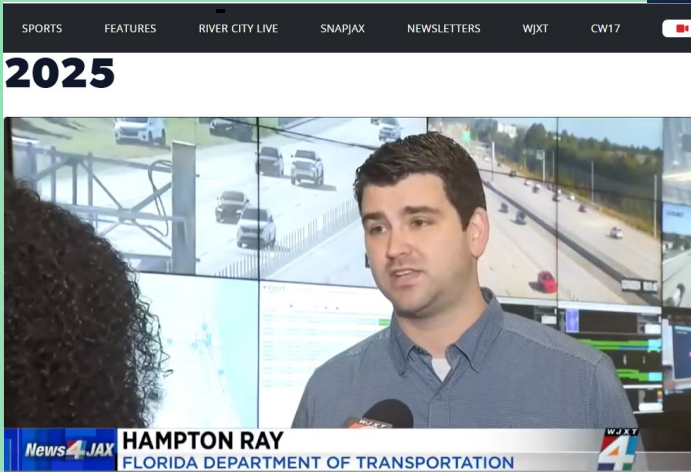


FDOT District 2 Holiday Media Event

On Wednesday, December 18th, all three of Northeast Florida's Television Traffic dream team visited the Traffic Management Center to gather information to provide to area motorists on safely navigating the roadways during the holiday season. Hampton Ray, FDOT District 2 Manager of Outreach was interviewed by all three and also provided information on FDOT's new initiative, "Target Zero". More to come on this initiative in our next newsletter.

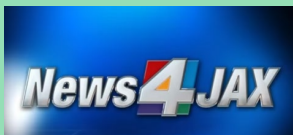


Above, left, Katie Jeffries, First Coast News; right, Amanda DeVoe, News4Jax and center Marithza Ross, Action News Jax



<https://www.news4jax.com/news/morning-show/2024/12/31/new-years-road-safety-travel-safety-a-main-focus-heading-into-2025/>

<https://www.firstcoastnews.com/video/travel/fdot-fhp-fl511-working-together-to-make-holiday-travel-as-least-stressful-as-possible/77-08a27808-383c-44f1-8e27-13bc556d585e>





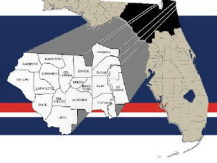
NOTES FROM THE DISTRICT
TRANSPORTATION SYSTEM
MANAGEMENT & OPERATIONS (TSM&O)
PROGRAM MANAGER

Calendar year 2024 was somewhat of a challenging period in my career as I tried to **navigate** the TSM&O program in the right direction. Some would have expected that after reaching 30 years with the Department in October 2023 that I'd just mail it in the rest of the way and **sail** into the sunset. Fortunately, that's not my *modus operandi*, thus I proceeded headfirst **into the wind** when facing issues throughout the year. I had some wins and several losses, however I never **wavered** in the pursuit of excellence for our team. During 2024 I was able to provide the new staff at the Central Office Traffic Engineering Group information on the pitfalls of Wrong Way Driving Systems, Connected Vehicles, and the impacts of software costs to our program. I am hoping my efforts lead to "**smooth sailing**" in 2025. (Come-on! If you don't get my sailing inuendo and the fact that I am going on another cruise in late January, you just don't get me!).

As you read in past newsletters, we lost two key team members over the past year. JoAnna Hand took a position with the Central Office Traffic Engineering team this past March, taking on the new role of software guru for SunGuide, Connected Vehicles, and all things "1s" and "0s" (Binary for the geeks!). Alex Varela decided to venture into the private industry in June based on an offer made that he could not resist. The latter was the toughest hit since I relied on him to handle day-to-day operations for the ITS program. It's somewhat of a thankless job in

that there is never an idle moment, and one mistake can set you back months, if not years. You could "cry me a river" (okay, not a sailing inuendo but does involve water), but we survived and have now filled this position with Adam Storm.

One of my biggest challenges during the past year was to convince the Statewide Program and new staff in Central Office that consideration should be given to "Is the juice worth the squeeze?" (credit to Jeremy Dilmore in D5, since he uses this phrase often and it's rubbed off on me). This is especially true since we are currently in that ten-year cycle where funds are tight, and the Department needs to pinch its pennies. One of the proudest moments was my discussion with Evarist, Adam, and Josh, on the value of the new technology proposals they brought to my desk. These are young and extremely intelligent engineers who seek solutions based on advanced technology. More times than not I played the devil's advocate on their proposed concepts. Late in 2024 we had a discussion on some technology that they wanted me to consider which incorporated pedestrians and bicyclists. Shockingly, it was more of an FYI conversation that ended with them saying there is no end solution but something to consider as the technology gets better (i.e. when AI solutions could use this data to our advantage). Proud papa I was that day!



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

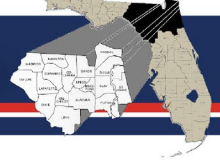
So, Adam is doing very well with the Department after being in his new role the past two months. The ultimate goal is to cull his skill set so that when I decide to cruise full time he could easily step into my role. There is a lot to learn, hence I told him this would be a two-year learning curve. I think he took me up on the challenge and was trying to shorten this to one year. That's when I had to step in to try and slow things down a little since my concern was him burning out too quickly. Things on his plate that he will need to learn involve personnel, budget, Work Program, project management, contracts, consultant management, innovative technology programs, and a plethora of other efforts that will come across his desk. In my role, one of the key elements was to learn to pace myself to avoid burning out, since tasks hit my desk from every direction on a daily basis. I've learned to prioritize based on needs in order to have been able to survive the past 22 years in this program. He is very knowledgeable on the technological side of things, but still has to learn the basics involved with operations and incident management. I often remind him that it's these basics that solidify the ITS and traffic signal program.

As for the program, I would be extremely negligent if I did not mention a few highlights that made me a very proud manager. First is the iTPAS effort guided by Evarist. Based on his concept, we are now able to maintain 95% accuracy on rest area truck parking counts each

month over this past year. Compared to the previous technology used, this was over 20% more accurate than the magnetometer solution initiated by Central Office several years ago. Likewise, the rail detection initiative led by Adam has barnstormed its way through the Department, and now FHWA is interested in the solution he developed for nationwide implementation. This project even garnered the interest of the rail industry as we each try to make our systems more efficient and safer.

The proudest moment came this past December when Central Office sent us a report on uptime for CCTV cameras. The report showed that District Two had the highest percentage (97%) of viewable CCTV cameras out of the 548 Jose Morales maintains. This is not surprising because each day I receive a Device Checklist provided by RTMC Operators during the 4 AM query and the numbers are always amazing. After I reviewed Central Office's report, I did a little digging and determined that a majority of the cameras with issues were actually the responsibility of a construction contractor, or a network issue being addressed by our IT staff. When I ran the numbers based on this information it showed that the percentage under Jose's umbrella of responsibility was 99% of them being operational. This is amazing when the acceptable percentage would be 90% in this

Continued on following page



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

industry! He was excited with my findings until I reminded him that at this percentage, the only direction to go is down. Hopefully, this motivated him to prevent the percentage from dropping too much in the future.

