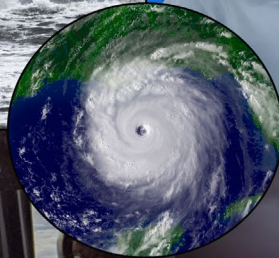
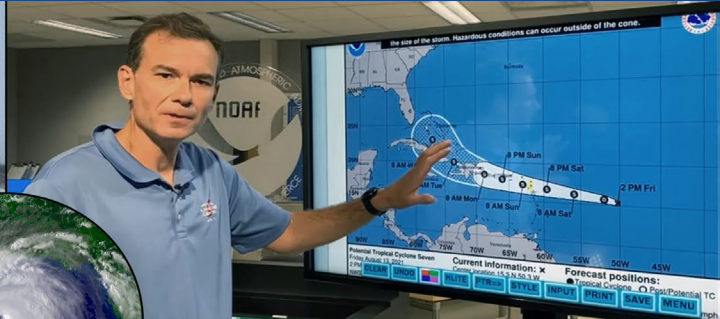
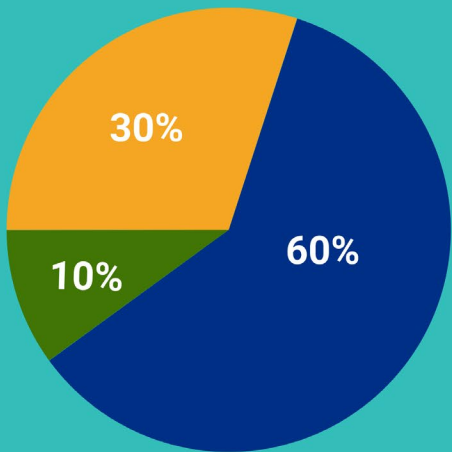


# TWO MONTHS DOWN AND FOUR MONTHS TO GO...STAY PREPARED!



## 2022 Atlantic Hurricane Season Outlook AUGUST 4 UPDATE



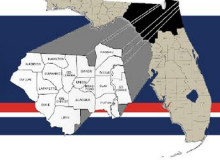
■ Above-normal   ■ Near-normal   ■ Below-normal season

Season probability

Named storms  
14-20

Hurricanes  
6-10

Major hurricanes  
3-5



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

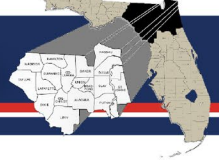
Resiliency – The ability to recover quickly from difficulties; toughness (var. – tending to recover from or adjust easily to misfortune or change). Resiliency is the latest Department driven effort to overcome challenges presented by changes in the environment and challenges presented to our roadway infrastructure. This could involve dealing with impacts due to more frequent flooding or hurricane events that would lead to long term damage and recovery. The objective of this effort is to determine roadway areas that may be a cause of concern and solutions that could be applied to overcome these new challenges. Once the concerns were determined, our team was tasked with finding a solution.

Our team presented a few potential projects to Program Management that needed to be addressed so that we could make our infrastructure more resilient, however I will begin by addressing my true interpretation of resiliency from a personal vantage point. Many of you long time readers may recall the story I wrote several years ago about my one-legged Cockatiel, Uno. It involved him and his siblings being attacked by a wild animal on the back porch of his former owner’s home. His siblings did not survive; however, he was fortunate enough to live through the attack while just losing one of his legs. This occurred in early 2009 and Uno was around two-years old.

This is when Uno’s adventure into resiliency first began and signifies the true meaning of the word. The veterinarian who treated Uno was an expert on exotic animals and had a choice to

either put him down or make a life saving decision that would leave him impaired. Her mind said, “let’s let him go,” but her heart said, “I can save him!” So begins life’s journey for “Uno the Super Cockatiel!!!” Soon after completing the surgery his previous owners disavowed ownership due to the cost presented by the veterinary hospital, thus Uno became a homeless one-legged cockatiel. My family had a bunny, Buffy, under the care of this facility and they somehow felt Uno was meant to be our newest member. They presented a hard sales pitch since I was hesitant due to the two cats already in our home. Thoughts like “how will he protect himself” and “how can he get around” quickly entered my mind.

After a few days, we decided to give it a trial run with Uno to see if the cats and bunny would adjust to this new member of the family (and vice-versa). Uno’s first few days at our home were more of an acclimation period. Once he knew where to find his food and water, he hopped around the cage like he was an Olympic long jumper. The ability to adapt to this new environment was the first phase of his resiliency, since he no longer had the hands-on care of the veterinary technicians overseeing his recovery on a minute by minute basis. As he grew a little older, the hops became jumps that soon led to sprints across his cage while trying to get from point A to point B. I credit his young age for the ability to adapt and basis in the future for displaying his resiliency to overcome all odds.



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

A few years later he grew into a skilled flyer who could take off out of your hand and cover multiple rooms in the house before he could be tracked down. That's not good for a one-legged bird who eventually had to land since one wrong step could have crippled him. So, routine wing clippings became the norm for Uno. The challenge was that the need for a clipping was not consistent, so we had to play it by ear on when they needed to be trimmed to keep him from flying off.

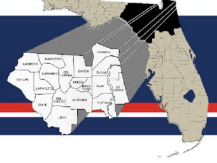
Unfortunately, one fateful day he had the wingspan, energy and sneakiness to give flying a try on the patio, where he quickly found how painful a ceiling fan could be to a bird. The fan blade sliced his chest pretty badly, so another visit to the vet was warranted. He was somewhat shaken by the event, but after a few stitches and tears, Uno returned home as if nothing ever happened. Within weeks he was back to normal and yes trying to flap his way out of our hands. Resiliency case number two for Uno has now been presented since he should not have been flying for months after the injury but managed to return to normal within a few weeks.

As Uno grew older, we knew these previous experiences would take a toll. Getting around on one leg takes a lot out of a bird due to all the energy required to get around. About five years ago we found Uno in his cage disoriented and not behaving like normal. On this trip to the vet we learned that he'd had a stroke and needed to begin the medications normally reserved for cockatiels twice his age. Since a stroke would

affect many aspects of his health, the vet put him on a regime of four medications that had to be given twice per day. Through it all, his resiliency shined as he bounced back from yet another life changing event.

