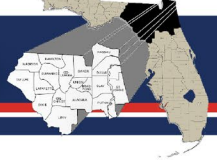


Nicole made landfall in Florida, just south of Vero Beach as a Category 1 hurricane, marking the third time, since record keeping began in 1853, the state has dealt with a hurricane in November. It weakened about one hour after landfall to a tropical storm. The last Florida hurricane landfall in November was Kate in 1985, which was a Category 2 storm & prior to that, the Yankee Hurricane of 1935.



Heavy winds, higher than usual tidal surges due to the full moon and King Tide caused massive flooding, erosion of and damage to area roadways.

See Photo Gallery for images



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

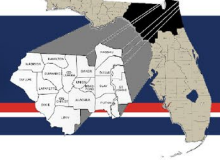
Ironically, I kept my promise from last year of not mentioning the following subject. I am now down to 349 days prior to decision time. In the back of my crazy little head, the song that persistently plays is The Clash's "Should I Stay or Should I Go?" Even got the question today from Marci Larson at the NFTPO. The reality is that I do not know. My decision will be based on my financial situation one year from now, the quality of life that I am living and my health. Likewise, if this job presents challenges that I am interested in that keep me on my toes, then why leave? Recently, the Department tipped the scales for staying due to some personnel actions that made the job more competitive with private enterprise. So, why leave a job that I enjoy, staff that I love and colleagues that I respect?

Speaking of love, tons go out to all of our ITS team members during Hurricane Ian week. My goal over the past year was to take the time to transition everyone to more autonomous decision making duties, because once I am gone....I **will** be gone. Probably on some beach in the Caribbean sipping Pina Colodas while snoozing to the waves. Hopefully, none of those huge (fill in the blank) iguanas will saunter over to give me a surprise. So, during Hurricane Ian, instead of providing direction I decided to respond to everyone with "what do you recommend" and played the devil's advocate on the proposed approach they provided. Five of five stars to everyone on each proposed plan!

Keep in mind that many of our staff have years of experience within the program, thus handling

tasks like pre-event prep, stocking supplies, scheduling, ESU response, coordination with other Districts/Local Agencies, creating new routes for the Road Rangers and other chores associated with Hurricane Ian were "easy-peasy" for everyone. Things like Penny and Sherri coordinating to be at the COJ EOC, Josh and Glenn handling Signals, Alex and Dee Dee managing RTMC Ops/Road Rangers, Adam and Evarist assisting with contract coordination, Antonio prepping the RTMC for overnight stays, Kathaleen making sure needed purchases were completed, Jose assigning responsibilities to TCD and JoAnna making herself available for whatever was needed. Likewise, kudos to Jason and his team for having the necessary personnel and skill sets on the floor 24/7 to assist with one of the most severe storms Florida has encountered in the last couple of years.

My job was made easy because all I needed to do was step in to assist with a couple of major decisions, while letting everyone else run the show. The same holds true for the daily grind of ITS maintenance, RTMC Operations and the Road Ranger program. All are very well-oiled machines that the team manages with dedication and pride, thereby making me very comfortable on the day I decide to go. If I were to leave, the one thing I'd miss are all the challenges thrown our way by Central Office TSM&O. It's funny because they often seek the support of District Two due to a confidence that our team will succeed. Oftentimes, we



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

receive an inquiry on the challenge from the Central Office staff and our normal response is “hold my beer!”

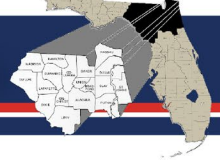
The latest challenges we’ve been dealing with were ineffective magnetometers for truck parking data, wrong way driving systems with tremendous O&M issues, ITS/Signal contractor deficiencies that are getting worse with each project, vendor industry impacts due to the supply chain, companies that are bought out having difficulties with their transition plan to new ownership, and coming soon will be dealing with Electric Vehicle charging stations that I somehow feel will fall in our lap within the coming year. For each of these challenges, we assessed the problem, brainstormed a plan and transitioned to a solution with mostly successful outcomes. The most challenging at the moment is the supply chain issue that is out of our control, so we’ve shifted priorities around to deal with the delays in delivery until we hopefully get back to normal in 2023.

One enticing project that may convince me to stay for a while is the Smart St. Augustine project that recently was endowed with \$15.2+ million in Federal/State funding to deliver the latest technologies that would enhance mobility, increase safety and address the needs of the under served communities. The ITS and Connected Vehicle portion of this effort will be pretty simple since the main component, fiber optic network, is already in place. Most of this portion of the project will end up being “plug and

play.” The Smart Parking effort may be a little challenging, however based on lessons learned with the truck parking system initiative, my feelings are this will also be pretty simple to accomplish. Ditto for the advanced alert system for when the Bridge of Lions is raised, since this creates significant impacts to downtown St. Augustine traffic. We already have the basics completed, so this part of the project will be more of an enhancement to the existing infrastructure.

The most challenging part of this project’s effort will be to deploy vulnerable road user technology at all the intersections and crosswalks throughout the City of St. Augustine. Most of the available technology is in the experimental phase, however my team has examined many and are feeding off the valuable experience gained from testing various demo products that will help us in finding the appropriate solution. There will be a mixture of video analytics, LiDAR, thermal imaging cameras and advanced alert systems that will allow us to come up with a solid project. The key goal is to come up with a system that has a high potential for reliability and minimal impacts to O&M.

So, as you can tell there’s a tough decision ahead of me in the coming year. If you haven’t realized by now, I am an existentialist at heart and base a number of my decisions on the moment. I do know that when the decision is made, it will be final, with no looking back or regret on what I’ve done.



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

I made a commitment to the Department back in October of 1993, with a goal of putting in my entire 30 years before deciding what's next in life. If you asked me today what that is, only time will tell around September of 2023.

