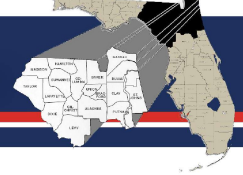


2022 HAS ARRIVED!

HERE'S TO HEALTH,
WEALTH, SAFETY,
& ALL YOUR DREAMS
COMING TRUE!



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

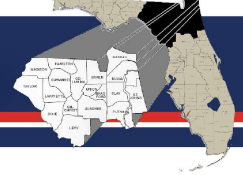
On October 26th at 9:14 PM, I received that gut wrenching call from the RTMC that could have led to the dreaded decision to shut down the facility. The RTMC Operator that night, Mr. David Rolfe, notified us that a couple of inches of water was encroaching onto the RTMC Operations floor. Keeping in mind that this is an 18” raised floor, the panic quickly reached peak levels as we discussed the scenario that was about to unfold. This building was designed for 24/7 operation allowing it to survive Category 3 hurricanes, flooding on roadways surrounding the complex and power outages that may last for days. Something like this was never imagined as the reason for a facility closure. Fortunately for us, with a calm and cool demeanor, David followed our instructions and jumped into action.

He discovered that a plug in the janitorial room had rusted and broken off one of the main water lines, thereby releasing the building’s water supply out into the hallways and RTMC Operations floor. David quickly began to turn valves until he was able to cut off any further dispersal of water. Once he got that under control he reported back with the latest information and contacted Gabe Sosa for further response and assessment. Fortunately, Gabe was able to reroute the water that same night due to the redundant nature of the piping, thereby allowing the RTMC to continue operating until a permanent repair was performed the following morning. This event displayed the steadfast nature of our team. Even with the three days of clean-up and time it took to dry the carpet it turned out to be a normal week at the North Florida RTMC.

A couple of weeks later, it got me to thinking about Dave and his relatively calm demeanor under such a stressful situation. Then it hit me! Our program is unique in that we have so many experienced personnel on the team that such events are like a day at the beach. My colleagues in other Districts often ask about our success since they have much higher turnover rates and a limited amount of personnel with experience in the RTMC. My guess is that it’s the approach we’ve taken over the years. Things like a fair rate of pay for a fair day’s work and treating them as partners instead of employees. Extending an ear when they have valuable recommendations on operational improvements. Letting them know their value to the overall mission and vision of the Department, then letting them know when they’ve done well.

Of course, over the years we’ve had some RTMC staff that just didn’t cut the mustard and were let go. The reasoning was two-fold. First, they were hurting the overall performance of RTMC Operations and secondly, they were impacting the morale of our great team members. Oftentimes, when the decision was made to cut someone loose, we’d hear from the others on how thankful they were since it was impacting their ability to perform their job while covering for this person. In a sense, we are like one big happy family that looks out for one another through thick and thin.

So, how experienced are the staff at the RTMC? Well, I asked our contractor’s Project Manager, Mrs. Penny Kamish, to give me a breakdown on staff that have been with us five



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

years or more. In honor of these folks, I will share their names and number of years spent working with the program. Our family consists of:

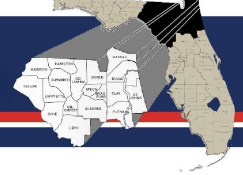
Penny Kamish (17)	Derrick Odom (17)
Jason Summerfield (16)	Jason Evans (16)
David Rolfe (16)	Sherri Byrd (16)
Jesus Avila (9)	Darin Bryant (9)
Andres Gomez (9)	Rachel Crisler (9)
Erin Moore (9)	Tanisha Sibley (8)
Kevin Connor (5)	Olivia Weippert (5)
Amanda Hedrick (5)	

This group makes up nearly 50 percent of our entire staff and thus the reason we've been so successful over the past five years. Consistency has been the key to our efficient nature when someone "moves the cheese", thereby allowing us to easily transition as the program evolves. When they first began this venture, the assignment was to simply manage the CCTV, DMS and detector data along 30 miles of the Interstate system in Jacksonville. Since that time, the responsibility of Operations has grown to over 400 miles of Interstate coverage and incorporated FL511, Traffic Signals, Express Lanes, Bluetooth data, connected vehicle devices and a multi-agency RTMC. Lots of thinning and lost hair for them over this time, but little to no graying 😊.

It always pleases me when Central Office compliments our team on its performance and ability to step up during a time of need. This all could not have been accomplished without our long-tenured members who developed the

necessary leadership to guide the program along. Penny Kamish, Jason Evans, Jason Summerfield, Derrick Odom, David Rolfe, and Sherri Byrd are the foundation upon which we stand and are deserving of all the credit throughout all these years. To this point, unmentioned but not forgotten is Ryan Crist, who stepped up during a time of need fifteen years ago. When he decided to move on from Operations to another opportunity in Construction about three years ago, it was extremely hard for us to see him leave. Not because of his value but because he'd become family to us. Fortunately, the move was a good one for him while thriving in his new environment. And the bonus is we still deal with him on a daily basis!

I want to give a special "shout-out" to Penny for sticking with us over all these years. I am not dumb and know at times she was not pleased with me when we butted heads. Hopefully, she understood my reasoning and stance during these conflicts that were for the betterment of the program. Another "shout-out" should go to Sherri. She has established herself as the face of FL511 in District Two and regularly received compliments from Central Office on her knowledge and accomplishments. Finally, it's apropos to mention the "Jason (s)" who have stuck with us through thick and thin over the years. These gentlemen lead the "boots on the ground" that allow the program to be so successful. When I compare this team to other Districts it warms my heart to know how fortunate I've been to be associated with every one of them.



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

Finally, another “shout-out” to David Rolfe, who was the man of the hour during our time of need! Without his resoluteness during the October event, this article may have taken a different turn. Something like “Noah’s Ark has Flooded!”

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



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

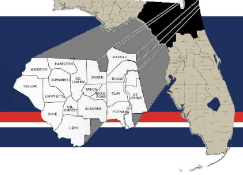
Happy New Year from the TSM&O (Transportation Systems Management & Operations) Staff! The past few years have been incredibly difficult as we continue to navigate through our global pandemic. The pandemic has brought about increased supply chain issues in the United States and other countries, which make procuring items a bit difficult, but we work through the struggle. We are busy in District 2 trying to perform some updates to our facility and our ITS infrastructure. We have big plans in maintenance and operations as we truck through 2022.

Some may know that my previous employer was South Carolina Department of Transportation, and I recently had the luxury of vacationing in Myrtle Beach. I got stuck in wild traffic while I was traveling up and decided to look at their

SC511 app and noticed the differences in camera choices and coverage between South Carolina and Florida. Florida has invested copious amounts of money into ITS which gives us the ability to quickly resolve lane closures. I can honestly say that Florida is a leader in ITS and CV (Connected Vehicle) technology. We still have an immense amount of growth as we plan to cover our surface and arterial roads with cameras, but we are only limited by our imaginations as we strive to create a more robust system. We have a strong team dynamic with various skills and mindsets that really make us a force to be reckoned with in the State and across the country.

District 2 strives to improve our efficiency and retain world class talent that makes our program a success and continues to win accolades. We embody Secretary Thibault’s Vital Few initiatives in the talent we possess and maintain, the safety we continue to improve on, focusing on other avenues of enhancing mobility and opening our imaginations to encourage thinking outside the box with innovative solutions. The future has not been written and we suspect that we will always face challenges and roadblocks but through the tenacity and dedication of this team we will continue to strive to be the first and lead the way.

