

AND SO THE MIGHTY TIMES OF 2020 CONTINUE... ABOVE, WHAT YOU'LL SEE IF YOU TRAVEL AT 5:30PM BECAUSE OF FALLING BACK. THEN THERE IS HURRICANE ETA, ONLY 25 DAYS UNTIL THE END OF THE HURRICANE SEASON., BUT ONLY 56 DAYS UNTIL 2020 IS IN OUR REAR VIEW MIRROR!

ACTION NEWS JAX
FIRST ALERT
WEATHER

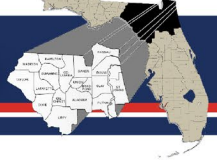
Hurricane Eta

LOCATED: 13.8°N, 83.5°W MOVING: W at 5 mph
WIND: 140 mph PRESSURE: 940 mb / 27.76"

Cat: 4

4:00 PM





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

Well, can I just say that the Summer of 2020 has been quite an experience! It has been the most unique, tumultuous and fulfilling moment that the ITS group has had in quite some time. Obviously, let us talk hurricanes first since it is always the topic of conversation during this time of the year. So, we have now achieved a record with 25 tropical cyclones during the summer and 29 as of this writing. Brings back memories of 2005 when we had a similarly busy hurricane season. Fortunately, many of our staff are seasoned veterans who have experienced much of the same over the past 15 years, so it is just a matter of gearing up and getting the troops ready each and every time.

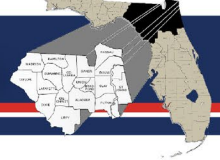
What made this summer so unique for me was the experience I had serving as a juror this past summer. Over my entire life, I had never been chosen or even called to be on a jury, even though several family members and friends had been selected on multiple occasions. What made this experience interesting was that it was one of a handful of virtual jury trials being held around the country for the very first time. I was amped at possibly being selected but knew my chances were slim due to my working relationship with law enforcement. Pretty much assured myself that there was no way in “heck” they would pick me to serve.

Lo and behold, I was chosen to serve as a juror in early August! The case was straight forward, yet the judge treated it as if this were the beginning of a new era for the court system. He was excellent in laying out the rules and ensuring that the jury, witnesses, and attorneys understood that we were setting a precedent

for future virtual trials. The technical team on the court staff were phenomenal while assisting everyone with technical issues, and yes there were many! Internet connection, software, and browser capabilities all came into play as issues, yet they were able to overcome all challenges while assisting the participants. Being that I work with technology each day, I expected there to be hiccups with the process but was very surprised with how quickly they were resolved.

The trial took one and one-half days, yet it flew by in an instant. Even though the jurors were communicating virtually, we were still able to discuss the case while determining what the final verdict would be for us. Likewise, in the few hours we spent online, I had the opportunity to build long lasting relationships with a few of the jurors who had common interests and careers. At the very end, I felt we were all in union that the final verdict given was the best choice possible. It did not leave the defendant nor the plaintiff fully satisfied, but it was a fair and reasonable judgement based on what was presented.

This summer also involved the addition of four new full-time staff members to the TSM&O team. First, there was the filling of Ed Gomez’s old position as the Traffic Signal Engineer for issues outside of the Northeast Florida area in District Two. Joshua Wood became an official member of our team this past Summer and took off running with the responsibilities. Josh is a seasoned veteran with many past career experiences under his belt that fit in well with his responsibilities. At times this past summer,



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

I felt like I was cheating him since I handled his arrival by spoon-feeding the necessary information. This approach is the normal process used for someone joining the program for the very first time since it can be overwhelming trying to absorb everything at once. I quickly learned that Josh did not need any spoon-feeding and he was ready to fly on his own.

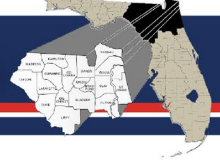
Next up was Gabriel Sosa who was hired to oversee Office Services at the RTMC. In the past, we used the Office Services staff at the FDOT Jacksonville Urban Office to assist with any needs at the RTMC. Although it is a relatively new building at five-years old, the nuances of the mechanical systems made it a challenge on day-to-day operational support for the guys at the Urban Office. It was determined that the RTMC needed its own dedicated person to handle whatever arose at the facility. Gabe is still learning the ropes; however, he's taken copious notes and asked numerous questions to become acclimated with the facility, and boy have there been plenty. During the Summer, Gabe has proven himself to be a very valuable team member that has allowed us to immediately reap the benefits. If you only knew how much of the load he has taken off Alex's and my plate by accepting the position and running with it.

JoAnna Hand joined us soon after Gabe to assist the team with software enhancements and performance measures. She came to us from the M-Cores group, but prior to that she worked with our Safety office in Traffic Operations. I'd

always felt that JoAnna had the talent to take our program to the next level while she was in the Safety office, yet there was never an opportunity (i.e. vacant position) to have her join our team. Fortunately, we were blessed with a unique circumstance to bring her on board this Summer and I jumped at the opportunity as soon as it was offered. The nice thing about JoAnna is that she asks a lot of questions and then generates the appropriate solutions based on our response. I feel that by 2021, our group will reap huge dividends from the end products she will provide to the TSM&O program.

Finally, late this Summer we had another individual join our team. Jose Morales arrived in early September to step into the role that Matt Harbert once held, overseeing the ITS Maintenance contracts. Jose's background is traffic signals, however he has picked up on what ITS does pretty easily, thereby helping the program head in the right direction. What he probably did not realize before he said yes to this position was that we have one of the biggest ITS deployments in the State, if not the country. At first I felt he was pretty overwhelmed with the gravity of the situation, but he came around after realizing that he has a strong supporting cast that can help him along the way until he masters the position.

I am blessed to have these four very talented individuals on our team since they will be able to help me lighten my workload until Alex returns June of 2021. He began his



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

military duty in early September and will be gone for a little over nine months. During this Summer, I tried to spend as much time as possible with each of them so that they could perform their jobs to the fullest. The hardest challenge for me is trying to keep up with them, since they are absorbing every tidbit of information I provide at an enormous rate. I guess this is a fortunate set of circumstances for me to have since once they master their roles I can fade off into the sunset with no worries.