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

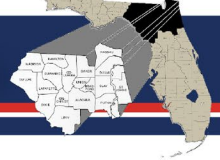


**NOTES FROM THE DISTRICT 2 ITS
OPERATIONS MANAGER**

We all know the destruction that Hurricane Ian created as it made landfall in southwest Florida on September 28th. We were very fortunate in District 2. We experienced minimal impacts compared to other areas around the state. As Florida begins the recovery and reconstruction efforts it shows how important it is to have a plan and listen to evacuation orders. I had many discussions with my wife prior to the hurricane arriving in Florida. As a Florida native and having experienced enough hurricanes to last me a lifetime we discussed under what circumstances we would evacuate. The concurrence was in our current house, that is not near any body of water, we would probably evacuate if a Category 3 or larger would hit regardless of whether an order was pushed out. These discussions are important to have with your family members and friends so in the event you are displaced somebody knows where you

are. Material possessions can be replaced a thousand times over, but a loss of life can never be recovered. There was an interesting story I read about a father who decided to wait out the storm in his house and did not evacuate. He began to have water intrusion into his dwelling and called his daughter to say goodbye because he thought he was going to drown, and the call dropped. The daughter thought her father was one of the deceased they kept mentioning on the news stations, but the father was fortunate enough to find an escape route and the flood waters swept him away and he hit a tree. He clung on to this tree for three hours and was finally reunited with his daughter after a stranger was able to assist him. I know not all stories associated with Hurricane Ian had happy endings but understand that being prepared and aware of your surroundings is the best action you can take. We still do not know how to stop hurricanes and whether you believe in climate change or not we can agree that the intensity of these storms in the past few years has been alarming. Hurricane season does not end until November 30th but at the Traffic Management center we are ready year-round for any event to ensure the safety of all those who use our roads. I will end my article by sending my deepest condolences to all who lost something or someone in this tragic storm. Floridians are a resilient group of individuals and at the end of the day we will band together and build back Florida.

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



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

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

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

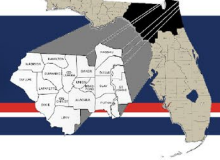
In an effort to help raise awareness about the dangers emergency crash responders face while on scene at traffic incidents, **November 14-18, 2022**, has been designated as **Crash Responder Safety Week**. In the United States from January 1, 2022, to October 8, 2022, 38 first responder fatalities have occurred – 13 law enforcement officers, 8 firefighter/EMS personnel, 12 Towing and Recovery personnel, 4 mobile mechanic/road service technicians and 1 DOT/ Safety Patrol/Road Rangers. The goal of this week is to reach out to every responder, and to every driver, and to every passenger, to make it clearer that every person has a role to play. Too many are struck on-scene. Too many die.

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

Time spent in traffic jams due to traffic congestion and incidents costs businesses billions of dollars in lost productivity. The time lost in no way compares to the value of heartache and time spent when you or a loved one is involved in a serious traffic crash. When lives are at stake, time is never more precious. Every minute counts when emergency responders are trying to get to the crash scene and then to the hospital, to deliver lifesaving help to people injured in a crash.

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

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



NORTH FLORIDA TPO

Let’s remain focused on the topic of Smart St. Augustine and its relationship to the North Florida TPO. In all actuality, the initial concept came from their Executive Director, Jeff Sheffield, and his team. My team’s role was to provide the guidance and knowledge we’d gained examining the latest technology to share a “thumbs up or down” on whether many of the concepts could be accomplished. Fortunately, many of the needs in St. Augustine could be met with products out on the market today. The main request I gave to the city and NFTPO is to build the necessary partnerships with local citizens, government, and private enterprise so that there is a cohesive agreement on prioritizing their needs.

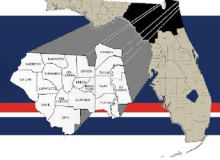
The reality is that \$15.2 million will go a long way towards accomplishing many of the goals set and the critical factor will be to avoid being “bamboozled” by many vendors trying to get a huge portion of the pie. The City of St. Augustine will be taking the lead on this effort through a Local Agency Program (LAP) agreement that puts them in charge of all decisions involved with this project. Our role will be to oversee and lend a helping hand in accomplishing delivery. One key aspect will be to insure they comply with all Federal requirements for the Concept of Operations, System Engineering Management Plan, and Requirements Traceability Matrix documentation. Without proper completion of these documents, they get no federal funding, so it will be imperative that we ensure the appropriate completion of this requirement.

Not to be outdone, the NFTPO is also requesting our assistance with train detection technology and flood sensors. For the train detection, we

exercised several technologies that may meet their goals. We analyzed the Trainfo acoustic detection, found deficiencies, made recommendations and assisted the vendor with a successful venture that led to a 98% level of accuracy. Likewise, our team examined the possibility of using video analytics as a solution on certain locations where deeper data is desired, besides a train crossing being closed. In this case, it will be at more highly urbanized locations that introduce conflicts between bikes, pedestrians, vehicles, and trains. The testing for video analytics concluded that this technology had a 99% level of accuracy. So, “what’s the difference?” It all boils down to price, needs and capability at each crossing.

As for the flood detection system, our goal is to provide the technical support needed to assess the technology being proposed. As flooding becomes a bigger concern in North Florida, the reality is that advanced detection will go a long way in preparing local communities for management of these events. The data generated and response plan developed from this information will allow the NFTPO to determine what corrective action can be taken to enhance the roadway system against the changes that may be occurring due to climate change. The beauty of this effort is that the technology is there and all we must do is assess the accuracy and value of the information.

So, the future of my decision will also be based on what challenges the NFTPO presents and if it would interest me in staying



NORTH FLORIDA TPO continued

to see the final project. Let’s just say that it all falls on the performance and capabilities of Smart North Florida and its leader, Mr. Clayton Levins. Until next time.....

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

ITS CONSTRUCTION

ITS consultant staff are tracking 16 different projects currently under construction, which have potential impacts to ITS infrastructure and/or devices. These projects range in scope from Landscaping to Roadway Widening and of course ITS Projects. Several of these projects are wrapping up and are expected to be completed by the end of the year. These projects include: I-295 East Beltway Express Lanes, I-10 Rest Areas in Columbia and Suwannee Counties, I-10 and I-95 Interchange Improvements, SR-200 East, SR-202/San Pablo DDI, Heckscher Drive ITS, JTB Fiber Deployment, and the Landscape Project at I-295 and Old St. Augustine Road. Four large projects are under construction and still have significant contract time remaining. These projects are: I-295/I-95 North Interchange, I-295 Additional Lanes north of Buckman, I-10 Widening between I-295 and I-95, and the Buckman Bridge ATMS Project.

