

January was National Move Over Month, but remember to follow the law all year long to make sure that everyone gets home safely.

◀ MOVE OVER ▶



FOR STOPPED EMERGENCY AND SERVICE VEHICLES

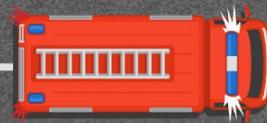
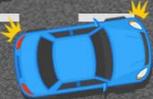
- > Move over a lane for stopped law enforcement, emergency, sanitation, utility service vehicles and tow trucks.
- > If you can't move over, slow to 20 mph less than the posted speed limit.
- > If the posted speed limit is 20 mph or less, slow down to 5 mph.



#MoveOverFL



MOVE OVER OR SLOW DOWN





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

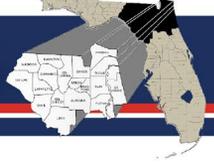
Let me begin by sharing my thoughts on technology. Sometimes it “Just Sucks!!!” You see, I’d completed a majority of this issue’s newsletter write-up about one month ago and was ready to submit by the due date. When I tried to open the file to finish the write-up, it was gone! Just gone!!! No rhyme or reason for it to go missing. It just disappeared! Should I blame the computer or network? Hmm, don’t think so. The blame wholly belongs to user error and the idiot behind the keyboard (that would be “Moi”). I bring this up because no matter what type of technology we put on the road or in the cars, the major failure of it all will be due to human error. I recall in college when I had an issue with a computer program I’d written and sought the guidance of my professor, Dr. Porteiro. I kept telling him there was a problem with the mainframe computer. After a few minutes of my venting, he looked me straight in the eyes and said “yep, I can see your problem.....It’s you stupid!” Then he sent me on my way to mull over what he’d just said. After a few hours of sulking, I looked at the pages and realized I was so stupid to include periods in the code where it did not warrant any.

I bring this up because as the Department pushes the use of technology into the transportation system we must realize that not everything is perfect. What if the computer goes to blue screen mode? Or it loses power or is infected with malware? Or the programming gets caught in a continuous loop that only spits out incorrect information? How about the end user who is technology deficient whereby the information provided is way beyond their skill

set? And they are dependent on this technology with no skill set for traditional driving methods? All of this (and more) has to be considered during the implementation of transportation technology. I was brought up under the philosophy “what can go wrong will go wrong.” I’ve seen it too many times where a vendor claims perfection until their demo unit is in our hands for a few hours under my team’s grasp whereby we break it, thereby sending them back to the drawing board. In this case, at least we caught it early before deploying it on the streets.

This circles back to our “forefathers of FDOT’s ITS program.” This was the thought process Dr. Charlie Wallace, Liang Hsia, Ann Brewer and Chester Chandler took when considering what was realistic in the ITS industry at that point in time (circa 2002). Building the program took a step-by-step approach to ensure the validity of what we were trying to accomplish. Yes, at first it was baby steps, however after a few deployments we were sprinting to the finish line and taking the lead as a national leader of ITS by 2010! In reflecting back to this approach, we can do the same with the newer, more advanced technologies, however we need to make sure it actually works before we have a full-blown commitment to Vulnerable Road User (VRU), Connected Vehicle (CV) and Advance Traffic Controller (ATC) technologies.

I bring this up because our team has been involved in many recent projects deploying VRU, CV and ATC devices. In each project we



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

perform extensive bench testing prior to implementation. We then pick a couple of intersections as pilot sites for deeper analysis in the “real world.” After several months of assessing the pilot sites we proceed with full blown implementation. To date, we have deployed these newer technologies at nearly 300 locations throughout District Two and work in conjunction with the University of Florida’s Transportation Institute to assess performance, accuracy and benefit. While most of the deployments have been highly successful, there were a few “quirks” that drew some concern. For example, in some instances we found that the Signal Phasing and Timing (SPaT) was impacted by network influences. Communication between the field device, the network, the server and the vehicle had a significant lag due to outside influences to the data packets. At intersections it is critical to avoid this type of occurrence because we need to work in microseconds if we want to enhance the safety of all road users. Corrective measures were taken (i.e. adding Edge devices at specific locations) to expedite and manage these data packets, thereby preventing the undesired lapse of time of communication between devices.

Based on everything we’ve learned over the past few years, the goal is to take the “best of the best” for implementation in the City of St. Augustine. Last calendar year, their region won a grant for a “Smart St. Augustine” deployment. This project will incorporate VRU, CV, ATC, flood sensor systems, smart parking, truck

parking and other technologies that will interconnect motorists, pedestrians, bicyclists and freight into one holistic system. The goal is to take this nation’s “oldest” city with a 1700s infrastructure to a 21st Century transportation system. The actual start of the project should be around August 2023, with the hope of completing the entire effort in a matter of two years. The amount of the grant is over fifteen-million dollars and would be used for engineering design, permitting, construction and inspection. This may seem like an enormous task to complete the work in two years for that amount of money, however based on knowledge gained over the past few years, this would be “easy-peasy” from our perspective.

On a final note.....**HOW ABOUT THEM JAGUARS!!!!** When reflecting back on this past season, it’s really an eye opener to know that they could have won about three more games if not for their youthful mistakes. That would have led to a 12 and 5 record that would have possibly given them a better advantage in the playoffs. Even then, the loss to Kansas City in the Divisional Round playoff game left us with hope since they had a chance to win, sans some unfortunate young man’s errors. Hope is eternal!

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



NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER

Let me begin by wishing everyone a Happy New Year! This past year we started to see things return to a pre pandemic state. Roadways are getting more congested than usual and businesses across the state are thriving and the State is performing well. We look forward to continuing the momentum of the program's successes and what we have achieved if we can work as a team. I cannot express enough gratitude to the District 2 ITS Team and all our partners for making 2022 a successful year. Everyone plays a part and when one piece is out of place it is immediately felt. We had some challenges throughout the year for various reasons but through resiliency and diligence we plowed through and got through the mud until we were back on track.

