

A large, high-resolution satellite image of a hurricane dominates the background of the page. The hurricane's eye is clearly visible as a bright white circle in the center, surrounded by dense, swirling cloud bands. The surrounding ocean is a deep blue, and the landmasses of North America and Central America are visible on the left side of the frame.

# ***PREPARE FOR “THE STORM”***

**See article next page**



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

On October 23<sup>rd</sup> I hit my 31-year lifespan with the Department. I still can reflect on my first day and initial years with FDOT like it was yesterday. When I left DOW chemical, the intent was for this job to be a stepping stone to bigger and better things as I sought opportunities outside of the Department that “Showed Me the Money!!!” (Cuba Gooding in Jerry Maguire). I expected to make it a three-year run before pursuing another job but saw that the “Quality of Life” offered by the Department offset my greed for the green. During this time, I took advantage of this work/life balance to earn my Professional Engineer licensure and to get a Master’s in Business Administration degree at UNF. I was 6 years into my tenure when I decided to pull the ripcord, however an opportunity to join the Department’s Central Office intrigued me, so I put the move on hold to see what was offered. After 9 years, I decided “that’s it” and packed my bags to head to the other side of the fence.

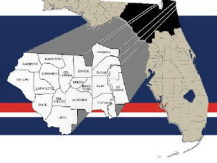
Then, along came this opportunity to lead the District Two ITS program. I will never forget my first meeting with my supervisor, Chris LeDew. With a wry smile, the first words out of his mouth were “So, based on your work history I’d expect that you plan to be here for three years at most?” Surprised by the question and my track record, I felt compelled to say “No, I realize there will be a learning curve, so I’ll give you 5 years.” We both had a chuckle and the rest is history! The ITS program was a dream come true for a young engineer as we dove into the mysteries of the

symbiotic relationship between technology and transportation. I was fortunate enough to join the State ITS program at its onset, thus having the chance to see it grow into one of the best programs in the country.

After about 20 years with FDOT the offers came rolling in from Consultants, Contractors, and Vendors. They all came with pots of money as they tried to woo me into joining their team. Each of these offers was enticing since it was a six-figure salary that was well above what I was making at the time. When it came time for a decision, the fact that my Quality of Life was hard to beat always took precedence over the green. One Consultant even offered nearly twice my annual salary, but once I weighed the pluses and minuses it did not make sense to jump ship. It would have meant constant travel and 70-plus hour workweeks. No thanks!

The Department offers more than just your standard salary since it’s not all about “billable hours.” They provide information on the relative expenditures related to my position, including health, retirement, and leave benefits. Nearly 30% of my overall compensation package involves these three, thus making it a no-brainer to not jump ship. Likewise, they provide all the tools, equipment, and training needed to do my job. I recall speaking with one colleague in the private sector who attended a week-long training session with me. I mentioned that it was great

Continued on following page



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

that they were allowed to attend, however their response caught me off guard. They said “yeah, but it’s not billable hours so I will have to make up this time on the weekend.” Enough said!!!! Remember how important Quality of Life is to me!

With that, I’d like to officially announce that we have Alex Varela’s replacement in line to join our TSM&O team on November 18<sup>th</sup>. Many of you know Mr. Adam Storm from his work as an embedded employee for our group. He is always eager and willing to learn, and this has made him a tremendous asset to our team. When he initially inquired about the position it kind of caught me off-guard. Rarely do we see a young engineer from the private sector show interest in joining the Department due to the pay discrepancy. In his case, he factored in the quality of life and career opportunities for the future (i.e. 31-years for me with just a few to go 😊). His qualities are what is desired in this role, where a forward-thinking approach on the use of technology with transportation can lead to a safer and more mobile roadway system.

Adam is a graduate of Florida State University. Yes, this football season has been a bummer for him, yet he found a way to turn a negative into a positive by looking to the future. He has been married for about 1.5 years and lives within walking distance of the FDOT Urban Office. He was raised in Jacksonville, so he is very familiar with its history and transportation needs. All of this comes into play with his desire to maintain

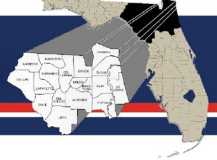
his quality of life as he begins the next journey of his personal life and career. My take is that I spent over 20 years in this role and feel that Adam can go at least another 20, thus solidifying our program for years to come.

He is familiar with most of our partners at the local agencies and has a blossoming relationship with the North Florida TPO and Smart North Florida. I am pretty sure that they will be very happy with this selection. As for the rest of our team, nothing but positive comments come from them based on his work as an embedded employee. I feel that they will go above and beyond to help him reduce his learning curve as he becomes acclimated with our TSM&O perspective. As for the rest of the State’s TSM&O programs, they have also dealt regularly with Adam when he has stepped in to assist with questions related to our program, like iTPAS, rail crossing detection, and connected vehicles.

So, please welcome Adam to our team as he begins his 30-year adventure!!!

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





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

Since Adam is not “officially” on our team yet, one more Alex article from me!

As the holidays approach, it’s “game-time” for the RTMC staff and ITS maintenance. If you did not know, our team is responsible for maintaining over 538 miles of fiber optic cable, 1017 CCTV cameras, 141 limited access Dynamic Message Signs (DMS), 59 arterial DMS, 17 embedded DMS, 779 vehicle detectors, 22 weather sensors, 33 wrong way driving systems, 428 Bluetooth readers, 42 embedded toll signs, and 30 embedded truck parking signs. Basically, nearly 2,600 devices are managed and maintained by the ITS staff each day.

The key component of the program is to make sure most, if not all, of this equipment is readily available for use to assist the traveling public. So, each morning the RTMC operations group checks the entire system to ensure availability and functionality. Any problems found are listed and sent to the ITS maintenance team by 6 AM that morning so repairs can commence at the start of the workday. In short, this infrastructure is one of the largest in the country, thereby placing a huge demand on our team to keep things up and running.

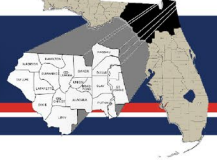
So, how are we performing? I should preface that perfection is the goal but not reality. We’d be happy if 95% of these 2,600 devices were operational on a daily basis (i.e. 2,470 devices up and 130 down). Surprisingly, on an average daily basis we normally have only 15 devices down (i.e. 99% operational) unless a major storm

passes through (think Hurricane Helene). When this occurs, it is not the device that is down but instead the loss of power from the utility provider.