With the FDOT Work Program not slowing down, we anticipate that the number of projects we need to monitor will stay consistent throughout the next few years. Our team is involved in these projects from Design Review through Final Acceptance. We make sure that potential ITS conflicts are

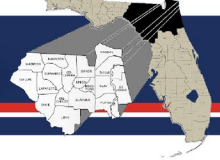
identified during the design stage, monitor construction activities to ensure the ITS infrastructure and devices are installed per plans, and verify that testing and final documentation is completed per specifications. Our objective, for everything we do, is to make sure that the TMC Operations Group has maximum availability (uptime) for their devices and communications.

**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.



ITS MAINTENANCE continued

As far as the VADE installation, TCD is working on the last rest areas in St. Johns County. This work should be completed by the end of October 2022.

This upcoming quarter TCD will be working on testing and replacing grounding to all our devices in D2. The current grounding installed out in the field has reached end of life and installing new ground wire and surge components will help protect our devices from major storms and will minimize damage to our electronic devices. We are still working with COJ to install more Bosch CCTV cameras on arterial roads. Once we can get a schedule in place the work will begin. These CCTV cameras will be installed on existing COJ infrastructures for more visibility throughout D2's rights-of-way. We would like to begin this project by starting at Beach Blvd. and Atlantic Blvd.

See you next quarter!

Jose Morales
FDOT District 2
ITS Maintenance Manager

OPERATIONS

You may not know, but the RTMC (Regional Traffic Management Center) begins its preparations for Hurricane Season at least a month before the season begins.

The most important item is our Personnel Availability List. We have the "pre-storm" staff, the "active storm" staff (these folks remain at the RTMC throughout a hurricane 24/7, and the

"post storm" staff (they come in at the earliest, safest time to relieve the Storm Staff. Another important item is all of our non-perishable food supplies to see to it that we feed our people well. Perishable supplies are purchased a day or so before an impending storm.

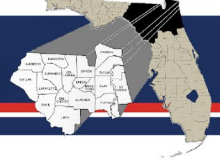
When we first saw the Tropical Depression on September 23rd, we watched the progression and track carefully as it became Tropical Storm Ian the following day.

As we all know, meteorology is an imprecise science. While we made preparations, the forecasted path was Tampa, Tampa, Tampa. Sadly, Ian had other thoughts and made landfall in the Ft. Myers area, FDOT District 1.

Even after landfall on September 28th, our preparations continued with our additional staffing, embedded personnel at the City of Jacksonville Emergency Operations Center, additional Road Rangers being scheduled and our Asset Maintenance Contractors ready to handle any device issues.

Hurricane Ian once again became Tropical Storm Ian after crossing the Florida peninsula, but turned north and with the warm waters became a Category 1 Hurricane. We watched closely but due to a dry high level system, Ian stayed off the Coast at Jacksonville. That being said, there are many other ramifications of the storm, including downed trees, flooded roads, storm surge raising water levels at bridges and, as we do 24/7 monitoring our RWIS (Road Information Weather System) devices that give us real-time wind speeds.

I'm proud to say that once again our RTMC Staff did an amazing job in managing the effects of Ian.



OPERATIONS continued

UPDATE: A sub-tropical system developed this past Monday in the southwestern Atlantic and quickly became Tropical Storm Nicole. We immediately went into “Hurricane Mode” at the RTMC and as of this writing, the worst of Nicole has passed us, however, due to King Tides, we have many more flooded roadways, washed out roads and crashes, including this picture of an overturned semi on the 295 East Beltway on the Dames Point Bridge that one of our FL511 users sent to us.



We will continue to monitor all systems as long as necessary.

From July 1st through September 30th, 2022 District 2 had six RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of 16,880 events with 8,679 utilizing DMS. Of those events, 3,344 were crashes. There was a total of 12,362 Road Ranger events.

Connect. Know. Go!
What are you waiting for? Use FL511!

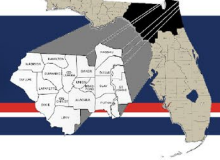
Jason Evans
Metric Engineering
RTMC Manager

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast Traffic Incident Management Team’s latest bi-monthly meeting was held in person on **July 19, 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. The meeting that was scheduled on **September 27, 2022**, was cancelled due to Hurricane Ian preparations throughout the District.

The Team started off with the Construction Project update provided by Mr. Hampton Ray, where he stated that repairs to the I-295 bridge over Commonwealth Avenue was to begin on Monday, July 25th. The repairs will affect local arterials but should not affect I-295. He then stated that they are waiting on materials for electric conduits and additional lighting for the I-295 Express Lane SB exit to I-295. The estimated opening of this exit is the end of 2022. He concluded by stating that we are looking at a September opening for the Shared Use Path.

Ms. Lola Butler then provided the Emergency Operation Update, stating that they are estimating 21 named storms, 6-10 of these named storms predicted to be hurricanes. Three of these hurricanes are predicted to be major hurricanes. Ms. Dee Dee Crews stated that the TMC has updated the building with supplies and dried goods.



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued

The group then discussed the ITS update/ITS Projects/511/TMC updates, which were provided by Mr. Derrick Odom. Mr. Odom stated that the biggest ITS project is currently the Buckman Bridge ATMS project, with rolling overnight roadblocks and overhead truss installations that began in late July. He then stated that there are new signs for truck traffic along Heckscher Drive, new signs on MLK Jr Parkway, and cameras have been installed on either side of the Mathews Bridge. The next installation of cameras will take place on the Hart Bridge. Mr. Odom then continued to say that the website has been updated from Jax511.com to [North Florida Regional Transportation Management Center \(RTMC\) \(northeastfloridatraffic.com\)](http://North Florida Regional Transportation Management Center (RTMC) (northeastfloridatraffic.com)). The updated website provides resources, news links, information regarding the First Coast Road Rangers, TIM Team Information, and links to cameras/incidents. Both Mr. Odom and Ms. Crews have requested feedback/suggestions/comments on the updated website.

Mr. Richard Brame then provided the Team with the Maintenance Operations Update, stating that maintenance is currently centered around Rest Areas throughout the District. The floors, dividers, sinks, and mirrors in the St. Augustine Rest Areas are in the process of being remodeled. The rest areas in the southern end of the District closer to Palm Coast will have Porta Potties, and two on I-10 are currently under construction. The estimated opening of the two I-10 rest areas is the end of September. Mr. Brame concluded by stating that the Arlington

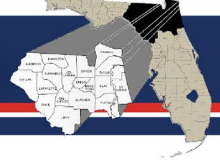
Expressway is plated under Cesery Boulevard, and Ferrovial is working on repairing this with the least effect on traffic. He stated this will be difficult due to football season, which will see an increase in people traveling downtown for games.