As for the Statewide TSM&O program, we are currently in a flux due to the learning curve for new staff in Central Office, as well as “newbies” in other Districts. Which reminds me to mention that District Five took a big hit recently with the departure of Jeremy Dillmore. He has taken on a new role in Tallahassee, working for the Transportation Technology office. Even though you’d consider it a loss for the State’s TSM&O program, it actually benefits us since he is able to vet new technologies with consideration for District needs/capabilities. I’ve been in this position long enough to be able to handle someone moving the cheese. I must now acclimate Adam, Evarist, and Josh with adjusting to these dynamic conditions.

One final note in circling back to the beginning of this newsletter. There are cruises booked for January, March, June, September, and December in 2025. Just prepping for the time that this can become a routine monthly adventure after retirement. If you are wondering how I can do this so often it’s because I’ve been cruising since the mid-90s, thus all the offers I get are for free room & board. All I must cover is the cost of port fees, taxes, and tips. 😊

**Pete Vega, P.E.
FDOT District 2
TSM&O Manager**

NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER

I just wanted to start by saying thanks for all the support I have received from those who read and contribute to this newsletter. My transition into this new role has been smooth considering the firehose I’m drinking from and the holidays in between! I am excited to see what the year has in store, and with that I wanted to touch on some of the top trends in transportation to look out for as we head into 2025:

Electrification of Transportation: The shift to electric vehicles (EVs) is accelerating, with luxury EVs gaining market share and more affordable models under \$30,000 becoming available. However, Tesla reported its first annual sales decline in over a decade, dropping 1.1%. This decline stems from shifting consumer demand, with hybrid sales surging, and rising international competition. FDOT continues its efforts to deploy EV chargers between State, partner agency, and private lands. Consider: should chargers replace gas pumps one-to-one, or should we rethink refueling—focusing on overnight, destination, and slow charging while “quick refueling” diminishes along with ICE market share?

Autonomous Vehicles: Progress in self-driving technology continues, with advancements in AI and sensors improving safety and efficiency. Existing advanced driver-assistance systems are becoming more reliable and widespread, already making roads safer. However, challenges remain, particularly in ensuring the safety of non-motorized road users, and full Level 5 autonomy seems increasingly unlikely.



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

Mobility-as-a-Service (MaaS): MaaS is gaining traction, integrating buses, ride-sharing, and bike-sharing into cohesive, on-demand platforms. SMART St. Augustine exemplifies this effort, with transit, mobility hubs, and wayfinding designed to enhance visitor experiences while reducing traffic and parking concerns.

Smart Infrastructure Development: Investments in smart transportation systems like connected signals and real-time analytics are transforming traffic management. Yet, workforce challenges hinder local agencies' ability to maintain and evolve these systems. As scrutiny grows over Florida's transportation technology, agencies must balance adopting innovations with managing existing responsibilities.

Telematics and Data Analytics: The use of telematics and advanced data analytics is becoming more prevalent, providing insights into vehicle performance, driver behavior, and operational efficiency. These technologies support informed decision-making and predictive maintenance in transportation fleets. However, there is such a thing as too much data. To close out, I offer an interesting take on data dashboards that can be accessed here. https://medium.com/@robert_harmon/im-done-with-dashboards-and-likely-you-should-be-too-bcc5bbab01b3

As we normally see with technology, I would bet on some of these industries declining more than we imagined, and some new ones coming

into the spotlight. But it is funny how all the trendy topics fall into the technology category, when there are almost always simpler ways to achieve our mobility and safety goals. Either way, I hope everyone has a great 2025!

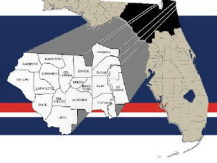
Adam Storm, P.E.
FDOT District 2
ITS Operations Manager

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

January has been designated as "Move Over Month". Florida's Move Over Law was originally passed in 2002. The law was initially created to protect law enforcement, emergency personnel and first responders who were working on the side of the road.

Over the years, the law was expanded to include all stopped vehicles displaying warning or hazard lights. The law requires motorists to move over one lane, and in cases when that is not possible, to decrease their speed by 20 mph of the speed limit, or if the posted speed is 20 mph or less, motorists should reduce their speed to 5 mph.

From January 1, 2024 through January 15, 2025, "Move Over" fatalities in Florida included three Law Enforcement Officers, one Emergency Medical Technician and two Road Rangers.



NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER continued

“Getting everyone home safe is a shared mission that goes beyond engineering and enforcement. We need your help in making smart and safe decisions when you get behind the wheel,” said FDOT Secretary Jared W. Perdue, P.E. “As we start a new year, make a resolution to help protect our emergency responders and stranded motorists by moving over a lane when you see them and refrain from distracted driving. Help make everyone’s 2025 happy and safe.”

Laws, enforcement and articles provide important information, but click on this link and you’ll really understand how important it is to

MOVE OVER!

[https://vimeo.com/1037478964/10412f0ab1?&login=true#_ =](https://vimeo.com/1037478964/10412f0ab1?&login=true#_=)

**Dee Dee Crews, B.S., FCCM
FDOT District 2
ITS Project Manager**



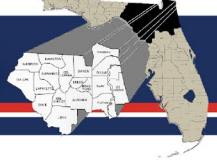
NORTH FLORIDA TPO

The end of 2024 was a very busy period assisting with NFTPO efforts. Numerous meetings were held to get their flood sensor technology study moving forward, including determination of the device locations within Nassau, Duval, Clay, and St. Johns County. Their consultant, Kimley-Horn, examined the

industry to find high quality flood sensors that would be deployed in the region. Stakeholder meetings were held with each County/Municipality to determine needs and locations, while presenting the various types of recommended technologies to use. Once an agreement was reached, our team met with their consultant to determine the procurement process, quantity, and cost. In February, our team will begin generating contracts for these vendors to furnish and install these devices. Some are above ground, while others are attached to the bottom of manhole covers.

The goal of this effort is to determine what tools would work to generate flood event data. This would allow local agencies to gear roadway projects to locations with the greatest needs. Likewise, when major events happen, this data will allow the local agencies to proactively manage the situation, up to and including evacuation of certain areas or closure of roadways. Acquiring this data in real time has been needed for a number of years as we try to make our roadways more resilient to mother nature. The hope is that, if successful, this effort can be expanded to other areas within District Two. More to come on this project in the next newsletter.

I am also pleased to announce that we have added two more EV charging stations in the secured RTMC parking lot. The original two charging stations paid for by the NFTPO were installed in the public parking area during initial construction of the RTMC. This was a



NORTH FLORIDA TPO continued

huge success witnessed by the daily usage of these two parking spaces. The problem became evident when we noticed that the same customers in other buildings within the complex grabbed these spots for the entire day. Sharing and consideration was an afterthought to them and many of our RTMC staff brought this to our attention. We did a “headcount” to determine how many RTMC staff owned EVs. Surprisingly, the number was five, with the expectation that this would increase in the coming year.

