ago now, I became the Metric Jacksonville Office Manager and our Northeast ITS/Traffic Profit Center Manager. I still work a lot for this D2 Contract but also dabble in quite a few other projects now. My husband Thomas also works in house at D2 in a support role for the District Freight Coordinator. It is pretty cool to discuss projects that overlap within our industries.

I know you had a great support team in place while you were out on maternity leave, but what projects are you currently working on now that you're back in the office?

Outside of our District 2 contract, I recently was the Engineer of Record on the Trapezium Project in Gainesville. Also, Metric won the I-4 FRAME Project, where I will be the deputy Project Manager. This is very exciting as we bring connected vehicle technology from Downtown Tampa to Orlando along I-4 and adjacent arterials.

I'm sure you have a great support network at home, too! (tell us about Thomas's role as a new dad, of course, but also about your parents or in-laws...do they live close by?)

I have the best support network at home! Thomas is the most amazing Dad and helps with every need of Mia's. Whether it be a dirty diaper or comforting her while she cries, he does it all. We are also very lucky that Thomas's parents live less than a mile from us. They watch Mia 2-3 days a week and are always available to help, especially if I have a meeting pop up or my schedule changes; they are very adaptable. We are also lucky



SPOTLIGHT ON...JESSICA KNOX
METRIC ENGINEERING OFFICE
MANAGER continued

that we both have jobs that give us the ability to work from home a few days a week, which really helps in caring for Mia!

Describe a ‘defining moment’ in your career or personal life. Or both!

Well this answer has definitely changed since the first time I did the featured spotlight. Hands down, having my daughter has been a defining moment in my life. Life as I knew it has completely changed. I work on far less sleep and strive harder for everything in my career in order to provide an amazing life for her. Loving and caring for that little girl is my number one priority now.

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

“Be Fearless: not the lack of fear kind of fearless. More in the sense of, go for it, anyway.” This quote has pushed me to go outside of my comfort zone and take risks both personally and professionally.

Who has been the biggest role model in your life to date? And why?

My dad. He has always inspired me to never give up, push my limits, and strive to be the best. He is my biggest cheerleader, encourager, and voice of reason. One thing I admire most, because it is difficult for me, is being able to take emotion out of important decisions. I hope to be as hardworking, competitive, and level-headed as him one day!

I know you guys are avid boaters. Will Baby Mia be joining you on your nautical adventures?

Oh yes!! Mia absolutely loves the boat. She was a boating regular back when it wasn't so cold

out. You know how people drive their babies around in cars to help them sleep sometimes? That is what we do with the boat. She is a much bigger boat fan than the car. She enjoys naps on the boat. Thomas can't wait to take her fishing in the future.

What's next? Any more milestones to conquer? Plans to expand your family? Any new projects or hobbies you wish to tackle?

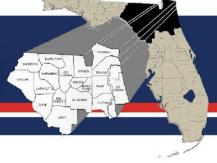
Next steps, helping to manage the I-4 FRAME project will be a huge milestone in my career and will keep me pretty busy outside my D2 tasks. As for personal plans, we are definitely looking to expand our family in the near future to give Mia a baby brother or sister!



Above: Daddy's already working on the driving lessons, though off-road for now;

At right, chilling with Mom on the boat!





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

May 19, 2020 July 21, 2020
September 15, 2020 November 17, 2020

Alachua/Bradford TIM Team

FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville, FL
352.381.4300

10:00am-11:30am

June 10, 2020 August 12, 2020
October 14, 2020 December 9, 2020

FDOT DISTRICT 2 ITS STAFF



Peter Vega, District 2

**Transportation Systems Management
& Operations Program Manager**

904.360.5463

Peter.Vega@dot.state.fl.us

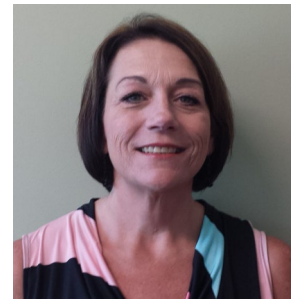


Alex Varela

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



Matt Harbert

ITS Maintenance Manager

904.903.2013

Matt.Harbert@dot.state.fl.us

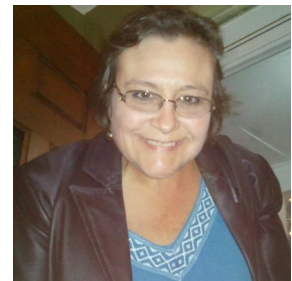


Glenn English

SMA/AMS Engineer

904.360.5643

Glenn.English@dot.state.fl.us



Kathaleen Crisler

Contract Administrator

904.903.2012

kathaleen.crisler@dot.state.fl.us