Uno is now about 15-years old. He is up to six doses of medication twice per day and has incorporated the situation into his daily routine. His ability to adjust is what makes it worthwhile, even with all the impacts his situation has to our personal lives. He wakes up in the morning singing a tune, greets me with a song when I return home from work and does his little chirping noises right before going to sleep. It is harder for him to gather the energy to come up with more resilient ways to survive and has become somewhat more dependent on our assistance. However, he makes do with the cards he's been dealt and will probably outlive all of us.

So, what plans do we have to make our ITS and Signal Systems more resilient? I will begin by mentioning the project Josh Wood handled for us. The numerous storm events that caused flooding in northeast Florida had a significant impact on our signal infrastructure, with several locations having up to two feet of water in the cabinets. This resulted in damage to all the equipment and significant costs to replace. While coordinating with Josh, we were able to develop a resilient solution by designing a 2.5' platform base that the cabinet would sit upon to get it away from high water. After a trial run at one intersection we realized that



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

this solution could be applicable to multiple low-lying areas, hence Josh has begun the manufacturing process of getting these locations to higher ground.

Another resiliency project we proposed was to deal with the changing conditions at Paynes Prairie, just south of Gainesville, bordered by I-75 and US 441. Historically, this area has been dry for over 50 years but over the past three it's begun to retain water and is now becoming a lake. An ITS project completed years prior to this change was designed with the assumption existing conditions would prevail, so the infrastructure was installed along the fence line to get it far enough away from the roadway. Unfortunately, we now have a situation where most of our fiber optic cable is under two feet of water and cabinets are being infiltrated by the rising "lake." So, the plan is to relocate much of this infrastructure to higher ground, but just outside the clear zone. We will also install more weather monitoring devices to gather data on the changes occurring within the area to assist in determining if it's time to address possible impacts to the actual roadway.

Ironically, efforts in our program to address resiliency began well before the initiative. Several years ago, it was determined that our 400 miles of ITS network was vulnerable to severe storm events if the Master Hubs were impacted. We developed and deployed a project to install 11 generators at these Master Hubs with the intention of remaining operational (i.e. resilient) when these severe storms impacted power service to these facilities.

Basically, when utilities are lost the system switches to this back-up generator to keep the ITS network up and running until power service is regained.

So, even though we all face challenges during crisis situations, there is the ability to be resilient to overcome all odds. Just look at "Uno the Super Cockatiel!!!!"

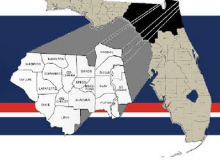
**Pete Vega, District 2  
TSM&O Manager**



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

Greetings.

Hope everyone is enjoying that summer break commute. I know my drive to work is always a bit more enjoyable in the summer months. I recently had the pleasure of traveling to Baltimore, Maryland to participate in the TMC Operators Course hosted by the Eastern Transportation Coalition. We had individuals from members across the Eastern Seaboard with almost every state having some representation. This course covered a variety of topics but what I enjoyed the most about this training was the networking. I



## NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER continued

learned so much about how other states handle TMC Operations. There are many similarities across all agencies but there are also very vast differences from as simple as devices or messages to complex contracting. There are states where their service patrol is deployed and does not drive around their route. They were also amazed that our district has converted some of our Road Rangers to natural gas for fuel as opposed to petroleum-based gasoline.

The topic of fuel has been a sensitive topic as of lately. There are various schools of thought on why gasoline prices are up, and we will not dive into any political or economic discussions, but the cost is a representation of the economy as a whole and the struggles that we are experiencing. The State and the Department are no different and feel the same issues. Construction projects are experiencing higher cost for materials and labor shortages. The reason I mention this is that the TSM&O program will have a much heavier involvement as there will be less construction projects and upgrades for the foreseeable future. The RTMC will be responsible for keeping a close eye on the roadway and managing state resources and assets. The RTMC always rises to the challenge but having connectivity across the interstates of the district is very helpful. We look forward to our next stage of connecting fully to our arterial roadways but that can only be accomplished by having a strong rapport with our local municipalities.

The weather seems like it has been hotter than ever so stay cool. Until next time, we will keep Florida moving and use FL511!

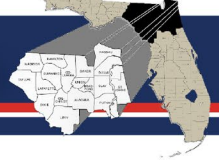
**Alejandro Varela, P.E.**  
**FDOT D2 ITS Operations Manager**

## NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

Hurricane season started on June 1<sup>st</sup> and we all need to be prepared. With all the recent rainy weather I thought it would be wise to remind everyone of some tips we all need to think about when driving in severe weather and prepare us for hurricane season.

### Severe Weather Driving Tips

- **Stay put** – Avoid driving in heavy storms and stay in a safe place until after the storm passes. Be prepared to remain where you are for an extended period of time. Often, injuries and deaths occur in the aftermath of storms. Sightseers impeding roadways cause obstacles for emergency personnel responding to those in need.
- **Slow down** – The roads remain slick after the storm so if you have to drive, decrease your speed to avoid hydroplaning.
- **Buckle up** – When it is finally safe to venture out, take the extra time to buckle your seatbelt. It is the law in Florida and statistics continue to show that seatbelts save lives.
- **Be cautious of high winds** – Windy conditions adversely affect all vehicles, particularly high profile vehicles, such as buses and trucks, as well as motorcycles. Gusty wind makes driving difficult, especially when it is rapidly changing speed and direction.
- **Turn around; don't drown** – Prepare for standing water. Never drive through flooded areas, even if you are familiar with roads. The area of roadway you



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

- cannot see beneath the water may be washed out or the water may conceal debris, tree branches or even power lines.
- **Pay attention** – You may come up on an intersection that is no longer controlled by a traffic control device. If a police officer is directing traffic, follow their directions. Otherwise, treat the intersection as you would treat an intersection governed by a four-way Stop sign.
- **Flooding safety** – Never drive into moving water. If you cannot see the roadway beneath the water, do not drive through it! The water may be deeper than it appears, and the road may be washed away.

