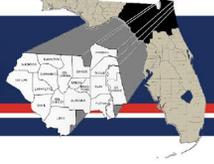




READY...SET...GO!

OVER THE NEXT COUPLE OF WEEKS THE KIDS WILL ONCE AGAIN BE HEADING BACK TO SCHOOL. CONGESTION WILL INCREASE DUE TO SCHOOL BUSES TRANSPORTING THEM TO AND FROM SCHOOL.

THE ARTICLE ON PAGE FOUR IS A REFRESHER OF SAFETY TIPS TO KEEP OUR KIDS SAFE BY FOLLOWING THE RULES RELATIVE TO SCHOOL BUS STOPS.



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

83. Just a number, right? Well, looking at the previous 10,759 days, it's more than just a number. See, these are the days left until I reach my 30 years with the Florida Department of Transportation. In numeric terms it seems like a lot but dang it feels like it was just yesterday when I first walked through the door at the District Two Jacksonville Roadway Maintenance office! I still have vivid memories of the day I received the job offer to join FDOT. I was hesitant at first since I knew it would be nothing like where I came from in the private industry, yet the opportunities for an enhanced quality of life made it the wise choice.

Over the years with the Department, I've dealt with numerous challenges that led me to work with a wide array of staff and coworkers who showed their true mettle during a time of need. Whether it was hurricanes, wildfires or budget deficits, everyone stepped up to the plate to provide what they could to contribute to the cause. During these experiences there was a bond that could never be broken between any of us, no matter the time or distance apart. I bring this up because as I near the twilight of my career it becomes evident that these people were why I survived some tenuous moments over the past 30 years.

One of my colleagues, Tom Cavin, retired last month after a lengthy career with the Department. It was a bittersweet moment to see him go because we had a history beyond the Department, going back to our college days at the University of South Florida. Tom graduated a couple of years ahead of me, just before the

recession devastated job opportunities. While he was sitting pretty with FDOT, I was on my hands and knees begging for a job. When DOW chemical came calling with my first career opportunity there was no hesitation accepting the offer. After nearly 3 years of 70 hour plus work weeks for 20 plus straight days, it became very clear that I needed to reassess my understanding on what quality of life means to me. To this day, that has always been the sticking point as I weaved my way through the Department when career advancement choices came my way.

Tom is just one of the many transportation industry colleagues I'd grown to love over these past 30 years. It was great to see him reach the point where he could now enjoy the fruits of his labor, however my thoughts reflected on those colleagues who never had that opportunity. These were the ones that passed away too early in life, thereby never having the opportunity to achieve their dreams as they reached retirement age. Most of these deaths were sudden and tragic events that occurred early in their career with the industry. These unexpected deaths were due to heart attacks, traffic accidents and unfortunate events that were so sudden it left many of us in shock for weeks.

So, quality of life.....what does it mean? Well, as I've always shared with many of my staff it means being safe throughout the day so that you can return home in one piece each evening. It means "leaving it at the door" when

Continued on following page



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

you depart work because there will always be some challenge waiting when you return to the office the next day. It means taking deep breaths, enjoying lush green landscapes, watching squirrels play “chase ass” around a tree or just sitting and seeing your kids play in the yard. Basically, it means enjoying these special moments while not letting the world pass you by (i.e., 70 hr. work weeks/20 straight days 😊).

This may sound like a melancholy article with no meaning, however it’s about to get deeper than that! When I joined the ITS program in 2002 the biggest challenge was getting to know all the players in this niche part of the transportation industry. Learning which consultants, vendors, and contractors to entrust with your vision, while weeding out those who have no investment in the program. Over the years you get to know these individuals on a professional and personal level, thus leading to a long-term association that benefits all parties. Seeing which ones are willing to advance the effort without focusing on just how to make a quick buck.

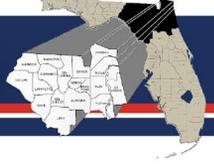
Those that I entrusted with my career are hopefully very aware of my appreciation of their efforts. I often approached our relationships as a “win-win” for all that advances the use of technology to solve unique solutions. I am not shy in saying because of them our District Two program is considered one of the leaders in TSM&O not only in FDOT, but the entire nation. I am well aware that it would not have happened without these partnerships and the willingness of these individuals to address my vision.

My latest and greatest loss was the passing of LeAnn Holler a few months ago. She was the regional sales representative for Daktronics, a manufacturer of Dynamic Message Signs (DMS) deployed throughout the country. When LeAnn and I first met, there was the typical discussion on how she could get a foothold on sales in District Two. She had stiff competition from another DMS manufacturer that had already established itself throughout the State. I told her it wouldn’t be an easy hill to climb and that she would have to prove her company’s worth to our team. Well, she went well above my expectations and it led to a 15 year professional relationship that ended way too soon with her passing.

We often had discussions about the state of the DMS industry and what I envisioned in the future. About 3 years into our partnership, I had a frank discussion with her about what lies ahead due to the advent of Smartphone technology. I basically told her the DMS industry would see enormous reductions in purchasing by about 2025, since the product had a long-life cycle and high cost. Seeking some guidance, she asked what I envisioned for the future. I told LeAnn that Daktronics would need to consider expanding to retrofit kits, whereby the existing deployed DMS could be gutted and refit with the latest technology.

Taking that to heart, LeAnn returned to the home office in South Dakota and demanded that her leadership begin the process of

Continued on following page



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

developing solutions for retrofitting DMS. At first, she encountered resistance, but if you knew LeAnn “the bulldog” resistance wasn’t going to stop her. She hounded their engineers incessantly and a few years later Daktronics was the first DMS vendor in the State to get APL approval for a retrofit kit. Her willingness to assist allowed the Department to save nearly \$125k per existing location that had internal components reaching end of life.

Last December I was informed by a colleague that LeAnn had entered Hospice Care and did not have long to live. I asked this individual to pass along my condolences and see if they could have LeAnn contact me when she had the strength. In February I received a call from LeAnn and we had an overwhelming discussion on the past, present and future. We both tried to keep it upbeat, holding back the tears as we laughed through the golden moments of our partnership. Incredibly, she was prepared for what lay ahead and thanked me for being such a beloved client and friend to her. When we finished, we ended it by saying simultaneously “hope to see you soon”. These were our common parting words over the years. LeAnn passed away in late April 2023.

So, back to quality of life. We all only have so much time on this planet and should make the best of what’s left as we wind down our careers. Things like “never leaving mad” and “put a smile on that frown” should be our mantra from here on out. Always remember that you should “work to live” and not “live to work.” More on my plans lay ahead.

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

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

I had the pleasure of visiting Montana this past week for some military obligations. This was my first time visiting the state and in typical fashion when I am in a different state, I tend to look at traffic control devices and although I did not get an opportunity to visit the Montana DOT (MDT) I did take note on certain aspects of the state. Montana has approximately 1.1 million citizens which is the equivalent to Duval County. I was talking with one of the residents and they get upset when there are 10 vehicles at a red light (rush hour). The only place I saw realistic traffic jams was near Glacier National Park. It was while I was there that I noted their Dynamic Message Signs are relatively low to the ground. They can accomplish this because Montana has a lot of open space.