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



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

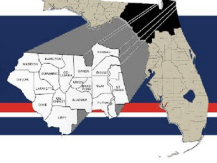
As Pete mentioned, the TSM&O program had the good fortune of filling two positions prior to me leaving for active duty with the military. Filling these positions couldn't have happened at a better time for the TSM&O group, since I-10 ITS deployment was recently completed, the Truck Parking Availability Parking System project is nearing its end, and the generator installation at master hubs has just begun. As

mentioned earlier, Jose Morales recently assumed the role as the ITS Maintenance project manager and will oversee all of these deployments.

Jose came to us from Virginia with an extensive background in traffic signals and fiber optics, so his learning curve for ITS should be short-term due to his technological capabilities. I feel that he will have a harder time learning all the roadways in District Two versus the types of equipment we currently use. The biggest challenge he will have is getting used to all the talent on our team he has within arm's reach. He has three of the most knowledgeable people in the State when it comes to ITS Maintenance with Larry Taylor, David Nagessar and Jeff Virtuoso. I often remind him that if he has a question, those are the guys who can provide the answers.

Gabriel Sosa has also brought a sigh of relief to me in dealing with RTMC facility issues. You would be amazed at the number of things which pop up on a daily basis. Prior to Gabe, I would have to request time from the Office Services staff at the FDOT Jacksonville Urban office. Their plate was often full, so I would have to band-aid the situation until they had the time to come over to assess the problems. Now that Gabe has joined our team, many of these daily concerns are immediately addressed and lead to a smoother operation within the RTMC. Issues like plumbing, electrical and HVAC can be addressed immediately, thereby assuring the staff on the Operations floor with a comfortable and safe environment.

Continued on following page



NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER

Josh Wood was hired to handle traffic signal tasks outside of the Northeast Florida region. His main role was to assist Glenn English, who had his hands full trying to deal with traffic signal concerns throughout the District. Since the level of attention was much less in the western half of District Two, Josh has been able to assist me, and now Jose, with ITS maintenance tasks as well. This double-edged sword is of tremendous help to the TSM&O program since we are involved in over 500 miles of technology deployment throughout the District. It is also beneficial that Josh has a background in Mechanical Engineering because this has been very helpful when dealing with the ITS maintenance issues due to the variability of repairs that are needed.

In all, things are looking up for the program as we enter 2021. This past year has been one that we'd all love to forget, and this Summer.....well.....blah!!!!

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

NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

SLOW DOWN. MOVE OVER. BE SAFE. These six words remind all that the lives of motorists and responders depend on effective actions by drivers and the highway heroes to save the lives of complete strangers.

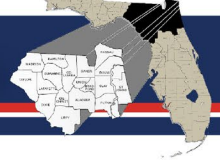
Every minute of every day, emergency responders across the state of Florida work tirelessly to help save lives at the scene of

traffic incidents. Every year hundreds of emergency responders representing Fire/Rescue, Law Enforcement, Emergency Medical Services, Road Rangers, Asset Maintenance Companies, Towing and Transportation agencies are struck and either injured or killed while responding to incidents throughout the United States. This type of secondary crash intensifies the impact to communities, individuals, and the economy. We read about these tragedies caused by distracted driving, vehicle malfunction and other variables almost every day and the emergency response community stands to lose the most.

In an effort to help raise awareness about the dangers emergency responders face while on-scene at traffic incidents, **November 9-15, 2020** has been designated as **National Traffic Incident Response Awareness Week**. The goal of this week is to reach out to every responder, and to every driver, and to every passenger, to make it clearer that every person has a role to play. Too many are struck on scene. Too many die.

As Traffic Incident Management program participants and responders, we are faced daily with dangers on the roadway and in our local communities. Together we can use well-rehearsed procedures and coordination to get equipment to the right location faster, protect motorists and responders and restore traffic to normal flow quickly. Traffic incidents are the single greatest cause of unexpected delay.

Time spent in traffic jams due to traffic congestion and incidents costs businesses billions of dollars in lost productivity. The time lost in no way compares to the value of heartache and time spent when you or a loved one is involved in a serious traffic crash. When



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

lives are at stake, time is never more precious. Every minute counts when emergency responders are trying to get to the crash scene and then to the hospital, to deliver lifesaving help to people injured in a crash.

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

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

NORTH FLORIDA TPO

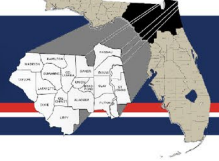
This past Summer, the NFTPO staff sequestered themselves away from the RTMC as the country dealt with the pandemic. At times, it was eerie to walk through their area without hearing a peep. That did not stop the NFTPO’s productivity as their staff worked from home based on the local authority’s recommendations. That was until some of them “snuck” into their offices to get a little work done with the doors closed. I am pretty sure they were getting a little stir crazy while

staring at the same walls in their homes each day, hence the need for some variety by getting in an hour or two at their second home.

While they were away, I performed a routine walk-through of NFTPO space at least every other day to ensure that their area was in good shape upon their return. The objective was to make sure the HVAC was working correctly, that no water leaks were found in the restrooms and no vandalism was evident on the exterior due to it being vacant for an extended amount of time. Unfortunately, there were occasions when I scared the bejesus out of them during my walk-throughs, since some of the staff were alone in their offices and heard the strange sound coming from my footsteps. I am just glad they didn’t come out swinging a bat or firing a gun to protect themselves!

The NFTPO staff returned to work in late Summer and were busy as bees once they arrived. No one seemed to skip a beat as they picked up where they left off prior to the start of working from home. It was pretty evident that they missed us as much as we missed them. That is what makes our situation so fantastic, in that we all work as a team at the RTMC. Sort of like a family with very similar goals, visions, and concerns in trying to make Northeast Florida one of the most mobile and safe roadway systems in the country.

My hope is that based on this Summer’s experience, everyone realizes how lucky we have it at the RTMC. Egos are checked at the door, partnerships are a must for all, and we



NORTH FLORIDA TPO continued

are all in this together as one. Yes, there is some back-and-forth on what we want to do for the holidays, since social distancing is still the norm until we get a handle on the virus. No matter what, I think we'll figure this out as well since none of us really want to go back to working from home!