**Hurricane Evacuations**

- Make sure your vehicle is fueled up and well serviced before you hit the road. Fuel availability may be questionable and what is available is sure to generate extremely long lines at fuel pumps.
- Be sure to have all your important papers with you.
- Carry a supply of food and water for each member (and pets) of the traveling party.
- Be sure you have a supply of all medications needed for an extended period of time.
- Be sure to have cash on hand due to power outages and no accessibility to ATMs and banks.
- Do not necessarily wait to evacuate until after the announcement is made. It is safer to leave before mandatory evacuation orders which may come only

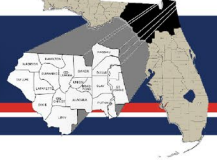
- after the threat of a hurricane is imminent. Leave early when traffic is much lighter.
- Have a specific destination in mind and the route planned well in advance of your departure. When you travel, be sure to carry any appropriate maps along inside your vehicle.
- When possible, evacuate tens of miles instead of hundreds of miles. Have a planned destination with lodging arrangements, if possible.
- Please pack a lot of patience and be prepared for delays. Significant traffic delays are inevitable in a state as densely populated as Florida. Again, it is important to try and avoid the rush and depart earlier rather than later.

**After the Hurricane**

- Stay out of the floodwater.
- Never use a wet electrical device.
- If the power is out, use flashlights instead of candles.
- Prevent carbon monoxide poisoning.
- Be careful near damaged buildings.
- Stay away from power lines.
- Protect yourself from animals and pests.
- Drink safe water. Eat safe food.
- Clean up your home safely.
- Take care of your emotional health.

Plan ahead, be careful and safe.

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



**NORTH FLORIDA TPO**

I would normally focus my attention on aspects of the NFTPO in this segment of the newsletter, however I will diverge to address an individual who was a key reason for both programs' success over the past 18 years. In early July, Mr. Jason Summerfield left the program after nearly eighteen years dedicating himself to the efforts of the Department and NFTPO. When the news hit, it was kind of like having your child pack up to leave for college after living under your roof for eighteen years. Now to be clear, I **HAVE NO KIDS**, so this is all just my perspective, but my guess is that the gut punch I felt was very similar to a parent seeing their child leave for college.

Jason joined our program as a shy, yet very intelligent kid at the age of about 21. He was a temp worker who did not perform like a typical temp worker just trying to collect a steady check. When he was done with his assignment for the day, he'd always knock on my door and say "well, I am done and don't want to rip you off so I can either clock out for the day or do something else you might need." After the third instance I asked him if he was interested in spending time in the field to learn about what we do in ITS. He gladly accepted and thus begins the legend of Mr. Jason Summerfield!!!

His willingness to learn and ability to easily pick up on the nuances of technology used in our industry are a key reason District Two and the Northeast Florida region are highly regarded in this State and throughout the nation. If Jason needed to learn, he'd read the manuals, perform an internet search, and reach out to the vendors for further guidance. He feared nothing and questioned everything!!! Jason was a major reason the deployment of enhanced traffic signal

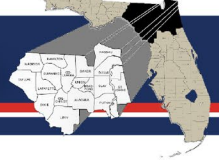
systems, network expansion and ITS went so smoothly for many of us.

After Jason's first couple of years in the program, District Two ended up being the "guinea pig" for many of the new technology efforts being attempted by FDOT based on his capabilities. Our District was the first to implement the SunGuide Traffic Management software, deploy thermal imaging cameras, install the pilot project for truck parking systems, support the initial FL511 system, test the latest advanced traffic controllers, and so much more based on the skills that Jason brought to our team. Without him we'd be trying to go upstream without a paddle.

In essence, Jason was a valued member of our ITS "family" in District Two. We saw the boy grow up to become a man as he married, had children, bought a home, and reached the ripe old age where gray hairs began to sprout everywhere on his head/face. On the day he announced he'd resigned, I just happened to be in my file of pictures looking for a photograph to share of the RTMC. While perusing, I found several pictures of Jason celebrating some of the major events, like the launch of FL511, opening of our current RTMC, and his first child, Mia. I was saddened with the news that he was leaving but happy that he'd decided to spread his wings.

Jason was like a little brother to many of us and big brother to the "newbies" that followed his lead. The week after his departure it seemed like many of us walked around the RTMC like zombies. A task would arise and we'd recall "Jason used to handle that." Then

Continued on following page



**NORTH FLORIDA TPO continued**

we had to figure out who'd fill that role in the future. He was a Jack of all trades and a master of ~~none~~ (ALL). Yes, sadness prevailed but no tears were shed. Instead, we continue with a smile on our face for all the fond memories we shared with Jason. He will definitely be missed.

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

**ITS CONSTRUCTION**

There are two ITS Construction Projects that are nearing Final Acceptance. Both of these projects are fairly small in scale as compared to our normal larger ITS installation projects and both involve JaxPort.

The first project is the Talleyrand ITS Project, which installed two DMS on Martin Luther King Jr. Parkway and three DMS on arterial roadways around Talleyrand. The project also installed "fisheye" CCTV cameras to verify the messages on the DMS and also included several upgraded signal controllers within the Talleyrand area. This project will provide motorists with DMS messages to notify them of incidents as well as notifications when the JaxPort train crossing is closed along Talleyrand Avenue so that they can reroute around the area to save time and avoid congestion. The signal upgrades and communications connections via cellular modems will also allow the signals in the area to be better coordinated and allow traffic to flow better during times of heavy traffic.

The following picture below shows an image of the video feed from the "fisheye" CCTV camera.



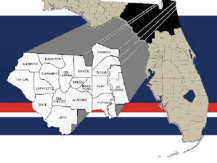
The second project is the Heckscher Drive ITS Project and includes DMS and CCTVs on Heckscher Drive, as well as the exit to Blount Island and along New Berlin Road. The DMS in this area will provide traffic information to those driving to the various JaxPort terminals in this area as well as motorists driving through the area for issues such as incidents, lane closures, and congestion. These newly installed devices add to the existing DMS and CCTVs within the area and provide additional capabilities to provide real-time information to motorists in the area.

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

**ITS MAINTENANCE**

Last Quarter TCD finished installing the CCTV cameras on both ends of the Mathews Bridge. Now there is visual coverage on both ends of the bridge. TCD has been conducting monthly generator inspections at key locations around the district in preparation for hurricane season. These generators are key to keeping our priority infrastructure running during any emergency situations that arise.