I would like to close by tooting my horn a bit and mention that I was fortunate enough to win 2022 Florida Air National Guard Company Grade Officer of the Year. I am now currently in the running to go against the other winners from other states for the



NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER continued

national award. I could not have done this without the support of my staff and supervisors who support my position while I am gone and the assistance from my family.



NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

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

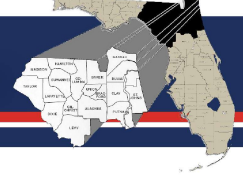
This four-hour training covers a variety of topics such as defining Traffic Incident Management (TIM), TIM fundamentals and Terminology, Notification and Scene Size-Up, Safe Vehicle Positioning, Scene Safety, Command Responsibilities, Traffic Management, Special Circumstances and Clearance and Termination.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

Agencies have noticed several improvements after taking the training, including improved incident response and clearance times, thereby resulting in fewer secondary crashes from the original incident and less exposure for first responders and drivers during scene clearance. Other benefits include a reduction in traffic delays, increased travel time reliability, decreased fuel waste and fewer freight delays.

You may be asking yourself "How can I get this training for my agency?" Currently, we are not offering in-person training due to COVID. We hope to continue in-person training in the future. In the meantime, there



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



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

are a couple of options available. FHWA offers online training on their website. The link is <https://fhwaapps.fhwa.dot.gov/tim>.

Additionally, FDOT District 1 is sponsoring a virtual training and has made training available for anyone who wants to register. Below is the registration information.

VIRTUAL NATIONAL TRAFFIC INCIDENT MANAGEMENT TRAINING- 1/27/2022

Please note we will be offering two virtual class options:

Option 1:

Thursday, January 27, 2022;
8:00am - 12:00 pm (EST)

Option 2:

Thursday, January 27, 2022,
1:00 pm - 5:00 pm (EST)

To learn more and to register for the event, please click on the following link: [Registration](#)

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

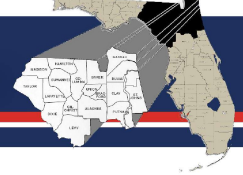
NORTH FLORIDA TPO

In late December, North Florida TPO and SMART North Florida hosted the inaugural meeting of the SMART North Florida Technology Committee. This group is chaired by Mr. Clark Letter, now the NFTPO Director of Planning and Analytics. The objective of this

new committee was to formulate an updated plan for the use of the latest and greatest technology in this region, since it's been years since the North Florida Technology team stopped meeting. The reasoning for ending the previous team meetings was that this region had completed most of the projects developed in the initial North Florida ITS Master Plan. O&M was the focus, hence informal meetings were the task at hand once the team disbanded.

This new committee is now looking into the latest technologies available to enhance the performance of the roadway systems in North Florida. The initial technology focus will be on rail diversion, enhanced intersection detection systems, connected/autonomous vehicles, vulnerable road users, and software to interconnect data bases. Clark has a strong team filled with young and eager members representing the Department, JTA, and multiple local agencies involved in traffic signalization. The hope is that this group can share lessons learned from past deployments to get over the hump on these newer ones. The advantage they have is that there is now a test lab at the RTMC and testing facility owned/operated by JTA off of Lem Turner Road.

The inaugural meeting was targeted towards "breaking the ice" by formulating a plan and schedule for future meetings. It was decided that the team should begin with bi-monthly meetings where each agency can share the projects/efforts they are working on and any assistance that may be needed. The end game is that this interaction would lead to projects in the near future focused on these latest technologies. Likewise, the hope is that



NORTH FLORIDA TPO continued

this team can interact with the Department’s Traffic Engineering Lab (TERL) for the testing of these latest technologies that would help in expediting approvals for Statewide use.

One key project on their side is the BayJax Innovation Corridor ([Home | The BayJax Innovation Corridor](#)) that will be examining the use of technology for an integrated data exchange, autonomous shuttles, Smart/Connected signals, pedestrian sensors, flood notification systems, smart lighting, wayfinding & event management, solar pathways, smart waste management, public safety & surveillance, two-way road conversion, and a public broadband network. This project involves a partnership between the JaxChamber, City of Jacksonville, North Florida TPO, JTA, Downtown Investment Authority, Jacksonville Jaguars, and JSO. The Department hopes that through this effort we may acquire the knowledge necessary to expand such technologies onto State owned roads.

If you are interested in participating in any of these meetings, please reach out to Clark at cletter@northfloridatpo.com

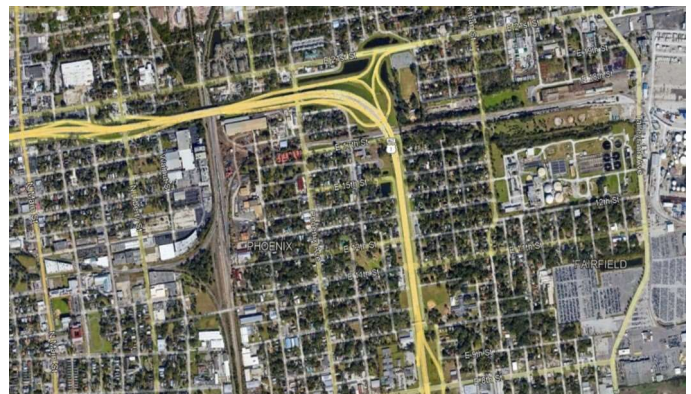
**Pete Vega, District 2
TSM&O Manager**



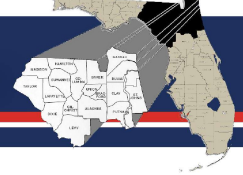
ITS CONSTRUCTION

The long-awaited opening of the I-295 East Beltway Express Lanes is approaching, and we continue to work closely with the CEI to make sure that the ITS equipment and devices are operational and meet specifications. We participated in the 90% walk-through several months ago and were able to provide a list of items that needed to be corrected, but overall, the ITS system seemed to be in good shape. We are now waiting on the final inspection so that we can verify that our list of items have been corrected by the contractor.

One project that has not been highlighted is the Talleyrand ITS Project. This project is being constructed to help reduce congestion in the area of the JaxPort Talleyrand Marine Terminal. A Google Earth Map of the area is shown below, with the yellow highlighted roadway being MLK Parkway and Talleyrand Avenue being the North South roadway to the far right.



This area sees high volumes of freight traffic when ships enter and leave the terminal. While waiting on the terminal gates to open, or their turn in line to enter the gates, truckers park along the roadway, reducing traffic by



ITS CONSTRUCTION continued

one lane on Talleyrand Avenue, which causes serious congestion. This project is installing Dynamic Message Signs throughout the area to warn motorists of heavy congestion so that they can choose an alternate route to their destination, thus saving them time and reducing overall congestion in the area. Additionally, JaxPort has a railroad in this area that crosses Talleyrand Avenue and trains using this railroad often cause additional congestion when crossing Talleyrand Avenue. To help alleviate congestion caused by the train, the Design Team included a system that will detect the railroad crossing arm activation and will send messages to Dynamic Message Signs and a flashing beacon sign within the project area to alert motorists of the train, allowing them to seek alternate routes. This project will be completed in the Spring.