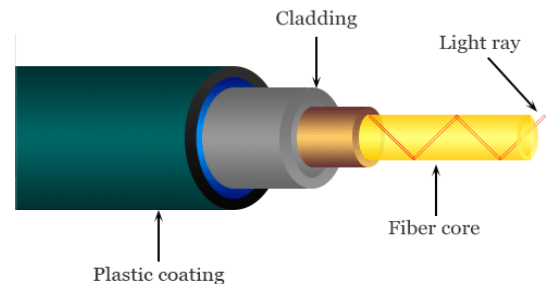
We spoke with the NFTPO to see if more EV charging stations could be added within the secured parking area. They were able to fund the installation of two in this back lot that would be used by staff within our building. Talk about a morale booster!!! As part of the deal, we told staff that it would be up to them to police use of these parking spots. Rules were “be considerate of your teammates” by keeping charging times to less than three hours. So far, so good. Now let’s just see what happens when the number of EVs increases twofold!

Pete Vega, P.E.
FDOT District 2
TSM&O Manager

ITS CONSTRUCTION

Well, it’s a different day, but we always seem to have the same ITS Construction issues. Most notably are fiber cuts within the construction project limits due to excavation or even instances when a pull box lid is closed and pinches the fiber. But we’ve also seen several projects lately with

kinks in the fiber. Fiber cuts are normally discovered almost immediately, because communication is disrupted across all of the fibers in the fiber optic cable. Issues caused by kinks and pull box lids pinching the fibers are often more difficult to notice because they can affect only a couple or even only one of the fibers. Often the affected fibers are either spare fibers or are local agency fibers that may not be monitored on a continuous basis. This means that these issues can go unnoticed for some time.

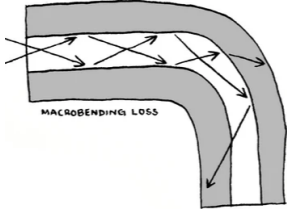


Bends, pinches, or kinks in fiber optic don’t break the fiber but instead create an area in the fiber where the fiber optic signal (light waves) can escape the glass core of the cable and be lost into the cable’s cladding and absorbed. The picture to the right shows the typical components of a fiber optic cable with the light ray being the light waves that carry the communications data through the cable. The drawing below shows how a bend in the fiber optic cable can allow these light waves to escape the glass core and travel into the cladding where they will be absorbed. When this happens small amounts of the data being transmitted are lost resulting in signals reaching their destination that are no longer usable. Oftentimes these bends in the fiber can be fixed by reducing the severity of the bend, but sometimes the fiber is damaged to the point



ITS CONSTRUCTION continued

where the fiber needs to be cut, this small area removed, and then the fiber spliced back together.



In the last few months of 2024 several kinks were found throughout our fiber optic network around Jacksonville. These kinks were impacting communications within our ITS Network and also several of the local agency networks that use our fiber optic cable to communicate to their field devices and to other locations. One such local agency is JaxPort, who use our fiber optic cable to communicate between their various terminal locations. The kinks in the JaxPort fibers were severe enough that they caused communications outages between the Talleyrand and Blount Island Terminals. JaxPort has redundant routes for this connection with one going north on I-95 from MLK Boulevard and the other going south on I-95 from MLK Boulevard. When the primary route was noted to have lost communications, JaxPort IT personnel switched the connection to their secondary route. Upon doing so they noted that they still did not have communications between the two terminals.

When fiber issues are noted, the fibers must be traced using an Optical Time Domain Reflectometer (OTDR), shown below, to determine the location of the issue or issues affecting communications. By using the OTDR to trace the fiber, distances were obtained from the location the OTDR was being used to the fiber

issue. By doing these traces, FDOT consultants and maintenance personnel were able to determine the locations of both the northern route and southern route fiber issues.



The issue noted on the northern route was identified to be within the I-95/I-295 North Interchange Project. This issue is in a section of the fiber optic cable that at this time cannot be fixed and will be replaced at a later date. The issue noted on the southern route was identified to be between Union Street and Edison Avenue. Upon investigation, it was determined that there was a kink in the fiber that needed to be cut and respliced. The work to cut the fiber and perform the splice has been scheduled and upon completion of the work, JaxPort should have communications restored between the Talleyrand and Blount Island Terminals.

Besides coordinating with contractors, consultants, and local agencies on fiber issues, our group continues to review and comment on Roadway and Landscaping Design Projects, coordinate with CEIs for ongoing construction project needs, and attend ITS device testing and project walk-throughs. With the number of



ITS CONSTRUCTION continued

design and construction jobs appearing to not subside anytime soon, we will have plenty of work to keep us busy through 2025 and beyond. Happy New Year everyone!!!!

Craig Carnes
Vice-President
Metric Engineering

ITS MAINTENANCE

I hope everyone had a blessed and safe Holiday Season. As for me, I stayed in town and celebrated with my wife and children. On New Year's Eve we partied until midnight and then went to bed. We are not young anymore, so our official partying days are over 😊. I would also like to welcome our new operations manager Adam Storm to the team. We are already getting things done. Now let's dive into last quarter. There is not much to report on but, we are still on track for the 2nd phase of the DMS retrofit project. The equipment should begin arriving later this month so we can begin the groundwork prior to retrofitting any existing DMS signs on phase 2.

Our maintenance contractor will also start replacing Road Weather Information Sensors, ex... wind, water and fog sensors. This new equipment should be arriving in the next 60 days. We will start replacing the RWISs that are currently having issues or offline. The plan is to get all or most of the RWISs operational by the next hurricane season.

Finally, we got our SunGuide® Connectivity Test results for the whole state of Florida right before Christmas, and out of 548 cameras only 2 were accountable for ITS maintenance. Our current

score is 99.6%. I would like to thank everyone who did their part in keeping these devices up. I could not have done this without you all.

See you next quarter!

Jose Morales
FDOT District 2
ITS Maintenance Manager

OPERATIONS

Is it really 2025? The last three months of 2024 flew by with all of the activity going on at the RTMC.

Testing...and more testing of new software programs:

- TIReS (Traffic Information & Reporting Software) Working with Urban SDK and Southwest Research Institute to test the software, make edits to the software and then test the software some more to make sure that the integration of data from SunGuide® into TIReS met all of the requirements.
- Active-Vision™- A camera agnostic software system developed by SwRI (Southwest Research Institute) that provides real-time actionable insights based on traffic camera video feeds, including:
 - Wrong-Way Driver detection
 - Traffic Speeds/Volume/Occupancy
 - Congestion/Slow Traffic/Queue
 - Vehicle Classifications
 - Stopped vehicle detection

Management staff performed On-cycle employee reviews for merit increases, when indicated, and approved by Dee Dee Crews.

Continued on following page



OPERATIONS continued

A big shout-out to our Network Staff for all of their diligent work in figuring out work arounds for the damaged fiber issues you read about in the Construction Article!

Finally, as you are probably aware, the RTMC is a 24/7/365 operation. No closures on holidays! Our great Supervisory Staff, Erin, Rachel & Gracie get the “wish-list” of most important holidays to be off from all of our staff members in September. At that point they begin to work their magic to please all the staff with their preferred holidays off. Add to that our great staff members who are so willing to try to accommodate their co-workers who, as a for instance, have kids and want Christmas off or are super-shoppers and want black Friday off... We are truly a TEAM, and I’m so fortunate to have such great folks work with me.