2023 will bring its own unique challenges but I am confident that the team we have in place will continue to shine and prove that District 2 has the strongest ITS team in the state. We are pushing new initiatives and trailblazing ideas that are getting implemented statewide. The District 2 team does not settle and may never be done innovating and expanding but that drive to be better and succeed motivates all of us. We have leadership in place that expects a world class effort and keeps us accountable. They guide and motivate us with their knowledge so that the program continues to be strong long after they're gone. I personally am working on being a better leader and manager and adjusting my style to better serve my people.

I do want to take a moment now to share the importance of Mental Health. Many people just take it for granted and have better coping

mechanisms than others, but sometimes as individuals we experience events or moments in our lives that can alter our mental health and permanently debilitate our ability to manage situations, which then leads to a crisis when new events occur. This is just a warning to be vigilant of the people in your surroundings and take a moment to smile and make eye contact with people. That could be the difference for someone having a bad day. I will leave you all with the last tidbit. If you or someone you know is undergoing a crisis you can call the "988" hotline to get someone to assist you during your time of need.

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





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

Many of you who read our newsletter are aware of our Rapid Incident Scene Clearance (RISC) program as we provide the purpose and overview later in this newsletter. We had **sixteen events**, a record number, in the months of October, November and December.

These events ranged all over District 2, including:

By County

By Interstate

Alachua County-2	I-10- 3 events
Baker County-1	I-295- 5 events
Columbia County-1	I-75- 4 events
Duval County-6	I-95- 4 events
Hamilton County-1	
St. Johns County-4	

Other than fatalities, RISC events are among the most time-consuming events due to all of the benchmarks that must be managed and criteria met. Some are more time consuming than others. For example, a semi-truck full of watermelons is involved in a crash and breaks in half and over half of the watermelons rolls all over the roadway. Another example would be a semi-truck or Recreational Vehicle that is involved in a crash and the large fuel tank is ruptured. In addition to the roadway blockage, mitigation of the fuel spill must be handled by the Department of Environmental Protection. The Florida State **goal** is for a 90-minute clearance of vehicles blocking the roadways, but obviously there are circumstances beyond anyone’s control that can fail to meet that goal.

The extensive coordination between the RTMC, Law Enforcement and the RISC company is

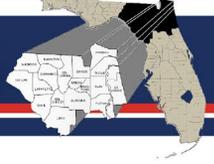
complex beginning from Law Enforcement’s request for RISC; the RTMC notifying the RISC vendor; the Notice to Proceed time and many more requirements that must be recorded for the times they occur. This is a great example of multi-agency/vendor coordination as all RISC events are reviewed by a committee of the Traffic Incident Management Team as a way of analyzing whether there were methods to improve the response.

The wreckers that are used for RISC events are Class C Rotation Wreckers and cost the towing company around \$500,000, a large investment. Regular reviews and inspections are done by FDOT to certify companies as qualified to be on the rotation list.

One of the things that makes them so special is the rotation factor. As you can see in the pictures on the following page, those rotating booms extend 30 feet and can lift a full 360 degrees. That allows them to be used to rotate a vehicle as big as a semi-truck back up on its wheels. Additionally, these Rotation Wreckers can lift over sixty tons (that’s the equivalent of about 50 Honda Civics!).

RISC is just one more tool in our Traffic Incident Management (TIM) toolbox to open roads in the most timely fashion possible which in turn assists us in keeping motorists safe and minimizing delays.

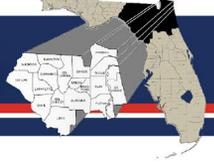
In closing, January was "Move Over Month" and the Florida Department of Highway Safety and Motor Vehicles wants to remind everyone of the Move Over Law that has been in effect since 2002.



NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER *continued*

Officials urge motorists to move over one lane, and if you can't, to lower your speed 20 miles below the limit when you see emergency vehicles, disabled cars or crashes ahead.





NORTH FLORIDA TPO

This past December, the Jacksonville Transportation Authority (JTA) hosted the 2022 Florida Automated Vehicle Summit in Northeast Florida. This 10th Annual Summit was held at the Omni Amelia Island Resort in Nassau County. It was a beautiful setting, with the Atlantic Ocean to the east and Amelia River to the west. This event had a large number of Demonstrators and Exhibitors showcasing their involvement in the Connected and Automated Vehicle industry. Participants were exposed to autonomous cars and semi-trucks that displayed the latest capabilities on the market. Many of these demonstrators presented vehicles that could be utilized today on our roadway systems and are only awaiting the demand for their product.

There were a wide range of speakers, from FDOT Secretary Jared Purdue to Florida Senator Jeff Brandes to Ford Futurist Ms. Sheryl Connelly. JTA's CEO, Nathaniel Ford, kicked off the event at the General Session on Day 1. Following this opening session, there were several Break Out sessions that incorporated newer technologies, federal regulations, policies, supply chain issues, electrification, research and autonomous transit. Rumor has it that there was another record broken on the number of attendees at this 10th annual summit. Overall, from what I gathered from attendees it was a very successful event that benefited many with newly gained knowledge on the progress of this new technology.

I've attended several FAV summits in the past, thus I passed the baton to the younger generation on our team by letting them attend instead of me so that they could experience and learn about automated vehicle technology that's come to their back yard. Of course, I had a post event question/answer session with each of our

attendees to see if they actually paid attention and gained some valuable knowledge at the summit. This was not a "pass-fail" type exercise, but instead a way for me to fill in the gaps if they left with more questions than answers on the progress of automated vehicles. One thing I gathered from these discussions was the sense that these attendees felt transportation was not ready for this technology. Kudos to them because we are not!

I've owned a Tesla for over 5 years now and am still awaiting the day I can just get a Level 3 performance from this car. It's a valiant, yet challenging, task to overcome in making a self-driving vehicle. One thing that I can attest to is that the artificial intelligence utilized to operate these vehicles has yet to come close to human nature and interaction with the roadway system. For example, my Tesla can detect and display vehicles, pedestrians, bicyclists, signs, garbage cans and traffic signal status, yet it sometimes will get confused and automatically slow or stop for no reason. Likewise, there have been instances where the light is red but it fails to stop, or a car is not noticed coming in the opposite direction from a curving road. And this is from a vehicle that's considered the leader in autonomous vehicles!