**Craig Carnes, V.P.
Metric Engineering**

ITS MAINTENANCE

Happy New Year 2022! Last year was challenging and I am happy that we as a district were able to work together through this tough time to keep Florida moving. I was able to go visit my family back in Philadelphia, PA during the holiday break, which I enjoyed very much, and I hope all of you got to enjoy your holiday break as well. Now, let's start the year with what Maintenance has done this past quarter.

SR-202 Butler Blvd has been a thorn in my side since I began working here. TCD has been working diligently with me to resolve the issues of the downed CCTV cameras along SR-202 during the nighttime hours. We have tried multiple

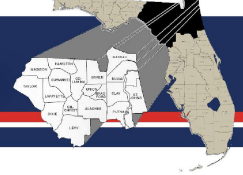
troubleshooting techniques to resolve these issues, but we found that other problems would arise after resolving one. We have tested out various solar chargers and finally found one that would handle the proper charging to the batteries. We tested two locations and the batteries maintained the charge throughout the night and a few days when the weather was cloudy. TCD will start replacing the remaining solar chargers in the coming weeks. We hope that this will be the final step in keeping the CCTV cameras along SR-202 operational.

TCD is in the process of installing another demo for TPAS. The installation consists of 12 Ubiquity standalone security cameras and 14 wireless access radios at the Baker County Rest Areas. These cameras have a wide range for uploading pictures and can be incorporated with the VADE software. We hope that this will work well with the VADE system, and we can proceed with utilizing these cameras in the future.

Finally, TCD has replaced the remaining GOV comm CCTV cameras at Nassau County and St. Johns County with the BOSCH CCTV cameras. Thanks to TCD for getting these completed before the holiday break.

See you next quarter!

**Jose Morales
FDOT District 2
ITS Maintenance Manager**



OPERATIONS

It seems like the more some things change, the more some stay the same. COVID remains a part of all of our daily lives, but best practices, changing as necessary, are keeping us up and running normally at the RTMC.

I'm happy to say that hurricane season is over, and we were very fortunate that this was a great year for northeast Florida, though we were ready for anything Mother Nature sent our way. That being said, we're entering into the wildfire time of year, beginning next month. A combination of smoke from wildfires and the regular fog we encounter this time of the year causes smog, not the kind we hear of in big cities, but the kind that can cause visibility to drop down to near zero. Always remember, keep your low beams on, should you encounter heavy smoke, heavy fog or smog. High beams won't shine through the fog but just reflect the light back in your eyes making your visibility worse. Fog isn't within our control, but as Smokey Bear says, "Only you can prevent wildfires"!

We continue to get closer to the opening of the I-295 East Beltway Express Lanes. Work continues and the estimated opening is right around the corner at the end of Winter or beginning of Spring. The RTMC Staff has been trained, all the locations are in SunGuide, and we're ready to hit the ground running when the construction is complete.

From October 1st through December 31st, 2021 District 2 had six RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of 18,597 events with 7,388 utilizing DMS. Of those events, 3,608 were crashes. There was a total of 13,249 Road Ranger events.

We're fortunate to have a great staff! During the holidays, people want time off to spend

with their families and at other times just want to take some time off. Everyone helps fill the open shifts, but some help more than others. Our employees of the month this past quarter were:

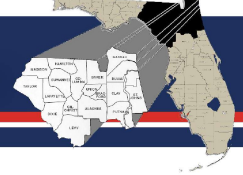
- October: David Rolfe
- November: Zak Belozarov
- December: Jesus Avila

As Pete mentioned in his article, David Rolfe added to his skill-set, and as such, he got something extra for his month to assist in his new skill.



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

Jason Evans
Metric Engineering
RTMC Manager



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast Traffic Incident Management Team's latest bi-monthly meeting was held virtually on **November 16, 2021**, at 10:00 A.M. These meetings are important for FDOT to facilitate an open line of communication between all TIM agency partners to assist with the reduction of incident scene clearance times, deter congestion and improve safety on our interstates here in District 2.

The TEAM started off with the I-10/I-95 Project provided by Mr. Tim Heath where he mentioned the continuing work on the Fuller Warren Bridge while they replace the median barrier wall. He also advised that they are currently in the process of installing decorative handrails on the Shared Use Path Bridge. It is estimated to be completed in January 2022. There is continuing work on Ramp T which goes from I-95 NB to I-10 WB where overhead trusses are being erected. He advised that there would be no daytime lane closures but will continue to have nighttime lane closures. He was then followed by Hampton Ray for the Construction Project Updates where he mentioned that the I-295 East Beltway Expressway is targeting a Mid-Late December or Early January opening, with delineators being placed within the following days.

Ms. Amber Brock gave the Emergency Operations Update stating that the hurricane season ended on November 30th. She also stated that they would be switching from tracking hurricanes to tracking cold weather.

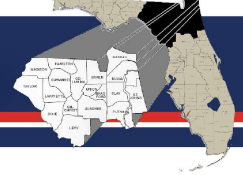
Ms. Carrie Stanbridge then provided the TEAM with a Maintenance Operations Update stating that the Asset Maintenance Contractor DBI shut

its doors effective October 22, 2021. There were 17 AM contracts statewide that stopped, and nine other types of contracts. The work is back in house, and they have a huge undertaking to get the projects completed.

ITS Update/ITS Projects/511/TMC Updates were provided by Mr. Craig Carnes and Mr. Jason Evans. Craig mentioned several projects which included a couple of big ITS projects in the Jacksonville area such as the TPAS project which is currently wrapping up district wide. Craig mentioned again that there were some issues with the vendor that provided pucks which were used to put in the truck parking spaces. FDOT is working to warranty that project and get things completed to ensure a quality project. He also advised that the design is complete for the I-10 widening project but is currently being monitored, and he is attending biweekly construction meetings. He also went on to state that currently, the biggest project is the completion of the east beltway express lanes. Most of the DMS' are in the testing phase and MVDS along the corridor will be tested in the coming weeks.

Jason stated that central office is in the process of a major update in the FL511 app to make it as handsfree as possible, with possible voice activation.

The next First Coast Traffic Incident Management Team meeting will be held virtually on **January 18, 2022**, at 10:00 A.M. If you are unable to attend, please send someone else who could represent your agency. We look forward to seeing you there!



ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The Alachua-Bradford Traffic Incident Management Team meeting held its latest bi-monthly meeting virtually on **December 8, 2021**, at 10:00 A.M. The TIM meeting kicked off by reminding all TIM partners that the purpose of our TIM Team meeting is to continuously reduce incident scene clearance times to deter congestion and improve safety; and cooperation and communication between TIM members when out on the roadways to make everyone safer.

The TEAM then proceeded with the Emergency Operations Update given by Ms. Amber Brock, who was thankful the hurricane season is officially over. We had 29 named storms, with seven hurricanes and four major hurricanes. Luckily, Florida was spared from anything major this year. She then went on to talk about the dry season we are approaching and how dangerous wildfires could be for our area.

Mr. Craig Carnes and Mr. Jason Evans then jumped right into the ITS/511/TMC updates where they informed the group that the informational display monitors at the Rest Areas were installed, and the project is within the final stages. Mr. Evans went on to discuss the new FL511 app that has many new handsfree features, such as voice-activation, to keep drivers off their phones while on the roadways.