From October 1st through December 31st, 2024 the District 2 RTMC had five RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of 16,303 events with 9,609 utilizing DMS. Of those events 3,138 were crashes. Road Rangers were dispatched to a total of 11,262 events.

Connect. Know. Go!

What are you waiting for?

Use FL511!

**Jason Evans
RTMC Manager
Metric Engineering**

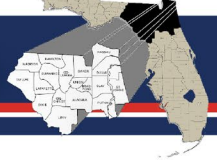
FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast Traffic Incident Management Team’s latest bimonthly meeting was held in-person on **Tuesday, November 19th, 2024**, 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.

Bert Watson kicked off the meeting with the Construction Project Update, where he stated the I-295 at Normandy Boulevard project is winding down, with few closures/detours remaining. He continued by saying the SR-200 resurfacing project began on November 25th, 2024, and concluded by stating the I-295/I-10 interchange project is close to completion.

Jason Evans then provided the Emergency Operations Update, where he stated that cleanup efforts for Hurricane Helene were continuing and will take several months to remove all debris off the shoulders.

Craig Carnes then continued by providing a variety of ITS project updates, including the following: the Dynamic Message Sign (DMS) for I-295 northbound north of N Main Street has been tested and is scheduled to be installed. The Buckman Bridge ATMS project is hoping to wrap up off-bridge work soon and schedule an inspection. TRAINFO has been installed near the two railroad crossings west of the Zoo, on SR-105 at Heckscher Drive. The RTMC



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued

recently repaired a kinked fiber run near the JTA building on I-95 just north of I-10, which was causing COJ and JAXPORT communication issues.

The Team then completed the First-Coast TIM Team Self-Assessment, which is an FHWA requirement to evaluate local TIM program managers and overall national TIM program success.

The next First Coast Traffic Incident Management Team meeting is scheduled to be held in-person **Tuesday, January 21st, 2025**, 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, December 11th, 2024**, at 10:00 AM. The TIM meeting kicked off with 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.

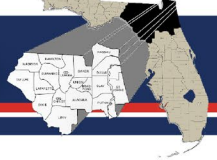
The meeting then proceeded with the Emergency Operations and Maintenance Operations Update, both provided by Jason Evans, who stated that debris removal for both on and off system roads are continuing in response to Hurricane Helene. The 2024 Hurricane Season after action lessons learned meeting is scheduled, with more information to follow.

Jason Evans then continued with the ITS/511/TMC updates, where he advised that we are officially out of hurricane season, and moving into the chilly months.

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled to be held in-person on **Wednesday, February 12th, 2025**, at 10:00 A.M. If any changes are made prior to the next meeting, we will send out an email notification to all our TIM partners. If you are unable to attend, please feel free to send someone else who could represent your agency. We thank you for your participation.

PLEASE NOTE: If anyone is interested in the SHRP2 Incident Management Training Course, please contact Craig Carnes at ccarnes@metriceng.com or Taylor Rouse at taylor.rouse@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.



**TRAFFIC INCIDENT MANAGEMENT TEAM
UPDATE continued**

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.

TEAM MISSION:

To identify, prioritize, develop, implement, operate, maintain, and update TSM&O program strategies and measure their effectiveness for improved safety and mobility. The delivery rate of fatality-free and congestion-free transportation systems supporting the FDOT vision and Florida Transportation Plan goals.

TEAM VISION:

To increase the delivery rate of fatality-free and congestion-free transportation systems supporting the FDOT vision and Florida Transportation Plan goals.

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

January 21, 2025 **March 18, 2025**
May 20, 2025 **July 15, 2025**
September 16, 2025 **November 18, 2025**

Alachua/Bradford TIM Team

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

February 12, 2025 **April 9, 2025**
June 11, 2025 **August 13, 2025**
October 8, 2025 **December 10, 2025**

ROAD RANGER UPDATE

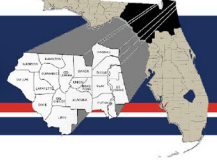
As integral members of the Traffic Incident Management (TIM) Team, the District 2 Road Rangers play a critical role in promptly communicating updates with the Regional Transportation Management Center (RTMC) regarding a variety of roadway incidents. These incidents include anything from crashes to roadway debris, all of which require immediate attention to maintain traffic flow and public safety. Florida Statute 316.003 authorizes Road Rangers as emergency vehicles, meaning drivers are required to yield to their right-of-way and move over for Road Rangers when possible. Road Rangers are also permitted to utilize emergency lanes, but only if they are driving five miles per hour or less and using their lights.

Road Rangers operate eighteen routes in District 2, with seven of these routes providing 24/7 coverage across the District. All trucks in the District 2 Road Ranger fleet run on propane, marking the District 2 Road Rangers as the sole Green Fleet in the State of Florida.

During Quarter 4, the District 2 Road Rangers responded to an average of 3,601 events and performed an average of 3.70 activities per event responded to. These activities can range anywhere from providing bottled water to motorists, assisting law enforcement on scene, to providing short term Maintenance of Traffic (MOT). More information regarding these activities can be found the in the Road Ranger Top Ten Activities chart.

Every month, Road Rangers participate in a compulsory Safety Training session, where a consistent emphasis is placed on promoting

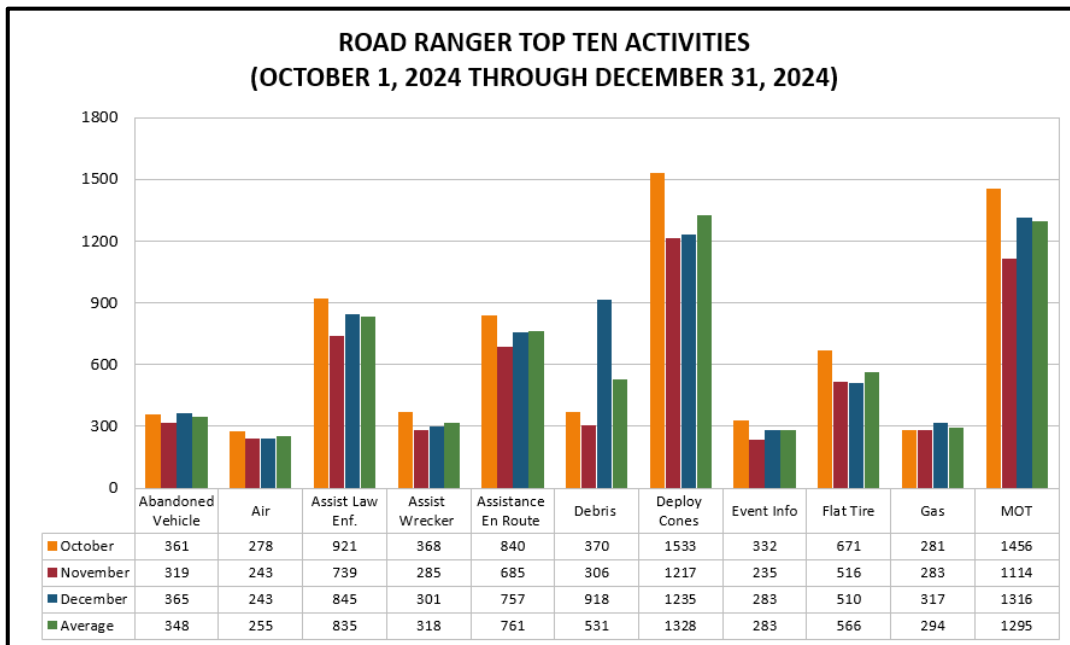
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ROAD RANGER UPDATE continued