Pretty amazing to conceive that this is the case, however our team takes pride each and every day in providing the best product to our customers. The RTMC operations staff know that they are the key to this success, and it becomes a win-win situation to have a majority of the devices operational to assist them in doing their job. Our ITS network team is second to none when it comes to supporting everyone. I see them working late into the evening and on weekends to ensure problems are addressed due to a major outage. I am happy to say that everyone takes pride in what they’ve accomplished by the end of the day and it all circles back to “One FDOT!”

Adam will be fortunate to inherit this staff when he takes the reins. As I’ve mentioned in the past to him, “just sit back and let them do what they do!” Likewise, the Central Office takes notice and always comments on how they wished they could see the same approach taken in other Districts. Adam just needs to incorporate his management style into the existing operations to seek continual improvement on what’s already been accomplished. Who knows? Maybe with him at the helm we will be able to reach perfection!

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



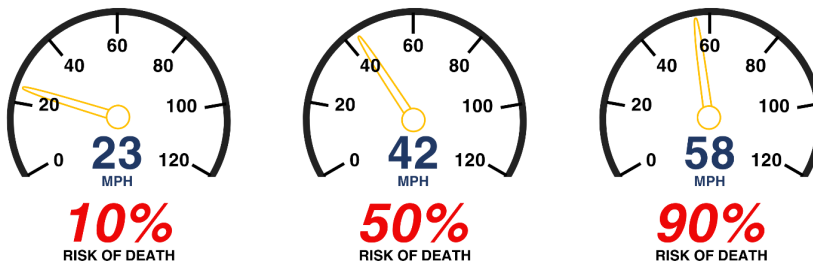
## NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

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

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

In an effort to help raise awareness about the dangers emergency responders face while on-scene at traffic incidents, **November 18-22, 2024**, has been designated as **Crash Responder Safety Week**. This year's theme is **"Responders Ahead! Reduce Your Speed As You Proceed"**. The goal of this week is to reach out to every responder, and to every driver, and to every passenger, to make it clearer that every person has a role to play. Too many are struck on scene. Too many die. In observance of Crash Responder Safety Week, **Florida Department of Transportation** reminds all road users that by reducing your speed as you proceed past responders working roadside, you dramatically reduce the risk of death in the event of a secondary crash.

### *HIT BY A VEHICLE TRAVELING AT*



This Crash Responder Safety Week, FDOT calls on **every road user** to:

- "Reduce your speed as you proceed" along a traffic incident and if feasible, move over a lane, providing a protective buffer between you and responders working roadside.
- Learn about our State's Slow Down, Move Over law.
- Show your support for our traffic incident responders on social media by spreading the safety message.

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





## **NORTH FLORIDA TPO**

As expected, the North Florida TPO (NFTPO) staff was very pleased when I mentioned that Adam would be officially joining the Department on November 18<sup>th</sup>. He has been our conduit with their staff during these past few years due to my hectic schedule with other duties. Adam has assisted Smart North Florida with many of their technological efforts and presented to the North Florida TPO board on the rail crossing detection system he helped develop. This was a priority for the NFTPO over the past 20 years that has now reached fruition due to Adam's efforts.

During the first week of November, the North Florida TPO staff will be presenting their Long-Range Transportation Plan (LRTP) to the Department. Hopefully, it will include some technology-related projects that Adam can assist with in the future. Our focus will be on helping the NFTPO with pedestrian and bicyclist safety, as well as management of parking around the region. Since money is tight for the next few years, I doubt if there will be many technology type projects within this LRTP, however you never know!

If you did not know, when the RTMC design incorporated the NFTPO offices due to available funding, they requested that we include two EV charging stations in our public parking area. When we moved in November 2015, electric vehicles were sort of an anomaly in the automotive industry. As electronic vehicle manufacturing matured we noticed an uptick of usage at the charging stations. Yes, you had the expected Tesla or two, however we noticed various models as the years passed. Now we

see Ford, Volvo, Volkswagen, and other models charging. This created a dilemma since supply could not deal with the demand.

Our team coordinated with the NFTPO Director on adding two more EV charging stations in the secure area of the RTMC. These would be used by RTMC and FDLE staff. About a year ago, we noticed one of the employees charging their Tesla up front. Now we have five staff that have electronic vehicles, so it made sense to add these additional charging stations within the secure area. The positive is that at night, the ones up front are inaccessible by the late-night shift since access gates to this parking area close at 6 PM. They will now be able to charge their vehicles in the evening on our side of the lot. Hurray for the NFTPO in assisting us with this endeavor.

One final note is that the design of the SMART St. Augustine project has begun. Phase I submittals were received in early November, with a planned deployment starting in late 2025. It's amazing how technology has changed over the past couple of years. What was considered in 2021 is now nearly obsolete, with newer and better technology available. As an example, a new approach to Dynamic Message Signs is now on the Approved Products list. This technology is a cubed type of product that can have customized sizing dependent on the design. It will be lighter and will require less energy and maintenance than what you may have seen in the past. It will also allow us to



## **NORTH FLORIDA TPO continued**

extend our imagination on the type of structure we could use, thus opening opportunities to more aesthetically appealing designs.

This could not have been accomplished without the support of the NFTPO staff, since they assisted the City of St. Augustine with the initial application that led to the funding from the Federal Government.

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

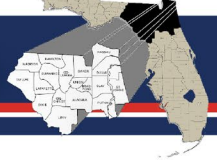
## **ITS CONSTRUCTION**

As you drive around District Two you will see plenty of Roadway Construction Projects as usual. Roadway widening and Interchange projects are ongoing on I-95, I-295 and I-10 all around the NE Florida area as our region continues to have tremendous population growth. These projects often impact the ITS infrastructure due to limited Right of Way and the use of almost every inch of the Right of Way being used to construct more travel lanes, shoulders, and ditches. When construction projects are going to impact our infrastructure and/or devices, FDOT requires the Engineer of Record (EOR) to create Maintenance of Communications (MOC) plans. MOC plans provide a way for the contractor to conduct the phasing of their project to allow the devices to function without interruption of more than 12-24 hours while fiber cable, electrical cables, or device pole locations are moved. Oftentimes, the roadway project itself will be completed in multiple phases, so each of these phases needs to have its own MOC plans.