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

ITS MAINTENANCE

Well, this quarter has turned out to be like many things in the country during these unprecedented times, unpredictable. With the lower traffic volumes of early summer, we were able to conduct some maintenance that otherwise would have been difficult. On the other hand, other more routine maintenance items became more stressful for our team working in the ROW of our already highspeed roadways, as speeds and aggressiveness increased as traffic decreased. And the weather has tried as well to add to the unpredictability as it has broken 21 records and tied 2 others this hurricane season, of course that is as of this writing and we have another month remaining.

We saw not only unpredictable and somewhat chaotic times this quarter, as it was also a time of new beginnings with a couple of big project completions from construction. This quarter both the I-10 ITS and Gainesville FRAME jobs have been accepted and the care of their devices has begun. Another new beginning is the FDOT career of Jose Morales as he joins our maintenance team filling Matt Harbert's previous role as the ITS Maintenance Manager.

For special projects involving our maintenance teams we have completed the Lake City network upgrade to single mode fiber and set up the network for the TPO boardroom to handle the traffic as a backup to the TMC main floor. Next up on the list is to complete the installation of backup generators for all our main hubs and prepare other key locations for the rapid installation of portable generators. And looking forward we have a plan coming along to see additional CV technologies added to the I-10 corridor, more to come next time.

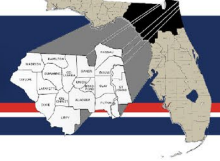
Overall, we have had a safe yet busy and growing quarter and hope to stay in that stride, especially when it comes to being safe. If I have missed an update on anything mentioned in a previous newsletter that had your interest, or if there are any suggestions or requests you may have of myself or the maintenance team please feel free to email me at Joshua.Wood@dot.state.fl.us.

**Joshua Wood
Traffic Operations
P.E. Trainee**

OPERATIONS

The crazy times continue, but enough time has been spent on that topic! We've had some exciting things going on at the RTMC. Our Road Ranger program expanded in September to include several 24-hour shifts! What a great tool for our nighttime Operators!

On October 22nd, a crash on I-10 WB at Cecil Commerce Center Parkway with all lanes blocked gave us the opportunity to deploy our ICM (Integrated Corridor Management) special



OPERATIONS continued

signal timing on US-90. The interface that was developed by SwRI to allow ATMS.now and SunGuide® to communicate went flawlessly, allowing Signal Timing Pattern 21 to assist in alleviating the congestion on US-90 from detouring traffic. As we all know, heavy congestion can result in secondary crashes. It's always a great feeling when a "vision" comes to life and works exactly as it was intended!

More good news, this Hurricane Season has gone through the alphabet, and as of Press Time, on to Eta in the Greek alphabet. We've been fortunate that we haven't had to gear up for potential storms, although with all of our Procedures and Guidelines, we're always ready, willing and able.

RTMC Staff has been busy during these past months with re-certifications of our Staff. We know it's not as exciting as going on vacation, but we made hay while the sun was shining. RTMC Management completed both on-cycle and off-cycle reviews, while making sure that all of our COVID-19 safety procedures were followed to a "T"!

In the months of June through October of this year, we had seven RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of 28,714 events with 9,276 utilizing DMS. Of those events, 6,016 were crashes. There was a total of 20,004 Road Ranger events.

Even during crazy times, Know Before You Go, use FL511!

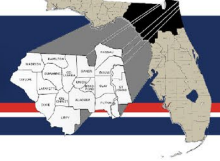
**Jason Evans
RTMC Manager**

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast Traffic Incident Management Team meeting was held virtually on **July 21, 2020** 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 and Construction updates provided by Ms. Debbie Delgado where she mentioned that there were some traffic shifts occurring within the vicinity of FDOT's Urban Office. She also stated that there will be a shared use path next to the Southbound Fuller Warren widening project where a traffic barrier will be placed on the bridge and a decorative rail will be placed on the shared use path. The I-95 South Stockton off ramp should be completed by early Fall.

The ITS/511/TMC Updates were provided by Mr. Craig Carnes and Mr. Jason Evans where the I-10 to Tallahassee project was discussed. This project was final accepted on August 21st and is giving us complete ITS coverage on all interstates within District Two. SR 9B will have ITS added during an upcoming widening project. Mr. Jason Evans also stated that the FL 511 IVR (phone option) will still be disabled although an exact



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE
continued

date is not known at this time. Once the IVR is disabled, part of the phone system will still be available for emergency situations, but callers won't get up to the minute traffic information like they do now. The RTMC has also been busy helping with testing of devices on the I-10 to Tallahassee project.

Ms. Dee Dee Crews then led the TEAM in an in-depth conversation about Road Ranger updates where she stated that the First Coast Road Rangers have been hiring new personnel to gear up for the 24/7 coverage where plans have been developed to implement 24/7 coverage on 4 routes.

The last First Coast Traffic Incident Management Team meeting was virtually held on **September 15, 2020** at 10:00 A.M.

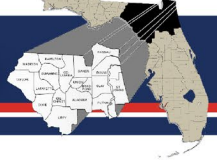
The TEAM started off with stating the Stockton ramp on SB I-95 to I-10 West updates provided by Mr. Bill Kays. This ramp will be opened by the end of October. He also stated there will be a new ramp opened to I-10 West and the current ramp to I-10 West will be the ramp to US 17. This will take place after October through the end of the year. He also stated a new sound wall will be installed on Ramp K on I-10 Westbound to I-95 Southbound. The Fuller Warren Bridge mid span section is currently under construction and the widening sections on each side of that span are nearing completion.

The ITS/511/TMC Updates were provided by Mr. Craig Carnes and Mr. Jason Evans where the Truck Parking Availability System (TPAS)Project, the completion and Final Acceptance of the I-10 ITS Project, and ITS work within the I-10 Widening Project from I-295 to US 17 were discussed.

The next First Coast Traffic Incident Management Team meeting is scheduled for **November 17th, 2020 at 10 a.m.** Due to Covid-19, FDOT will be awaiting guidelines from the Governor to decide when to have the next in-person meeting. If you are unable to attend, please feel free to pass the invitation to 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 bi-monthly meetings virtually on **June 10, 2020, August 12th, 2020, and October 14th, 2020** 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.



ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE
continued

The TEAM then proceeded with the Emergency Operations Update given by Mr. Ed Ward. Ed noted that this hurricane season is very similar to the hurricane season in 2005. There have already been 25 named storms and the hurricane names are well into the Greek alphabet. There have already been 10 landfalls, and this breaks a record from 1916. Seven out of the ten landfalls have been on the Gulf Coast.

Ms. Dee Dee Crews and Mr. Jason Evans then jumped right into the TMC updates where they informed the group of hurricane procedures and programs that are able to assist such as the Rapid Incident Scene Clearance (RISC) Program, RISC Lite, Road Rangers and Emergency Shoulder Use (ESU). Mr. Pete Vega also discussed how District 2 handles response, refueling of generators, and repair for signalized intersections. He stated that an Emergency Traffic Signal and Generator contract is implemented and activated if needed which is then staged at the Gainesville Operations Complex to be ready so when the storm passes through, they can quickly address any signal outages.

The next Alachua/Bradford TIM Team meeting will be held on **December 9th, 2020**. FDOT will be awaiting guidelines from the Governor to decide whether to have this meeting in person, or virtually. If you are unable to attend, please feel free to pass the invitation to someone else who could represent your agency. We thank you for your participation.

TEAM MISSION:

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

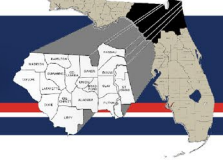
TEAM VISION:

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

NOTES: 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 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.





ROAD RANGER UPDATE

The Road Ranger Program plays a key role in incident management by assisting motorists and local agency partners. The Rangers are an essential part of the Traffic Incident Management (TIM) Team and they provide real-time information to the Traffic Management Center (TMC) regarding accidents, congestion, disabled vehicles and road debris.

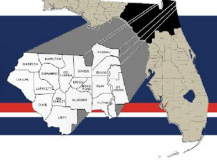
Data has shown that not only is the incident scene safer but also that the incident is cleared much quicker. This improves safety since the involved motorists and responders are on the road for less time, but it also improves traffic flow since the impediment of traffic is removed quicker which is extremely important during this time as we are still reeling from COVID-19. It is with great pleasure that we continuously receive positive letters and calls from motorists. The Road Rangers are typically the first incident responders on scene and they represent FDOT exceptionally well. This is why this service is extremely important and while we are aware of the benefit of this program, it is always good to receive confirmation.

District 2 took another big step forward with the expansion of our Road Ranger program in August. The expansion was set to roll out in stages as new Road Rangers were hired and went through the proper training and protocols. Route 13 (I-75 from US-441/US-41/Exit 414 to SR-136/Exit 439) and Route 14 (I-75 from SR-136/Exit 439 to SR-143/Exit 467) will now be patrolling from 7 AM to 7 PM to give us full daytime coverage on I-75 7 days a week! These Rangers are to stay on I-75 primarily but can venture onto I-10 (close to I-75) if the situation

warrants, but not as a regular occurrence. After this launch our Road Rangers in Duval County saw expansion as well – Route 2 (I-295 West Beltway from San Jose Blvd to Commonwealth Blvd), Route 5 (I-95 at Stockton St to St. Augustine Rd and SR-9B from I-95 to US-1), Route 8 (I-295 East Beltway from JTB to US 17) and Route 16 (I-10 from US-41/Exit 301 to US-301/Exit 343) were all expanded to 24/7 coverage.