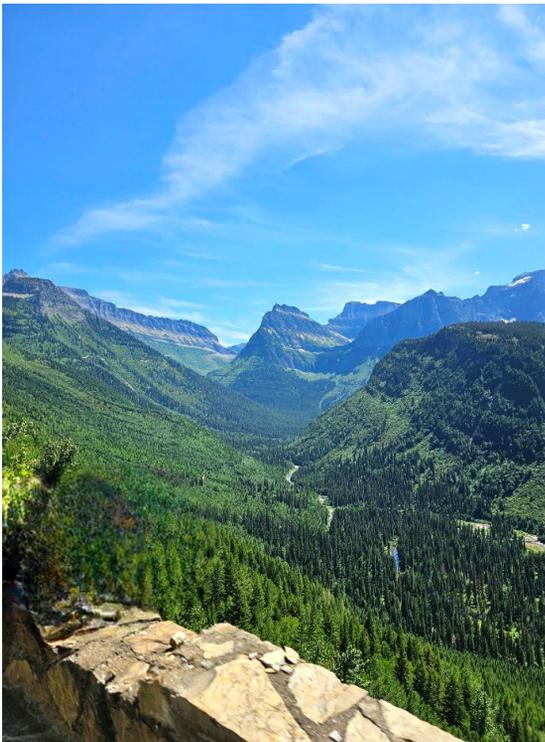
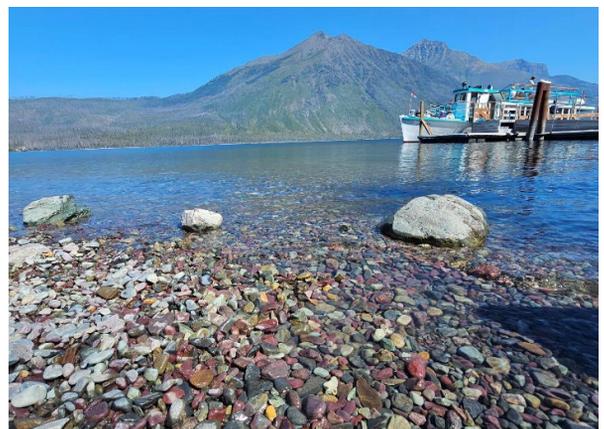
Additionally, I did not see a single Montana State Trooper. Also I am fairly certain they do not have a service patrol. I did some light research and saw there are 243 State Troopers that must cover the vast state, which could leave areas without coverage for long periods of time. Their way of life is very different from Florida but some of the views and landscapes were breathtaking. If you

Continued on following page



NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER continued

ever have the chance to visit Glacier National Park, I would highly recommend this and to include driving the Going to the Sun Corridor. Along the long stretches of highways with no towns or visible inhabitants some portions of the roads had no speed limit or very high speed limits but on the same sign had a reduced posted speed limit for nighttime. There is a very big issue with wildlife running across the street during dusk hours. I personally saw bison and various types of deer crossing the road as I was driving. The last non transportation bit I will leave you with is I had the luxury of eating a huckleberry for the first time. It was quite enjoyable. It has a more mild flavor than a blueberry but just slightly tart. I had it in the form of ice cream more times that I care to admit. I also got a package from the grocery store and bought some jam.



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



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

Back to School Bus Safety

I know every one of us has a special child in our life – son, daughter, grandchild, niece, nephew or friend who starts school within the next couple of weeks. According to Florida Highway Safety and Motor Vehicles there were 2,700 crashes that involved school buses in 2021. In 2022, the Florida Department of Education conducted a survey of school bus drivers that showed on a single day, 7,867 illegal passes were made based on the observation of 6,416 school bus drivers. Governor Ron DeSantis signed a bill effective July 1st that will allow school districts to use cameras designed to capture images of drivers who illegally pass school buses. The law (SB766) could lead to drivers facing \$225 fines if they get caught.

I thought it would be helpful to remind everyone the rules of the road for motorists when approaching school buses. Everyone keep your eyes open and watch out for our precious future leaders.

Florida school buses carry precious cargo – our children. Motorists should always be alert and drive with caution around school buses and in school zones where children may be present like schools, bus stops, school buses and school parking lots.

Tips for Motorists

Be alert and watch for children especially near schools, bus stops, school buses and in school parking lots.

- Children on bicycles can be unpredictable and can make sudden changes in direction. Be especially careful when children are present in school zones and residential areas.
- Pay extra attention to lower speed limits in school zones.
- Watch for and obey signals from school crossing guards.

- Only drive or park in authorized areas to drop off or pick up children at school.
- Motorists are required to stop when approaching a school bus that is stopped with its red lights flashing and STOP arms extended. (See the different situations in the diagrams on the following page)

Penalties for passing a stopped school bus include:

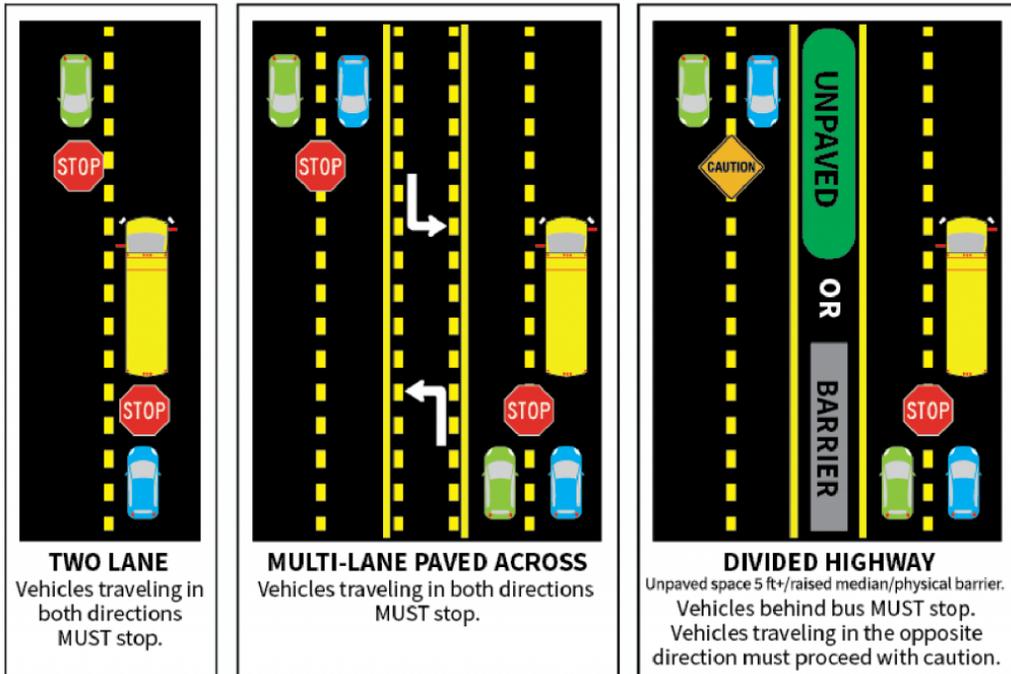
- Moving violation subject to citation;
- Requirement to complete a basic Driver Improvement Course upon conviction;
- Four points on your driver license; and
- Minimum fine of \$200, if you pass on the side where children enter and exit, you will receive a minimum fine of \$400. If a second offense is committed in 5 years, the person’s license can be suspended up to 2 years.

On July 1, 2017, the Cameron Mayhew Act took effect in Florida, which increases the minimum penalty for drivers who illegally pass a stopped school bus, resulting in the injury or death of another person. Cameron Mayhew was killed by a motorist that failed to stop as he was walking to his stopped school bus in 2016.

Penalties for passing a stopped school bus that causes or results in the serious bodily injury or the death of another person include:

- Serving 120 community service hours in a trauma center or hospital;
- Participating in a victim’s impact panel session, or if such a panel does not exist, attending a FLHSMV approved driver improvement course;
- Six points on your driver license;
- Suspension of license for a minimum of one year; and \$1,500 fine.