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled to be held virtually on **February 9, 2022**, at 10:00 A.M. If any changes are made prior to the next meeting we will send out an email notification to all of our TIM partners.

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

PLEASE NOTE: *If anyone is interested in the SHRP2 Incident Management Training Course, please contact Craig Carnes at ccarnes@metriceng.com or Misha Gonzales Elder at melder@metriceng.com 904-260-1567.*

Craig is available to work with any agency's schedule; including nights and weekends to make sure the course is available for groups of ten or more trainees.

We are currently in the process of updating the TIM Team meeting process and strongly encourage all TIM members to send in suggestions for agency topics to be discussed during the meeting. All ideas are welcome and can be emailed to Dee Dee Crews at DeeDee.Crews@dot.state.fl.us.

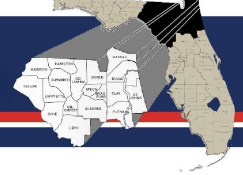
TEAM MISSION:

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.

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



ROAD RANGER UPDATE

While 2021 had its own set of unique challenges, the District 2 Road Rangers held steadfast in their ability to assist our motorists. The Road Ranger Program plays a key role in incident management by assisting motorists and local agency partners. They are an essential part of the Traffic Incident Management (TIM) Team and provide real-time information to the Traffic Management Center (TMC) regarding accidents, congestion, disabled vehicles and road debris.

The District 2 Road Rangers continue to prove how essential they are to our incident management TEAM as they are heavily utilized throughout the District. With the addition of the Mathews Bridge Road Ranger, they now operate eighteen routes in District 2. The Road Rangers assisted with an average of 4,226 events per month from October 1, 2021 through December 31, 2021.

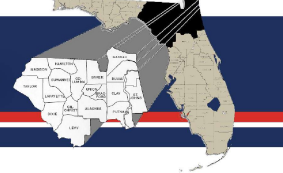
Each month our Rangers attend a mandatory Safety Training where safe practices are continuously echoed through presentation and instruction. These meetings are held in both Jacksonville and Gainesville to ensure that this training has resonated with all our Road Rangers across the board. It is critical for these meetings to occur for the TEAM to have that one on one time with FDOT staff and their peers to learn from each other. Our Rangers work extremely hard and are highly exposed out on our interstates. We strive to keep them, as well as the motoring public, alive and safe while traveling.

The Road Rangers assist with such events as providing fuel, assisting with tire changes, minor

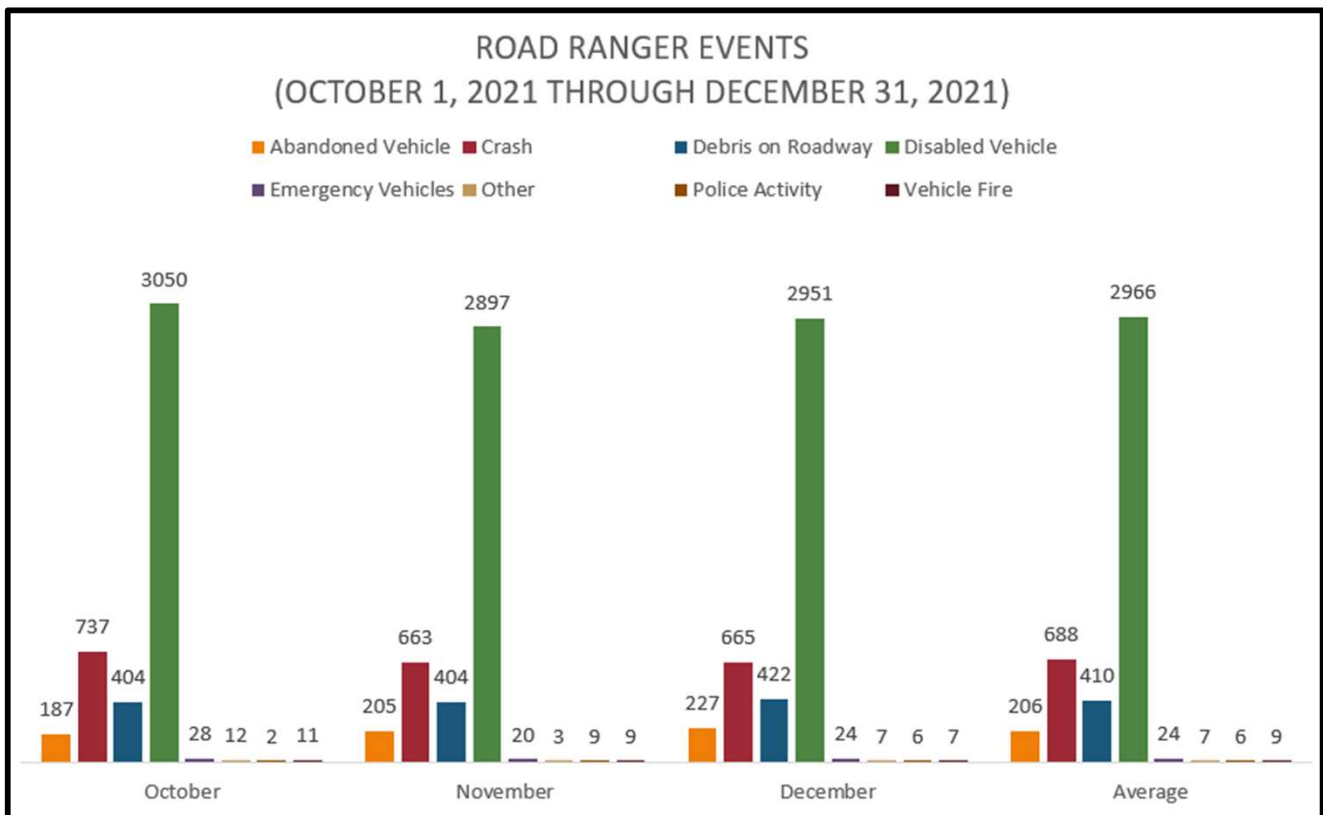
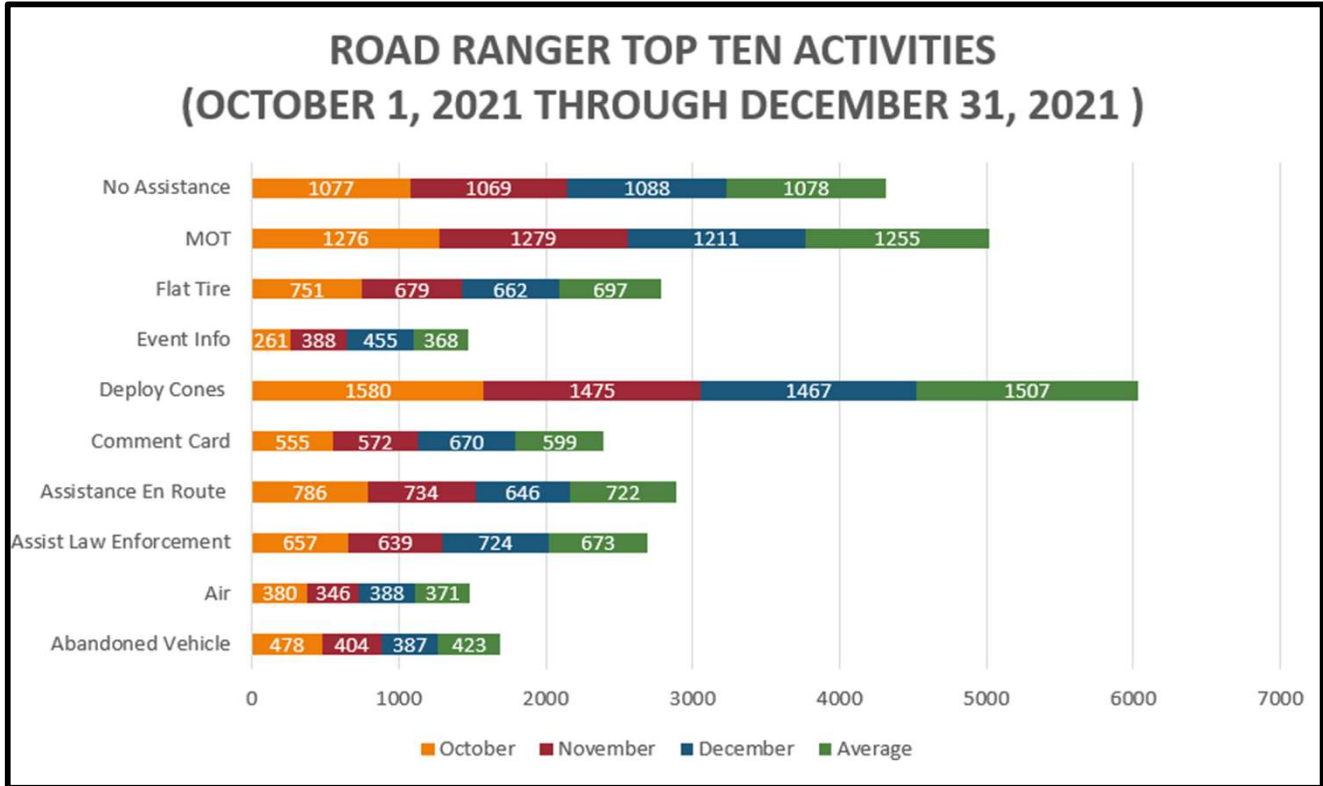
emergency repairs and providing short term maintenance of traffic. During the past three months (October 1, 2021 through December 31, 2021), the roadway clearance duration has averaged about 54.7 minutes, the incident clearance duration averaged approximately 78.7 minutes and the open roads duration averaged approximately 47.9 minutes.