Ms. Crews then stated that she has reached out to JSO to inquire about getting representatives at the TIM Team meetings, and she is also in the process of coordinating with the Georgia TIM Team representative to better coordinate about accidents that occur near the Florida/Georgia state line. She concluded by stating that beginning in September, there will be a RISC Debriefs on any events that have occurred since the last TIM Team Meeting.

The next First Coast Traffic Incident Management Team meeting is scheduled to be held in-person on **November 15, 2022**, at 10:00 A.M. If you are unable to attend, please feel free to send someone else who could represent your agency. We look forward to seeing you there!

ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The Alachua-Bradford Traffic Incident Management Team held its latest bi-monthly meeting in person on **August 10, 2022**, at 10:00 AM. The TIM meeting kicked off with introductions, as we are seeing some new faces after bringing back in-person meetings.



ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE
continued

After introductions, the Team 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; and 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 they are in the process of updating the District 2 SharePoint Page, stating it will be similar to the D5 SharePoint Page and more user friendly. She went on to give an update regarding hurricane season, stating that although it has been a slow start to the season, September is the peak hurricane season. Ms. Dee Dee Crews stated the RTMC in Jacksonville has double checked all hurricane supplies and stated all First Coast Road Rangers are on standby for 24/7 service.

Ms. Carrie Stanbridge then provided the Maintenance Operations Update, stating that as of midnight on August 11th, the I-75 Welcome Centers and weigh stations would be under a new contractor. She has requested to please inform her of any issues. Ms. Stanbridge then stated that on I-75 and I-10, the new maintenance contract does not include bridges. She concluded by stating the beam that was hit at Ellisville was fixed, but it has been hit two more times since being fixed. There are ongoing concerns going into Hurricane Season that beams will continue to get hit.

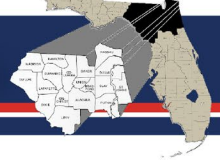
Ms. Penny Kamish then jumped right into the ITS/511/TMC updates, where she informed the group that there were no local ITS construction or maintenance updates at the time. Ms. Kamish stated the Gainesville TMC is continuing to monitor and change signal timings when needed. She concluded by stating the FL511 app will likely be completed at the end of the year.

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled to be held in person on **December 14, 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 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 can be sent to DeeDee.Crews@dot.state.fl.us.



TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued

TEAM MISSION:

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

TEAM VISION:

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

TIM TEAM MEETING SCHEDULES

First Coast TIM Team

Regional Transportation Management Center
980 N. Jefferson St., Jacksonville, FL
904.903.2000
10:00am-12:00pm
November 15, 2022

Alachua/Bradford TIM Team

FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville, FL
352.381.4300
10:00am-11:30am
December 14, 2022

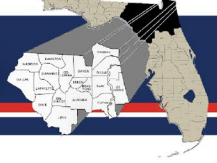
**Dee Dee Crews
Project Manager
District 2 ITS Operations**

ROAD RANGER UPDATE

The arrival of peak hurricane season always brings the possibility of the First Coast Road Rangers having to work 24-hour routes to keep roadways safe and moving efficiently, especially on evacuation routes. 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 Regional Transportation Management Center (RTMC) regarding accidents, congestion, disabled vehicles, and road debris.

The arrival of Hurricane Ian brought evacuation orders for residents in Districts 1, 2, and 7 with many of the residents utilizing I-75 as a primary evacuation route. This proved the flexibility of our Road Rangers in the western part of the District, as Route 12: I-75 North Alachua, Route 13: I-75 Columbia, and Route 15: I-10 West worked 24-hour routes from September 27th through October 1st to monitor the roadways and provide assistance to motorists evacuating from the path of Hurricane Ian. This is in addition to the routes that already provide 24/7 coverage on the western side of the District, including Route 11: I-75 South Alachua, Route 14: I-75 Hamilton, and Route 16: I-10 Central.

The Road Rangers operate eighteen routes in District 2, including six routes that provide 24/7 coverage across the district. From July 1, 2022, through September 30, 2022, the



ROAD RANGER UPDATE continued

District 2 Road Rangers assisted with an average of 3,928 events per month, which is slightly higher than the previous quarter's average of 3,850.

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 (July 1, 2022 through September 30, 2022), the open roads duration has averaged approximately 50.4 minutes, the roadway clearance duration has averaged 57.7 minutes, and the incident clearance duration has averaged 78.1 minutes.

The charts on the following page show the different event types that the Road Rangers have responded to from July 1, 2022 through September 30, 2022, along with the top event types that Road Rangers are consistently performing on our District 2 roadways. The Road Rangers primarily responded 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 16.7% crash events, 67.2% disabled vehicle events, 8.4% debris events, and 6.4% abandoned vehicles events.

As written previously, November 14-18 is Crash Responder Safety Week. At Press Time, Governor Ron DeSantis issued a proclamation (at right) which we hope, will remind motorists to "Move Over" and help keep all of our first responders safe on the Roadways.



RON DeSANTIS
GOVERNOR

CRASH RESPONDER SAFETY WEEK

WHEREAS, public safety is the highest priority and must be maintained on Florida's roadways before, during, and after traffic incidents; and

WHEREAS, law enforcement officers, firefighters, emergency medical personnel, Road Rangers, and tow operators respond to traffic incidents and often perform life-saving operations on the roadside; and

WHEREAS, nationally, crash and emergency responders have lost their lives while responding to traffic incidents; and

WHEREAS, in Florida, as of this date in 2022, a mobile mechanic and a Road Ranger Service Patrol operator have lost their lives while responding to traffic incidents; and

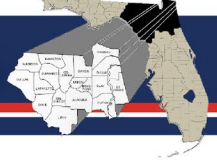
WHEREAS, city, county, and state governmental entities have the responsibility to take all necessary precautions to reduce risks to responders; and

NOW, THEREFORE, I Ron DeSantis, Governor of the State of Florida, do hereby extend my support to all observing November 14-18, 2022 as Crash Responder Safety Week, here in Florida.