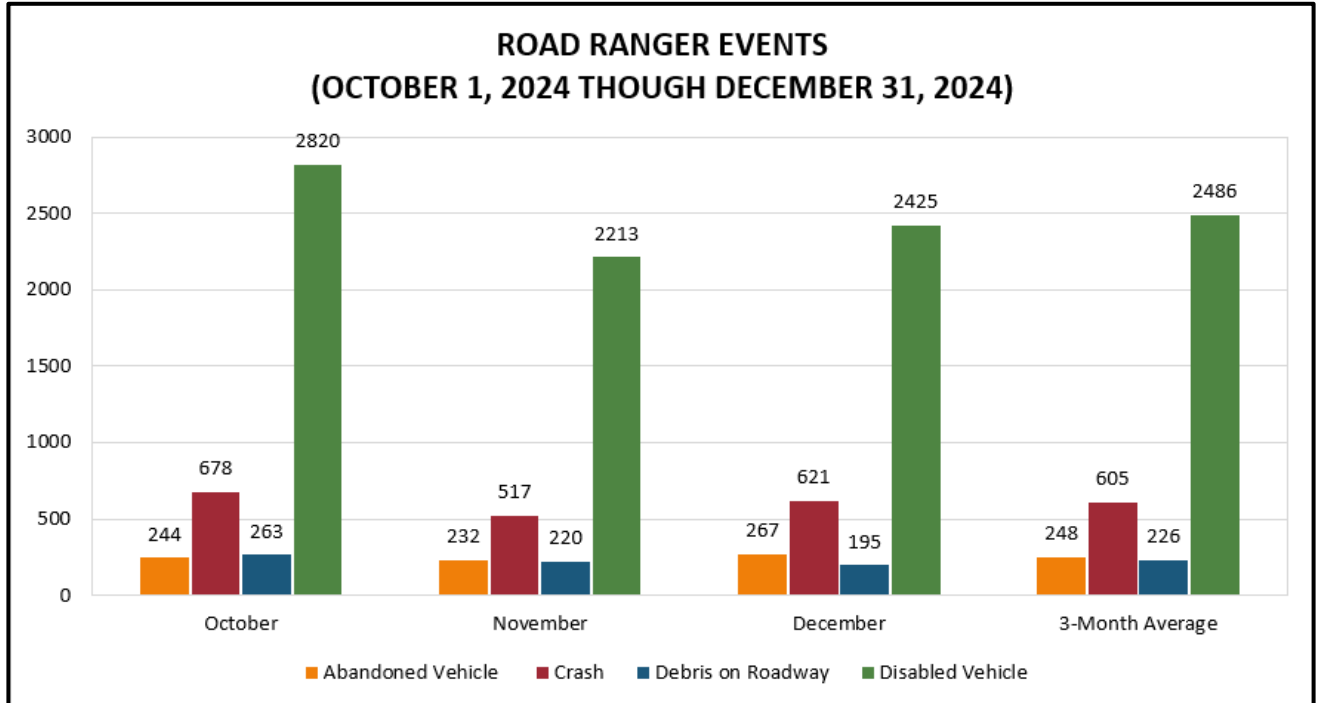
safe practices through presentations and instructions. These practices include putting a barrier between themselves and oncoming traffic, pointing tires in the safest direction in the event their vehicle gets pushed, and to never sit in their vehicle while at an event. Additionally, at all events other than providing gas to motorists, all 24 cones are to be placed out behind the vehicle to provide additional safety for the Road Ranger. 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 subsequent charts depict the range of event types to which the Road Rangers responded between October 1, 2024, and December 31, 2024, along with key activities performed during these responses. Their primary focus was addressing crashes, clearing debris from the roadway, and assisting with both abandoned and disabled vehicles. The data indicates that the Road Rangers responded to an average of 17.0% crashes, 69.7% disabled vehicles, 6.3% debris events, and 7.0% abandoned vehicles. Overall, there was a decrease in the total number of assisted events with Road Ranger response from Quarter 3 of 2024 to Quarter 4.

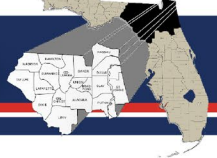




ROAD RANGER UPDATE continued



Dee Dee Crews, B.S., FCCM
FDOT District 2
ITS Project Manager

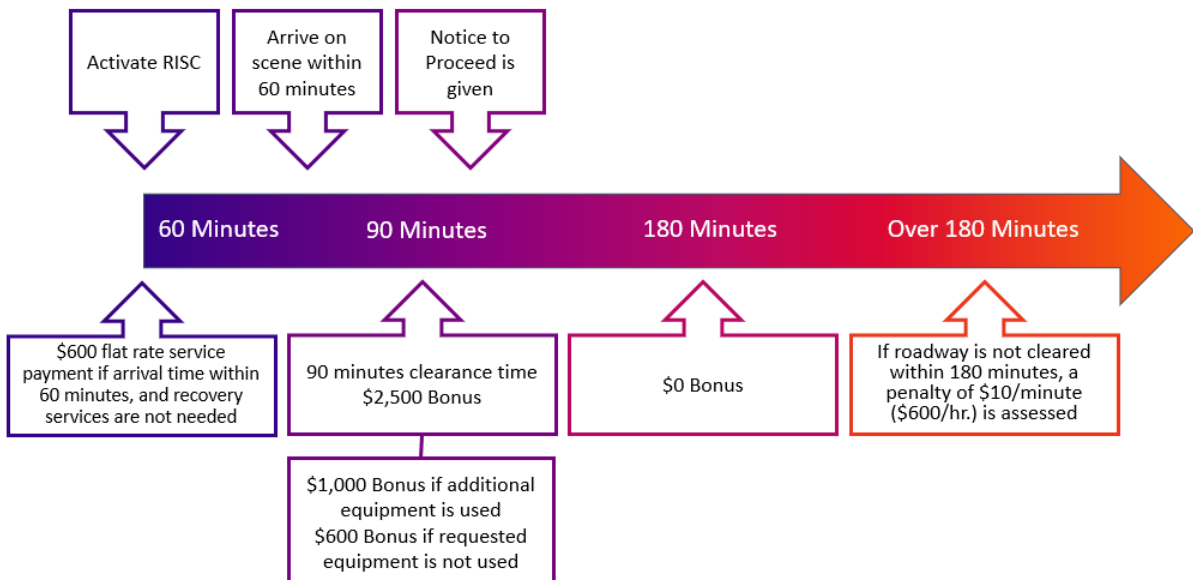


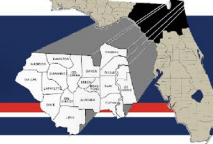
RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

The Rapid Incident Scene Clearance (RISC) program represents an incentive-based approach that corresponds with the Open Roads Policy in Florida, which aims to swiftly clear major highway incidents and truck incidents in 90 minutes or less. Under this program, the RISC Contractor takes on the responsibility of responding to the incident within 60 minutes of receiving the activation request.