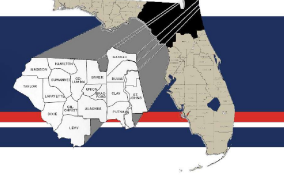
The charts on the following page show all event types that the Road Rangers have responded to from October 1, 2021, through December 31, 2021, along with some of the main activities performed when responding to these events. The Road Rangers primarily responded to crashes, debris events and disabled vehicles as their main events. Their activities predominantly involved providing MOT, assisting motorists with flat tires, clearing debris, and assisting local law enforcement. As we can see the Road Rangers primarily responded to an average of 16.6% crashes, 68.8% disabled vehicles, 10.5% debris events and 4.2% abandoned vehicles. We also saw a slight increase in the number of Road Ranger responding events over the past several months when compared to last quarter.





ROAD RANGER UPDATE continued





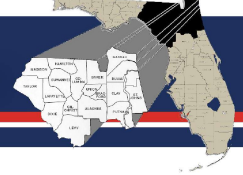
RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

The Rapid Incident Scene Clearance (RISC) program supports the Florida’s Open Roads Policy goal of safely clearing major highway incidents and truck crashes within 90 minutes or less. The program is based on incentive 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 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 three months, District 2 has utilized RISC six times in Alachua, Baker, Columbia, and Duval counties. This program is extremely valuable and essential to roadway clearance times, especially during peak travel time periods. Below you will find the details of the RISC events located here in District 2 from October 1, 2021, through December 31, 2021.

Date	Time	Location	Description
10/6/2021	12:13:00 AM	Baker on I-10 Eastbound at MM 329	Overturned semi with hazardous materials blocking all eastbound lanes. Driver was entrapped.
10/7/2021	4:54:00 AM	Columbia on I-75 Southbound at I-10 Westbound Ramp	Overturned semi with hazmat spill. Approximately 60 gallons of diesel was spilled.
10/28/2021	3:25:00 AM	Alachua on I-75 Southbound at SR-222/NW 39th Ave (MM 390)	Truck with 30 ft trailer vs. SUV. Driver of truck was attempting to negotiate the on-ramp from SR-222 when the right front tire of the truck blew out. He lost control of the truck and the trailer overturned on its side, slamming into a light pole on the west side of the interstate. An SUV also heading southbound on I-75 did not see the overturned trailer, and the front of the SUV collided into the underside of the trailer.
10/30/2021	1:05:00 AM	Duval on I-295 NB at MM 34	Crash involving a semi-truck shut down part of I-295 in Jacksonville overnight. The crash happened on Jacksonville's Northside where the semi-truck caught on fire. The fire then spread to the cab. The semi was loaded with food.
11/19/2021	7:08:00 PM	Columbia on I-10 EB ramp to I-75 NB	Crash involving a semi-truck that overturned. Semi leaked approximately 300 gallons of fuel into culvert and ramp to I-75 NB was blocked. Semi-truck was loaded with frozen chocolate.
12/16/2021	2:36:00 PM	Duval on I-95 SB, before MM 364	Multi-Vehicle crash involving 4 semi-trucks and 4 cars. 13 total injuries.