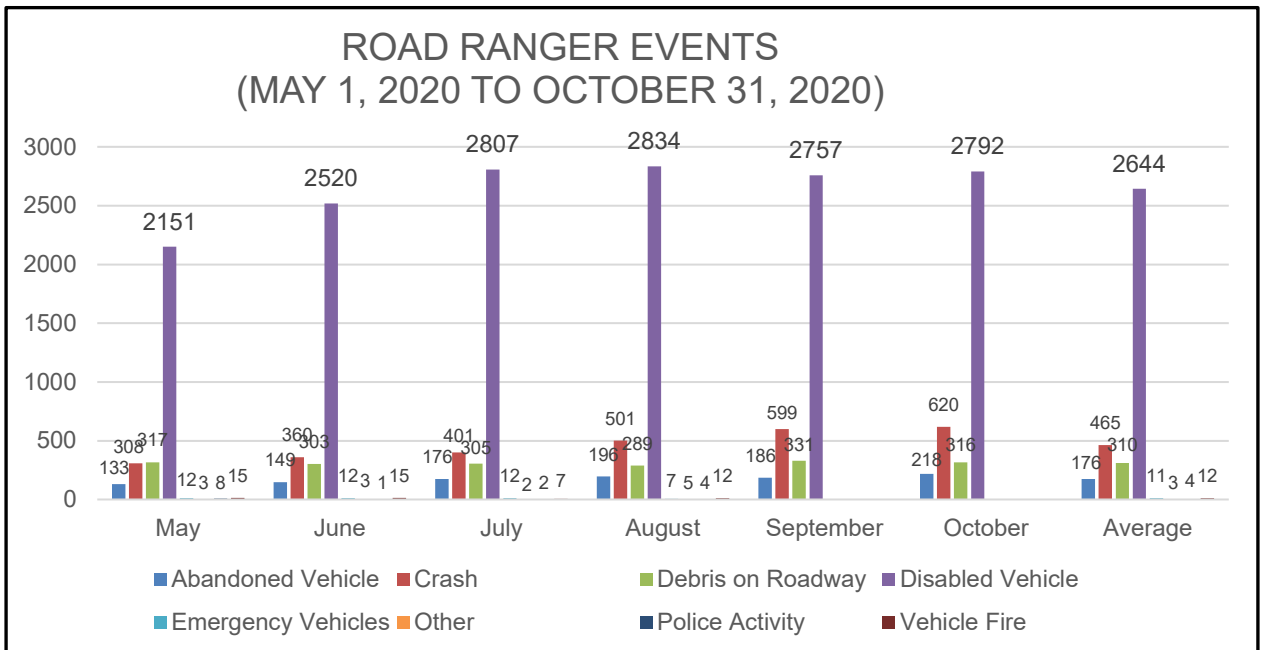
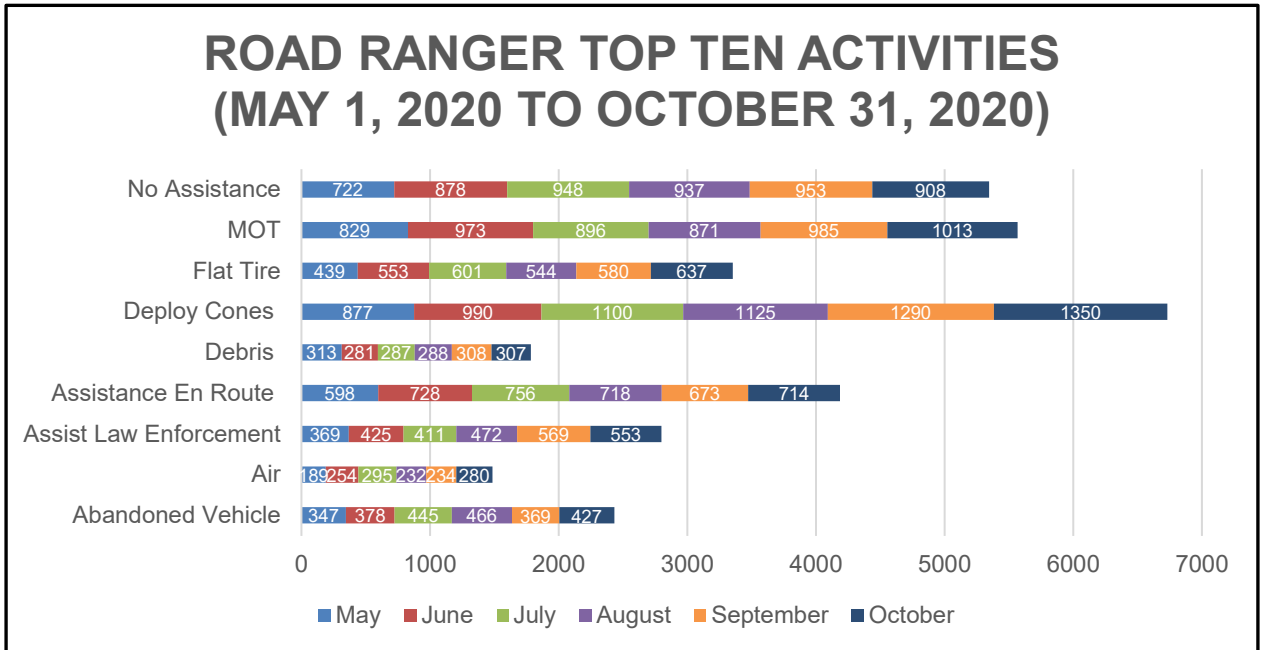
During the past six months (May 1, 2020 through October 31, 2020), the roadway clearance duration has averaged about 48.0 minutes and the incident clearance duration averaged approximately 76.1 minutes. The Road Rangers assisted with such events as providing fuel, assisting with tire changes, making minor emergency repairs and providing short term maintenance of traffic. There were also ten significant RISC events which contributed to the overall roadway clearance duration time and incident clearance duration time.

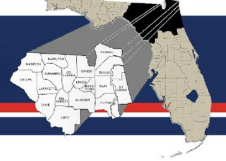
The following charts show all event types that the Road Rangers have responded to from May 1, 2020 through October 31, 2020 along with some of the main activities performed when responding to these events. The Road Rangers primarily responded to crashes, debris events and disabled vehicles as their main events. Their activities predominantly involved providing MOT, assisting motorists with flat tires, clearing debris and assisting local law enforcement.



ROAD RANGER UPDATE continued

As you can see below, the Road Rangers primarily responded to an average of 12.9 percent crashes, 73.1 percent disabled vehicles, 8.6 percent debris events and 4.9% abandoned vehicles. We also saw an increase in the number of events Road Rangers responded to, with May having 2,947 total events followed by October with 3,989 events.





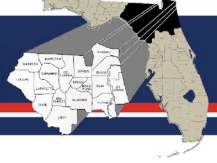
RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

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 ten 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 May 7, 2020 to October 31, 2020.

Date	Time	Location	Description
5/21/2020	11:50:05 AM	Alachua on I-75 Southbound, At MM 380	Semi-truck vs. guardrail. Semi-truck was headed SB in the center lane when it hit an SUV then spun across the SB lanes. Semi ended up partially off the shoulder and partially into Paynes Prairie
5/22/2020	12:54:15 PM	St. Johns on I-95 Northbound, At SR-207	Semi-truck on fire in the shoulder with Emergency Vehicles blocking all lanes. Per SJCSO propane tanks were exploding due to the heat/fire.
5/26/2020	12:40:21 PM	Duval on I-295 W Northbound, At US-17/Roosevelt Blvd	Two semi-trucks vs. an overturned car hauler.
7/27/2020	7:08:48 AM	Duval on I-10 Eastbound, At US-301	Semi-truck traveling WB on I-10, hit the barrier wall on the right shoulder, bounced off, crossed the median and went through the guardrail where it rolled over onto its side just before US-301 blocking all travel lanes. Approximately 50 feet of guardrail damage and extreme roadway damage to the EB travel lanes was noted.
8/20/2020	10:52:59 AM	Columbia on I-75 Southbound, At Rest Area (MM 411)	Semi heading SB. Driver fell asleep, hit the trailer of another vehicle and overturned blocking all travel lanes.
8/20/2020	10:00:04 PM	Duval on I-95 Northbound, At South End of Fuller Warren Bridge	Driver lost control of trailer and Jackknifed. Trailer detached. Semi and Trailer vs. 5 vehicles.
9/8/2020	5:56:29 PM	Duval on I-95 Southbound, Ramp From Lem Turn Blvd	Multi-vehicle crash with two fatalities.
10/5/2020	3:01:11 PM	Duval on I-95 Southbound, Before between MLK Pkwy/8th St	Crash involving semi filled with fruit juice. Three people transported.
10/11/2020	12:15:27 PM	Duval on I-10 Eastbound, At US-301	Semi-truck vs. concrete barrier. All traffic was blocked to fix barrier.
10/26/2020	12:19:30 PM	Alachua on I-75 Northbound, At MM 377	Fuel spill from ruptured fuel tank along with 200 feet of guardrail damage.