I have confidence that in the near future many of these challenges will be overcome with machine learning, however at this point I doubt if they will ever get to Level 5 until the detection capabilities are enhanced. One thing that could help is if we were to equip infrastructure with communication capabilities that would enhance the experience (i.e. CV



NORTH FLORIDA TPO continued

technology). This would require further standardization of the technology and a more robust O&M program to ensure that things work as expected.

As for JTA, great job putting on this fantastic event! Next year's Summit will be held at the Tampa Waterside Marriott on September 6th – 8th. The host will be the Tampa Hillsborough Expressway Authority (THEA). One of the most exciting things to look forward to at this event is the plethora of field deployments within the region that have been operational for a couple of years. This upcoming event will allow Department personnel to see into the future, with the hope that it can become the standard someday. Hope to see you there!

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

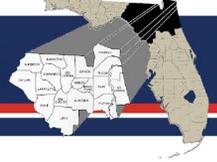


ITS CONSTRUCTION

The ITS Group is currently coordinating with more than 20 active Construction projects to ensure that the existing ITS infrastructure and devices are protected and any new ITS related items are installed and tested per plans and specifications. One of the longest running projects we are coordinating with is the I-10/I-95 Interchange Project. This project is wrapping up

and our group is attending the ITS device testing and working with the CEI and contractor to ensure that all of the required documentation is completed and accurate. There are also a few items that need to be adjusted so that our Maintenance Group will be able to properly maintain the devices in the future. The work on the Fuller Warren Bridge included construction of a Shared Use Path which has access for emergency vehicles at both ends, so that the Jacksonville Fire Rescue Department (JFRD) can respond to any emergencies along the length of the walkway. The ITS Group is working with FDOT and JFRD to perform a simulated extrication from the Shared Use Path prior to its opening, so that JFRD can identify any issues that may exist. This project is expected to be completed in the next few months.

Another long running project we have been coordinating with is the I-95/I-295 North Interchange Project. The ITS subcontractor has been on hold for quite some time waiting for the prime contractor to get the roadway in its final configuration and the grade to final elevation. The ITS fiber backbone has been hit several times during the project work and temporarily repaired each time. Due to these fiber hits, a section of the fiber will be replaced so that these temporary repairs are removed, meaning that the fiber will be back to a similar condition as it was pre-project. There has also been a change to the ITS power service at Cole Road. The plans for this revision have been reviewed and approved through the ERC system and the work is pending. This project still has a



ITS CONSTRUCTION continued

significant amount of work remaining and the ITS Group will continue to coordinate with the project team through Final Acceptance.

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

ITS MAINTENANCE

I have been officially initiated into the FDOT family by surviving my first hurricane, Hurricane Ian. Here in Jacksonville we had some electrical service impacts to our electronic devices but we were back up and active within 72 hours. Thanks to TCD for their diligent performance during the storm.

TCD has completed the first phase of the DMS retrofit project. The new colored modules installed along I-295 from Commonwealth to Monument are operational and we are working on getting the shields completed before we can post a message in color. Thanks to TCD for getting this project completed in the allotted time frame given. I would like to give a shout out to James Smith from Metric Engineering for being out there for all the nighttime installations and taking before and after pictures of TCD's progress.

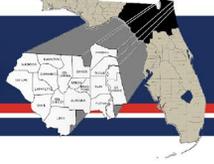
**Jose Morales
FDOT District 2
ITS Maintenance Manager**

OPERATIONS

We talk a lot about ITS (Intelligent Transportation System) devices in this newsletter such as, Closed Circuit Television Cameras (CCTV), Dynamic Message Signs (DMS), and Microwave Vehicle Detection System (MVDS). These devices are generally found on Interstate and limited access roadways, so we don't talk as much about ITS devices on arterial roadways. Some of these arterial devices include Traffic Signals, Pedestrian crossing devices, both at traffic signalized intersections as well as beacons for pedestrians at mid-block, CCTV cameras, and Arterial Dynamic Message Signs (ADMS).

The "intelligence" of these arterial devices allows the Regional Transportation Management Center (RTMC) Operators to monitor major arterial roadways, just the same as we do for the Interstates. CCTV cameras on major arterial roadways, sometimes called Routes of Significance, allow our Operators to monitor/confirm incidents and notify local law enforcement. The ADMS can be used for lane blocking incidents on State Roads, or to advise motorists of current incidents on nearby Interstates, giving them the opportunity to choose a different route.

The timing on traffic signals in larger municipalities can be adjusted, through software, should there be an influx of traffic due to a detour, a special event or traffic incident. One example of a local agency using adjusted signal timings during special events would be the City of Gainesville. When there's a Gator football game, basketball game or other event



OPERATIONS continued

such as a sub-tropical system that will bring a large number of people to a certain area, signal timing plans can be enacted to better handle the flow of traffic into the event area prior to the start of the event and then can be changed for a reversed flow of traffic when the event is over. No need to leave the Signal Office, just program the software.

In the case of a major incident with a full shut down of an interstate, traffic is detoured off onto another roadway, for example, US-1 in Duval County. To mitigate the massive influx of traffic we utilize Integrated Corridor Management (ICM) and through the computer software, increase the amount of green time on US-1 signals within the detour to assist in keeping traffic flowing. With ICM there is a fine line as to the amount of increased green time you give the major route so that you don't end up with major backups on the side streets at signalized intersections.

Similar to our use of SunGuide® software on the interstates, the local agencies have a central software package to operate their devices and alert them to failures. Failures or malfunctions of traffic signals and their pedestrian crossings at intersections will create alarms within the central software to make the maintaining agency aware of the issue so that they can troubleshoot and get these devices back on line in a timely fashion. This expedited response helps to alleviate congestion and incidents caused by the malfunctioning devices.

With District 2 having 100 percent ITS coverage on our interstates, our attention is being turned toward adding or upgrading ITS devices on arterial roadways throughout the larger

urbanized areas within the District to add these additional elements to increase the safety and mobility of the traveling public.

From October 1st through December 31st, 2022 District 2 had 16 RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of 16,054 events with 7,633 utilizing DMS. Of those events, 3,250 were crashes. There was a total of 11,270 Road Ranger events.

Connect. Know. Go!
What are you waiting for? 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 in person on **November 15, 2022**, 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.