Dee Dee Crews
District 2 ITS Operations
Project Manager

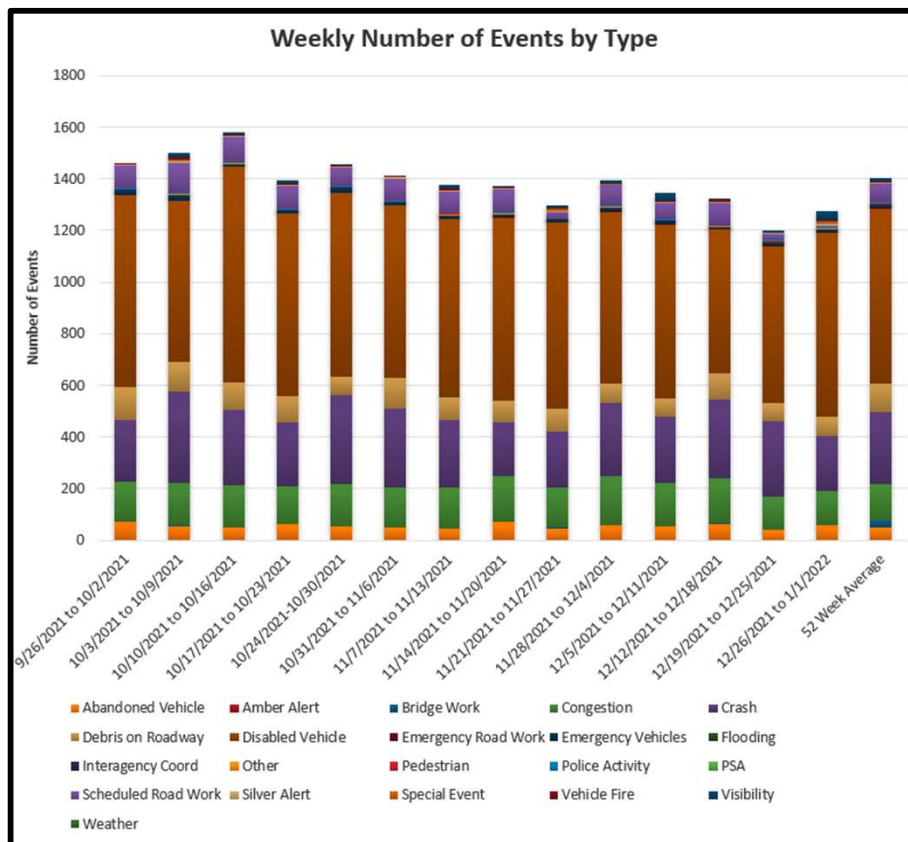


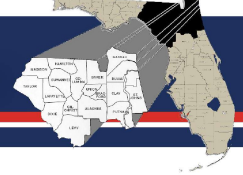
PERFORMANCE MEASURES

With 2021 over, I know many of us are grateful to have made it through another year and eager to see what 2022 brings us. With everything the last two years have thrown our way, the Road Rangers have proven time and time again to be an extremely valuable asset to the incident management team.

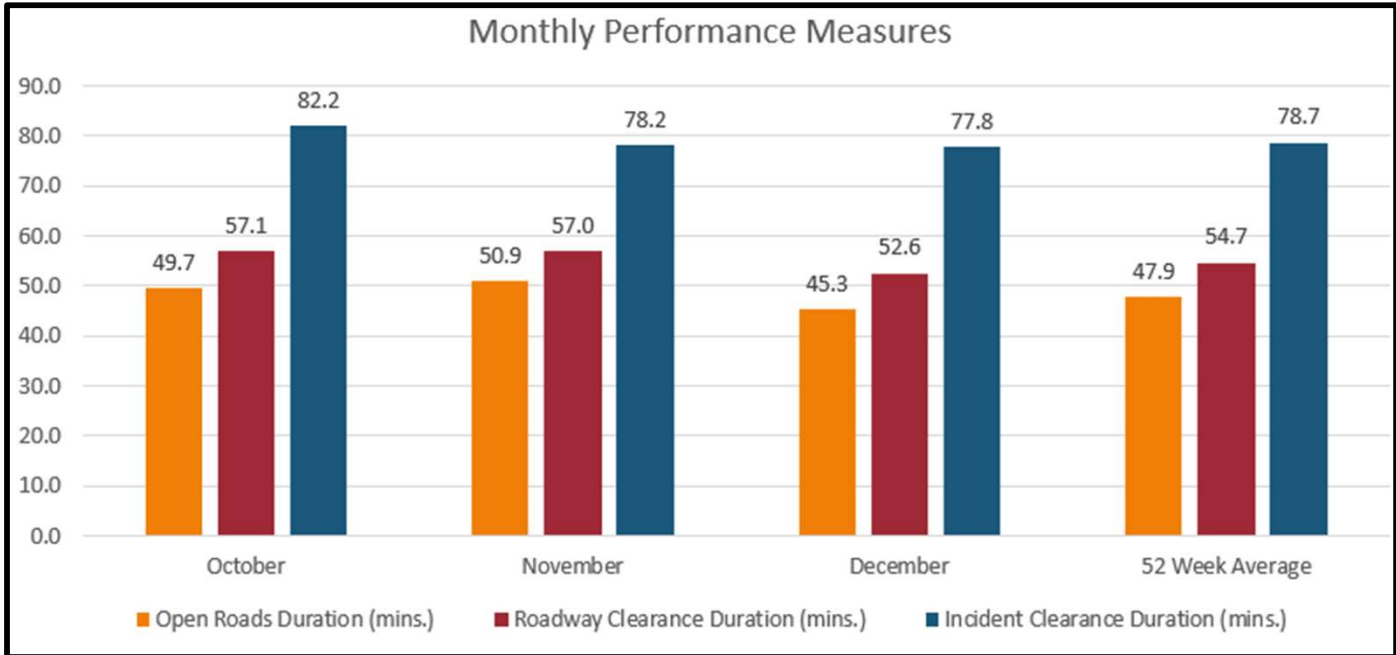
From the charts following, we can see that the Road Rangers responded to an average of close to 272 crashes per week here in District 2 between October 1, 2021, through December 31, 2021. This number represents the average number of total crashes that the Road Rangers have assisted with and is lower than the 52-week average of 280 crashes which accounts for a decrease of 3%. Congestion events have also increased by 10%, when compared to the 52-week average. These numbers are similar to those from Q3 as visitors take advantage of the warmer Florida weather for the Winter.

The average clearance duration times for the past three months have stayed well under the goal duration times as we can see in the charts below. District 2 has averaged approximately 48.6 minutes for our Open Roads Duration time, 55.6 minutes for our Roadway Clearance duration time and 79.4 minutes for our Incident Clearance duration time which is slightly higher than our yearly average of 47.9 minutes for the Open Roads Duration time, 54.7 minutes for Roadway Clearance Duration and 78.7 minutes for Incident Clearance Duration.





PERFORMANCE MEASURES continued



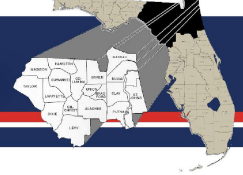
MARKETING

The AAA year-end holiday numbers are in! More than 100 million people traveled by car while over six million traveled by air. (crippling flight cancelations aside) This means that vehicular traffic was up 27.6% over last year, nearly surpassing 2018 pre-pandemic levels, and air traffic was up by an astounding 184%! But as we all know, COVID numbers are on the rise as well. The Centers for Disease Control and Prevention (CDC) reminded us that the week of December 17th marked the first anniversary of the first COVID-19 vaccine being administered in the United States. That same week, however, they also reported an average of 122,297 new COVID cases per day, with the possibility of an even greater surge in the first quarter of 2022. Florida cases alone rose 948% in the two-week period between December 27th and January 2nd. (see chart below)

And yet, there’s a glimmer of hope as we step into a new calendar year. New events are

popping up all over town. Not to mention national events like Super Bowl LVI taking place at SoFi Stadium in Los Angeles on Sunday, February 13th. Closer to home, tickets are currently on sale for the 35th Annual Martin Luther King, Jr. Breakfast. After taking a year off, the breakfast will be held in person on January 14th at the Prime Osborn Convention Center. The MLK Holiday Grand Parade will follow on Monday, January 17th, while the Jacksonville Jazz Festival is scheduled to take place over Memorial Day Weekend in downtown Jacksonville May 26-29th. But as we’ve learned, things tend to be fluid in this new era we’re living in. Flexibility has been a recurring theme since March of 2020.

And yet, we press on. If you or your loved ones have any upcoming travel plans, make sure your trip begins and ends with FL511. We’ll keep you up-to-date on current road conditions. FL511 is available in a variety of platforms. You can log



MARKETING

onto FL511.com, download one of the free FL511 Mobile Apps available for Apple and Android devices, or visit us on Twitter, Facebook and Instagram.

Note: The Sky and Sea Airshow that was scheduled for Jacksonville Beach in the fall has been rescheduled for October of 2023.

Connect. Know. Go!

What are you waiting for?