Between the MOC plans and Released for Construction (RFC) plans it's quite a bit to keep up with, both from the plans review and construction installation aspects. This is especially true with all of the various projects occurring throughout the region.

It takes a lot of coordination, field reviews, and time attending construction meetings to keep up with all of the project submittals and plans and we couldn't do it without our FDOT Roadway Construction and CEI partners. To many CEI firms, ITS is a niche area that they don't get involved in too deeply because they concentrate on the larger roadway items such as bridges, embankment, and asphalt. Due to the combination of the FDOT ITS Construction Group's knowledge and experience and the CEI's knowledge, experience and willingness to work with us, we make a great team. We're all focused on providing the best product for FDOT and motorists, while also not impeding the progress of the contractor.

Other FDOT Districts do not have an ITS Construction Group and in speaking with them, they frequently have major issues with the ITS components of roadway projects being Final Accepted without proper testing or even working at all. Luckily, District Two management had the foresight, more than 15 years ago, to include personnel with ITS knowledge, skills and experience into project review and oversight roles during design and construction. One good example of this coordination was when Wrong-Way Vehicle Detection Systems (WWVDS) were included in paving jobs. Due to these originally being paving jobs, the EORs were not required to have ITS experience and



## **ITS CONSTRUCTION continued**

therefore had very little knowledge of WWVDS or how they functioned. Once these projects were identified, the ITS Construction Group worked with FDOT Roadway Construction, project CEIs, and the individual EORs to get the WWVDS systems into the plans, appropriate vendor cutsheets submitted, and the systems installed and tested. Without the great relationships that have been built over the past 15 plus years, this could have caused significant issues with the construction progress and resulted in installations that did not perform as intended.

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

## **ITS MAINTENANCE**

It has been a hectic few months with Hurricane Helene and Hurricane Milton plowing their way through Florida. I would like to thank people from our organization who have helped tremendously throughout these storms. First, I would like to thank our maintenance contractor Traffic Control Devices (TCD). TCD deployed over 100 generators on the east and west side of our District just to keep our devices working after these storms. And 2<sup>nd</sup> I would like to thank Metric's own James Smith and Jesus Avila. These two individuals kept track of TCD and all the generators that were deployed, and they made sure that all generators were returned to their respective locations when not needed. Without the help of these dedicated workers, we would not have been able to cover so much ground.

The transition of all Wrong Way Driver Units (WWD) from Cellular/ Solar to our FDOT network/ direct power has been completed. I would like to

thank everyone involved because this was not an easy task to accomplish. Our network staff did a great job with the configuration into our SUNGUIDE network. The next phase of the DMS retrofit project is a go. We are expecting to begin the groundwork on these 9 locations sometime in December. After the delivery of the hardware, which should be sometime early January, TCD will begin the retrofit process. D2 has the go ahead to start replacing Road Weather Sensors, ex... wind, water and fog sensors. This will require a little more planning since these sensors will need to communicate with the National Oceanic and Atmospheric Administration (NOAA). I will keep you posted as I would like to get this completed before next hurricane season.

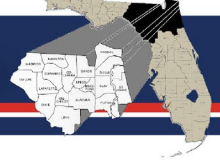
I would again like to thank all who play a valuable role in ITS maintenance. Without my team we would not have accomplished everything we have done in the previous quarters, including keeping our device uptime 98% of the time.

See you next quarter!

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







## **OPERATIONS**

Hurricane Season 2024 affected District 2 Operations with Debby in early August, Helene on September 26<sup>th</sup>, and less than 2 weeks later, Milton. Hurricane Milton intensified at an alarming rate, becoming a Category 4 hurricane less than 48 hours after forming. With the brief time frame since Helene, and the projected landfall of Hurricane Milton, Governor Ron DeSantis and FDOT Secretary Jared Purdue had to act quickly to implement life-saving evacuation measures.

Enter ESU (Emergency Shoulder Use) which was first introduced during Hurricane Irma in 2017, ESU allows a shoulder of roadways like I-75, I-4, I-10 and Florida's Turnpike to serve as an additional lane. District 2 implemented ESU on I-75 from the Marion line (our border with District 5, where ESU was activated) to the interchange with I-10. Activation went smoothly and helped to keep traffic flowing even with two to three times the normal traffic volume at times. Ironically, some of the highest volumes were from 11pm until about 2am where many motorists had the same thought of what the best time would be. We did have some issues with some motorists that continued using the shoulder beyond I-10 even though there was no need for them to use it (no congestion).

ERS (Event Reporting System) for FL511 allows us to add events onto the map that we do not have EM (event management) locations for in SunGuide®. In previous storms, in some of our 18 counties, there were difficulties getting precise locations for flooding, trees blocking roadways, electric lines down, etc. as the counties would get phone calls without specific location information and did not have personnel nearby to confirm the events and the locations. The District 2 RTMC

Team came up with an idea of a spreadsheet that could be filled out with what information we were provided by the counties. Erin Moore, RTMC Supervisor, created the spreadsheet with fields for all the necessary information. A bit of tweaking by Jessica Knox and it was good to go. The counties had read-only permissions so they could see what events they needed more information about when they had personnel in the area and could then call us with updates. When the necessary information was complete, we could put it into ERS. District 2 had over 150 events put into ERS during Helene. We are hoping to gain traction on a GIS based SunGuide® map that would negate the need for ERS. There were lots of downed trees and device outages. Maintenance cut and toss crews quickly cleared the roadways and TCD (Traffic Control Devices) had generators out quickly on most devices that were affected by power outages.

As always, the RTMC increased staffing levels for all three hurricanes. We ate well, drank a lot of coffee, took short naps to remain fresh and got everything done in a timely fashion. It was like a well-oiled machine. As I write this article, there are still a lot of trees to clean out of Taylor county (all are off the roadways with no blockages). I will tell you I'm looking forward to the end of the 2024 Hurricane Season in a few weeks.

I'm happy to announce that our amazing Network Team, Tanesha Sibley, Robert Lacey and David Rolf (Mohamed Moustafa is on vacation...smart move) with support from SwRI have successfully completed the upgrade of our SunGuide® software to Version 9.0 today!



## **OPERATIONS continued**

From July 1<sup>st</sup> through September 30<sup>th</sup>, 2024 the District 2 RTMC had seven RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of 18,104 events with 11,101 utilizing DMS. Of those events, 3,326 were crashes. Road Rangers were dispatched to a total of 13,009 events.