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

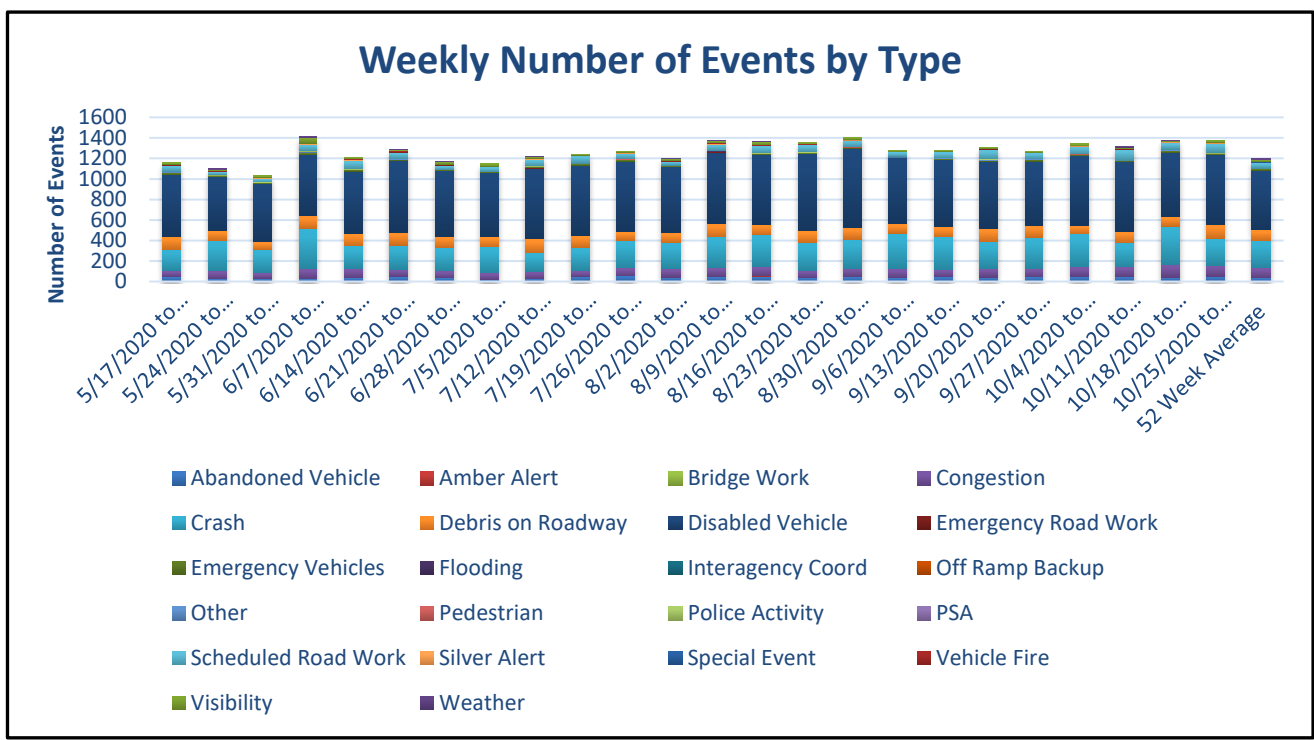


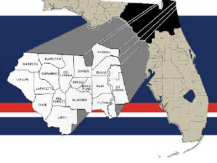
PERFORMANCE MEASURES

Pandemic Fatigue - A shorthand way of saying that we've reached a bit of a mental health breaking point. We are stressed, isolated, lonely, burned out, and more depressed and anxious than we've been in a long time. I am sure this explanation describes most of us as we face these unusual and unprecedented times. We have gone through a lot mentally in 2020 and probably cannot wait for the year to be over with so we can wash away what most of us want to forget. We have also seen surrounding states go through Category 4 hurricanes and sympathize with them as we here in District 2 know of the impacts all too well. Our Road Rangers and TMC Operations staff have been at the forefront of this pandemic and hurricane season and remain as vigilant as ever in their duties.