**Sherri Byrd
Metric Engineering
Marketing Manager**



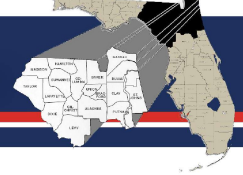
SPECIAL FEATURE

This month we're thrilled to add a special feature about a very special, exciting event that occurred recently. Our own Josh Woods tell us about that "interesting" Halloween night.

Child number six, the first five were all born at the same location with the same two midwives – I thought, no scratch that, hoped that I had been exposed to all the things that could go off kilter with what would still be considered a normal birth. Child number six showed me that there is still so much more that can happen even when things go "right."

So, it is Halloween and me, my wife Chrissy, and our five children are all working on a project cleaning up the property. I know we are getting close to what will be the delivery day and judging by the number of contractions per day she is having, it will probably only be a couple more days. If things go like they have in the past I will be calling out on Wednesday for the birth. I mean, after all, if you look at the days of the week that the kids were born on in order so far, I have, Tuesday, Tuesday, Thursday, Thursday, Wednesday, so it only makes sense that I will be calling out on Wednesday. And to put my mind further at ease during this yard project Chrissy has ALWAYS given me plenty of notice when we should head towards the midwife's place; with every other birth she had told me we needed to head that way. We'd call the midwife and let her know, drive there, check in, and then leave again to go walk the mall or somewhere else because it was not quite time, and then go back and have the baby. I had no need to worry right now she hadn't told me it was time.

Hmmm. She is pretty determined to get this project done; is she nesting? She has been having more contractions today. Even more that the average day this week. They are still far



SPECIAL FEATURE

apart but, hmmm? Dr. Morse did say this birth was going to go a lot quicker than the last couple, hmmm. No, I'm fine. "A lot quicker than the last" is a big window as the last birth was 24.5 hours and I ONLY need 2 hours to get to the midwife. No, I am fine after all "I have no need to worry right now. She has not told me it's time."

Well project complete and we are at home now. It's late, but we are in the house and I have finally carried the last of the sleeping children in and put them in their beds. Chrissy's mom, Kay, is here as well. She was helping with the yard project and thought Crissy was having too many contractions so she came home with us to help with the kids; that's a nice thing for her to do but I think she is really hoping that Chrissy will go into labor so that she does not have to go to work tomorrow, lol. Oh well, I am still dirty. I can't go to bed like this. Time to check on Chrissy. She went straight inside and to our room, and then got a shower and then bedtime finally.

Well, I'm checking on Chrissy, but she is having another contraction, so I just wait and watch. Her contraction this time is stronger; will we be going tomorrow night? Tonight? She has not said it is time to worry yet. Contractions normally come a little more frequently in the evening and then slack off as she goes to sleep. The midwife says that if she can go to sleep then she is not in labor yet. Alright the contraction is over. I talk to her for a moment and ask if she thinks we are going tonight; she says, "No. Clean up and get some rest." She has not said it is time yet, but her tone is not as convincing as I would like right now. Maybe this is going to be another 4am baby. I better get cleaned up and get a nap before she says it's time.

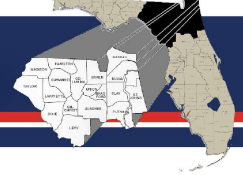
Out of the shower and I go check on her again. She's having a contraction and from first glance down the hallway and into the room it is not Braxton Hicks or any other normal pre-labor contraction. She never told me it was time.

We need to go. I go into the room and check on her. She confirms we need to go. Wake up her mom, wake Joshua (the oldest 11), wake Grace (9) and Faith (7) up, grab Thomas (5) and take him to the car, wake Grace up again more loudly, grab Hope (2) and take her to the car. Now with Joshua and the two younger ones in the car with me, and Chrissy and the two older girls in the car with Kay, here we go.

In the car pulling out of the drive, pressing dial for Layla our midwife, turning onto the hard road, midwife answers the phone, I tell the midwife we are headed her way NOW, another contraction starts, tell midwife "I don't think we are going to make it," not yet two miles into the drive, midwife has heard my wife over the phone and states that she agrees she is getting ready to head our way, end call, o boy I thought I was running out of new things to happen during births, here we go.

New – feeling of worry while driving to the birthing center. In the past we were always early enough that it was almost a casual drive there.

Midwife calls back, it has been about 15 minutes on the road so far. We have made it to the interstate by this point (getting on at MM 262) and she is on the road at this point as well; we compare locations and decide that we are going to meet at exit 225 as that is about the mid-point between us. Hang up again with a little more calm as I think we may just make it to exit 225 and



SPECIAL FEATURE

another contraction starts up and this one is intense and then my wife says, "I have to push." So, now with my mind beginning to process the statement I just heard, what is the most idiotic question I could ask my wife? "Do I need to stop?" Yes! While processing that statement and a little bit of panic tempting me, that is what I said. Her response? "OK I stopped." WHAT. "What do you mean you stopped?" Her response. "You told me to stop." In that most idiotic of questions to ask at that moment and the only part of it she heard was stop.

New – I never knew that a woman could just turn off a contraction at the point of needing to push. I guess now is a good time to look at the speedometer as I am not sure I have looked at it yet this trip. Hmmm. I should slow down. And then another contraction starts. Should I slow down? I am driving, listening, thinking I should be stopping. But this contraction does not sound as intense, and it went just as quickly as it came without any indication from Chrissy that she wanted me to stop before reaching the midwife. It is time I call the midwife back. Press dial, press speakerphone.

Another contraction starts, quick and in a hurry. "Pull over." Hit the turn signal to tell her mom behind us we're stopping here, quickly but not violently with as much ease as I can muster at the time. Hit the brakes, turn the wheel slightly to start taking the car onto the paved shoulder. The car is now halfway on the paved shoulder and halfway in the travel lane. Our speed is now around 40-45mph and slowing rapidly and I hear her water break.

Hearing her water break I glance at my wife as much as possible while continuing to watch the road as we are not yet stopped and what does

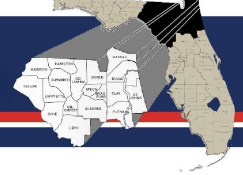
this glance bring? "Isaac Wade Wood" named after his maternal grandfather is now laying in the seat with my wife beginning to pick him up. One push when the water broke and Isaac came into this world - half on the shoulder, half in the travel lane somewhere around mile 231 on Interstate 10.

We are now stopped on the shoulder. Isaac is on his mom's chest. Chrissy's mom has run from the car behind us and is at the passenger's side window trying to see what is going on and what she can do to help when Isaac takes a deep breath and starts to cry. Oh, what a wonderful sound to hear the first cry of a newborn baby letting you know that they have made it into this world safe and sound and are breathing.

At this time (1:23am) a sound comes from the phone. I seem to still have it in my shaky hand and have forgotten about it. "Congratulations guys. Your new baby is now two minutes old." The midwife proceeds to ask my wife a few questions about what is going on, how/what she is feeling, how is the baby, and Chrissy with more calm than I can understand answers everything and carries on a brief conversation, with Joshua jumping in at points to add his commentary on the sounds of the water breaking and Isaac's birth, before telling me it was time to get back on the road.

New – never had a child while in a moving vehicle, especially one I was driving.