Typically, an officer on the scene of the incident will call the RTMC and request a RISC activation. Crash parameters are then put into software where approval is either given or denied. On rare occasions, the TMC manager can override the software if it denies a RISC activation that is needed. Once the RISC activation is approved, the RISC vendor at the top of the rotation is notified and given the opportunity to accept or decline the event. If the vendor at the top of the list declines the RISC event, the vendor that is next on the rotation is then notified. Once the vendor has accepted and is on scene, they are provided with a Notice to Proceed by the lead official on scene. The contractor then has a maximum of 90 minutes to reopen the travel lanes for traffic. If the required 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. The vendor is also required to call in certain timestamps into the TMC to be eligible for their bonuses, including arrival time, the time they are provided with the Notice to Proceed, departure time, and all travel lanes cleared time. The following graphic provides the full FDOT RISC timeline.

RISC Procedures Timeline





RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE continued

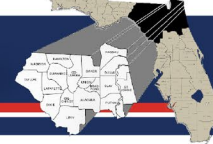
Often, RISC activations encompass substantial commercial vehicle accidents, such as loaded tractor-trailers, which require RISC Contractors to always have specialized equipment readily available for efficient response. If this extra equipment is required, the RISC Contractor might qualify for an additional incentive as compensation for deploying and using the equipment in the incident clearance process.

Over the past three months, District 2 has utilized RISC six times. This program holds immense value and is vital for reducing roadway clearance times, particularly during high-traffic periods. Below, you will find specific information regarding the RISC events that occurred within District 2 from October 1, 2024, through December 31, 2024.

Date	Time	Location	Description
10/3/2024	11:04 PM	I-10 WB at MM 286, Suwannee County	Crash involving an Amazon semi with trailer that overturned, blocking all westbound lanes.
10/10/2024	6:34 PM	I-95 SB at MM 330, St. Johns County	Crash involving an SUV with a semi-truck. The SUV experienced a tire malfunction and attempted to merge into the right lane, directly into the path of the semi-trailer. The vehicles collided, causing the semi to overturn onto its right side, blocking the three right lanes.
10/14/2024	3:17 PM	I-75 NB beyond MM 388, Alachua County	Crash involving a bucket truck which collided with the overpass causing it to overturn, blocking all northbound lanes.
11/6/2024	10:48 PM	I-75 SB before MM 375, Alachua County	Crash involving a semi-truck which overturned, blocking the two left lanes. The semi was loaded with household goods and began leaking a small amount of fuel onto the roadway.
11/15/2024	5:59 PM	I-95 SB at MM 330, St. Johns County	A multi-vehicle crash involving six vehicles and a semi-truck which was loaded with beer. The semi-truck overturned, blocking all southbound lanes.
11/20/2024	10:38 AM	I-295 W NB at Normandy Blvd, Duval County	Crash involving a logging truck which overturned, spilling logs across all northbound travel lanes.

It is important to note that after each TIM Team Meeting, any RISC events that have occurred (in the meeting's respective coverage area) since the previous meeting are debriefed with the appropriate agencies. This is to ensure that any procedural errors are discussed, and the team can review any lessons learned for future events.

Taylor Rouse, P.E.
Metric Engineering



PERFORMANCE MEASURES

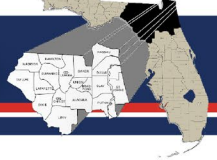
After reviewing the Road Ranger Event Summary, and the accompanying Road Ranger Events chart, it was observed that from October 1, 2024, through December 31, 2024, Road Rangers responded to significantly less incidents than they did in Quarter 3 of 2024. On average, per month, Road Rangers responded to 248 abandoned vehicles, 605 crashes, 226 debris on roadways events, and 2,486 disabled vehicles. When compared to the previous quarter, abandoned vehicles, crashes, debris on roadway events, and disabled vehicles saw decreases of 14.0%, 12.4%, 30.7%, and 11.4%, respectively.

One metric that is used to determine how well the Road Rangers are operating are the Monthly Performance Measures, which were exported from SunGuide for Quarter 4. This data includes information such as Open Roads Duration, Roadway Clearance Duration, and Incident Clearance Duration.

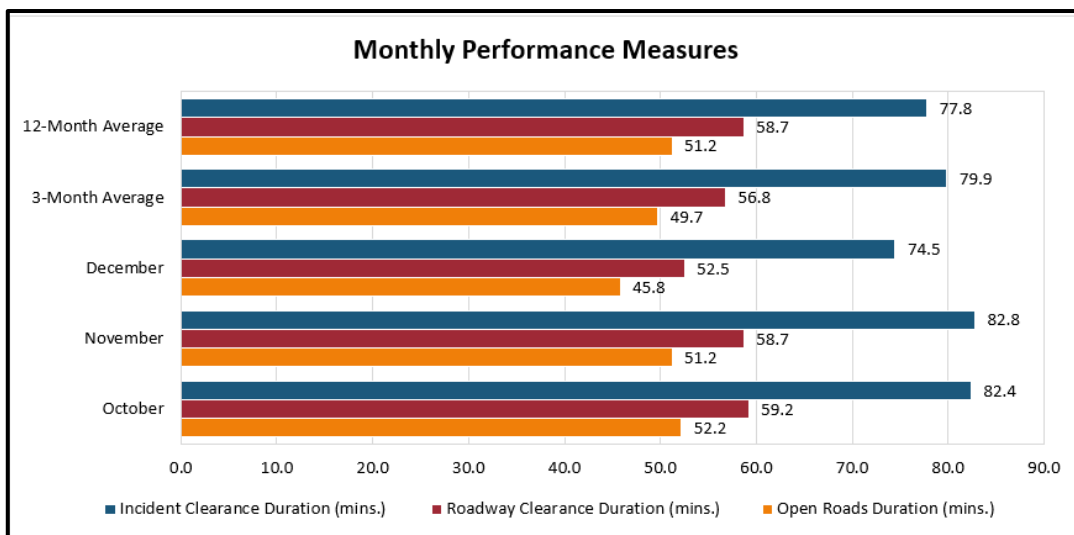
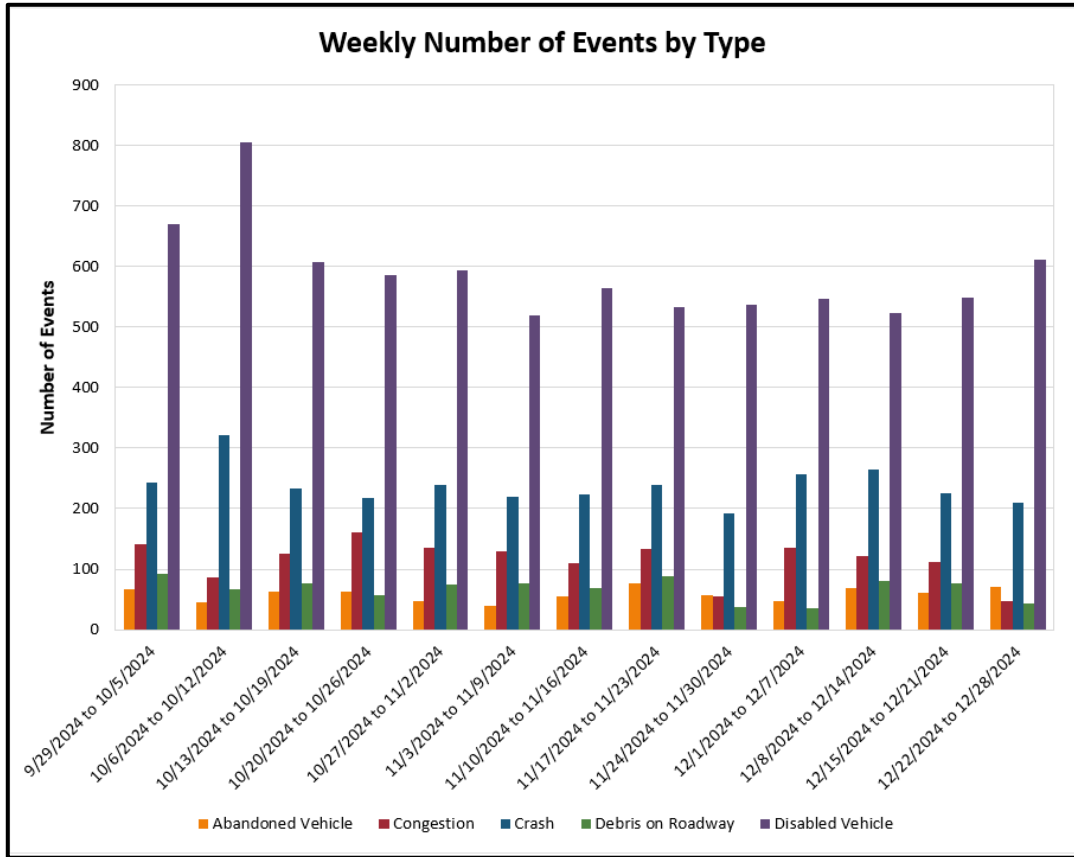
The Open Roads Duration is defined as the time the first responder arrives on scene until all travel lanes are cleared, with a goal of less than 90 minutes per event. The Quarter 4 average open roads duration was well below the 90-minute goal at 49.7 minutes per month, on average. Some circumstances can lead to a higher-than-average open roads duration, such as any traffic homicide investigations, serious bodily injury investigations, or any event that requires Hazardous Materials cleanup.