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



- All drivers moving in either direction on a two-way street must stop for a school bus displaying a stop signal and must remain stopped until the road is clear of children AND the school bus stop arm is withdrawn. (see diagram, TWO-LANE)
- On a highway divided by a paved median, all drivers moving in either direction must stop for a school bus displaying a stop signal and must remain stopped until the road is clear of children AND the school bus stop arm is withdrawn. (see diagram, MULTI-LANE)
- The only time traffic approaching an oncoming school bus does not need to stop is if there is a raised barrier such as a concrete divider or at least five feet of unpaved space separating the lanes of traffic. (see diagram, DIVIDED HIGHWAY)
- On a highway divided by a raised barrier or an unpaved median at least 5 feet wide, drivers moving in the opposite direction do not have to stop for the bus (painted lines or pavement markings are not considered barriers). However, these motorists should slow down and watch for students loading or unloading from the bus. (see diagram, DIVIDED HIGHWAY)

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



NORTH FLORIDA TPO

The other day, the North Florida TPO (NFTPO) and Smart North Florida (SNF) invited my team to a meeting with Modii, a digital platform company that helps enhancement of mobility for smart cities. Obviously, the reasoning for this meeting was to discuss opportunities for them within the Smart St. Augustine project that should set sail in just a few months. Problem was that Modii is unfamiliar with our historical relationships, thus they were caught off guard by the confrontational bantering between Jeff Sheffield and me. After a few moments, we had to clear the air with Modii by explaining our long-standing relationship that often led us to “poking the bear.” I had to add that we were like brothers, so all was good.

This has been one of many companies that have approached me about opportunities within the Smart St. Augustine project. It’s very challenging to accommodate all the requests, thus I rely heavily on Clayton Levins, who is the Executive Director of Smart North Florida, to vet these technology type companies prior to spending our valuable time with them. It’s been a symbiotic relationship between my team, the NFTPO and SNF that benefits all as we seek the most qualified and enhanced technology for the region. The ultimate goal from this particular meeting was to ensure that Modii understood our vision and what they would need to accomplish to take the next step.

This is one of many efforts our teams have been working on over the past year. The group recently completed an assessment of various train detection technologies that is now in the pilot stage of testing. So far, results have been excellent with a level of accuracy near 100%. Pretty soon, we will begin a venture into examining flood sensor technology that would

assist our Northeast Florida community when dealing with major storm events. Each month, SNF approaches my team with possible opportunities to consider. We discuss the positives, negatives and historical perspectives that would lead to a decision to proceed. The greatest challenge is that most of the companies being vetted are upstart, venture capitalist, type firms. So, the million-dollar question would be “will their doors be open in the next year.” We’ve learned that many of these upstarts have the talent but not the business skills to survive, hence we are very cautious when proceeding further than the initial meeting.

Circling back to the Smart St. Augustine project, the Department is completing the Local Agency Project agreement with the City. Once the ink has dried, we can proceed with meeting to develop a plan of attack for this 16-million-dollar project. The tasks at hand are to hire a System Manager Consultant, begin developing a draft schedule, determine “who does what”, set goals/expectations and then determine what technologies meet the needs within the grant application. The City has limited staff with the expertise needed for such a venture, thus they will rely heavily on our team to provide that support.

This effort began about two years ago with a very conservative approach, however as time passed and grant opportunities were lost, it became quite evident that this effort may never get off the ground. This was surprising at first because of the support received from some heavy hitters in the political arena. Unfortunately, when competing for limited Federal dollars it takes patience for the right



NORTH FLORIDA TPO continued

opportunity to come along. To my surprise, the latest round of selections awarded the City with this 16 million dollar grant. This was a huge win for Northeast Florida but a bigger challenge to pull it off. Many on our team were aware of me nearing that 30-year window with the Department, thus the inquiries flooded in on whether I planned to stay.

Financially, I am in a very solid position and could leave in October of this year. Many of you that know me understand my drive and need to face challenges. I am not a fisherman on a boat type of guy. Don't even like playing video games because it makes me feel like I am wasting time. Now, let's circle back to my brotherly relationship with Jeff. He was one of the first to ask if I was staying and expressed his desire to see me continue with the program. I kept that close to the chest when weighing the options. As more inquiries poured in, my typical response was "it depends on how the pendulum sways."

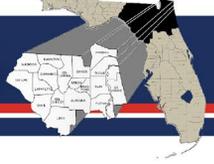
That being said, I feel I can't leave St. Augustine in the lurch with such a huge project. For those of you that were not aware, I was stationed in the FDOT St. Augustine office for several years in the late 90s, so I have a soft spot for the community and historical nature. I've decided that if the Department allows me to do so, I will commit beyond my 30 years. As mentioned previously, quality of life is number one in my eyes, so I will go as long as I can until the pendulum tells me it's time to leave. Besides that, who would keep my brother from another mother (Jeff) in tow once I leave?

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

ITS CONSTRUCTION

FDOT is installing Wrong-Way Vehicle Detection Systems (WWVDS) at Interstate interchanges throughout the state. Some of these systems have been installed in District Two under Push-Button contracts and others are being installed as part of widening and/or resurfacing projects. When they have been installed on widening/resurfacing projects, there is often no member of the design team with ITS experience. Luckily, they more often than not do have a Signals Engineer who knows the basics of fiber communications and getting power to the cabinet. In these cases, our team is helping the design team with the selection of appropriate locations on the ramps to place the detectors and highlighted wrong-way signs as well as answering any questions they may have about getting the communications from the WWVDS back to the RTMC.

The team is also working with FDOT and CEI personnel once the project gets underway to make sure that submittals for the WWVDS and associated equipment are properly reviewed and there is as little delay as possible in receiving the equipment from manufacturers and vendors. Once the WWVDS are installed we also attend the testing of the devices to verify that they are operating correctly and providing alerts to the RTMC with as little delay as possible. When projects began installing WWVDS there were only two APL approved products for the contractors to choose from, but at this time there are six different APL approved products. This has meant that we needed to familiarize ourselves with all of the different manufacturers and their systems. Although



ITS CONSTRUCTION continued

they all work in a similar way there are nuances with each manufacturer that we had to be aware of to make sure we are getting the best installation possible.

These systems work by detecting a wrong-way driver and then turning on flashing Wrong-Way Signs in an effort to get the driver’s attention and have them self-correct by pulling off of the roadway and making a U-turn. Simultaneously, an alert is sent to the RTMC and the RTMC Operator can then view footage taken by the system to see if the driver has self-corrected or continued onto the Interstate. If they do continue on to the Interstate the Operator notifies FHP and also posts DMS messages so that drivers who may be in the path of the wrong-way driver can be notified of the situation. As vehicle manufacturers begin to equip more of their vehicles with Connected Vehicle (CV) On-Board Units (OBUs), FDOT will deploy Roadside Units (RSUs) at these locations so that the RSU can communicate with the OBU and give an in-vehicle warning to the driver that they are going the wrong way. These in-vehicle warnings can be audible, visual, or both and are expected to get the driver’s attention more often than the current roadside flashing wrong-way signs, thus reducing the number of wrong-way crashes even more than the current systems do.

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

ITS MAINTENANCE

Hurricane Season is upon us! We at ITS Maintenance will be proactive during this time and make sure all our ITS infrastructure is in working order and all generators are working properly. Now let’s dive into what TCD has been up to last quarter.

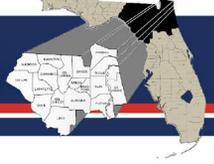
TCD is still working diligently on testing and replacing ground wire, ground rods, and surge components throughout D2. This project should be wrapping up in the next few weeks. This work will help keep our devices intact when a hurricane or lightning strike occurs and will minimize electrical impacts to our devices.

We are working on Phase 2 of the DMS Retrofit project. This will consist of Retrofitting existing amber DMS signs to color along the I-295 W corridor. We are still in the early stages of this project but hope to get this project completed in Fiscal Year 2024.