After introductions, the meeting kicked off with the Your 10&95 Project Update given by Mr. Tim Heath, where he stated that there are continued lane closures and detours taking place at night. There is also ongoing work on ITS items, such as lighting and signals. Mr. Heath concluded by stating the Shared Use Path had a ribbon cutting date set for December 16th, 2022.

Mr. Hampton Ray then provided the Construction Project update, stating that improvements to JTB and Kernan Boulevard were underway, with lane closures on JTB just east of I-295 taking place. He also stated that there will be multiple detours for the I-10 widening in the coming weeks.

Ms. Lola Butler then provided the Emergency Operation Update, stating that they have been busy with both Hurricane Ian and Hurricane Nicole. She continued by stating that the Emergency Operations Department has been in coordination with the TMC to ensure all traffic related information, such as lane closures, blockages, traffic incidents, etc., is accurately reflected in both the Web EOC software and FL511.

The group then discussed the ITS update/ITS Projects/511/TMC updates, which were provided by Mr. Jason Evans, who informed the Team that the TMC is working on getting the ITS devices into the SunGuide system for the Your 10&95 project. He continued by stating that there are continued lane closures for the North End Project. Mr. Pete Vega then stated that District 2 has portable trailers with cameras that provide feeds to the DIVAS system, and they can activate Activu logins for people to gain access to the DIVAS feeds. This can be especially beneficial during major hurricanes. Ms. Penny Kamish then stated that the FL511 app is updated as of May 2022, which includes many hands-free features. She then closed the TMC update by stating that the TMC had full staffing for Hurricane Ian and increased staffing for Hurricane Nicole. Regional communications went well for both hurricanes.

Mr. Jason Evans and Ms. Penny Kamish then completed the First Coast TIM Team Self-Assessment as a group.

The next First Coast Traffic Incident Management Team meeting is scheduled to be held in-person on **March 21, 2023**, at 10:00 A.M. If you are unable to attend, please feel free to send someone else who could represent your agency. We look forward to seeing you there!



ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE
continued

The Alachua-Bradford Traffic Incident Management Team held its latest bi-monthly meeting in person on **December 14, 2022**, at 10:00 AM. The TIM meeting kicked off with introductions, then proceeded by reminding all TIM partners that the purpose of our TIM Team meeting is to continuously reduce incident clearance times to deter congestion and improve safety, cooperation, and communication between TIM members when out on the roadways to make everyone safer.

The Team then proceeded with the Emergency Operation update, given by Ms. Lola Butler, who stated that November 30th marked the end of the 2022 Hurricane Season. We are now moving into the cold winter months.

Mr. Adam Doyle then provided the Maintenance Operations Update. He kicked off by stating that they are working with Oasis on I-75 maintenance. There is a known homeless issue on the interchanges that they are working on. He concluded by stating that they were preparing for increased holiday traffic.

Mr. Jason Evans then jumped right into the ITS/511/TMC updates, where he informed the Team that the US-441 project is complete with all lanes opened. He also stated that there has been an issue with water in some cabinets, but they are in the process of relocating these.

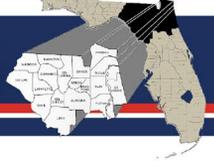
The Alachua-Bradford TIM Team Self-Assessment was also completed by Mr. Jason Evans, Mrs. Dee Dee Crews, and the Team at the October 12th meeting.

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled to be held in person on **February 7, 2023**, 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 Gabrielle Grinstead at gabrielle.grinstead@metriceng.com/ [904-260-1567](tel: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 you can send them to Dee Dee Crews at DeeDee.Crews@dot.state.fl.us.



ROAD RANGER UPDATE continued

and implementing new technologies to reduce the number of injured first responders. A new notification system available on smartphone GPS apps (such as Google Maps, Apple Maps, WAZE, etc.) lets drivers know when there’s a first responder on scene so they can move over before approaching a crash. The article concludes by reminding readers that Road Rangers are always available via *347 if they are needed.

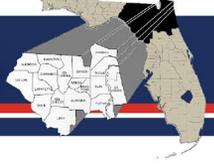
The Road Rangers operate eighteen routes in District 2, including seven routes that provide 24/7 coverage across the district. With the expansion of hours on Route 15 in the western side of the District, there is now 24/7 coverage on I-10 from SR-53/Exit 258 to Hammond Boulevard. From October 1, 2022, through December 31, 2022, the District 2 Road Rangers assisted with an average of 3,599 events per month, which is significantly lower than the previous quarter’s average of 3,928.

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 on our interstates. We strive to keep them, as well as the motoring public, alive and safe while traveling.