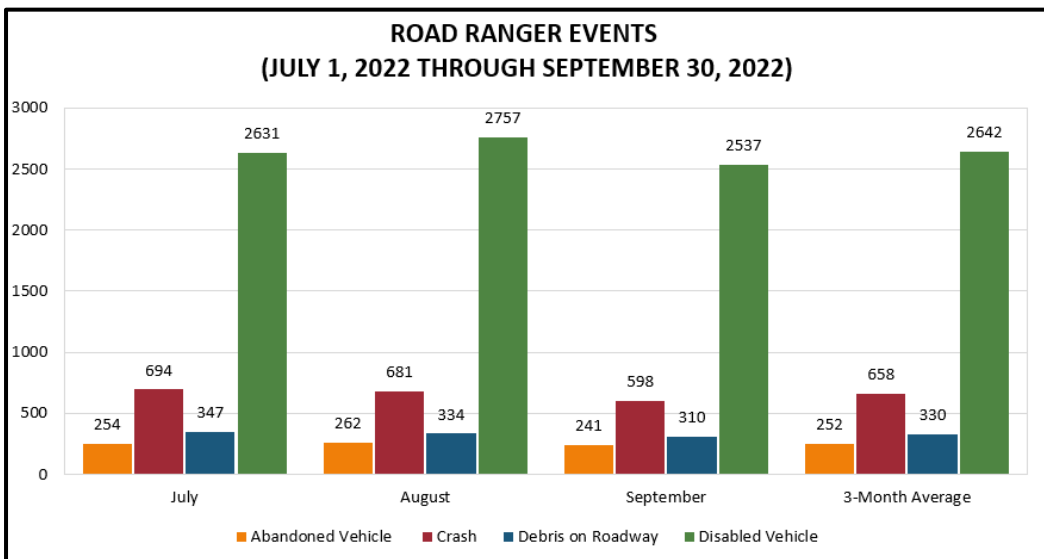
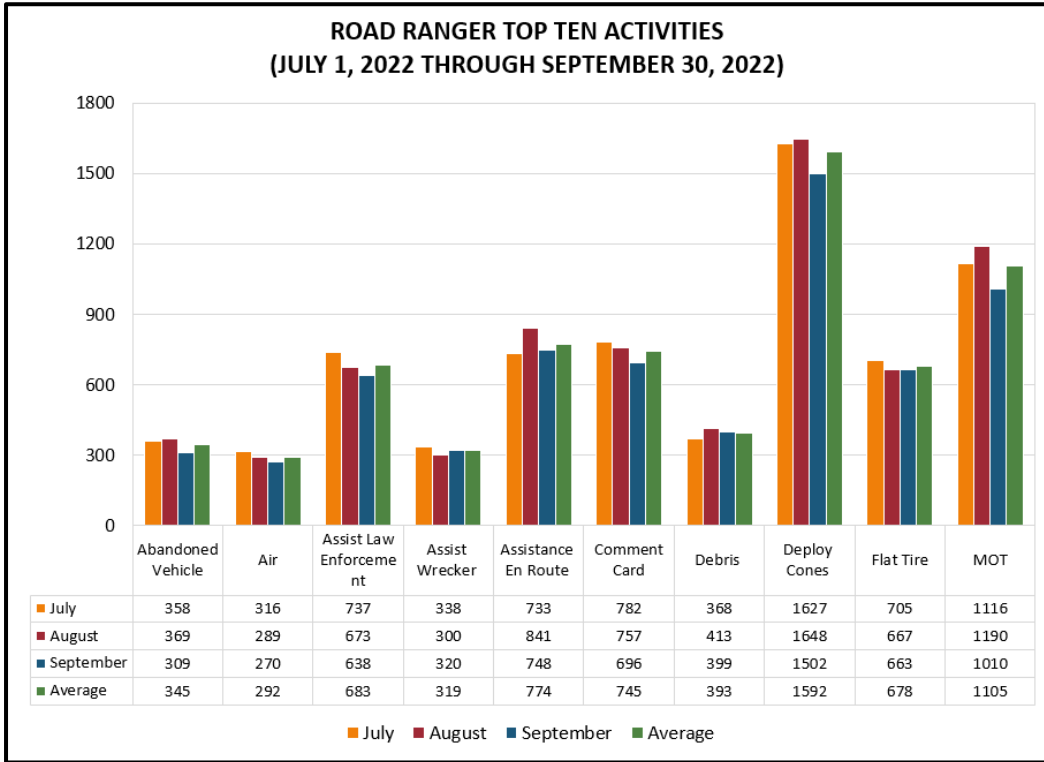


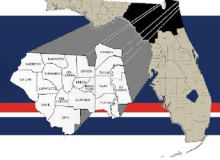
IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed at Tallahassee, the Capital, this 14th day of November, in the year two thousand twenty-two.


Governor



ROAD RANGER UPDATE continued





RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

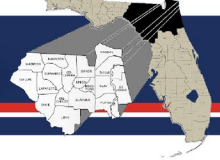
The Rapid Incident Scene Clearance (RISC) program is a highly innovative, incentive-based program that supports the Florida’s Open Roads Policy goal of safely clearing major highway incidents and truck crashes within 90 minutes or less. The RISC Contractor has the responsibility to respond to the incident 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 six times: once in Alachua County, once in Hamilton County, twice in Columbia County, and twice in Duval County. The RISC 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 July 1, 2022, through September 30, 2022.

Date	Time	Location	Description
7/6/2022	7:34 PM	Alachua on I-75 Southbound, at CR-236	Crash involving a semi-truck that overturned across a guardrail, coming to rest on its left side and blocking two lanes. Semi was hauling approximately 40,000 lbs. of cooking oil.
8/10/2022	12:12 AM	Hamilton on I-75 Northbound, beyond MM 468	Multi-vehicle crash involving three passenger vehicles and two tractor-trailers with fuel spillage.
8/18/2022	2:48 PM	Duval on I-85 Northbound, between Dunn Ave/MM 361	Single vehicle accident with semi that jack-knifed against guardrail, spilling 30-40 gallons of diesel fuel.
8/20/2022	6:38 AM	Columbia on I-75 SB, Ramp to I-10	Single vehicle accident with overturned semi hauling bread, spilling 30,000 lbs. on shoulder of roadway.
8/26/2022	10:33 AM	Duval on SR-202/Butler Blvd Eastbound, at Belfort Rd	Truck with trailer hauling roofing material overturned, spilling debris over the roadway.
9/10/2022	9:41 PM	Columbia on I-75 SB, at MM 415	Single vehicle accident with overturned semi hauling 40,000 lbs. of cat food, spilling 50 gallons of fuel on roadway.