***Connect. Know. Go!***

***What are you waiting for?***

***Use FL511!***

**Jason Evans  
Metric Engineering  
RTMC Manager**

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

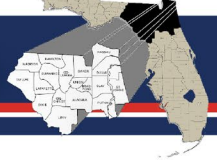
The First Coast Traffic Incident Management Team's latest bimonthly meeting was held in-person on **Tuesday, September 17<sup>th</sup>, 2024**, at 10:00 A.M. Facilitating effective communication among all TIM agency partners is crucial for FDOT to enhance incident scene clearance times, alleviate congestion, 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.

Hampton Ray kicked off the meeting with the Construction Project Update, where he stated there will be ongoing ramp closures as part of the ongoing I-295 at Normandy Boulevard project. There will also be significant lane shifts on I-95 from Atlantic Boulevard to Emerson

Street, where the next step in construction will be removing the soundwalls and pushing them out, where he expects to receive a lot of feedback from the community. Hampton stated he is pushing out work zone safety messages as a result from a crash that occurred in an active work zone. Pete Vega advised the team to please call the RTMC regarding any potential water build up in work zones.

Jason Evans then provided both the Emergency Operations Update and the Maintenance Operations update, where he stated that debris removal from Hurricane Debby was completed at the beginning of October. He continued by stating there will be up to a 14-day lane closure on A1A at Amelia Island, near the golf club pedestrian overpass. They are working to schedule this between the Amelia Island Jazz Festival and the Florida Georgia game as there will be lengthy detours set in place. This is a joint County and Golf Course Project.

Craig Carnes then provided the ITS update, stating that there are several ongoing projects throughout the District 2 region, including the continuation of the Buckman Bridge ATMS project, the two MLK projects, and the I-295/I-95 northern interchange project. The ITS group works in close coordination with all projects to ensure the Fiber Optic Cable infrastructure is not damaged at any point in the construction process. Pete Vega then discussed the SMART St. Augustine project, which aims to make the City of St. Augustine more pedestrian/bicyclist friendly. He concluded by stating that the bridge sensors and the Road



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

Weather Information System (RWIS) sensors throughout the District are in the process of being replaced. Jason Evans then concluded the update by reminding the team to update their FL511 apps as they are still working to improve the handsfree features.

The next First Coast Traffic Incident Management Team meeting is scheduled to be held in-person on **November 19<sup>th</sup>, 2024**, 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 bimonthly meeting in person on **Wednesday, August 14<sup>th</sup>, 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

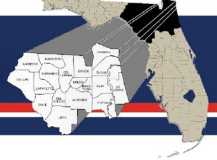
Operations Update, both provided by Lola Butler, who stated that the impacts from Hurricane Debby throughout the District were minor, including sink holes, erosion, and downed fences. There were also districtwide flooding issues that occurred. All the damage has since been repaired.

Jason Evans then continued with the ITS/511/TMC updates, where he advised the team to make sure their FL511 apps were up to date, as there is an upcoming update. He concluded by stating that all road closures caused by Hurricane Debby have been cleared.

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled to be held in-person on **Tuesday, December 11, 2024** 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](mailto:ccarnes@metriceng.com) or Taylor Rouse at [taylor.rouse@metriceng.com](mailto: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](mailto: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

**November 19, 2024**

<b>January 21, 2025</b>	<b>March 18, 2025</b>
<b>May 20, 2025</b>	<b>July 15, 2025</b>
<b>September 16, 2025</b>	<b>November 18, 2025</b>

### **Alachua/Bradford TIM Team**

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

**December 11, 2024**

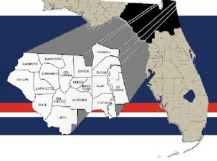
<b>February 12, 2025</b>	<b>April 9, 2025</b>
<b>June 11, 2025</b>	<b>August 13, 2025</b>
<b>October 8, 2025</b>	<b>December 10, 2025</b>

## **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 to 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. The Road Ranger Program is a cornerstone of incident management framework, extending valuable assistance to drivers and collaborating closely with local agency partners. Their steadfast commitment ensures the smooth flow of traffic and enhances overall road safety in District 2. The 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 3 of 2024, the District 2 Road Rangers responded to an average of 4,151 total events each month, performing an average of 3.77 activities per event. These activities can range anywhere from providing air to motorists with flat tires, clearing debris from the roadway, providing event information, to providing short-term Maintenance of Traffic (MOT) at events. More information regarding these activities can be found in the Road Ranger Top Ten Activities chart.

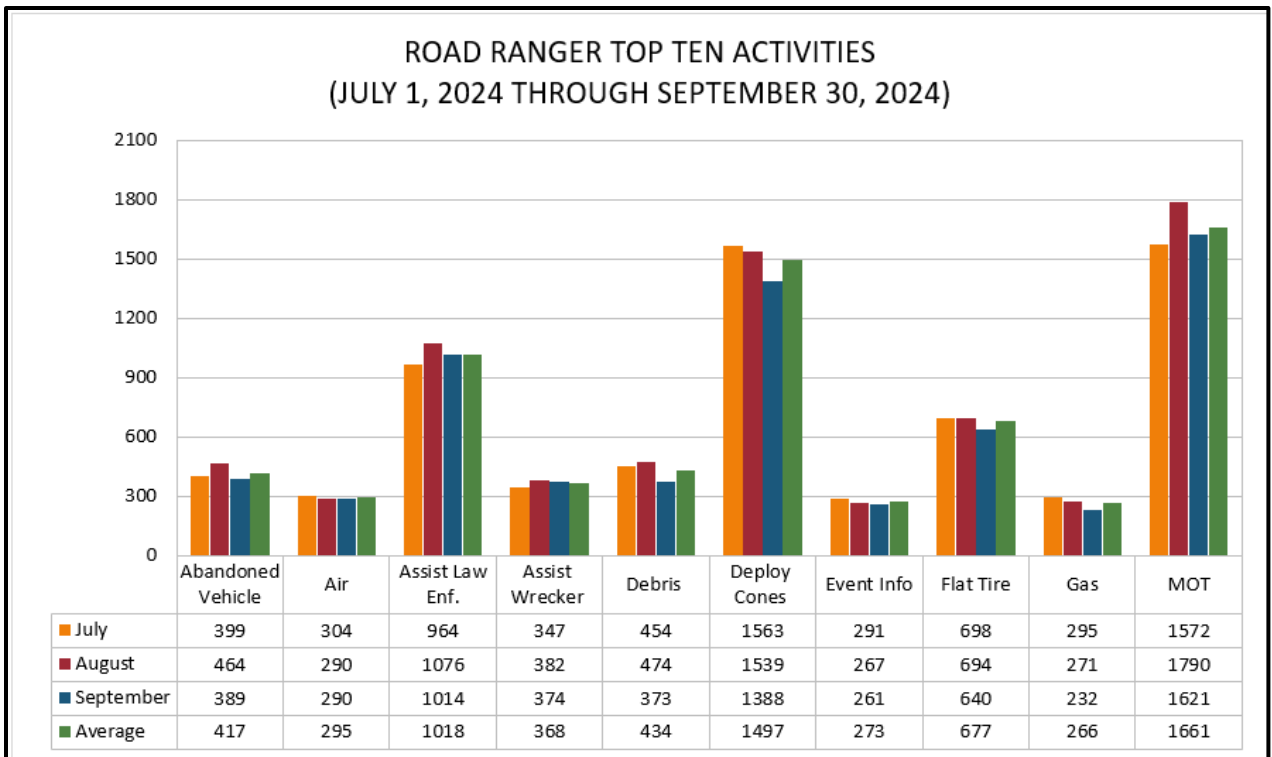
Every month, Road Rangers participate in a compulsory Safety Training session, where a consistent emphasis is placed on promoting