**ITS MAINTENANCE continued**

TCD still has a couple of remaining rest areas to complete for VADE/TPAS, both the St. Johns Rest Area and the Columbia Rest Area. All the hardware has been installed, and TCD is still waiting for pull boxes to complete the installations.

This quarter TCD will be working on the DMS retrofit project. This project consists of removing 13 DMS signs and retrofitting them with new colored modules and hardware along I-295 from Commonwealth to Monument. TCD will be removing two signs, and after retrofitting the signs, TCD will install the DMS signs back to their original locations. This process will continue until all 13 DMS signs have been retrofitted. All work for this DMS project will be performed at night.

This upcoming quarter TCD and FDOT will be working with COJ to install more Bosch CCTV cameras on arterial roads. 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 Boulevard and Atlantic Boulevard. We will then move to other arterials after we compile a list of possible locations.

See you next quarter!

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

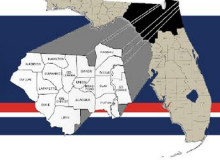
**OPERATIONS**

Some call this time of year the “Dog Days of Summer”. The National Geographic states that the origin goes back to the ancient Greeks and Romans, where the “dog days” occurred around the time Sirius appeared to rise alongside the sun, in late July in the Northern Hemisphere. They believed the heat from the two stars combined and made these days the hottest of the year, a period that could bring fever or even catastrophe.

At the RTMC, we can believe the catastrophe part. After hot dry days, the thunderstorms roll in just in time for afternoon drive time. Sadly, with the storms come the crashes and the flooded roadways!

The goal of our staff, first and foremost, is to keep the motorists and first responders safe. Letting motorists know about problems on the roadway ahead, whether through our Dynamic message signs or FL511 is very important so that they can be aware of what lies ahead and whether to take an alternate route. Clearing the roadway expeditiously is another important factor as lengthy, heavy congestion can lead to secondary crashes. Florida Statute 316.061 states that motorists with drivable vehicles involved in a crash should make every effort to move the vehicle off of the roadway. Unfortunately, many drivers seem to think if they move their vehicle then Law Enforcement won't be able to determine where the fault lies for the crash.

Finally, Florida law requires you to **Move Over** a lane — when you can safely do so — for stopped law enforcement, emergency, sanitation, and utility service vehicles, tow trucks or wreckers, and maintenance or



**OPERATIONS continued**

construction vehicles with displayed warning lights without advanced signs or channelizing devices.

- If you can't move over — or when on a two-lane road — slow to a speed that is 20 mph less than the posted speed limit.
- Slow down to 5 mph when the posted speed limit is 20 mph or less.

When you fail to Move Over, you put yourself and others at risk; you could crash into a vehicle or worker.

Violating the Move Over law can result in a fine, fees, and points on your driving record.

Going back to the beginning, in these “Dog Days of Summer”, help us meet our goals of keeping motorists and first responders safe when catastrophe occurs!

From April 1<sup>st</sup> through June 30th, 2022 District 2 had two RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of 16,698 events with 7,451 utilizing DMS. Of those events, 2,920 were crashes. There was a total of 11,940 Road Ranger events.

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

**Jason Evans**  
**Metric Engineering**  
**RTMC Manager**

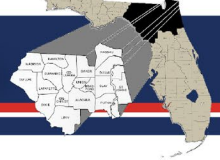


**FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**

The First Coast Traffic Incident Management Team’s bi-monthly meeting was held in-person on **May 17, 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 Team started off with the I-10/I-95 Project update provided by Mr. Tim Heath, where he mentioned they are in the process of installing signs and lighting as well as fabricating and installing the decorative handrails on the Shared Use Path Bridge. Reinforcing steel is being placed on Ramp T, where they are continuing nighttime MOT and detours and is expected to be completed in late summer. He was then followed by Mr. Hampton Ray for the Construction Project Updates where he stated that the I-295 East Beltway Express Lane tolls were being implemented the following week. Traffic pacing operations were to begin the following week on the Buckman Bridge ATMS Project. Mr. Pete Vega mentioned there had been 3-4 accidents entering the East Beltway Express Lanes at the Gate Parkway entrance.

Mr. Jason Evans then gave the Emergency Operations update, stating that they are in the hiring process for a new EOC manager. He then provided the Maintenance Operations update, stating that the rest area rehab throughout the district is currently ongoing.



**FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE** *continued*

Procurement of the asset maintenance contract to replace the DBI contract is also underway in the western part of the district. Bids are going out for the Alachua County I-75 Interstate and rest areas, I-10/I-75 and the districtwide rest areas which will be bid on within the coming weeks. DCS currently has an interim contract through the end of June.

The group then discussed the ITS update/ITS Projects/511/TMC updates, which were provided by Mr. Craig Carnes and Mr. Jason Evans. Mr. Craig Carnes mentioned that although the Truck Parking Availability System construction work was finished, they are currently working with the manufacturer of the in-ground pucks to warranty them because they have had problems with them. Mr. Craig Carnes then stated there is continuing ITS work on the I-295/I-95 interchange and I-10 widening projects. He then mentioned there is a project on Talleyrand where they are putting in five Dynamic Message Signs with fish-eye cameras so the RTMC can view the messages. The signs are currently in their testing phase, and they are looking to finish this project within the next few weeks. He also stated that FDOT has fiber optic communications along every foot of the interstate system within the State of Florida so the RTMCs throughout the State have the ability to access other RTMC systems in the case of emergencies and hurricane evacuations. Protecting the fiber infrastructure is important so that the statewide connections do not go down and redundancy is maintained.

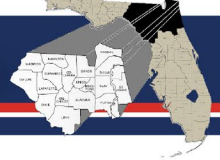
Mr. Jason Evans then discussed the improvements to the FL511 app, which will be completed shortly. He also stated that the RTMC has been busy with the opening of the I-295 East Beltway Express Lanes along with normal duties. Mr. Pete Vega then discussed the new CCTV Cameras that were added at each end of the Mathews Bridge, as well as the SR-105 Heckscher Drive Project in the JaxPort area, which is almost complete.

Ms. Dee Dee Crews reported on the Statewide TIM Team Meeting that was held in Central Florida. She stated that one of the main discussions was Road Ranger safety, and how the Team is looking into ways to improve the safety of the Road Rangers.