TCD has installed conduit and Fiber Optic Cable (FOC) along SR 202. They will now terminate the FOC in each CCTV cabinet. Once this is completed, we can remove all wireless components from these infrastructures since we have a direct connection into our network. The next phase we will tackle is getting power to these devices so we can remove the solar panels, as the solar panels do not work well in this area.

See you next quarter!

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



OPERATIONS

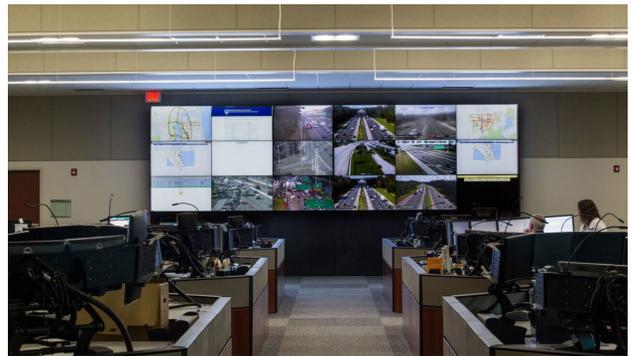
It's hard to believe that it's been almost eight years since we cut the ribbon and moved into the North Florida Regional Traffic Management Center (RTMC).



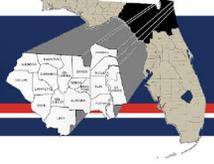
I've had the opportunity, over the years, to tour a number of different RTMCs around the state and though I admit to being partial, I think anyone would be hard pressed to find an RTMC better than ours. For those of you who haven't had the opportunity to take a tour, let me brag for a moment or two. First and foremost, we are the home to the FDOT District 2 Traffic Management Center (TMC), the Florida Highway Patrol Jacksonville Regional Communications Center (FHP), Florida Fish and Wildlife Communications and representatives from the Jacksonville Sheriff's Office (JSO). This multi-agency approach works like a well-oiled machine. We utilize a pod layout so that the TMC Operators are located in desks grouped with their counterparts (by coverage area) from FHP Dispatch. Personnel from JSO adjacent to the Arterial TMC pods allows us to get the

information we need on incidents on arterial roadways in Duval County. Instead of having to pick up a phone or walk to the other end of the building, we are able to look at the desk across from us and give or get information on incidents in a very timely manner.

You might wonder about the FWC connection. This is northeast Florida and District 2 has a lot of rural areas. Periodically we have horses, cows, goats, alligators... who decide to visit our roadways. Just last month, near Paynes Prairie a gator (not the orange and blue type) managed to get across I-75 and was up against the center guard rail with traffic speeding by. The TMC Personnel were able to get a visual via camera up on our video wall and FWC deployed the appropriate personnel to be able to get the gator out of the roadway while we all watched. I really believe that most all of the multiple agency personnel feel like we are one TEAM and it works to allow faster response times.



You know the old saying, "all work and no play makes (insert name) a dull person". Not at our RTMC. Give us a reason for eating. Holidays, birthday celebrations, retirements or no real reason at all. We all



OPERATIONS continued

join together for pot-lucks with some of the best food you've ever eaten. Thanksgiving is one of our largest pot-lucks, complete with fried turkeys and a spread of homemade favorite dishes that could compete with a fancy hotel menu! FWC provided a cook-out over Memorial Day weekend for everyone. Each year, on Christmas Day morning, Penny takes in quiche, praline French toast and fruit for all the good folks working. Rarely do you walk onto the TMC floor that there aren't cookies or donuts or other tasty snacks that one of the agencies has brought in for all to share. Friendships develop that extend to after-hour get togethers and add to the camaraderie!

If you haven't had the opportunity to visit our RTMC, just give us a call and we'll give you the "shock and awe" tour as we love to brag on our facility!

From April 1st through June 30th, 2023 the District 2 RTMC had nine (9) RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of 16,612 events with 8,762 utilizing DMS. Of those events, 3,432 were crashes. There was a total of 11,137 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 bimonthly meeting was held in-person on **May 16th, 2023**, at 10:00 A.M. Facilitating effective communication among all TIM agency partners is crucial for FDOT to enhance incident scene clearance times, alleviate congestion, and improve safety on interstates within District 2. These meetings play a vital role in establishing an open line of communication to achieve these objectives.

The Team started off with the I-10/I-95 Project provided by Tim Heath, where he stated the project is functionally complete, with only a few remaining punch list items to address. As these final tasks are completed, closures and detours will continue to be in effect. The Shared Use Path was opened on April 3rd. He closed by stating that this served as the final report for the I-10/I-95 project, as it has reached completion.

The construction project update was then given by Nathan Pick, who stated there are several open houses that are scheduled to take place in the near future. On Thursday, May 18th, there was an open house for the Edgewood Roadway Improvements Project, which involved lane reassignments and the installation of parking and bike lanes. This project is set to commence in Summer 2023 and continue until Summer 2024. The open house was held at the FDOT Urban Office Training Center. On Tuesday, May 23rd, there was an open house for the St. Johns River Bridge Project, which took place at the Clay



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE
continued

County Supervisor of Elections Office. He closed by stating there will be nightly ramp detours scheduled for I-10 at McDuff, Roosevelt, the I-10/I-295 West Beltway interchange, and the northern I-95/I-295 interchange.

Lola Butler then proceeded with the Emergency Operations Update, stating Colorado State University has predicted a fairly mild hurricane season, with only 13 predicted storms. Lola urges everyone to ensure all contact information is correct in the case of an emergency. The D2 EOC upgrade was completed. She then provided the Maintenance Operations Update on behalf of Carrie Stanbridge, where she stated the AM's need to ensure they have their timesheets in because they will not get reimbursed, if not.

The group then discussed the ITS Update/ITS Projects/511/TMC Updates, which were provided by Craig Carnes and Jason Evans who began by stating the TMC is currently coordinating with ITS, Roadway, and Landscaping from 30% submittals to project completion to ensure there are no conflicts. There was a push from FDOT to deploy additional Wrong-Way Driving Systems on ramps throughout the District. There are currently 31 WWD devices deployed, with an additional six in the works with ongoing projects. In rural areas, WWD systems are being put in during any kind of widening or rehab projects. Jason advised that if there was a crash involving a WWD sign, to notify the TMC and safe up all wires. He then stated that there were no new FL511 app updates, but they are pushing the

app for the upcoming hurricane season. All interstate CCTV cameras in the state can be viewed at [FL511| Florida Traffic | Commuter Information](#). He closed by stating the RTMC is currently in hurricane season prep mode, ensuring all supplies and documentation is up to date.

The next First Coast Traffic Incident Management Team meeting is scheduled to be held in-person on **September 19th, 2023**, at 10:00 A.M. If you are unable to attend, please feel free to send someone else who could represent your agency. We look forward to seeing you there!

ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The Alachua-Bradford Traffic Incident Management Team meeting held its latest bimonthly meeting in person on **Wednesday, June 14th, 2023**, at 10:00 AM. The TIM meeting kicked off with introductions, followed by a reminder of the primary objective of our TIM Team meeting, which is to continuously reduce incident scene clearance times to alleviate congestion and enhance safety. The meeting also emphasized the significance of cooperation and communication among TIM members while operating on the roadways to ensure the safety of everyone involved.



ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE
continued

The meeting then proceeded with the Emergency Operation Update, given by Lola Butler, who stated that the Hurricane Season began on June 1st. The EOC team has been actively engaged in hurricane exercises and meetings, including those with asset maintenance teams. As part of their efforts, the EOC has introduced a new SitReps template, which will be distributed to asset maintenance personnel. Lola advised everyone who has access to the FDOT D2 SharePoint site to explore it, as it contains valuable information. She concluded by stating that although this hurricane season is expected to be less active than previous ones, it is essential for everyone to keep their plans up to date in preparation for a major storm.