## ROAD RANGER UPDATE continued

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 subsequent charts depict the range of event types to which the Road Rangers responded between July 1, 2024, and September 30, 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 16.8% crashes, 68.3% disabled vehicles, 7.9% 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 2 of 2024 to Quarter 3.

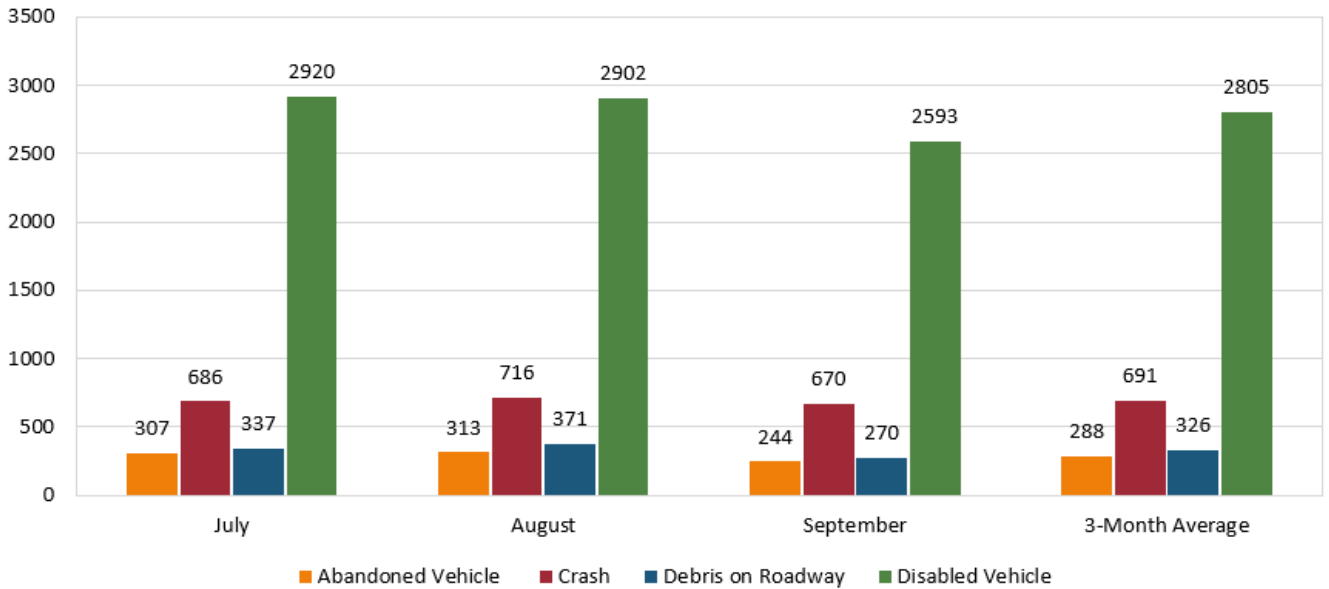






**ROAD RANGER UPDATE continued**

**ROAD RANGER EVENTS  
(JULY 1, 2024 THOUGH SEPTEMBER 30, 2024)**



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

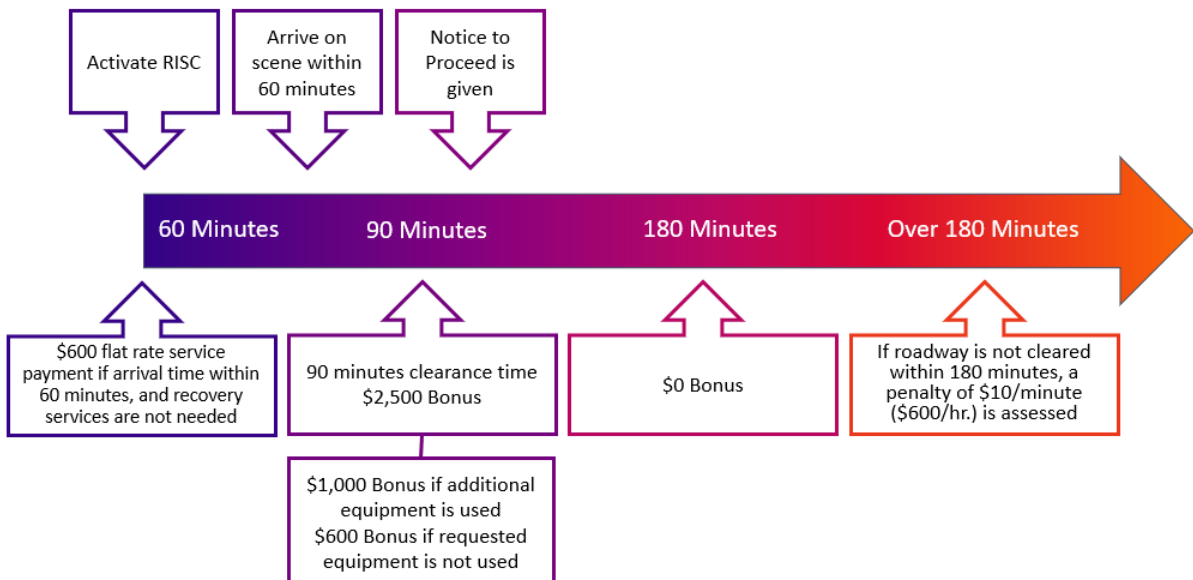


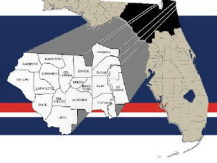
## **RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE**

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 April 1<sup>st</sup>, 2024, through June 30<sup>th</sup>, 2024.