The next First Coast Traffic Incident Management Team meeting is scheduled to be held in person on **September 20, 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 June 8, 2022, at 10:00 AM. The TIM meeting kicked off with introductions, as this was the first in-person meeting that was held in over two years. After introductions, the Team proceeded by



**ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**  
**continued**

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. Dee Dee Crews, who stated that they are in the process of hiring a new EOC Operations Manager. Mr. Jason Evans then went on to say we are continuing to track the tropics during this hurricane season.

Mr. Jason Evans then gave the maintenance operations update, stating that they are continuing to rehab the rest area facilities in St. Johns County. He then went on to say that they are in the process of receiving bids for asset maintenance contracts throughout the district. DCS currently has an interim contract through the end of June 2022.

Mr. Craig Carnes and Mr. Jason Evans then jumped right into the ITS/511/TMC updates, where they informed the group that there were no local ITS construction or maintenance updates at the time. Mr. Jason Evans then went on to state the FL511 app update will be available soon, which will include several hands-free features. He also went on to state that not much has changed regarding the RTMC operations in the area, but in Jacksonville the focus has been on opening the I-295 East Beltway Express Lanes.

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled to be held in person on **August 10, 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.

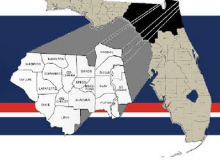
PLEASE NOTE: *If anyone is interested in the SHRP2 Incident Management Training Course, please contact Craig Carnes at [ccarnes@metriceng.com](mailto:ccarnes@metriceng.com) or Gabrielle Grinstead at [gabrielle.grinstead@metriceng.com](mailto:gabrielle.grinstead@metriceng.com)/ [904-260-1567](tel:904-260-1567). 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](mailto:DeeDee.Crews@dot.state.fl.us).

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

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

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



## **ROAD RANGER UPDATE**

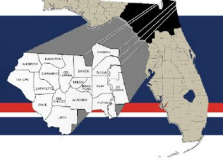
The Florida heat is in full blast and workers have returned to the office. A sense of normalcy is coming back to us and this finally feels like a real Florida summer for the first time since 2019. Throughout all the changes the world has faced, the District 2 Road Rangers have been a resilient force in keeping our roadways safe. The Road Ranger Program plays a key role in incident management by assisting motorists and local agency partners. They are an essential part of the Traffic Incident Management (TIM) Team and provide real-time information to the Traffic Management Center (TMC) regarding accidents, congestion, disabled vehicles, and road debris.

The Road Rangers operate eighteen routes in District 2, including six routes that provide 24/7 coverage across the district. From April 1, 2022, through June 30, 2022, the District 2 Road Rangers assisted with an average of 3,850 events per month, which is slightly higher than the previous quarter average of 3,758.

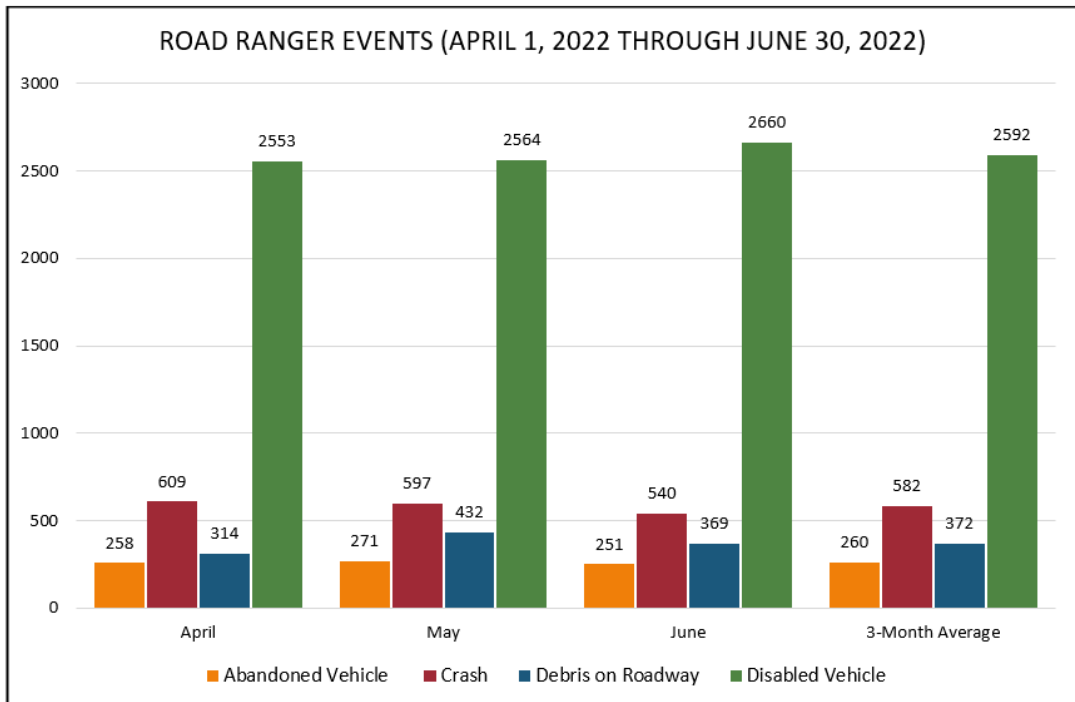
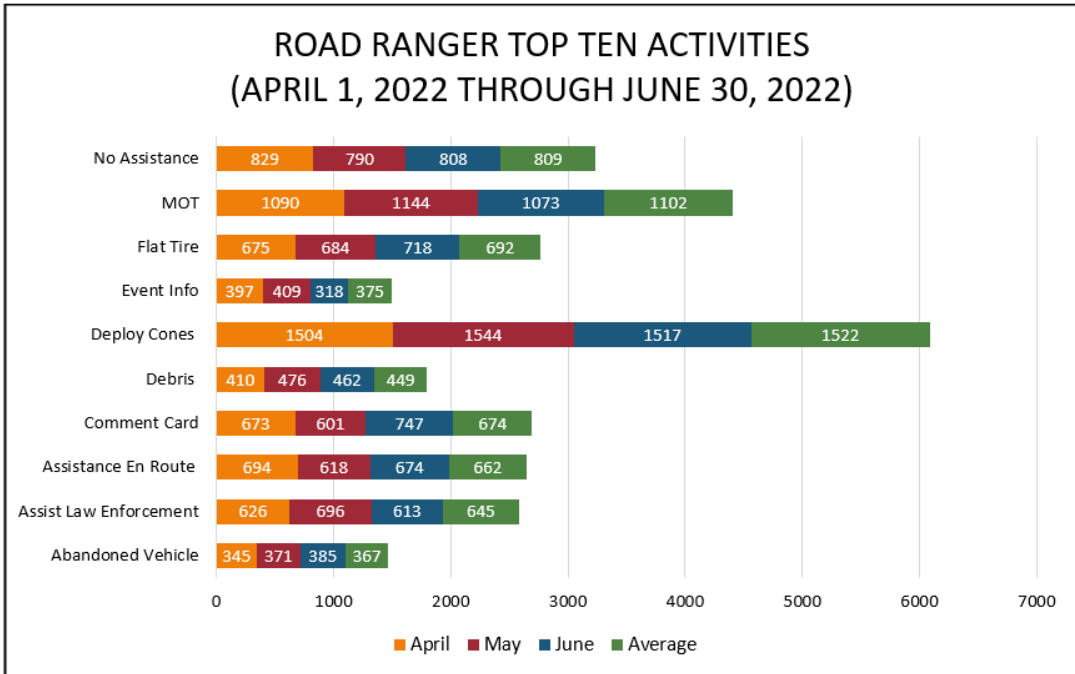
Each month, our Rangers attend a mandatory Safety Training where safe practices are continuously echoed through presentation and instruction. These meetings are held in both Jacksonville and Gainesville to ensure that this training has resonated with all our Road Rangers across the board. It is critical 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.