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



PERFORMANCE MEASURES

As District 2 reached the peak of Florida heat and hurricane season, the Road Rangers have once again proven to be a vital asset to our District 2 roadways.

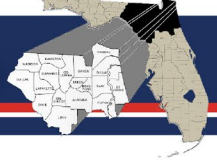
The First Coast Road Rangers responded to an average of 254 crashes per week in District 2 from July 1, 2022, to September 30, 2022, accounting for a 2% increase when compared to the 52-week average of 249 crashes with Road Ranger response.

From August to September, there was a 13.6% decrease in the average number of weekly crashes the Road Rangers assisted with, from 266 crashes per week in August, to 232 crashes per week in September. This can likely be contributed to the increase in traffic due to increased drivers on the roadways with schools being back in session.

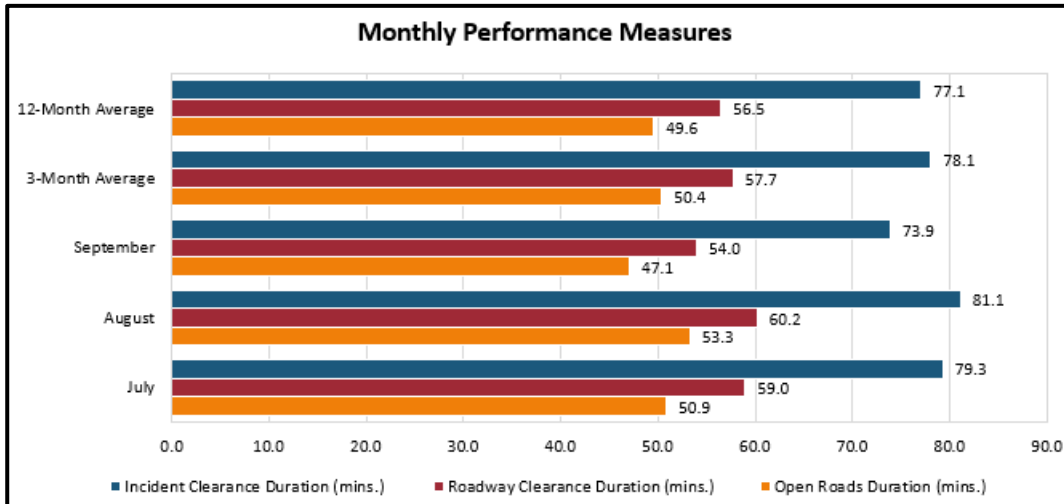
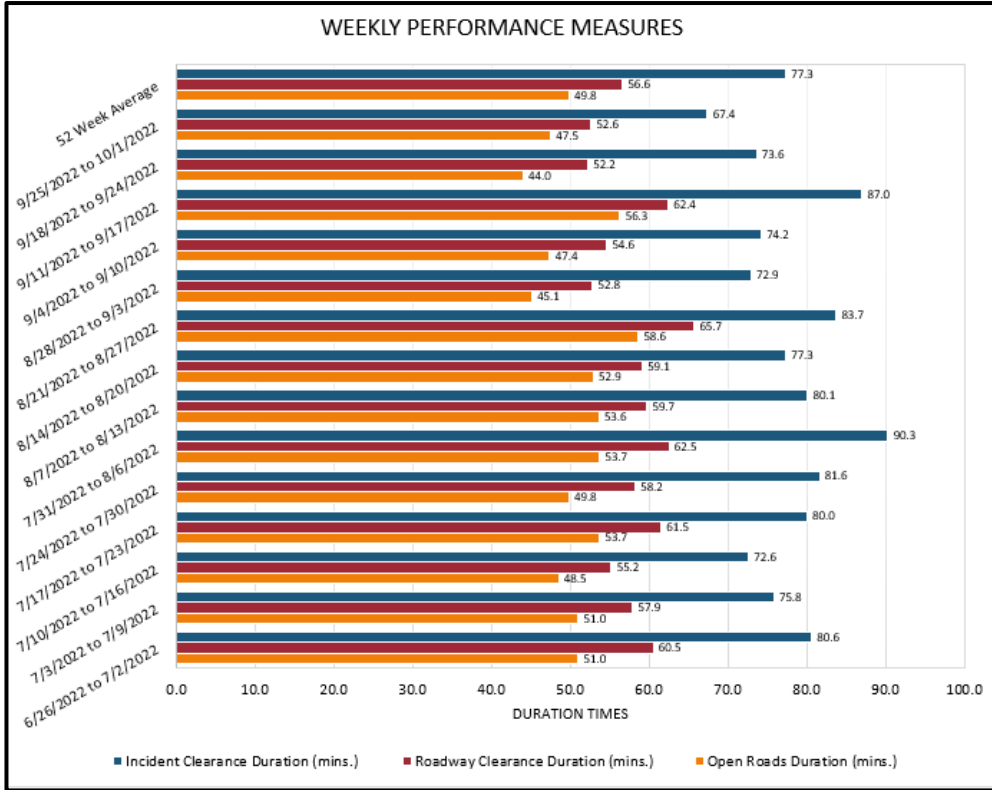
The last week of September, September 25 to October 1, there were a total of 165 crashes. This accounts for a 48% decrease in the number of crashes the Road Rangers assisted with when compared to the 268 crashes from the week of September 18 to September 24. This is likely related to the preparation and arrival of Hurricane Ian, which saw numerous businesses close in preparation for the inclement weather. There was a sharp decrease in the number of drivers on the roadways as a result.

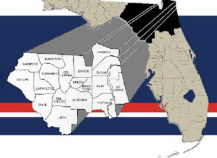
The average clearance duration times for the past three months have stayed well below the 90-minute goal, as seen in the charts following. From July 1, 2022, through September 30, 2022, District 2 has averaged approximately 50.4 minutes for our Open Roads Duration time, 57.7 minutes for our Roadway Clearance time, and 78.1 minutes for our Incident Clearance time. These performance measures are very similar to our yearly average of 49.6 minutes for the Open Roads Duration time, 56.5 minutes for the Roadway Clearance Duration, and 77.1 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.