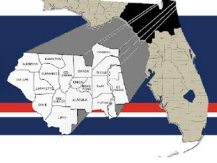
Often, RISC activations encompass substantial commercial vehicle accidents, such as loaded tractor-trailers, which require RISC Contractors to always have specialized equipment readily available for efficient response. If this extra equipment is required, the RISC Contractor might qualify for an additional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

Over the past three months, District 2 has utilized RISC eight times. This program holds immense value and is vital for reducing roadway clearance times, particularly during high-traffic periods. Following, you will find specific information regarding the RISC events that occurred within District 2 from July 1<sup>st</sup>, 2024, through September 30<sup>th</sup>, 2024.

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.



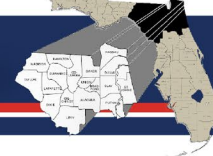
*Example of RISC Wrecker*



## **RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE continued**

Date	Time	Location	Description
7/19/2024	3:22 PM	I-10 WB at MM 267, Madison County	Multi-vehicle crash involving a semi-truck with trailer and sedan. All WB lanes blocked
7/23/2024	2:56 PM	I-95 NB at MM 331, St. Johns County	A dump truck hauling asphalt hit an overpass with its hydraulic bed elevated, causing it to overturn and spill debris onto the roadway. Two left lanes blocked.
8/5/2024	11:09 AM	I-10 WB at MM 258/SR-53, Madison County	Crash involving a semi-truck with an empty trailer which overturned, blocking all westbound lanes.
8/5/2024	3:17 PM	I-95 SB at Lem Turner Road, Duval County	Crash involving a jack-knifed semi which lost a 5,000-pound generator on the roadway, blocking the two left lanes.
8/20/2024	10:25 AM	I-95 SB at MM 327, St. Johns County	Multi-vehicle crash involving two commercial vehicles and a sedan. The two commercial vehicles, hauling construction equipment, overturned, blocking all southbound lanes.
9/19/2024	5:12 AM	I-95 NB at MM 331, St. Johns County	Multi-vehicle crash involving an SUV and a semi-truck which was loaded with paint. The semi-truck overturned across the northbound lanes of I-95, spilling paint onto the roadway. All NB lanes blocked
9/20/2024	3:30 PM	I-10 WB at MM 347, Duval County	Multi-vehicle crash involving a semi-truck and a sedan. The semi-truck, loaded with pallets, overturned, blocking the left lane.
9/24/2024	11:18 AM	I-10 WB at McDuff Avenue, Duval County	Crash involving a semi-truck, loaded with plywood, which overturned, blocking the two left lanes.

**Taylor Rouse, EI**  
**Metric Engineering**



## **PERFORMANCE MEASURES**

After reviewing the Road Ranger Event Summary, and the accompanying Road Ranger Events chart, it was observed that from July 1, 2024, through September 30, 2024, Road Rangers responded to slightly less incidents on average than they did in Quarter 2 of 2024. On average, per month, Road Rangers responded to 288 abandoned vehicles, 691 crashes, 326 debris on roadways events, and 2,805 disabled vehicles. When compared to the previous quarter, the number of crashes that were responded to reflected the only increase in the number of events responded to, at 9.6%. Abandoned vehicles, debris on roadway events, and disabled vehicles saw decreases of 3.8%, 8.0%, and 3.5%, respectively. These decreases can be attributed to the decrease in the users on the District 2 roadways as summer break concluded and school began.

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 3. 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 3 average open roads duration was well below the 90-minute goal at 54.2 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.