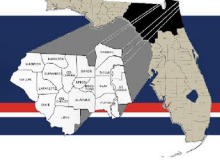
The Road Rangers assist with such events as providing fuel, tire changes, minor emergency repairs, and providing short term Maintenance of Traffic (MOT). During the past three months (April 1, 2022 through June 30, 2022), the open roads duration has averaged approximately 51.2 minutes, the roadway clearance duration has averaged 57.7 minutes, and the incident clearance duration has averaged 75.1 minutes.

The following charts show the different event types that the Road Rangers have responded to from April 1, 2022 through June 30, 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 15.1% crash events, 67.3% disabled vehicle events, 9.7% debris events, and 6.8% abandoned vehicles events. Although there was a slight increase in the total number of Road Ranger responding events from the previous quarter, there was an 8.6% decrease in the number of crashes responded to in Quarter 2 vs. Quarter 1. The previous quarter saw a spike in crashes, likely caused by the influx of spring breakers traveling to the state throughout the month of March, which appears to have settled this quarter.



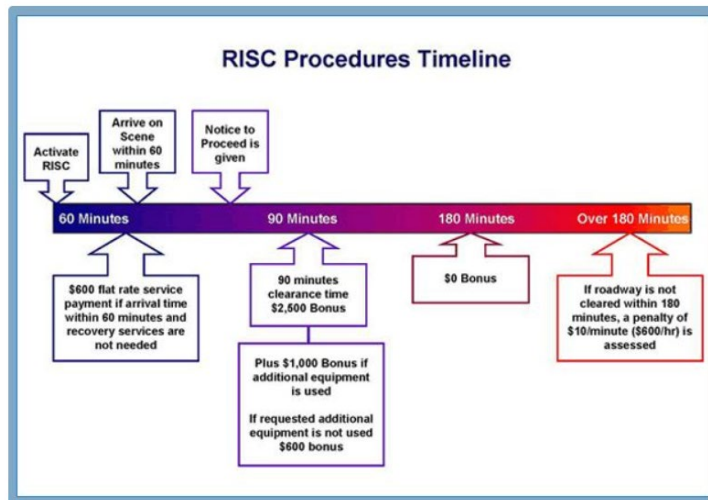
**ROAD RANGER UPDATE continued**





## RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

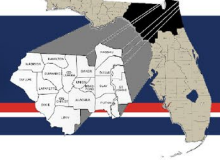
The Rapid Incident Scene Clearance (RISC) program is a highly innovative program that supports the Florida’s Open Roads Policy goal of safely clearing major highway incidents and truck crashes within 90 minutes or less. The RISC Contractor has the responsibility to respond to the incident within 60 minutes of the activation request. Once on scene and when provided with 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. See the graphic below.



Over the past three months, District 2 has activated RISC two times, once in Alachua County and once 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 April 1, 2022, through June 30, 2022.

Date	Time	Location	Description
4/18/2022	6:09:00 PM	Alachua on I-75 Southbound, Beyond Rest Area (MM 381)	Crash involving three semi-trucks with all lanes blocked. Possible fuel leak was reported.
6/20/2022	7:24:00 PM	Duval on I-95 Northbound, Between University Boulevard/Emerson Street	Crash involving a truck pulling a trailer with debris all over roadway. All lanes were blocked.

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



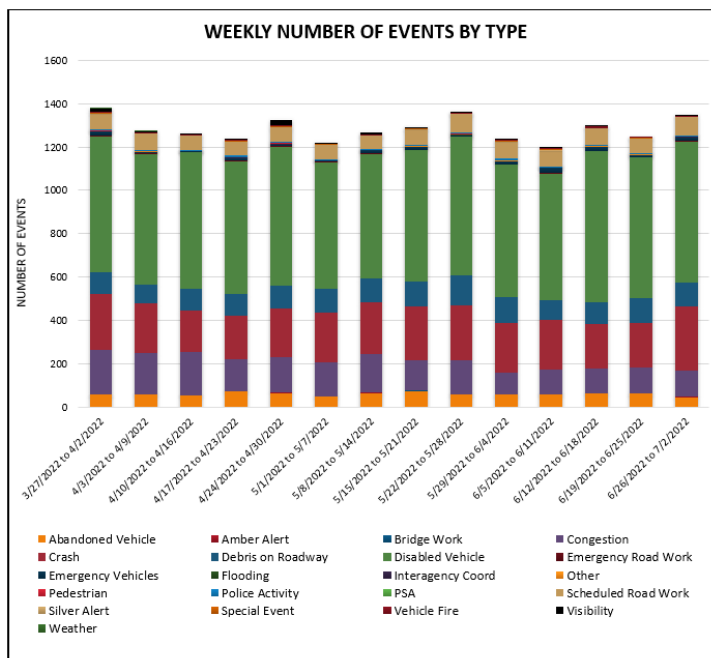
### PERFORMANCE MEASURES

Many workers are back in the office and Florida tourism is back on track, meaning the roads are busier than they have been in the last two years. With summer in full swing, the Road Rangers have once again proven to be a vital asset to our District 2 roadways.