Roadway Clearance Duration is defined as the first notification of an event to all travel lanes cleared. The average Roadway Clearance Duration for Quarter 4 was 56.8 minutes per month, and 58.7 minutes for the past 12 months.

Incident Clearance Duration is defined as the first notification of an event to the last responder departure time. The average Incident Clearance Duration for Quarter 4 was 79.9 minutes per month, and 77.8 minutes for the past 12 months.

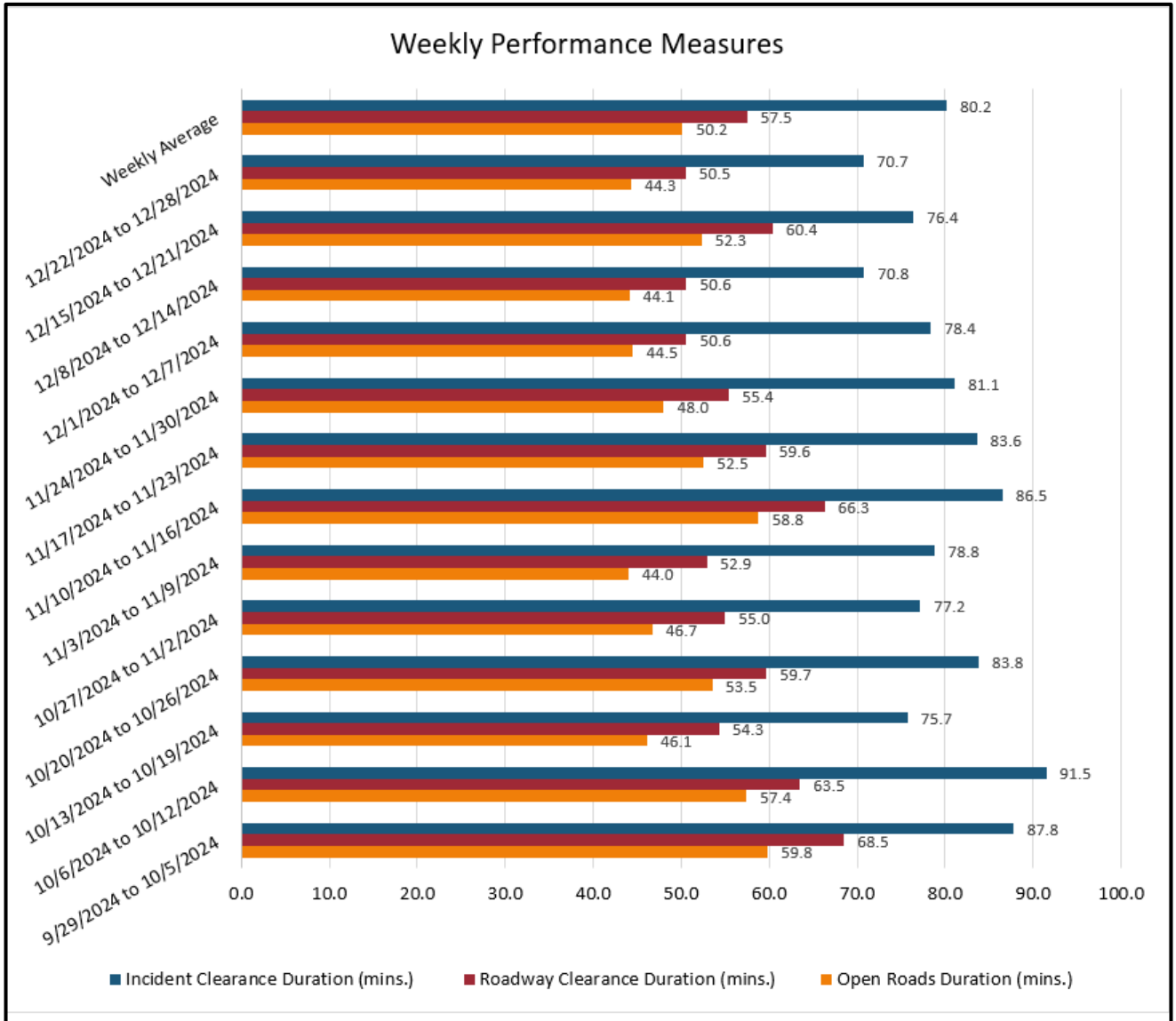


PERFORMANCE MEASURES continued

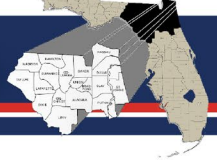




PERFORMANCE MEASURES continued



Taylor Rouse, P.E.
Metric Engineering



MARKETING

We had a few local celebrities stop by for our annual Holiday Door Decorating contest. These TV traffic reporters turned judges left a lot of holiday cheer in their wake when they visited during the month of December. Katie Jeffries from First Coast News, Amanda DeVoe from News4Jax and Marithza Ross from Action News Jax were here mainly to package pieces for their Holiday Travel Stories airing the week of Christmas, but they also donned clipboards and made the rounds, scrutinizing doors and tallying points. Spoiler Alert, the Grinch Tree and Die Hard tied for a 1st place win! (Winners shown to the right, more in the Photo Gallery)