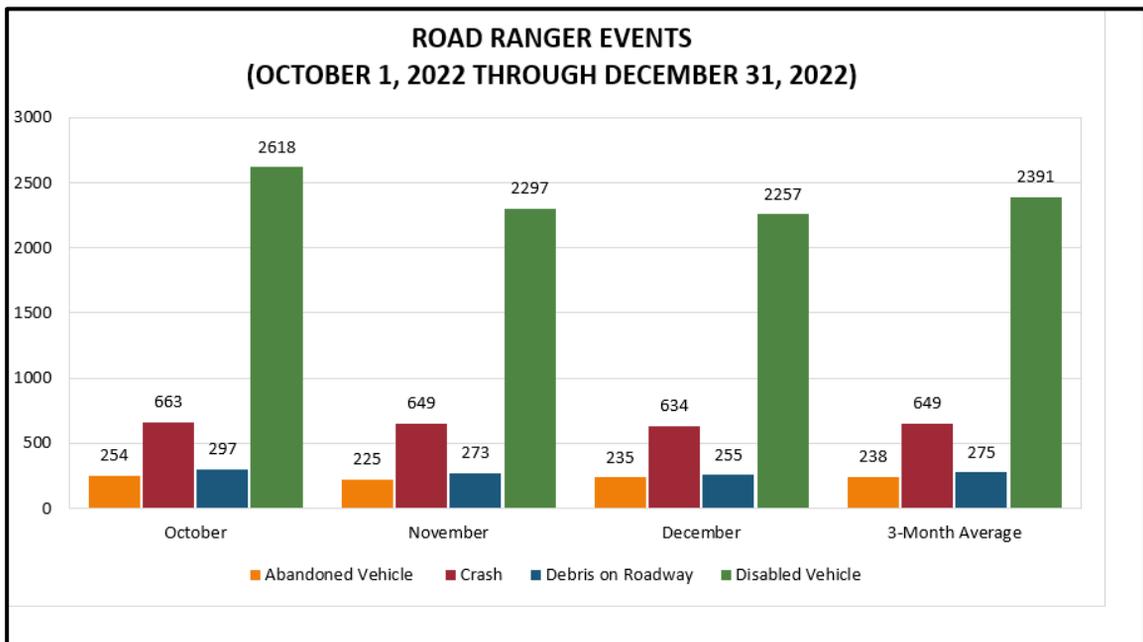
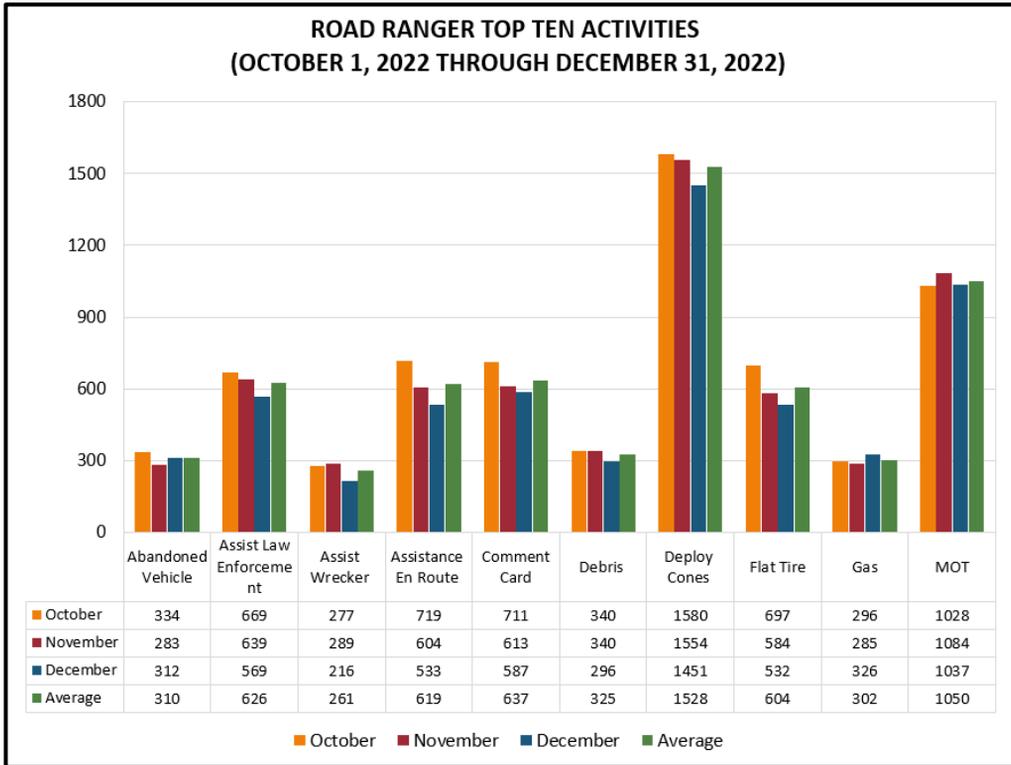
The Road Rangers assist with such events as providing fuel, tire changes, minor emergency repairs, and providing short term Maintenance of Traffic (MOT). During the past three months (October 1, 2022 through December 31, 2022), the open roads duration has averaged approximately 54.0 minutes, the roadway clearance duration has averaged 60.8 minutes, and the incident clearance duration has averaged 80.9 minutes.

The following charts show the different event types that the Road Rangers have responded to from October 1, 2022 through December 31, 2022, along with the top event types that Road Rangers are consistently performing on our District 2 roadways. The Road Rangers primarily responded to and assisted with crashes, debris events, and disabled vehicles. Their activities predominantly involved providing MOT, assisting motorists with flat tires, providing assistance to law enforcement, and clearing debris. As we can see in the Road Ranger Event Types below, the Road Rangers responded to an average of 18% crash events, 66.4% disabled vehicle events, 7.6% debris events, and 6.6% abandoned vehicles events.





ROAD RANGER UPDATE continued





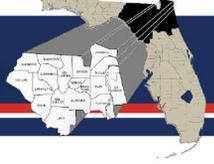
RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

The Rapid Incident Scene Clearance (RISC) program is a highly innovative, incentive-based program that supports Florida’s Open Roads Policy goal of safely clearing major highway incidents and truck crashes within 90 minutes or less. The RISC Contractor has the responsibility to respond to the incident within 60 minutes of the activation request. Once on scene and provided a Notice to Proceed by the lead official on scene, the vendor will have 90 minutes to open the travel lanes for traffic. If the proper equipment arrives on scene within 60 minutes and the towing company clears the travel lanes within 90 minutes, the RISC Contractor is eligible for a bonus.

Often, RISC activations include incidents involving major commercial vehicle crashes such as tractor-trailers loaded with cargo, which require RISC Contractors to have specified extra equipment on hand or available 24/7 to respond to these major incidents. If this additional equipment is requested, the RISC Contractor can receive an extra incentive for the staging and/or use of the equipment in the incident clearance process.

Over the past three months, District 2 has activated RISC 16 times. Below you will find the details of the RISC events located here in District 2 from October 1, 2022, through December 31, 2022.