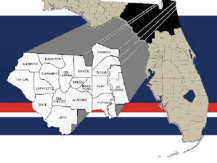
Looking at the charts following, we can see that the Road Rangers responded to an average of 231 crashes per week in District 2 from April 1, 2022, to June 30, 2022. This number is representative of the average number of total crashes that the Road Rangers have assisted with and is a 10.5% decrease in the 52-week average of 258 crashes.

From April to June, there was a 9% increase in the average number of weekly crashes the Road Rangers assisted with, from 212 crashes in April to 231 crashes in June. The last week of June, June 26 to July 2, there were a total of 297 crashes. This accounts for a 48% increase in the number of crashes the Road Rangers assisted with when compared to the 201 crashes from the week of June 19 to June 25. This can likely be attributed to an increase of travelers and tourists for the Fourth of July holiday.

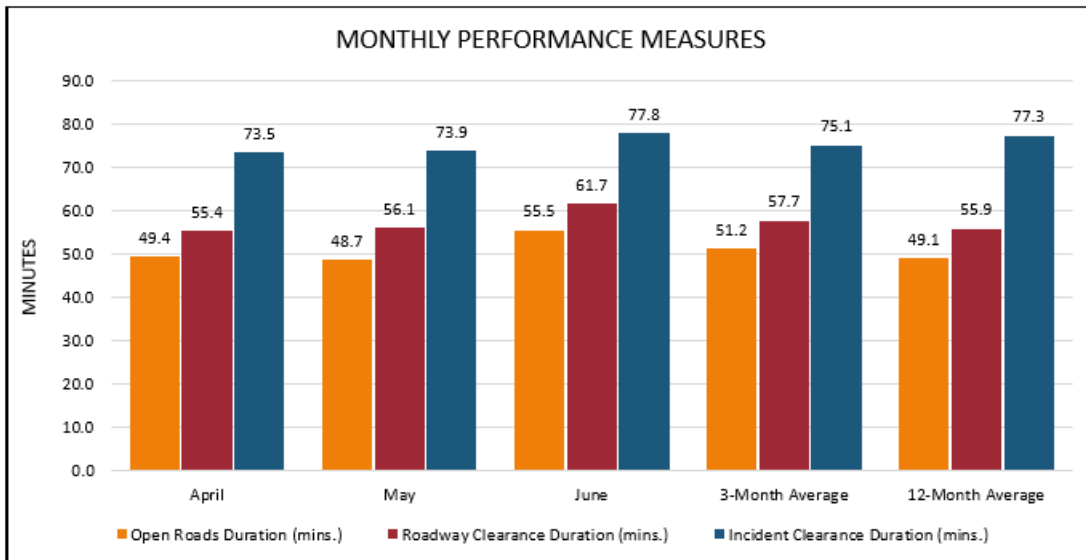
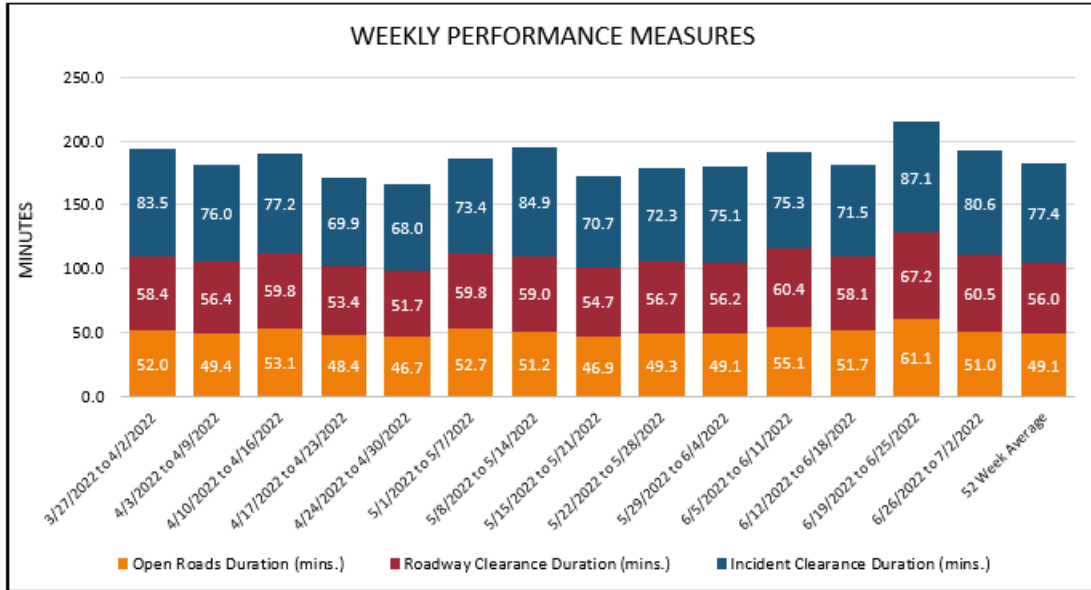
The average clearance duration times for the past three months have stayed well below the 90-minute goal, as seen in the charts below. From April 1, 2022, through June 30, 2022, District 2 has averaged approximately 51.2 minutes for our Open Roads Duration time, 57.7 minutes for our Roadway Clearance time, and 75.1 minutes for our Incident Clearance time. These performance measures are very similar to our yearly average of 49.1 minutes for the Open Roads Duration time, 55.9 minutes for the Roadway Clearance Duration, and 77.3 minutes for Incident Clearance Duration.