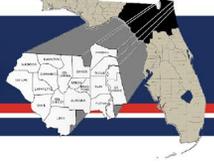
Lola Butler then provided the Maintenance Operations Update on behalf of Carrie Stanbridge, who stated there were ongoing rest area upgrades, including tank replacements, flooring updates, painting, and landscaping. It's important to note that these activities are not comprehensive and won't occur at all locations. Repairing and replacing the I-10 bridge joint in Madison County took place in June, resulting in a 24/7 lane closure, with the work completed in just under two weeks. Budget allocations for the upcoming fiscal year (23-24) are being addressed, with a potential 5-10 percent reduction in the maintenance budget. Carrie expressed her

appreciation for the ongoing efforts in asset maintenance along the I-10 and I-75 corridors, including tree trimming, tree removal, and enhanced water capacity in ditches.

Jason Evans then jumped right into the ITS/511/TMC updates where he informed the group that a new CCTV camera and detector have been installed on the northbound exit ramp of I-75 to Williston Road. Additionally, a recently opened rest area at the Suwannee/Columbia Line now includes activated truck parking facilities. With hurricane season underway, efforts are being made to promote the FL511 app, which can prove useful during potential evacuations. Preparations for the hurricane season are ongoing at the RTMC, including generator testing, ensuring online connectivity of devices, stocking perishable food supplies, and ensuring the RTMC is equipped to accommodate staff for up to a week if necessary.

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled to be held in-person on **August 9th, 2023**, at 10:00 A.M. If any changes are made prior to the next meeting we will send out an email notification to all of our TIM partners.

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



TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued

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

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

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	
September 19, 2023	November 21, 2023

Alachua/Bradford TIM Team	
FDOT Gainesville Operations Office 5301 NE 39 th Avenue, Gainesville, FL 352.381.4300 10:00am-11:30am	
August 9, 2023	December 28, 2023
October 11, 2023	December 28, 2023

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

As we moved into the months of April through June, the District 2 Road Rangers continued to demonstrate their unwavering commitment in assisting motorists on our roadways. The Road Ranger Program remains instrumental in incident management, providing invaluable support to both drivers and local agency partners. As crucial members of the Traffic Incident Management (TIM) Team, they play a pivotal role by offering real-time updates to



ROAD RANGER UPDATE continued

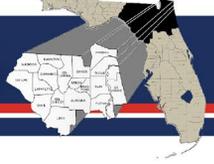
the Traffic Management Center (TMC) concerning accidents, congestion, disabled vehicles, and road debris. Their dedication ensures the smooth flow of traffic and enhances overall roadway safety during this period.

The Road Rangers operate eighteen routes in District 2, including seven routes that provide 24/7 coverage across the district. During the period spanning from April 1, 2023, to June 30, 2023, the District 2 Road Rangers provided assistance to an average of 3,493 events per month, slightly surpassing the average of 3,284 events recorded in the previous quarter.

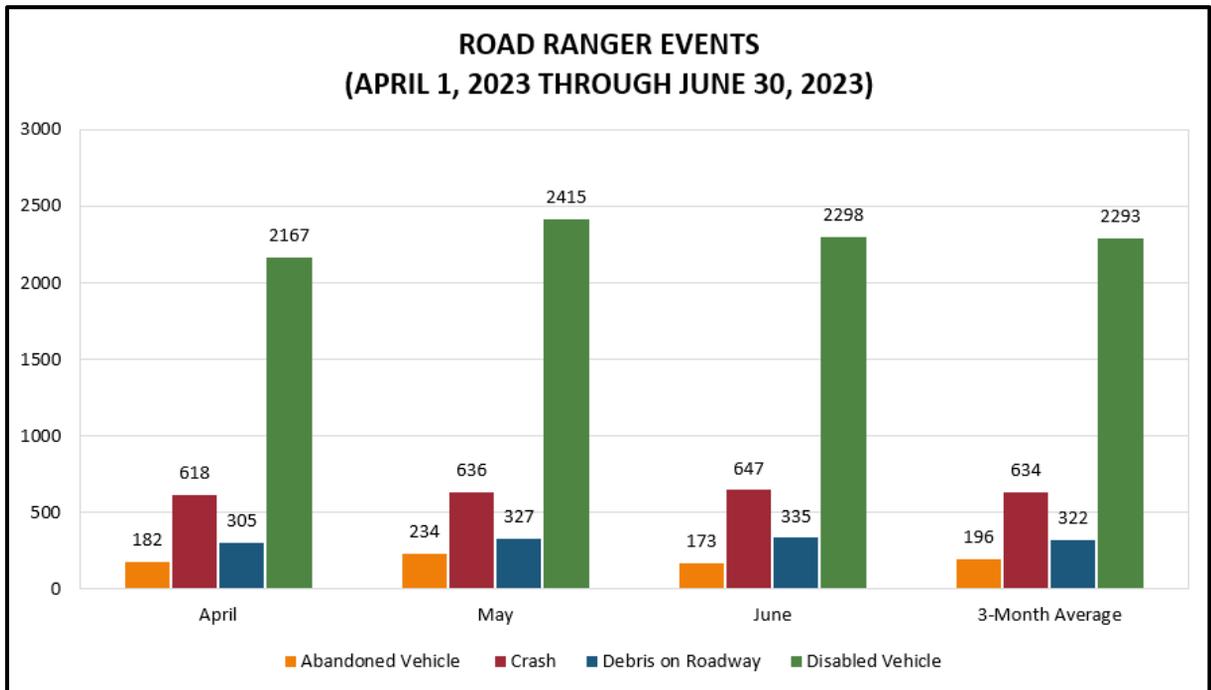
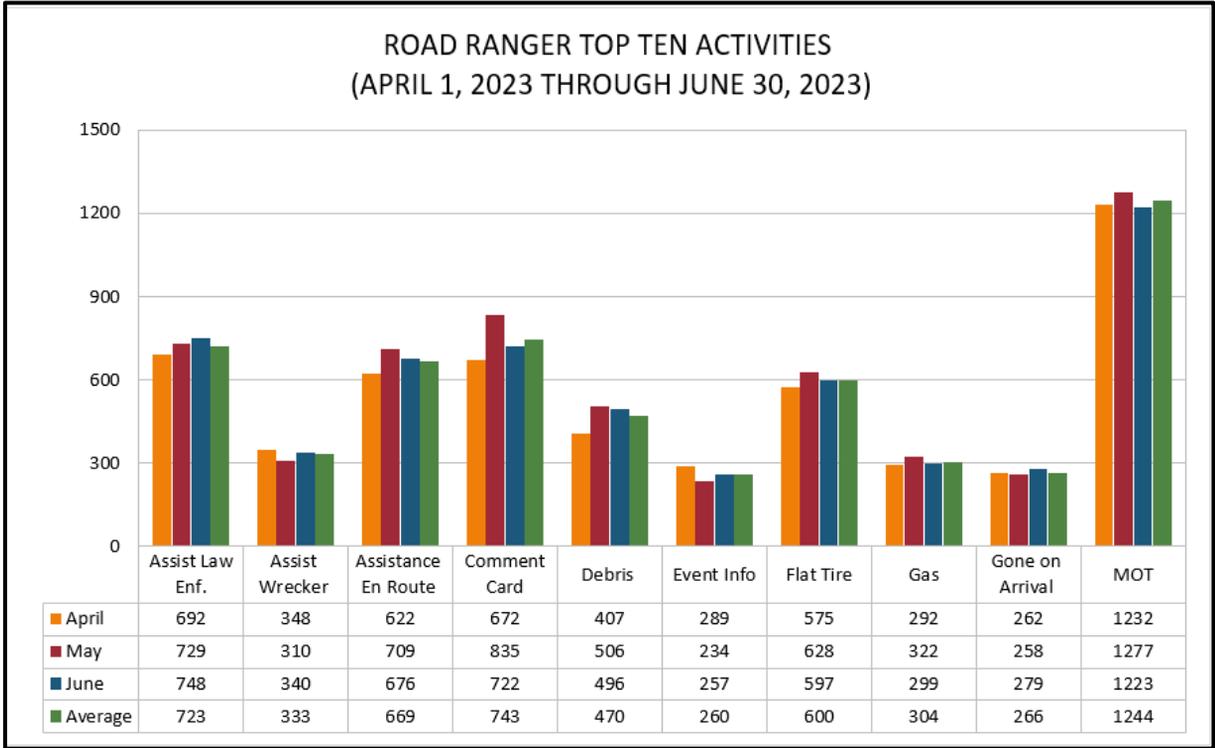
Every month, our Road Rangers participate in a compulsory Safety Training session, where a consistent emphasis is placed on promoting safe practices through presentations and instructions. To ensure comprehensive training coverage, these meetings are conducted in both Jacksonville and Gainesville, ensuring that all Road Rangers benefit from the knowledge shared. These meetings serve as crucial opportunities for the team to engage directly with FDOT staff and their fellow Road Rangers, fostering a collaborative learning environment. Given the challenging nature of their work and the high exposure on our interstates, it is of utmost importance to prioritize the well-being and safety of our Road Rangers and the motoring public alike during their travels.