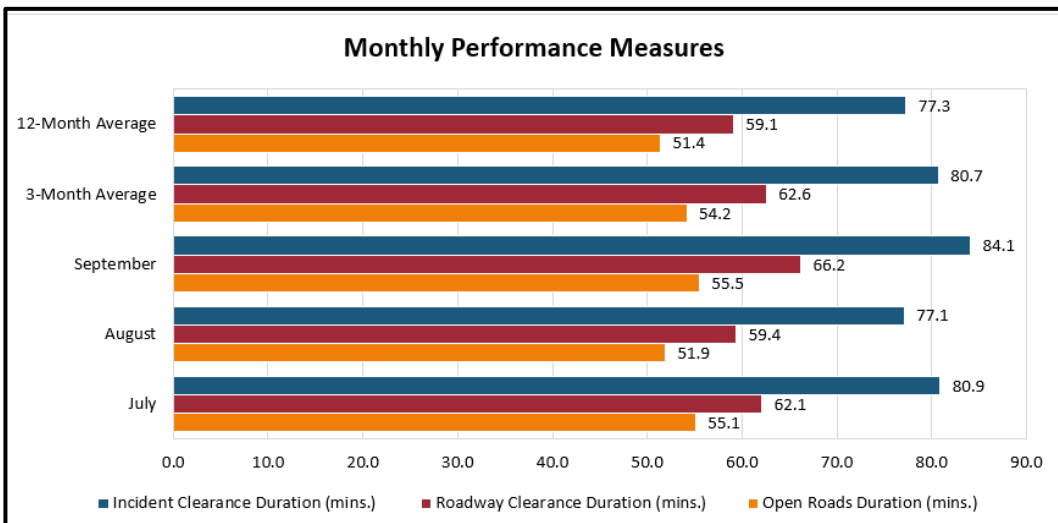
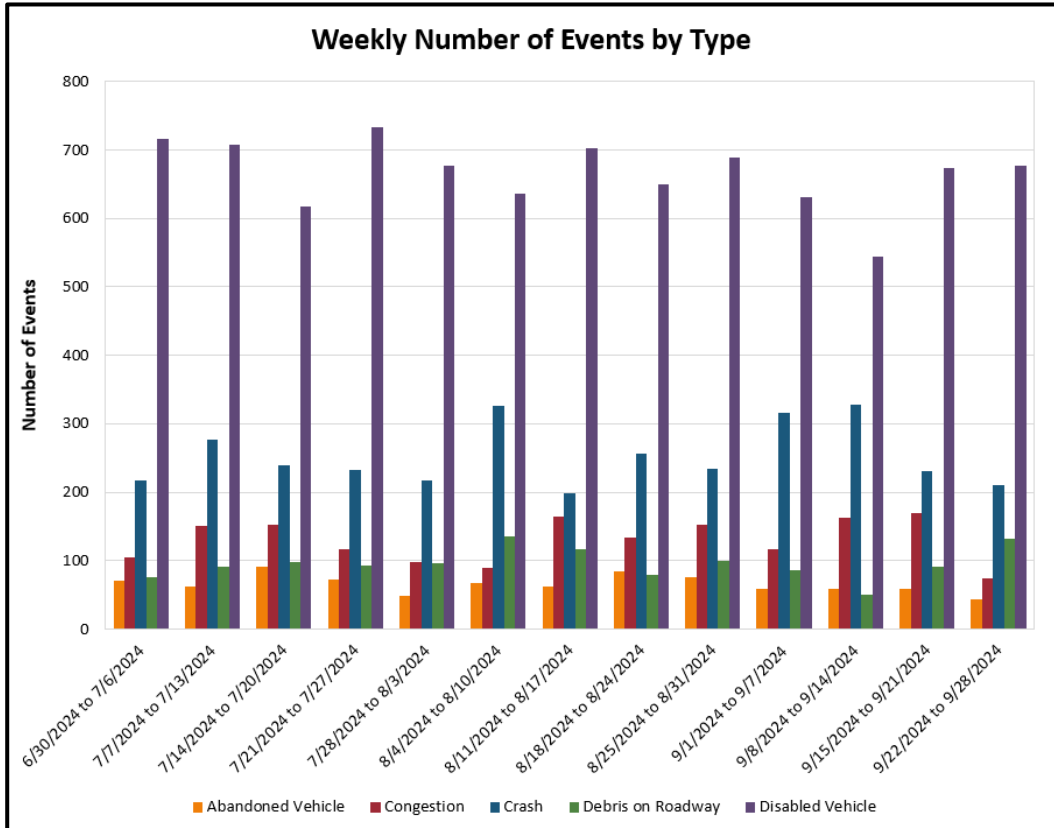
Roadway Clearance Duration is defined as the first notification of an event to all travel lanes cleared. The average Roadway Clearance Duration for Quarter 3 was 62.6 minutes per month, and 59.1 minutes for the past 12 months.

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 3 was 80.7 minutes per month, and 77.3 minutes for the past 12 months.