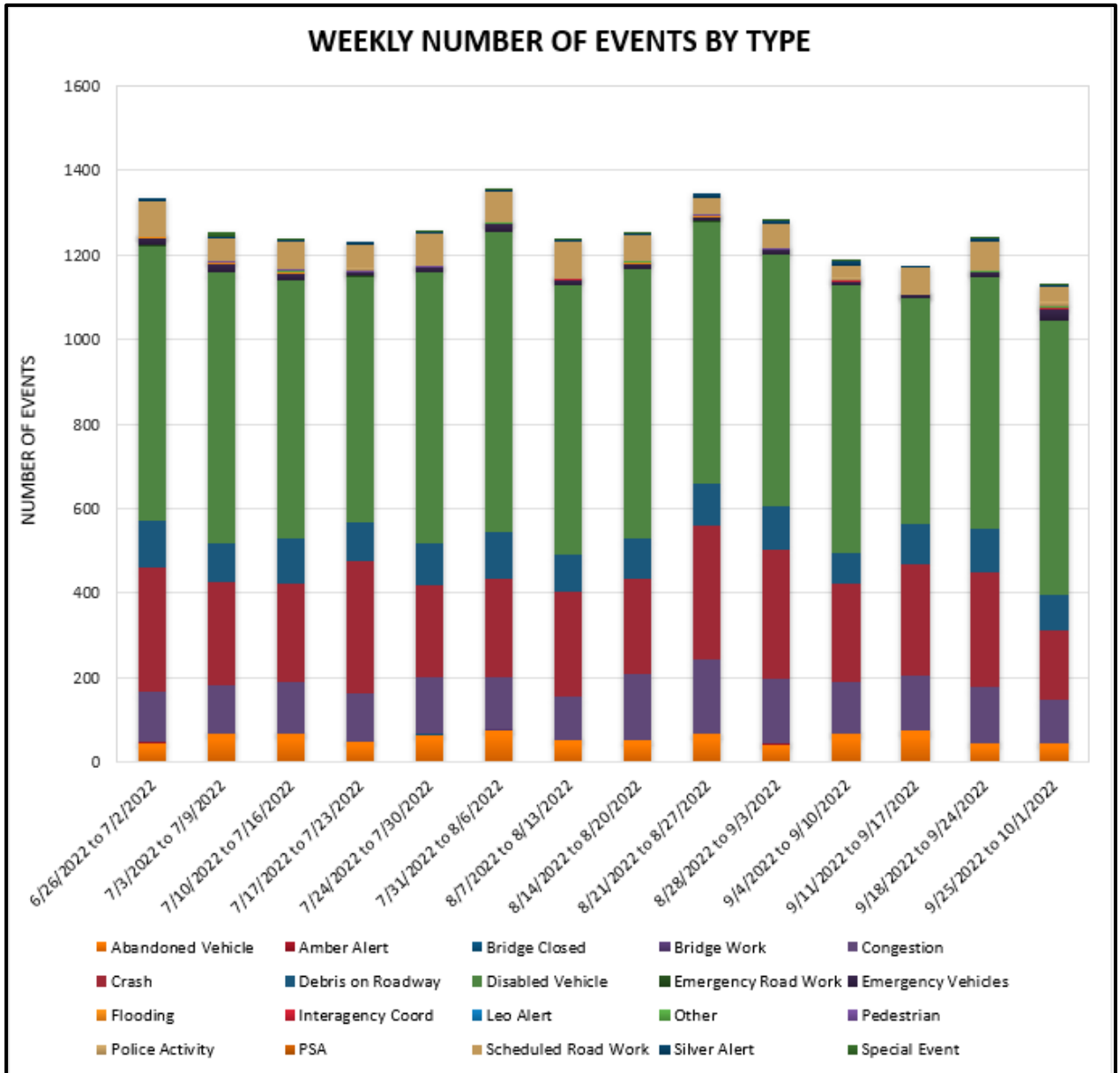


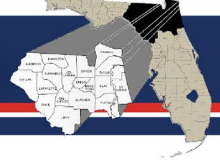
PERFORMANCE MEASURES continued





PERFORMANCE MEASURES continued





MARKETING

Fresh off our visit to the JaxPort Cruise Ship Terminal, we are overwhelmed by the positive response we received to FL511. We fielded numerous inquiries regarding the FL511 app, website and Social Media platforms. In fact, several of the other vendors driving in from South Florida got caught in congestion on I-95NB that same morning due to a pretty nasty crash, and they were among the first at the event to download the FL511 app. That was even *before* JaxPort employees starting arriving. It doesn't take much convincing when you've been sitting in traffic an hour or two longer than anticipated. Their fingers couldn't work fast enough to get the app downloaded onto their phones!

We already have a number of visits lined up for the fourth quarter of this year. Just to name a few, there's Keiser University's Student and Faculty Fair, Alachua County Public Schools Employee Health Fair, 121 Financial, Flagler College and rounding out the list, we'll set up the FL511 booth at the I-95 Florida Welcome Center in Yulee during National Crash Responder Safety Week in November. Sometimes we're surprised by last minute add-ons, and we always welcome these! A robust marketing calendar makes for a happy marketing team!

Also of significance this past quarter was our involvement in Hurricane Ian preparation. Once it became evident that Jacksonville would be moved out of the "cone of uncertainty" and into the "impact zone," we set about readying the Regional Transportation Center. Since that has been addressed at length in this newsletter, I'll include mention here of our involvement at the City of Jacksonville's Emergency Operations Center. In the event of impending disasters, and once given the notice to proceed by Mayor

Curry, FDOT as well as other state, county and local agencies set up shop inside the City's secure building on Julia Street. There, information is disseminated quickly and efficiently by coordinating agencies to expedite services to storm-damaged areas. There are easily 150 people in the building at any given time, managing phones, maps and data bases to help streamline rescue efforts. This round-the-clock operation continues until the Mayor gives the order to "deactivate" the Emergency Operations Center. Penny Kamish and Sherri Byrd worked rotating 12-hour shifts until the threat of danger was over. Thankfully, Jacksonville came out relatively unscathed compared to damage we've received during past storms.