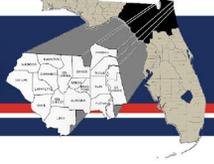
The Road Rangers offer assistance in various situations, including fuel provisions, tire changes, minor emergency repairs, and short-term maintenance of traffic. During Quarter 2 (April 1, 2023, through June 30, 2023), the average Roadway Clearance Duration has averaged about 56.7 minutes, the Incident Clearance duration average approximately 76.0 minutes, and the Open Roads Duration averaged approximately 48.9 minutes.

The subsequent charts depict the range of event types to which the Road Rangers responded between April 1, 2023, and June 1, 2023, along with some key activities performed during these responses. Their primary focus was on addressing crashes, debris events, disabled vehicles, and abandoned vehicles. Their activities primarily involved providing Maintenance of Traffic (MOT), assisting motorists with flat tires, clearing debris, and aiding local law enforcement. The data indicates that the Road Rangers responded to an average of 18.4% crashes, 66.5% disabled vehicles, 9.4% debris events, and 5.7% abandoned vehicles. Overall, there was a slight decrease in the number of crashes and disabled vehicles attended to by the Road Rangers, while there was a slight increase in the number of debris events and abandoned vehicles requiring their response.



ROAD RANGER UPDATE continued





RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

The Rapid Incident Scene Clearance (RISC) program is an innovative and incentivized initiative that aligns with Florida’s Open Roads Policy objective of promptly clearing major highway incidents and truck crashes within 90 minutes or less. Under this program, the RISC Contractor assumes the responsibility of responding to the incident within 60 minutes of receiving the activation request. Once on scene and provided a Notice to Proceed by the lead official on scene, the contractor has a maximum of 90 minutes to restore the travel lanes for traffic. If the necessary equipment arrives within 60 minutes and the towing company successfully clears the travel lanes within 90 minutes, the RISC Contractor becomes eligible for a bonus.

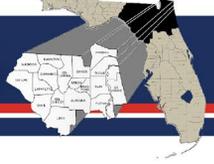
Frequently, RISC activations involve significant commercial vehicle crashes, including loaded tractor-trailers, which require RISC contractors to have specialized equipment

readily accessible at all times to effectively respond to such incidents. In the event that this additional equipment is required, the RISC Contractor may be eligible for an additional incentive for staging and/or utilizing the equipment during the incident clearance process.

Over the past three months, District 2 has utilized RISC on nine occasions, with one activation in Alachua County, one in Columbia County, four in Duval County, two in Madison County, and one in St. Johns County. This program holds immense value and is vital for reducing roadway clearance times, particularly during high-traffic periods. On the following chart, you will find specific information regarding the RISC events that occurred within District 2 between April 1, 2023, and June 30, 2023.

Below is a RISC Incident that occurred on 5/22/2023 on I-10 eastbound at Lenox Avenue. It involved two vehicles and a semi-truck which jackknifed, spilling 70 gallons of fuel onto the roadway.

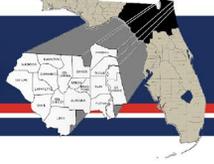




RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE continued

Date	Time	Location	Description
4/1/2023	12:08 PM	Duval on I-295 E SB, at Atlantic Blvd	Multi-vehicle crash involving one semi-truck and five passenger vehicles. Multiple injuries were reported.
4/5/2023	11:55 AM	St. Johns on I-95 NB, at MM 307	Crash involving two semis that collided with one another, causing one of them to overturn and spill its load of 56,000 lbs. of potatoes. The other semi jackknifed, and two other vehicles hit the guardrail trying to avoid the crash.
4/12/2023	2:56 PM	Madison on I-10 EB, Ramp from CR-255	Crash involving an overturned semi loaded with 40,000 lbs. of unknown cargo on ramp from CR-255.
4/27/2023	6:58 PM	Madison on I-10 EB, at MM 248	Crash involving semi-truck vs. SUV. The semi-truck overturned in a ditch on the right shoulder, where part of the semi's trailer broke off, blocking the left lane.
5/3/2023	7:41 AM	Duval on I-10 WB, beyond MM 353	Multi-vehicle crash involving three semi-trucks and one SUV, with three transports. One semi-truck was hauling over 40,000 lbs. of cargo. All lanes blocked.
5/22/2023	10:06 PM	Duval on I-10 EB, at Lenox Ave	Three vehicle crash involving one semi-truck which jackknifed, spilling 70 gallons of fuel onto the roadway. All EB lanes blocked; two WB lanes blocked.
6/5/2023	3:52 PM	Duval on I-95 SB, at Airport Rd/Duval Rd	Multi-vehicle crash involving three tractor-trailers with all lanes blocked.
6/20/2023	5:53 AM	Alachua on I-75 SB, before MM 391	Multi-vehicle crash involving two tractor-trailers, two pickup trucks, an SUV, and a passenger vehicle. One semi-truck overturned, spilling its load of highly flammable liquid onto the roadway. All NB and SB lanes blocked.
6/23/2023	7:02 AM	Columbia on I-10 SB, at I-75	Crash involving pickup truck and overturned semi-truck with all lanes blocked.