Date	Time	Location	Description
10/1/2022	4:20 AM	Columbia on I-75 SB at MM 433	Crash involving one semi, two trucks pulling trailers, and an SUV with two injuries/transport. The semi rolled over on its side, blocking all southbound, leaking antifreeze and oil onto the roadway. The semi was also hauling frozen chicken, which partially spilled onto the roadway after overturning.
10/7/2022	2:18 AM	St. Johns on I-95 SB at MM 314	Crash involving three semi-trucks where two of the trucks were leaking fuel onto the roadway; 100 plus gallons of fuel spilled.
10/21/2022	6:10 AM	Duval on I-295 W NB between San Jose Blvd/Buckman Bridge	Crash involving disabled semi-truck on shoulder on I-295 waiting on tow truck, and a box truck who veered off the roadway colliding with the semi-truck. Both vehicles ignited and became engulfed in flames.
11/15/2022	7:10 AM	Alachua on I-75 SB, Ramp to SR-121	Semi loaded with fertilizer crashes and overturned on exist ramp. Driver of the semi had to be extracted and transported to local hospital.
11/15/2022	9:03 AM	Duval on I-295 W NB, Ramp to I-10 WB	Semi loaded with 3,700 lbs. of batteries crashes and overturned on exit ramp. Batteries had to be unloaded before semi could be uprighted.
11/15/2022	9:46 AM	Duval on I-295 E SB at Gate Parkway	Truck pulling a camper rolled over onto its passenger side, blocking all EB travel lanes on I-295.
11/23/2022	11:40 AM	Duval on I-10 EB, Ramp to I-95 SB	Crash involving semi-truck and Duck Duck Rooter Truck, which flipped on its driver side spilling fuel onto the roadway.
12/1/2022	5:40 AM	Alachua on I-75 NB at MM 379	Crash involving semi-truck that went 200 ft off the roadway and into the marsh. Semi needed to be lifted over guardrail and multiple lanes.
12/12/2022	8:58 AM	Duval on I-295 E NB at St. Johns Bluff Road	Single vehicle rollover accident involving dump truck hauling dirt. Dump truck rolled over into ditch, spilling dirt into the right travel lane.



PERFORMANCE MEASURES

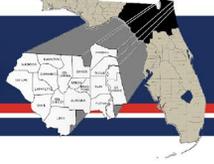
The First Coast Road Rangers responded to an average of 242 crashes per week in District 2 from October 1, 2022, to December 31, 2022, accounting for a 4.7% decrease when compared to the Q3 weekly average of 254 crashes per week.

From October to December, there was a 9.56% increase in the average number of weekly crashes the Road Rangers assisted with, from 230 average crashes per week in October to 252 average crashes per week in December. This can likely be contributed to the increase in travelers on the roadways due to the holidays along with school being out for winter break.

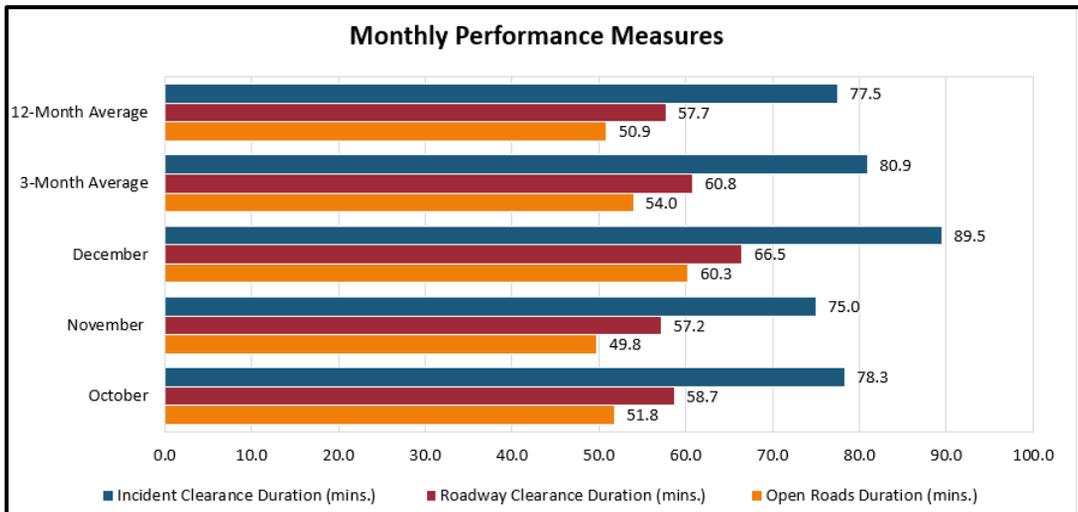
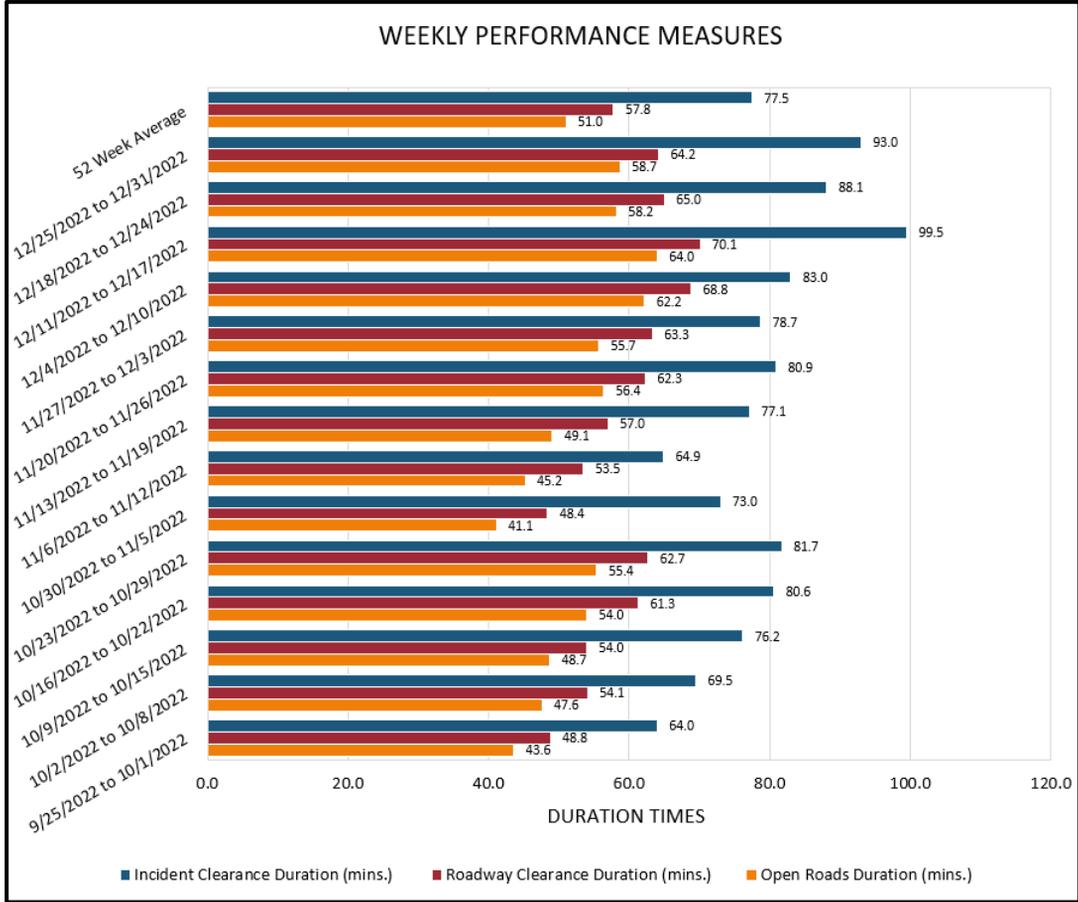
During the last week of September, September 25 to October 1, there were only a total of 162 crashes. This was significantly less than the average in both Q3 and the remainder of Q4. This can likely be attributed to the passing of Hurricane Ian, and businesses and schools being closed. The following week had a 59.87% increase, 259 crashes. This is likely due to numerous residents that evacuated due to the hurricane that were traveling back home after the storm had passed, resulting in a sharp increase in the number of drivers on the roadways.