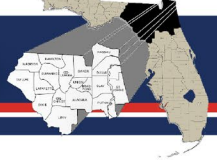
This fall, whether you're heading to the mountains or sticking close to home, make sure your trip begins and ends with FL511. We'll keep you up-to-date on current road conditions. FL511 is available in a variety of platforms. You can log onto FL511.com, download one of the free FL511 Mobile Apps available 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...SHELBY MULLINS-
RTMC Administrative Assistant**

Tell us a little about your upbringing. Where were you born/raised?

I was born in Jacksonville and my family moved to Bryceville (Nassau County) when I was 3 years old. I stayed until I was 27 and decided to change scenery, moving to Macclenny.

Early Career and/or brief job history before joining Metric Engineering, Inc.

I began working for the Florida Highway Patrol as a Call Taker in 2012 when I graduated High School. I moved up over my 8 years there to be a Communications Training Officer and resigned in 2020 when I started working for Metric Engineering.

Tell us a little about your current role as Administrative Assistant with FDOT/Metric. How long have you been at your current job?

I started my career with Metric Engineering in August of 2020 as an Operator. I stayed in that position until February 2022 when another job opportunity came about with a more fitting schedule for my son and me. However, I stayed on with Metric part-time doing fill-ins when available. In June, the opportunity arose for me to come back full-time to Metric as an Administrative Assistant; needless to say, I jumped at the opportunity.

Since you've held multiple roles within the Regional Transportation Management Center over the years, what is your favorite memory?

I have to say our joint Communications efforts in the RTMC is one of my top favorites. Being on both sides at FHP and with Metric, anytime there

was a chase on the interstate, or an erratic driver FHP was trying to catch up to and being able to find them on camera so the Operator could give the FHP Dispatcher updates. It makes for very exciting moments! Also, besides the odd hours, working the hurricanes and having "Hurricane Parties" in dispatch.

Do you have a hidden talent that would surprise your coworkers?

I have ZERO hidden talents.

Thinking back to the first job you ever had, what DON'T you miss about it?

When I was working for the Highway Patrol as a Call Taker, I can say the thing I do not miss about that job was the irate and habitual callers.

When you're not at work, where would we most likely find you?

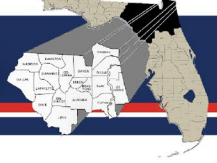
Out doing something fun with my son or camping.

What's in your hurricane preparedness kit? Now that we're approaching the end of the season, have you eaten any of the essentials?

My Hurricane Preparedness Kit consists of water, the essential fruit snacks and muffins for my kid, and Chef-Boyardee. There are currently Chef-Boyardee and Pop-Tarts in my office!

Tell us about your dream vacation.

I'd love to take a cruise that goes to the Turks and Caicos with plenty of time ashore to explore the Islands!



**SPOTLIGHT ON...SHELBY MULLINS-
RTMC Administrative Assistant
continued**

Tell us a little about your family. This is your chance to brag on them!

I have a four-year-old son, his name is Dylan. He just started Pre-K this year and will be 5 in December. They've always said, "you never know the love a mother has for her child until you have one of your own," and they were right. Dylan is my whole world and I really can't say enough about him. He is a "mama's boy" through and through. Chances are if you see me outside of work, you'll see him too.

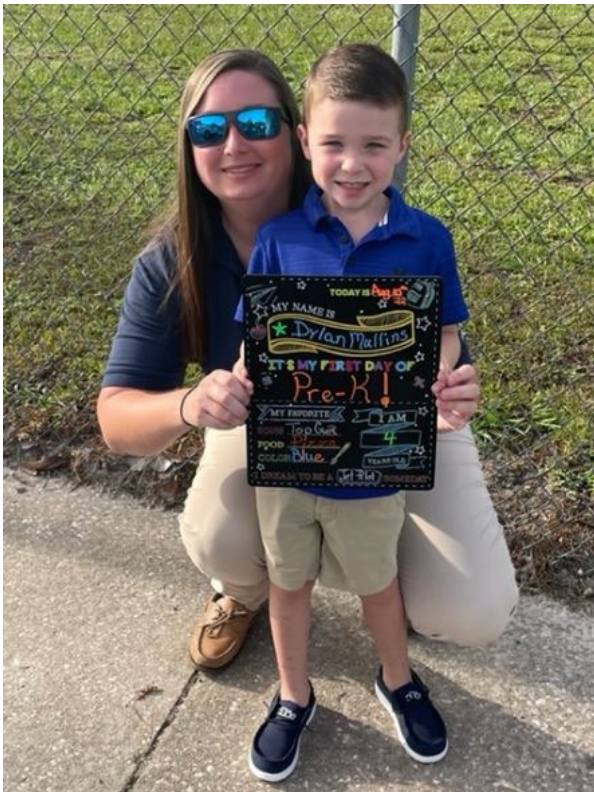
If you could travel back in time to meet anyone, who would it be?

My grandparents as their younger self.

PHOTO GALLERY



During Hurricane, Sherri with Max Ervanian, former COJ/JFRD EOC Supervisor, now with E-Town Station 54. His unit and one other were deployed to SW Fla. to assist with rescue efforts.



Shelby, with her son Dylan



FL511 visited JaxPort to let employees know about all the benefits of FL511 and getting the opportunity to download the app.

HURRICANE/TS NICOLE PHOTO GALLERY



Flooded Roadways closed throughout District 2



Downtown St. Augustine- News4Jax



*Stranded Motorist-
Don't drive through water that you
don't know depth of.*

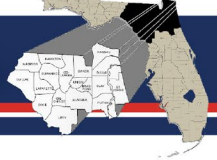


Tidal Surge undermining A1A in Mayport- FDOT on scene



Above: Washout of A1a near Vilano Beach. FDOT Personnel on scene to get road re-opened





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

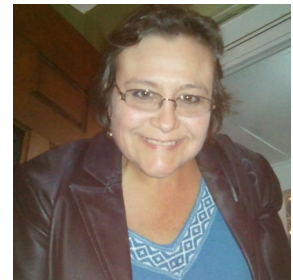
**Dee Dee Crews
ITS/TMC Project Manager**
904.903.2009
DeeDee.Crews@dot.state.fl.us



**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