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

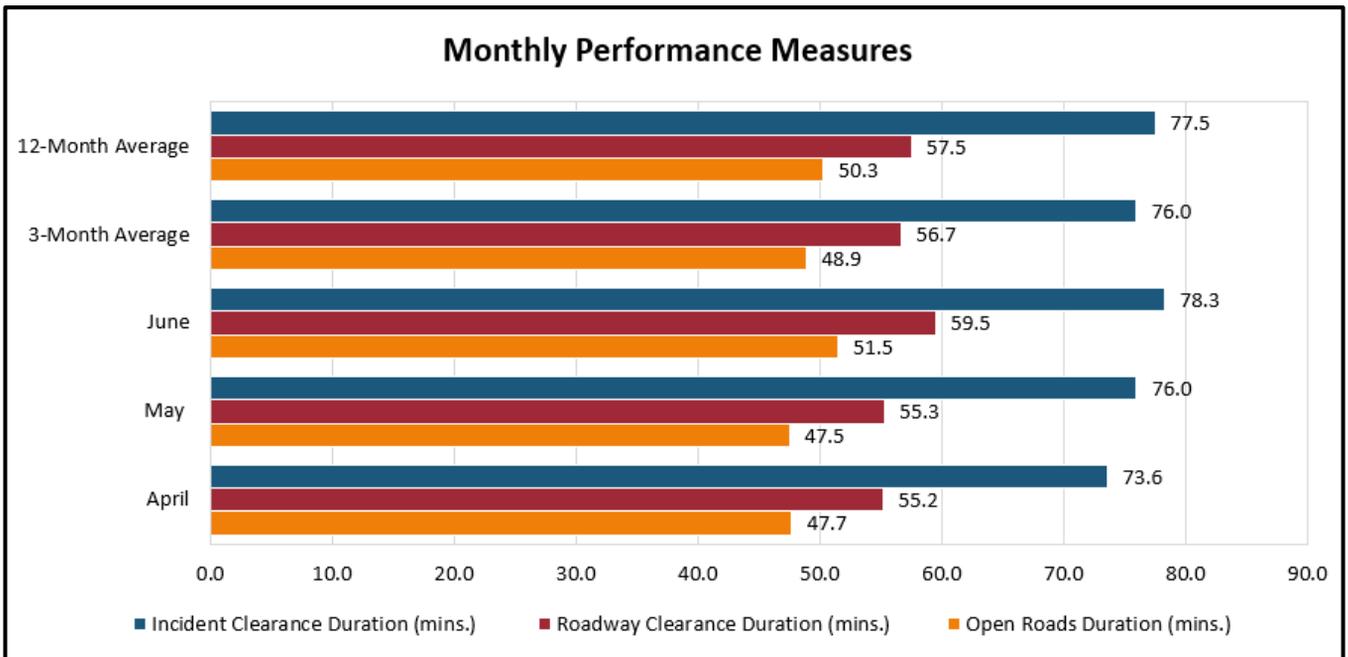


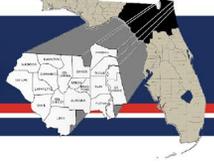
PERFORMANCE MEASURES

Upon reviewing the Road Ranger Event Summary, we can observe on the charts below and on the following page, from April 1, 2023, through June 30, 2023, the Road Rangers responded to an average of 634 crashes per month in District 2. The figure represents the average number of crashes that received Road Ranger response, slightly surpassing the previous quarter’s monthly average of 606 crashes. Additionally, based on the Weekly Events summary, the First Coast Road Rangers (FCRR) also responded to an average of 47 abandoned vehicles, 146 congestion events, 96 debris on roadway events, and 563 disabled vehicle events per week during the second quarter of 2023.

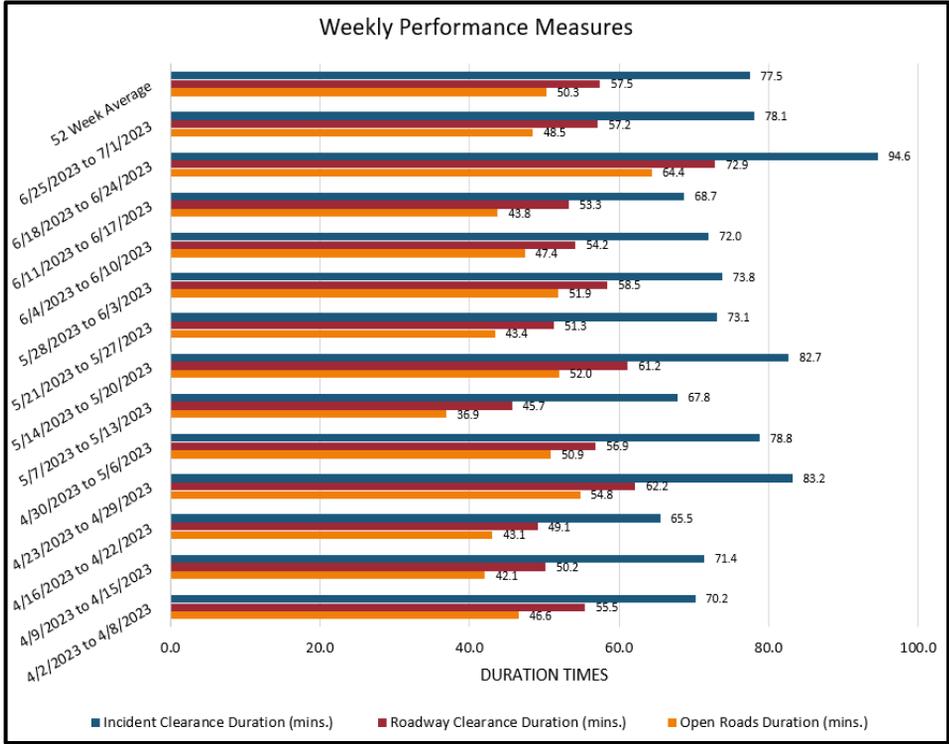
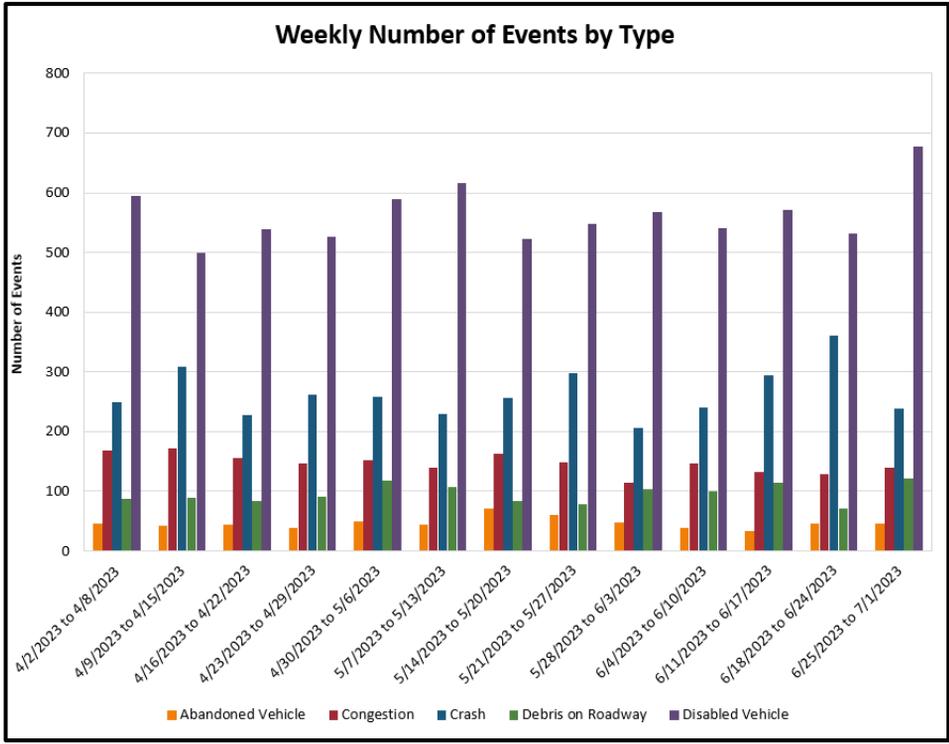
The average clearance duration times have consistently remained below the 90-minute target within the last three months. From April 1, 2023, through June 30, 2023, District 2 recorded an average Open Roads Duration time of approximately 48.9 minutes, Roadway Clearance time of 56.7 minutes, and Incident Clearance time of 76.0. These performance indicators are slightly lower than the yearly averages of 50.3 minutes for Open Roads Duration, 57.5 minutes for Roadway Clearance Duration, and 77.5 minutes for Incident Clearance Duration.

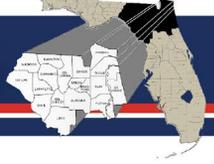
To highlight some definitions: Open Road Duration represents the time from the arrival of the first responder to travel lanes cleared, Roadway Clearance Duration signifies the duration from the first event notification to all travel lanes cleared, and Incident Clearance Duration refers to the time from the first event notification to the last responder departure.