New – other than being on the road this is by far the easiest most "normal" birth we've had to date. So back on the road we go, up to exit 225 to meet with the midwife, who did not make it to us...argh. Layla did some initial checks on Isaac and then passed him to me (this is obviously the first



SPECIAL FEATURE

chance I got to hold him as I was driving before), did some initial checks on Chrissy; and then back on the road again to the birthing center where Layla performed all the new baby checks and monitoring for a couple of hours and then we were back on the road headed east towards the house. A little over 4 hours after Isaac was born we made it back home (5:30am) and now I can finally get a little rest. Looks like it will be a short night.

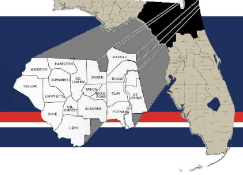
Two days later while taking care of a few things away from the house the head gasket of the Explorer, the very same vehicle that just took us up and down the road during the night of Isaac's birth, gave out, putting the truck out of commission. This now gives me one more thing on a very long list of things to be thankful for, but at the top of that list for now; Thank You, Lord, for the healthy birth of baby Isaac and for not letting us be stranded on the side of the road during his birth.



Above: Isaac Wade Wood, the best present under the Christmas Tree

Right: Isaac in front of the Christmas Tree With siblings, from left to right Faith, Joshua, Grace, Hope and Thomas





SPOTLIGHT ON...DENISE BUNNEWITH
NORTH FLORIDA TRANSPORTATION
PLANNING ORGANIZATION (TPO)

It's been more than a decade since the spotlight last fell on Denise Bunnewith. With retirement looming, we figured we'd catch up with Denise one last time before she handed in her office keys.

As Planning Director of the North Florida Transportation Planning Organization (NFTPO), which "highlight" of your career stands out above the rest?

The MPO leaving the city to become independent and later expanding to include all of Clay, Duval, Nassau and St. Johns Counties.

In addition to the above mentioned, what other Transportation milestones have you witnessed during your tenure with the NFTPO?

I have been here for the adoption of seven long range transportation plans, beginning with the 2015 and ending with the 2045.

Let's go back a bit. Paint for us a timeline, if you will, of your early career in the Transportation industry leading up to your current post.

The first eight years of my professional career, I worked for a city of 100,000 in Massachusetts where I did a little of everything. As an intern, I spent a couple of summers doing turning movement counts at intersections. One of my first responsibilities when I was hired full-time after completing grad school was to oversee the interns.

I married a sailor, moved to Jacksonville, and was fortunate to be hired by the COJ Planning and Development Department. The only opening was in the Transportation Planning Division. I

worked there 16 years. I was hired as a planner and eventually became Chief of Transportation Planning. In 2004 a handful of us left to staff an independent MPO, previously we did double duty as city and MPO staff. The rest is history.

What happens now? I'm sure the next chapter of your life will be just as exciting... perhaps even more so!

My plan is to spend time with my family, travel and volunteer where needed.

How many Bucket List items remain on your master list? (both from a personal and professional standpoint) Which do you plan to cross off first?

Professionally, there is nothing on my bucket list. My transportation planning days are behind me. I work with the Society of St. Vincent de Paul, a Catholic lay organization that serves people in need. My plan is to continue that service.

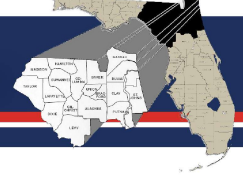
I am also planning a trip to Hawaii. More travel is in my future.

Over the course of your career, there has to be at least one "foot-in-mouth story" – if not yours, then an embarrassing story about one of your colleagues perhaps?

We are required to do a great deal of public outreach. I would be a very wealthy woman if I had a nickel for every time I have been told how well they do it in New York. I have often wanted to ask that if they do everything so well in New York why are you here in Florida.

What advice can you leave us with?

These are very challenging times. Be kind. Be tolerant. Be thoughtful. Be respectful.



SPOTLIGHT ON...DENISE BUNNEWITH
NORTH FLORIDA TRANSPORTATION
PLANNING ORGANIZATION (TPO)
Continued

If not Transportation, what career might you have chosen?

With recent events, I think I made the right choice for me. Seeing how men and women in the medical field are overworked and underappreciated as they struggle to save the lives of COVID victims, planning looks like a good choice. Law enforcement today comes with just as many challenges. Math is not my strong suit, so engineering did not interest me.

In high school I worked in retail and I didn't see much of a future in that.

If I had a choice, I would have preferred to be born rich.

Tell us a little about your family and how they'll factor into your retirement.

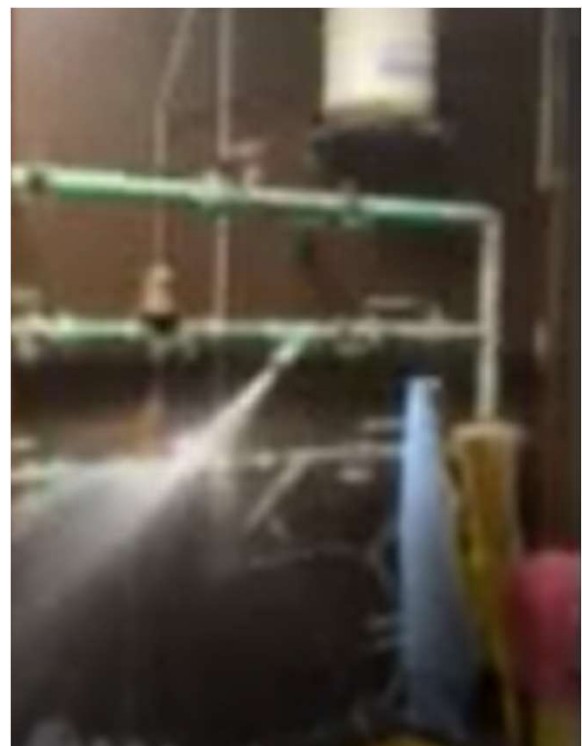
My son is getting married in April and I hope my daughter will do the same soon.

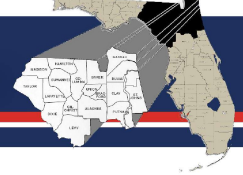


PHOTO GALLERY



***Above: Caitlin Crawford, getting into the spirit of Halloween;
Below, a bit grainy, but the water pipe rupture at the RTMC on 10/26***





Traffic Incident Management 2021 Meeting Schedule

First Coast TIM Team

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

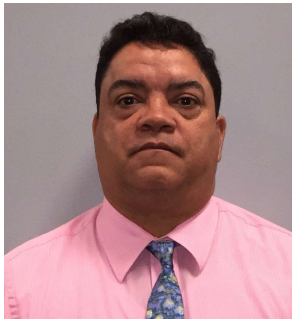
January 18, 2022 March 15, 2022
May 17, 2022 July 19, 2022
September 20, 2022 November 15, 2022

Alachua/Bradford TIM Team

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

February 9, 2022 April 13, 2022
June 8, 2022 August 10, 2022
October 12, 2022 December 14, 2022

FDOT DISTRICT 2 ITS STAFF



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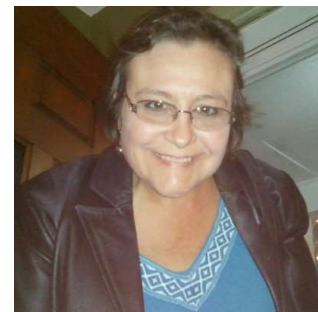
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