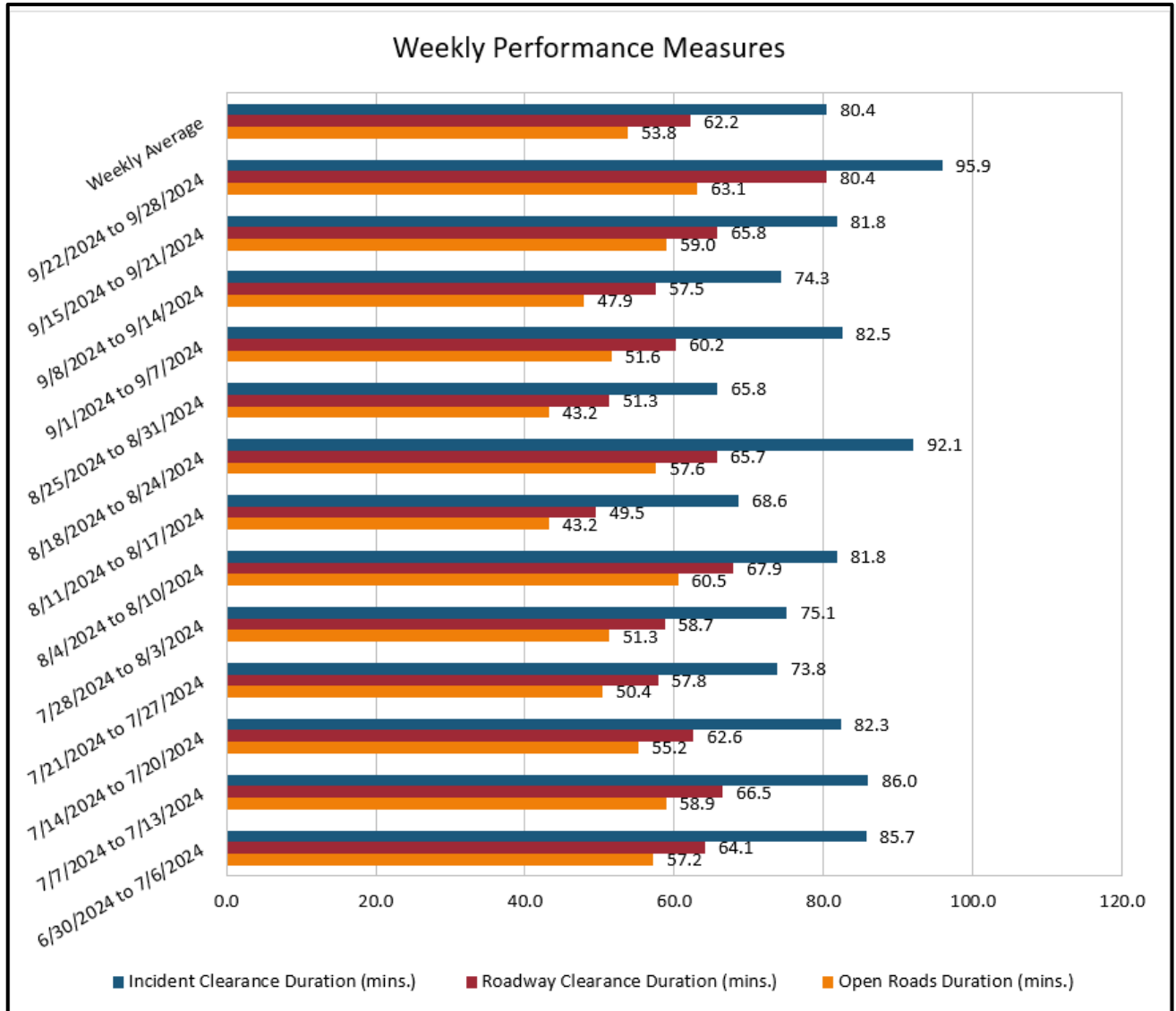


## PERFORMANCE MEASURES continued

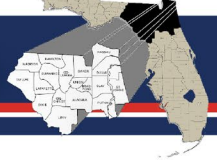




## PERFORMANCE MEASURES continued



Taylor Rouse, EI  
Metric Engineering



## **MARKETING**

Our July and August calendars included stops at JAXPORT, the Tri-Base Military Job Fair and the City of Jacksonville Beach. Plus, we're excited to announce a new partnership with the Florida Department of Environmental Protection. For the first time ever, we'll attend their annual employee health and wellness fair during the somewhat "cooler" fall months. I use that term loosely because my husband, a Florida transplant, says we only have two seasons here. Summer. And almost summer. I, however, will be breaking out my hoodie and sweatpants in only a matter of days.



*JaxPort Employees learning about FL511*

Our marketing calendar tends to follow the seasons, such as they are. For instance, now that school is back in session, we'll be making stops along the college circuit, with visits to the University of North Florida, Keiser University, Florida State College at Jacksonville and St. Johns River State College. If the first and second quarters of this year passed by in the blink of an eye, the third barely registered as a blip on our radar!

We'll continue to work hard promoting FL511 and the many benefits this service provides to motorists. While crashes and rush hour delays often dominate our conversations with motorists, we also field questions about construction and other roadway projects that impact daily commutes. In addition to lane closure information posted on the [www.fl511.com](http://www.fl511.com) site, we also point motorists to [www.northeastfloridatraffic.com](http://www.northeastfloridatraffic.com). The "Resources" link provided there includes a drop down menu that then directs visitors to "News and Events." From this launching point, weekly construction updates and special events can be viewed that have the potential to drastically impact traffic. Fall tends to be the season of outdoor football games, festivals and eventually fireworks as we approach the end of the calendar year.

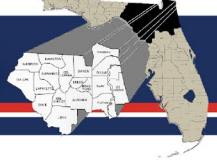
Before hitting the roadways make sure all your trips begin and end with FL511. From our operations hub inside the RTMC, we'll keep you up-to-date on current road conditions. FL511 is available in a variety of platforms. You can log onto [FL511.com](http://FL511.com), download one of the free FL511 Mobile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

**Connect. Know. Go!**

**What are you waiting for?**

**Sherri Byrd  
Metric Engineering  
Marketing Manager**





## **SPOTLIGHT ON...ADAM STORM, ITS OPERATIONS MANAGER**

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

I was born in Newport RI, but have lived in Jacksonville for over 25 years. I still love Duval to this day and am excited to see the city continue to grow!

**Where did you go to college and what (or who) influenced your decision to become a Traffic Engineer?**

As a new driver in high school, I was sitting at the San Pablo and JTB traffic light and wondered how it worked and who decided how long I had to sit there. After a little research, I discovered infrastructure was for me. I enrolled at Florida State University and graduated with my Bachelor of Science in Civil Engineering in 2018. Maybe I would have changed my mind had the diverging diamond interchange gone in sooner!

**Paint for us a picture of your early career before joining FDOT.**

I interned at WGI in Tallahassee during my senior year at FSU. While there, I gained experience in roadway design and became familiar with other facets of the FDOT design process. Upon graduation, I relocated back to Jacksonville and continued working in roadway another year before making the jump to ITS/traffic at AtkinsRéalis to be a part of the GEC program. Technology has always interested me, and I am so glad I found Pete and the team because technology is at the forefront of everything we do! I would call ITS and Traffic my specialty at this point, and I am so excited to grow further in this field while serving the State of Florida and learning even more about TSM&O and the RTMC.

**What is the most exciting Transportation project you've ever worked on?**

The most exciting project is still ongoing: rail detection. What started as a routine sensor evaluation, the rail detection deployment has since blossomed into a major intermodal effort that includes both mobility and safety implications. It was initially exciting because it can be achieved by one of the most ingenious yet simple technology solutions we've encountered since Bluetooth readers: acoustic detection of crossing bells and train horns using a microphone. And what's more; Central Office, other Districts, USDOT partners, and even rail carriers are interested in our progress so far. I'm excited to find out where this will end up on a statewide scale, and the new relationships with freight partners we could develop on the journey to improve grade crossing operations, especially safety.

**Worst day on the job ever? Or a foot-in-mouth moment you wish you could take back?**

After looking over my initial newsletter questionnaire from a few years back, I am happy to report I haven't had any memorable mishaps since the running incident 😞.

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

Ask any young engineer this question, and the majority of responses will include: passing the PE exam. It feels like a bigger accomplishment than graduating college due to the preparation required and opportunities it provides. I was especially proud to take the exam at my alma mater with a few close





## **SPOTLIGHT ON...ADAM STORM, ITS OPERATIONS MANAGER continued**

colleagues, as it was one of the last in-person exams before it shifted to an online format. Printing, binding, and lugging in all those manuals in a suitcase was worth it!

**What is the first personal item you unpacked in your new office?**

At the time of writing, I have not yet moved from the Urban Office to the RTMC. But if I had to guess, it will either be some of my frames in preparation of hanging them up on the wall, or my Bluetooth speaker to flood the halls with weird music like Pete 🤪. Maybe I'll get a plant now that I've got a window.



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

Colin Jost from SNL. I don't think we look alike, but I'll take it:



## **PHOTO GALLERY**



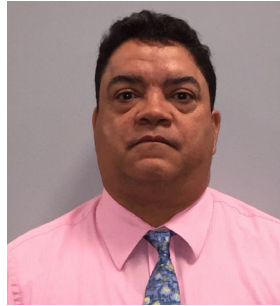
**Halloween at the RTMC**







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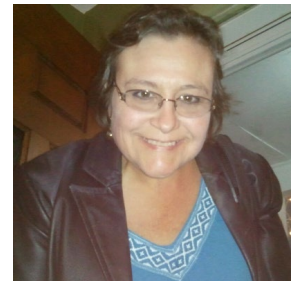
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