PERFORMANCE MEASURES continued





MARKETING

Did you know you can connect to the FL511 Newsroom to view How to Videos and more? The videos are available in both Spanish and English and they cover a variety of topics, such as “how to use the talk feature on the FL511 app” or “how to create a route and get alerts”. To access the Newsroom portal click [Videos - FL511 Newsroom](#). While you’re there register your personal device so you can be Storm Ready. After clicking on [Florida Sign up For My Florida 511 | FL511](#) you’ll be prompted to select when and how you receive information, such as severity of incidents or only those occurring along your preferred routes of travel. In the coming months some exciting new features will also be added to the FL511 app! The proposed changes include Wrong Way Driver device monitoring, integration of Connected Vehicle Data and enhanced Bridge Up/Down notifications.

At the Regional Transportation Management Center we are storm ready! We’ve partnered with area Emergency Operations Centers to make sure FL511 is included in their social media posts and other online publications. We’ve been in contact with Clay, Duval, Nassau, Baker and St. Johns Counties to make sure they have access to the latest 511 information. We’re also partnering with area businesses. Tote Maritime recently hosted an Emergency Preparedness Fair for their employees. We were invited once again to showcase FL511 and educate motorists as to how FL511 plays into Hurricane Preparedness before, during and after a storm. Tote Maritime has been a long-time partner in the Transportation sector, and we were happy to team up with them once again as the Tropics begin to fire up. Before their cargo even leaves port to head into open water,

ground transportation is crucial to their operations! At the Blount Island Terminal, Tote Maritime employees monitor our FL511 traffic cameras 24/7, keeping their eyes peeled for potential traffic delays. Even an hour long delay due to a traffic incident can bring their shipping operations to a standstill.



To keep your summer plans from coming to a screeching halt, make sure all of your trips begin and end with FL511. From our operations hub inside the Regional Transportation Management Center, 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...DAVID ROLFE
NETWORK TECHNICIAN

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

I was born in Sarasota and moved around the state a bit when I was young, as my dad was in the Navy, but I've lived in Jacksonville for at least 35 years.

You have a long-standing history with Metric/FDOT. How many years have you worked at the Regional Transportation Management Center?

I've worked at the RTMC since June 2005, so it will be 17 years and change. I think it's only Pete, Penny, Jason (Evans), and Derrick that are still around since I started. Jason Summerfield brought me in, and I took the job hoping I could move quickly over to IT with him, but it took so long he'd moved on before it happened.

We understand you were recently promoted. Congratulations! Describe your former/current roles within FDOT.

From the outset, until this year I've worked as a TMC Operator, monitoring our deployed cameras, signs and other devices, recording incidents, dispatching maintenance and Road Rangers, and keeping FL511 current while taking feedback from the public (while it lasted). I might be the only person still on the floor that's been doing it longer than we've had SunGuide. For about half that time I worked overnights, and the other half weekends. My current role as ITS Network Technician is IT support along with some systems administration for Activu and SunGuide. I'm on my 167th day in this new role (as of this writing), so I'm still learning how we

do everything here and then documenting it on our internal Wiki for those that follow.

What first drew you into the world of Information Technology? Did you receive any formal training?

My dad operated and maintained flight simulators in the 1970s and rolled that into a degree in Computer Information Science in the 80s. His mom bought him a Commodore 64 when he started college while I was tiny, maybe around 4 years old. My granny was an early computer nerd, too. With their encouragement I was programming that 'microcomputer' in BASIC by the time I was six, starting with simple games and listings out of magazines. (In the olden days you could share software in print, as long as some kid, me, was willing to meticulously type it in and save it to tape or disk on the receiving end.) By third grade, elementary schools started having computer labs with weekly classes. By the start of the 90s my friends and I all had modems and IBM XTs and Apple IIs and were cracking software with assembly debuggers and learning Pascal in school. At the end of the 90s out of high school I was the junior UNIX administrator for GIS at the Duval Property Appraiser's office for a little while (the only job I've ever had with weekends off) before working for America Online, a stint at CompuServe after its buyout, and went to UNF for Computer Science while my friends went off to MIT and Georgia Tech. It was not long after that I started here. So, the bulk of my formal training is in UNIX system administration and software development, but with lots of practical experience in scripting and tech support.



SPOTLIGHT ON...DAVID ROLFE
NETWORK TECHNICIAN continued

Any cutting-edge projects you're currently working on?

Nothing I'm doing now is cutting-edge. I'm mostly playing catch-up with Activu as we wait on features coming down the line for video sharing outside of our networks here at the NFRMTC. The technology for this is basically the same as running web servers at the turn of the millennium, just the bandwidth is enormous compared to then.

Worst day on the job? Or a foot-in-mouth moment? (not necessarily *this* job)

I've seen a lot of tragic stuff on the roads: fatal crashes, suicides, fires; and assisted in a lot of intense situations like manhunts, car chases and evacuations. I sent a ranger to an event where he got badly hurt, and watched, live, many scary near-misses. I don't want to trivialize those by complaining about goofy stuff that has happened to me.

Looking back over your career, name one defining moment you still carry with you.

While I was checking cameras one summer many years ago, I caught some smoke above the trees in the northeast quadrant. I checked in with FHP and State Warning Point and there weren't any controlled burns in the area. We checked with the Fire Department and no fires were reported, so they tracked it down and got it under control. They wanted me commended for catching that wildfire, preventing it from getting out of control. It's so minor, but I still have the certificate of thanks they gave me. We all do work that matters, everyday, but this one stuck with me.

Lunch with colleagues or microwaved leftovers while sitting at your desk?

Until my role changed, I've always been condemned to eat alone, but I can take lunch with the team now!

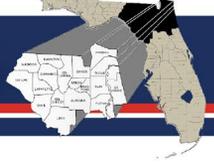
The zombie apocalypse is coming. What essential items do you grab from your office before making a beeline for the parking lot?

I'd have to hit up the expired, nonperishable food stash, so I can survive the first month holed-up.

We understand you're a rock star dad. Tell us about your son.

My only son, Owen, was born in April 2011. For the first five years of his life I was a stay at home dad working Friday, Saturday and Sunday overnights. It worked out well for our family when he was a newborn since his mom and I could split up the sleeping and care duties with less of the suffering other families go through. She'd work during the week and get a full night's sleep while I was taking care of our baby and she'd only have to get up in the middle of the night on the weekends while I worked.

Once Owen started school, I switched to weekend day shift so I was always available when his mom was working. I've devoted most of my time to our relationship and we're super close, honest and open. Relatedly, perhaps, his mom divorced me a year ago, so we share him now. He's with me when I'm off



SPOTLIGHT ON...DAVID ROLFE NETWORK TECHNICIAN continued

work, but with her the other 4 days a week. He's 12 now and starting to get lanky. He's into magic tricks, playing Grounded and Minecraft with friends and playing D&D with my family.



David & Owen- Above at home, and below at Metric's Main Event outing in January competing in Pac Man. Like Father like Son!



PHOTO GALLERY

Congratulations to two members of the FDOT District 2 Team who completed their CPM designation through a lot of hard work.

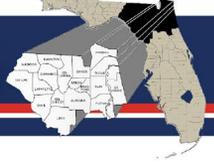
The Certified Public Manager® designation is awarded to public sector middle managers who have completed the required 300 hours of study through a CPM program accredited by the National Certified Public Manager® Consortium.

This is a comprehensive course of study by which public managers can acquire and apply best practices and theory to their management behaviors and strategies using prescribed sets of professional competencies to user as the foundation and applies it to practical problems facing the participant, their agency/department, and the citizens.



Above: Jose Morales, ITS Maintenance Manager and below, Tellis Baker, E.I.





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