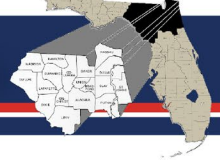






**PERFORMANCE MEASURES continued**





**MARKETING**

An estimated 2.3 million Floridians traveled by car during the recent Independence Day holiday weekend according to a report released by AAA. And the FL511 Weekly Overview, compiled by statewide marketing partner Sonshine Communications, shows that Twitter followers have increased from 81,119 the first week of January to 85,474 the week ending June 23, 2022. District Two's marketing efforts continue to support this forward momentum by highlighting the various platforms available to motorists via FL511 when attending local events.

Next up in our queue is a visit to JaxPort's cruise ship terminal for their annual employee health and safety fair. The last time we attended this event in person was in August of 2017, before budget cuts and a worldwide pandemic caused the event to be put on the back burner. JaxPort consists of a cruise ship terminal as well as three additional cargo terminals (Blount Island, Dames Point and Talleyrand). Their presence has been felt in Jacksonville since 1963 when they replaced the city's former Department of Docks and Terminals. If you've ever had the pleasure of sitting along the banks of the St. Johns River, you've witnessed cargo ships coming and going from their ports with supplies hailing from all over the world! While their job is to get consumer goods to the masses via the area's waterways, our job is to help get their employees to and from work via the roadways. The second part of that equation is that when supplies are unloaded from the cargo ships, they're then loaded onto trucks for transport across Florida's roadways and beyond. FDOT's partnership with JaxPort is a vital link in this continuous chain of supply and demand. So needless to say, we're looking forward to visiting our long-time friends and business associates at the Cruise Ship Terminal in August.

marketing supplies and brochures for inclusion in their captain's bags. This year marks the 42<sup>nd</sup> anniversary of this beloved tournament. Anglers and spectators alike gather the second and third weeks in July to see who can haul in the year's biggest catch!

Other noteworthy events include the area's recent 4<sup>th</sup> of July celebrations. The cities of Jacksonville, Jacksonville Beach, St. Augustine and Orange Park lit up the sky with fireworks, fanfare and lots of family fun. And again this year professional skateboarders set up shop in downtown Jacksonville for a spectacular two-day event. Vystar Veterans Memorial Arena played host to the Street League Skateboarding Championship Tour, which is now recognized as the world's premier professional street skateboarding competition.

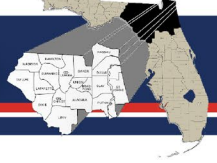
This summer, whether you're heading to the Jacksonville Beach Pier or down to the Keys to haul in your own catch, make sure your trip begins and ends with FL511. We'll keep you up-to-date on current road conditions. FL511 is available in a variety of platforms. You can log onto [FL511.com](http://FL511.com), 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**

FL511 also recently partnered with the Greater Jacksonville Kingfish Tournament to deliver 511



## **SPOTLIGHT ON...ANTONIO TYES**

**This month we spotlight Antonio Tyes, our new Facilities Manager at the RTMC.**

**Talk about your upbringing – where were you born/raised?**

I was born in Tulsa, Oklahoma. I was raised for the first five years of my life in a little town called Red Bird, Oklahoma. I recently moved to Jacksonville back in May.

**Describe for us, if you would, your career path prior to joining FDOT.**

I worked for 18 years in property maintenance and in the Tulsa Public school system for approximately 11 years. I started in Transportation and finished my tenure as a classroom Teacher’s Assistant.

**Tell us a little about your current role with FDOT.**

I began my employment with FDOT 05/31/2022. I am a facility manager for the Regional Transportation Management Center.

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

Worst job ever, and probably the best job ever, was when I worked as an orderly in a nursing home. I learned up close the reality of human mortality and the value of human kindness and decency. The full circle that, if fortunate, we will all experience as we sojourn through this veil.

**What’s the best advice anyone’s ever given you?**

“Trust no man, not even your brother, if you ever trust a woman let it be your mother.” My grandmother said that to me all the time from my childhood until the day she died.

**Have you ever been told you look like someone famous?**

A few people through the years. Al B. Sure, Terrence Howard and Christopher Williams to name a few.

**Favorite lunch spot close to work?**

Dunkin’ Donuts

**The zombie apocalypse is coming, what three items do you grab from your house to take with you and why?**

I’m not leaving my house, I’m staying put. Zombies don’t lie, cheat or steal and they harbor no hatred or prejudice. I would rather take my chances with them.

**Tell us about your family.**

I have three sons and one daughter. The greatest joys of my life, besides moving to Florida, have been being their father. I am full of gratitude for how they turned out.

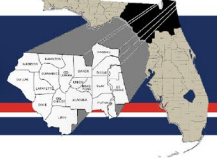
**If you could travel back in time to meet anyone, who would it be?**

I would go back in time to a younger me and give myself winning lottery numbers for a couple of power balls.

**Suppose you’ve just been awarded 48 hours of uninterrupted free time, what would you do with it?**

I would spend my time between going to the beach and working on a crime fiction novella.





Traffic Incident Management  
2022 Meeting Schedule

**First Coast TIM Team**

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

September 20, 2022      November 15, 2022

**Alachua/Bradford TIM Team**

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

**August 10, 2022**  
October 12, 2022      December 14, 2022

**FDOT DISTRICT 2 ITS STAFF**



**Peter Vega, District 2**

**Transportation Systems Management  
& Operations Program Manager**

904.360.5463

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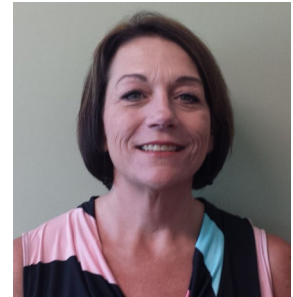


**Alex Varela**

**ITS/TMC Operations Manager**

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[Alex.Varela@dot.state.fl.us](mailto:Alex.Varela@dot.state.fl.us)



**Dee Dee Crews**

**ITS/TMC Project Manager**

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**Glenn English  
SMA/AMS Engineer**

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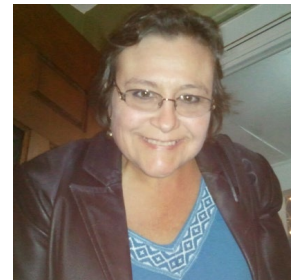


**Jose Morales**

**ITS Maintenance Manager**

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**Kathaleen Crisler  
Contract Administrator**

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