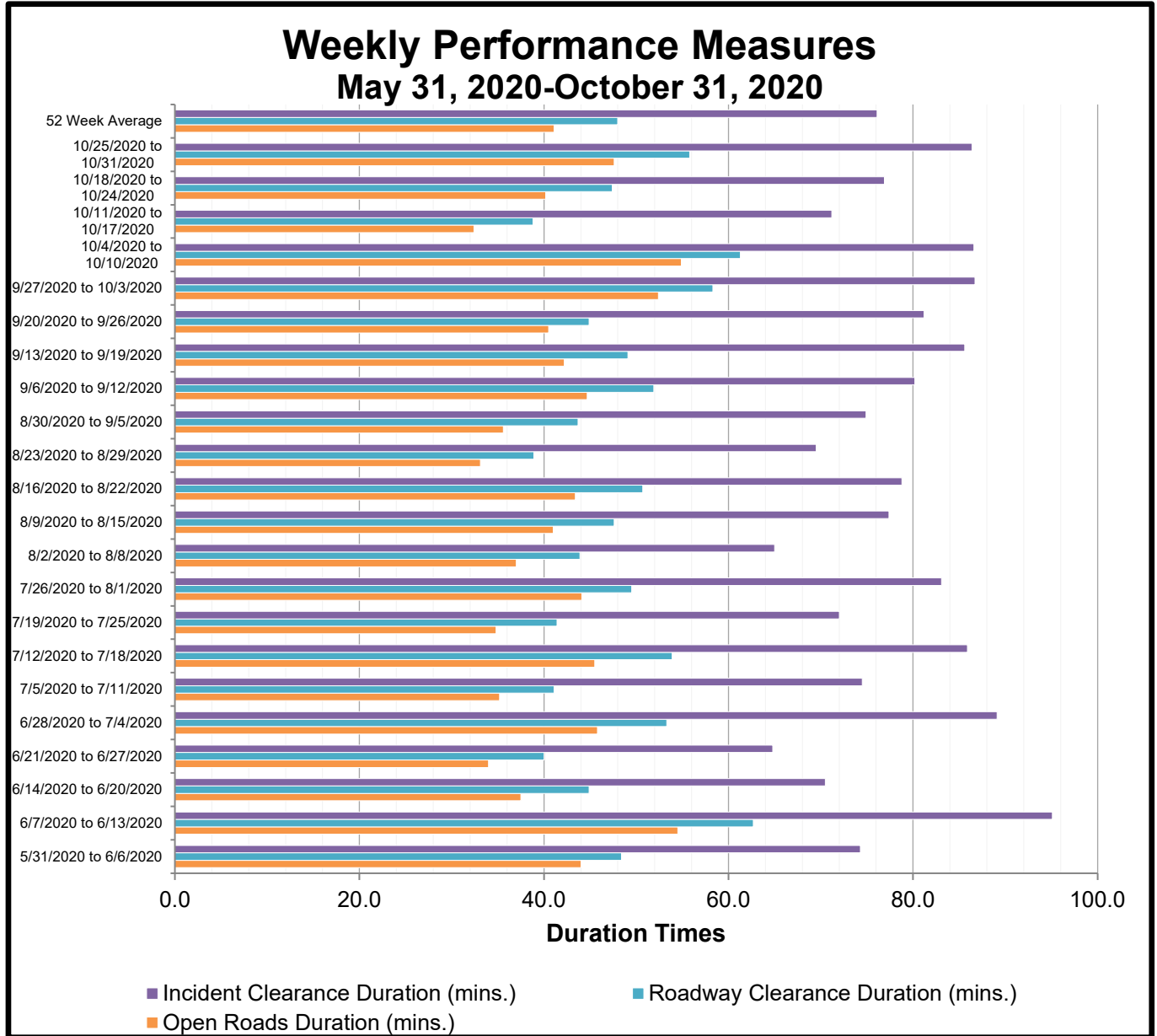
The following charts show that the Road Rangers responded to an average of almost 465 crashes per month in District 2 between May 1, 2020 through October 31, 2020. This number represents the average number of total crashes that the Road Rangers have assisted with and is higher than the 52-week average of 262 crashes accounting for a significant increase of at least 56%.

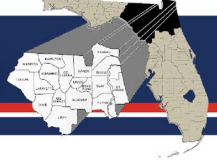
The average clearance duration times for the past six months have stayed well under the goal duration times. District 2 has averaged approximately 42.6 minutes for our Open Roads Duration time, 49.3 minutes for our Roadway Clearance duration time and 78.8 minutes for our Incident Clearance duration time over the course of the past six months.



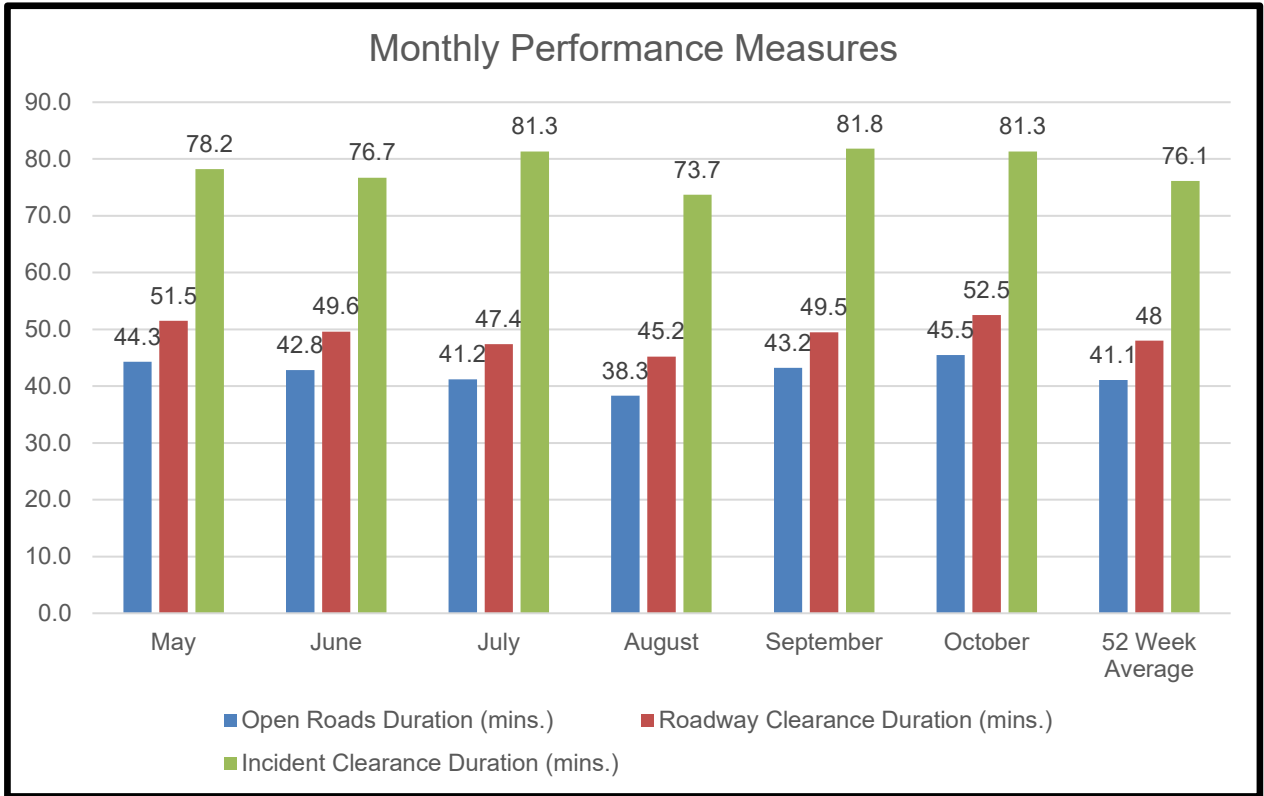


PERFORMANCE MEASURES continued

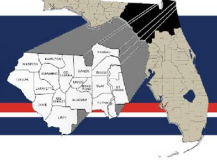




PERFORMANCE MEASURES continued



**Taylor Rouse
Metric Engineering**



MARKETING

Recently my husband and I took a little road trip. Our route took us out of Florida through Georgia and eventually up to Tennessee. What a welcome relief it was to spot those familiar little blue and white 511 highway signs strategically placed along the interstate. My fingers got to work immediately after crossing state lines, accessing Georgia’s 511 system first followed by Tennessee’s. Since we were stuck in heavy traffic 40 minutes outside of Atlanta all the way through Chattanooga, I had ample time to research and compare the two 511 systems (and even weigh them a little against our own).