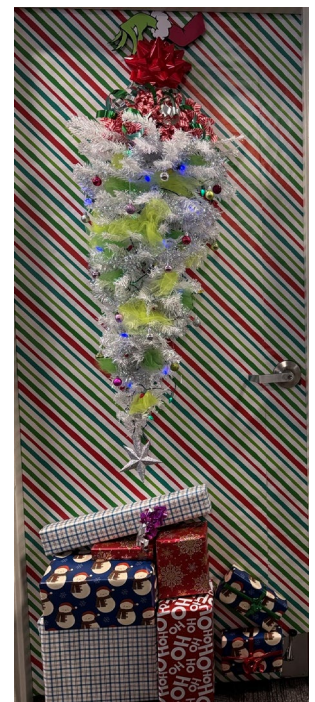
In other Fourth Quarter News, we visited St. Johns River State College's Orange Park Campus during the month of October to speak with students and faculty about the many benefits of FL511. These were all new faces as it had been a while since we last set foot on campus. We're talking pre-Covid days! So it was refreshing to reconnect and solidify our partnership with the mostly Clay County residents. The Buckman Bridge is always a hot topic with any crowd, but especially for those who have to cross it often.

Our next stop in November was to FSCJ's Downtown Technology Center. Twice a year they host career fairs where current and former students come to meet with potential employers. A big part of our message is, "Before heading out for that next important job interview, download the FL511 app for all the latest traffic updates!" And... "Come work with us!" In my opinion, both are a win!

Before hitting the roadways make sure all your trips begin and end with FL511. From our operations hub inside the RTMC, we'll keep you up-to-date on current road conditions. FL511 is available in a variety of platforms. You can log onto [FL511.com](https://www.fl511.com), download one of the free FL511 Mobile Apps available for Apple and Android devices, or visit us on Twitter, Facebook and Instagram.

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

Sherri Byrd
Marketing Manager
Metric Engineering



Co-Winners; Left, Die Hard by the FWC Team; Right; The Grinch Tree by RTMC Supervisor Erin Moore (and yes, our official poll says that Die Hard IS a Christmas Movie!)





SPOTLIGHT ON...LACEY COLLINS, **TRAFFIC INCIDENT MANAGEMENT (TIM)** **MANAGER**

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

I was born in Jacksonville, Florida and stayed there until I was 6 years old. My family and I then moved to Baldwin where I stayed until I was 22 years old. I now live in Macclenny, Florida.

Describe for us, if you would, your career path prior to joining Metric Engineering, Inc.

I began my career with the Florida Highway Patrol dispatch in 2017. I then decided to become a law enforcement officer and continued my career in law enforcement at the University of Florida Police Department where I served for three years. Then I decided to further my career with the Florida Highway Patrol and become a state trooper due to a goal I always had. I worked as a state trooper in Duval County for almost two years prior to joining Metric Engineering. I am currently still a State Trooper with the Florida Highway Patrol Reserves.

Now tell us about your new role inside the Regional Transportation Management Center.

I joined Metric Engineering as the TIM (Traffic Incident Management) Manager. I will be working under Dee Dee Crews and Jason Evans performing outreaches for TIM meetings, Road Ranger meetings, lengthy road closures such as RISC and major fatalities, as well as developing and maintaining good relationships with law enforcement agencies in District 2.

Do you have any funny stories relating to your career? Such as a foot-in-mouth moment or a bad day at the office story?

Working for dispatch or on the road, the funniest but worse thing to happen would be keying up the radio and having a hot mic and everyone being able to hear your personal conversations.

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

Every career that I have worked in so far has been amazing. Each job has helped me progress in various ways to further my career.

Have you ever been told you look like someone famous? If so, who?

I have honestly never been told I look like someone famous.

Most embarrassing text you've ever sent or received?

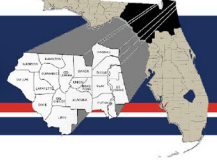
Well if it's embarrassing, I can't share in a newsletter. lol

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

If a zombie apocalypse was to come, I would grab my gun, my family, and my dogs.

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

Most likely go hunting or camp with my family.



SPOTLIGHT ON...LACEY COLLINS, **TRAFFIC INCIDENT MANAGEMENT (TIM)** **MANAGER continued**

Tell us about your family.

My family is nothing short of amazing. My family and I enjoy quality time together and go camping as much as possible. My little boy loves to hunt and be outdoors at all times. He is an amazing baseball player and loves football.



(We're not going to embarrass Lacey by saying who got the deer)

PHOTO GALLERY

Christmas Day at the RTMC



The annual thank you brunch for all the great folks who worked. Quiche, fruit, sausage and praline French toast!!

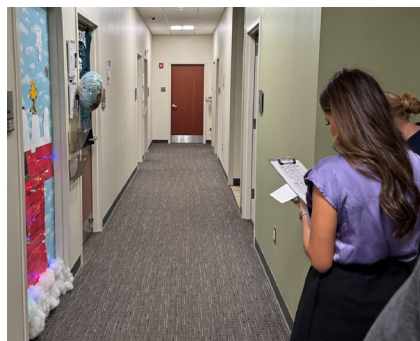


Some of the great folks who worked so that others could be off. From left:
Connery - FHP, Tony - FHP, Darin - Metric, Graham - Metric, Penny - Metric, Ashley - Metric, Hayden - FHP, Breanna - Metric, Nicole - FWC



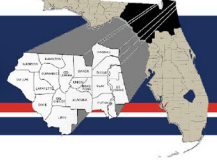
PHOTO GALLERY 2

Holiday Door Decorating Competition

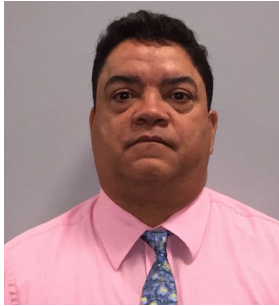


Our celebrity judges took their job very seriously!

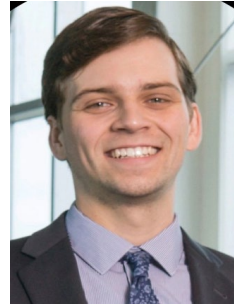




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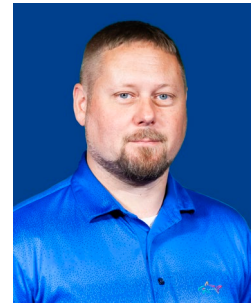
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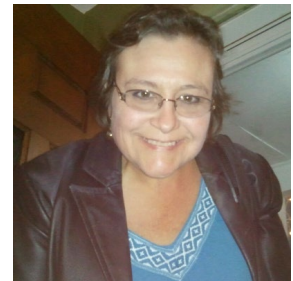
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