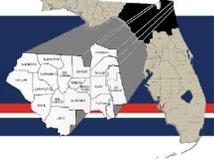
The average clearance duration times for the past three months have stayed well below the 90-minute goal, as seen in the charts below. From October 1, 2022, through December 31, 2022, District 2 has averaged approximately 54.0 minutes for our Open Roads Duration time, 60.8 minutes for our Roadway Clearance time, and 80.9 minutes for our Incident Clearance time. These performance measures are very similar to our yearly average of 50.9 minutes for the Open Roads Duration time, 57.7 minutes for the Roadway Clearance Duration, and 77.5 minutes for Incident Clearance Duration.

To note, the Open Roads Duration is the time from first responder arrival to travel lanes cleared, the Roadway Clearance Duration is the time from first event notification to travel lanes cleared, and the Incident Clearance Duration is the time from first event notification to last responder departure.

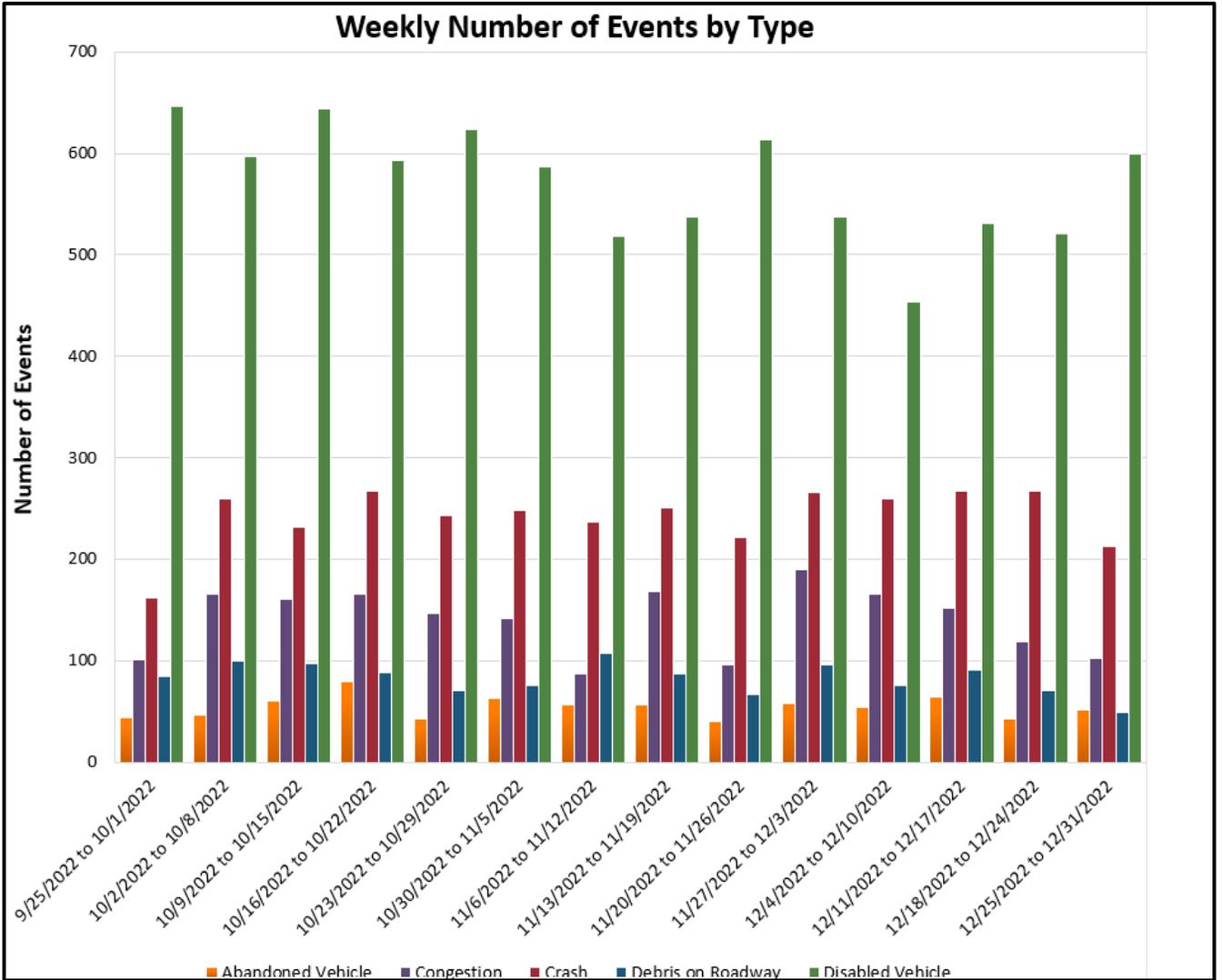


PERFORMANCE MEASURES continued





PERFORMANCE MEASURES continued



Taylor Rouse, E.I.
Metric Engineering



MARKETING

Research shows you can stimulate your brain just by changing things up a bit. For instance, you could try taking a new route into work. Let FL511 help plan your next route, while also giving your brain a boost. Part of your New Year’s resolutions might also include a trip to the gym? FL511 is available 24 hours a day 7 days a week with up-to-the-minute traffic information. But if you’re looking to tone those abs...ummm, that’s a different app.