For starters, a nod to both Georgia and Tennessee for utilizing live streaming images on their traffic cameras. This one item in particular caused me to have “feature envy”. I also liked the fact that Georgia Department of Transportation’s (GDOT) 511 home page allows immediate access to traffic cameras, dynamic message signs and travel times, all without having to select options or set filters. But the jealousy was soon eclipsed by a deep sense of satisfaction and contentment, knowing Florida’s 511 system still leads the pack when it comes to providing up-to-the-minute traffic information to motorists. To explore more options on GDOT’s 511 website, you can use the following link. [http://www.511ga.org/#traffic speeds layer&a c on_ctl&cam_ctl&msg_ctl&xpln_ctl&zoom=2&lat=3990785.92806&lon=-9392690.23602](http://www.511ga.org/#traffic_speeds_layer&a_c on_ctl&cam_ctl&msg_ctl&xpln_ctl&zoom=2&lat=3990785.92806&lon=-9392690.23602)

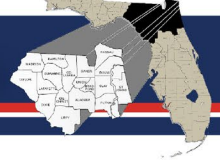
By comparison, I had to click multiple buttons to get the information I was looking for on Tennessee’s 511 system. A search first takes you to TDOT’s website (Tennessee Department of Transportation). Then you have to jump through a few additional hoops to get to a ‘Highway’ icon at the bottom left of the screen, followed by another click on ‘Traveler Information.’ Finally, a third link takes you to

TDOT’s SmartWay system. At this point you can then start playing around with a features menu that allows access to traffic cameras, message signs and more. For more information on Tennessee’s 511 system go to <https://www.tn.gov/tdot/welcome-to-tennessee-511.html>.

Then I couldn’t help myself. I, of course, had to do an app comparison. A quick check revealed that GDOT provides 511 mobile service for both Apple and Android users, while Tennessee provides service only to Apple users through an entity known as TriStar Traffic (in partnership with SmartWay). Suffice it to say TDOT’s 511 app was not very easy to find.

Back here on the home front traffic volumes continue to trend upwards. More people are returning to work and school, plus we’ve had our share of traffic crashes due to wet roads from all the tropical systems moving through the area. If you’re interested in learning more about FL511 including what roadways have been impacted along your preferred route our Statewide Marketing partner, Sonshine Communications, has been hard at work throughout the pandemic and hurricane season providing a wealth of information via Facebook, Instagram and Twitter. You can also get travel updates by logging onto www.FL511.com or by downloading one of the free FL 511 Apps available for Apple and Android products. When it comes to up-to-the-minute traffic information, we’ve got you covered! Connect. Know. Go.

**Sherri Byrd
Marketing Manager**



SPOTLIGHT ON...GABRIEL SOSA
RTMC OFFICE SERVICES

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

I was born and raised in Grand Rapids, Michigan.

Early Career and/or brief job history:

After graduating college at Morgan State University in Baltimore, Maryland I moved to Jacksonville and started working as a Correctional Officer for the Department of Florida. After working in the correctional field I realized that I wanted to pursue a different career path, which led to working at Sun Belt Rentals as an HVAC Technician.

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

I'm currently the Maintenance Technician at the North Florida Regional Transportation Management Center. My roles and responsibilities include receiving, completing, and responding to general building maintenance work order requests pertaining to carpentry, electrical, mechanical, plumbing, painting, HVAC, and other general trades applicable to routine and emergency repairs and maintenance. I perform scheduled walk-through inspections, maintain records, logs, correspondence and other documents related to building maintenance and repairs. I also conduct periodic inventory of tools and supplies.

How long have you been at your current job?

I started off as a Contractor through Man Power in December of 2019. I was officially hired on with FDOT in July of this year.

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

Don't ever stop learning and growing as a person.

Favorite vacation spot?

California

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

Do not judge me by my successes, judge me by how many times I fell down and got back up again ~ by Nelson Mandela

Any job related awards or special recognition you've received?

I received special recognition for finding a phone that an inmate was hiding on my 2nd day after graduating the academy as a Correctional Officer.

Describe a 'defining moment' in your career or personal life.

Having my son was a defining moment in my life.

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

My best job I ever had was a summer job during college working with at risk youth. It was nice to be a leader/mentor for kids that needed someone to look up to and lead them in the right direction.

Tell us a little about your family. My family is very loving, outgoing, and welcoming. My mom is Puerto Rican and my dad is Dominican. I have two brothers and one sister. Family means everything to me. I enjoy every moment I get to visit them.

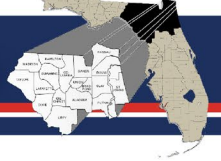
Do you have any hobbies?

Playing sports, spending time with family, outdoor activities

Anything else you'd like to add...

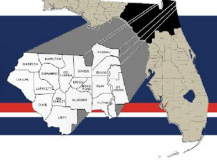
I am happy and honored to be a part of the FDOT team!

(See picture on following page)



SPOTLIGHT ON...GABRIEL SOSA
RTMC OFFICE SERVICES continued





Traffic Incident Management
2020 Meeting Schedule

First Coast TIM Team

Regional Transportation Management Center
980 N. Jefferson St., Jacksonville, FL
904.903.2000
10:00am-12:00pm
November 17, 2020

Alachua/Bradford TIM Team

FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville, FL
352.381.4300
10:00am-11:30am
December 9, 2020

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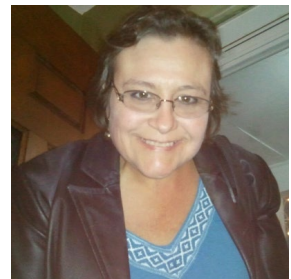
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