We closed out the final chapter of 2022 on several high notes. In October we attended Keiser University’s fall campus student fair. Long-time Director of Student Services, Barbara Vick, has announced her retirement, but she’s leaving us in the capable hands of Ms. Latisha Akerele. Latisha has been serving as Associate Director of Student Services for the past couple of years, so the transition of leadership will be a seamless one. We look forward to fostering our ongoing partnership with Keiser University in the months and years to come.

We also took a road trip down to Gainesville for Alachua County’s Public School Employee Health Fair. Staff and faculty from all area schools Kindergarten through 12th grade were invited to attend the event. Given the number of storms and football games that coincided with our visit, there was a heightened interest in traffic that day and our table fielded a number of questions about both the FL511 app and website.

We also established a new partnership this past quarter. FL511 was invited to set up booth space at 121 Financial Credit Union’s Employee Wellness Fair. The event took place as Tropical Storm Nicole (eventually Hurricane Nicole) made a late season beeline for Florida’s east

coast. Loading into the event wasn’t so much of a problem, but by late afternoon, the rain and wind gusts were in full effect making our exit a little “dicey.”

We closed out the fourth quarter with a visit to the I-95 Florida Welcome Center in Yulee for Crash Responder Safety Week. Our FL511 marketing team reminded motorists to help play their part by using safe driving techniques as they approach roadway incident scenes.

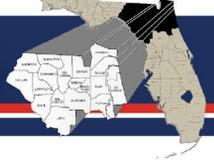
Whether you’re sticking close to home or heading to the mountains, make sure your trip begins and ends with FL511. We’ll keep you up-to-date on current road conditions. FL511 is available in a variety of platforms. You can log onto [FL511.com](https://www.fl511.com), download one of the free FL511 Mobile Apps available for Apple and Android devices, or visit us on Twitter, Facebook and Instagram.

Connect. Know. Go!

What are you waiting for?

**Sherri Byrd
Metric Engineering
Marketing Manager**





SPOTLIGHT ON...TELLIS BAKER
FDOT P.E. TRAINEE

Being one of the new kids on the block, we'd love to hear your story. Where were you born/raised?

I'm a traditional southern gent. I was born and raised in Dothan, Alabama.

As a PE Trainee for FDOT District Two, sort of set the stage for us. Where did you go to college? What defining moment(s) steered you toward your current career path?

I went to college at the University of Alabama. Roll Tide! I started my college career as a nursing student but over time I had a change of heart. During spring break, I was in the Miami area when the FIU bridge collapsed and at that moment, I decided the engineering career path will be where I want to make my mark.

What projects are you currently working on with FDOT?

My current project I'm working on is the University of Florida Aid project which consists of an effort to make the UF – Gainesville area safer for pedestrians and bicyclists.

Now that you've gotten your feet wet, what changes do you see coming in Transportation in the next three years?

The change I see coming in transportation is more intelligent technology being integrated on the roadway and in vehicles.

Knowing what you know now, what advice would you have given to your younger self? The 15 year old Tellis.

I would tell younger me to be confident in my abilities, pursue new opportunities with open arms, and be courageous enough to get out of my comfort zone.

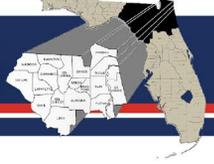
Before you got into "professional engineering," what was the coolest thing you built/designed as a kid?

The coolest thing I built as a kid was a miniature drag race car.

Who was your role model? If they're still living and you had the chance to meet them, what would you say to them?

My role models change depending on my point of interest. Over time, my role models have shifted to people that are entrepreneurs and have started with minimum financial advances.





SPOTLIGHT ON...TELLIS BAKER
FDOT P.E. TRAINEE continued

Everyone’s had a bad day at the office (or two). Do you have any funny stories relating to your career? Or a foot-in-mouth moment you’d like to share?

One story that I recall is when I got locked out of a state vehicle with the car on. Story time: I was returning from a late field visit to the office. I made it back to the office with everyone already gone home. I put the vehicle in park to check something out on the vehicle with it running, closing the door behind me. At that moment is when I heard the doors autolocking leaving me in pure agony and shame. Summary to the end, I called the Office Engineer to help eliminate my embarrassment of a rookie mistake. Lesson learned: Leave the door open next time.

You’ve been gifted with 12 glorious hours of uninterrupted freedom? It’s the weekend. How would you spend it?

I would spend my free time by working out, working on my side hustles, and hanging out with my friends.

Tell us a little about your family.

I don’t have any kids so my family consists of my tv star sister (when I say TV star sister, I mean local meteorologist in the great state of North Carolina who also happens to host her own cooking and fashion show on their news network every Friday - everyone loves her there) and a mom and dad not to mention we have six dogs!

Cook at home or eat out? Either way, what’s your signature dish?

I love to eat homecooked meals. My signature dish would have to be Cajun chicken pasta.

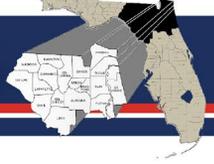
Any other hobbies or interests? Feel free to embellish here.

I have high interests in strength training, traveling, increasing my investment portfolio, learning new skills, and enjoying a social hour with new people and friends.

PHOTO GALLERY

We’re happy to announce the arrival of the newest member of the ITS family. Camila Michelle Morales, born on December 14, 2022, 7lb 8 oz, joins Jose, his wife Jennifer, big brother A.J. and big sister Evangeline.





FDOT DISTRICT 2 ITS STAFF



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

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

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



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

**JoAnna Hand, CPM, FCCM
TSM&O/ITS**
386.961.7502
Joanna.Hand@dot.state.fl.us

**Joshua Wood
Signals/ITS Specialist**
386.961.7534
Joshua.Wood@dot.state.fl.us



**Antonio Tyes
Facilities Manager**
904.903.2015
Antonio.Tyes@dot.state.fl.us

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

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