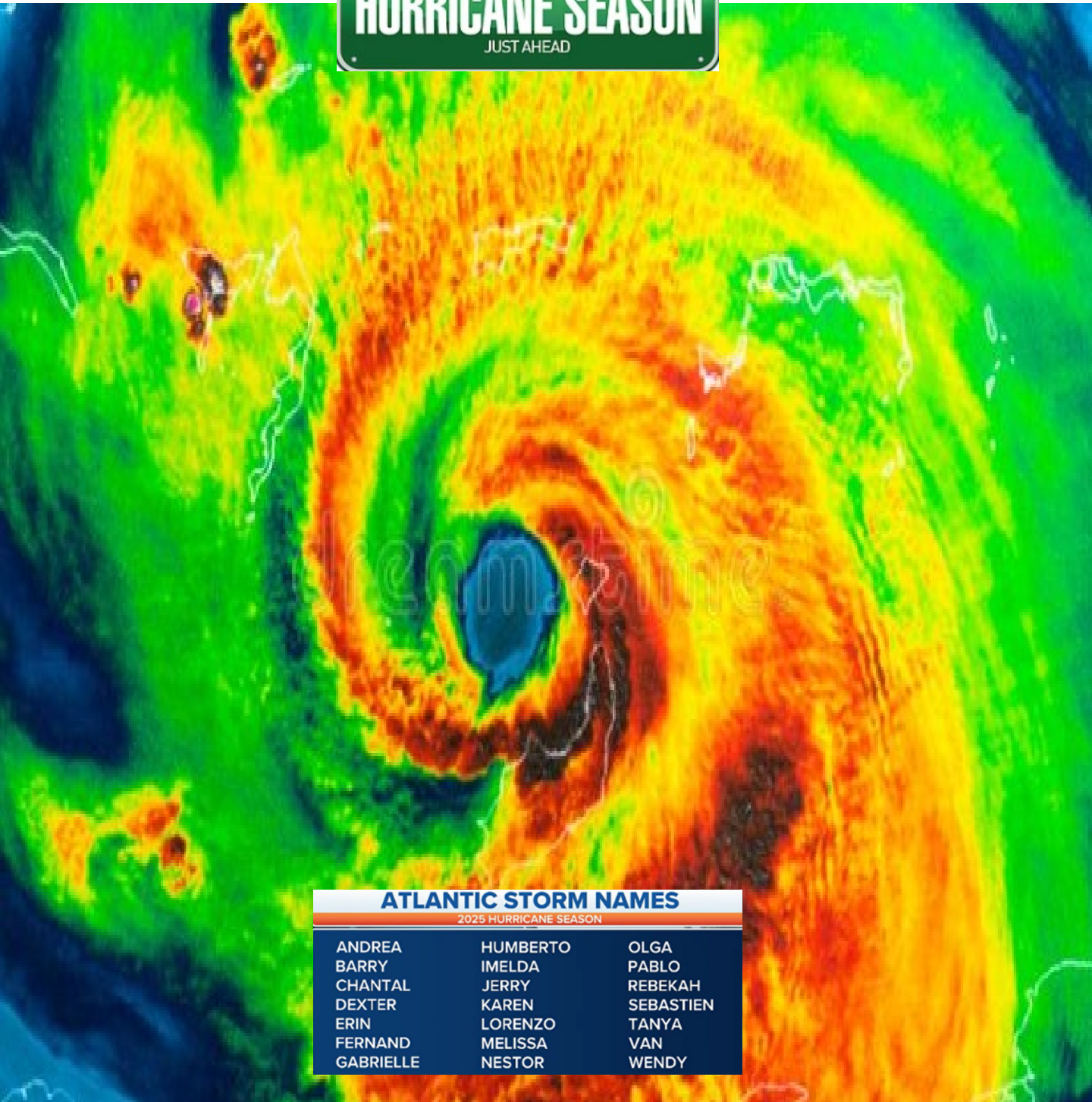


HURRICANE SEASON

JUST AHEAD

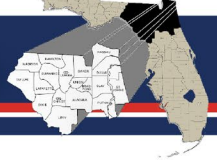


ATLANTIC STORM NAMES

2025 HURRICANE SEASON

ANDREA	HUMBERTO	OLGA
BARRY	IMELDA	PABLO
CHANTAL	JERRY	REBEKAH
DEXTER	KAREN	SEBASTIEN
ERIN	LORENZO	TANYA
FERNAND	MELISSA	VAN
GABRIELLE	NESTOR	WENDY

Colorado State University 2025 Hurricane Forecast: The 2025 Atlantic hurricane season is predicted to be above-normal. The forecast team is forecasting 17 named storms, 9 hurricanes, 4 major hurricanes, and an Accumulated Cyclone Energy of 155 (the average is 123). There is a higher than average probability of major hurricanes making landfall. There is a 51% probability of a major hurricane making landfall along the U.S. coastline and a 56% probability for a major hurricane tracking through the Caribbean.



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

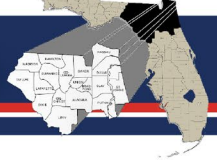
During the first quarter of 2025 our team had the opportunity to break-in Adam Storm on the nuances of TSM&O from the Department perspective. He is our new TSM&O Engineer, overseeing project managers involved in RTMC Operations, Road Rangers, ITS Maintenance, and RISC. So far, he's received a passing grade from all our team and looks like he's a keeper. When he first began, we warned him that it would be like drinking from a fire hose. At this point I think he now gets it and realizes that he will need to pace himself before he goes bananas. Adam isn't the first TSM&O employee to realize that this is basically a 24/7 job in the Department, and I am hoping he takes it to heart when I mentioned it would take one to two years before he is fully comfortable with his role.

The most challenging aspect of his job will be dealing with personnel, since everyone has their own approach to performing their duties. In his role, the most vital skill set needed is being a "people person" with a niche for getting the best out of the 100 plus staff under his purview. Fortunately for him, many of our team members have over 10 years of experience, so the greatest challenge for Adam will be learning their strengths and weaknesses. Being able to show empathy and guidance are key to initially building trust and commitment from each individual. From what I've seen so far, he is headed in the right direction based on the response I've gotten from our team.

I have been managing personnel for nearly 40 years and learned a lot on how to deal with varying personalities. The most important factor is putting myself in their shoes to get a better understanding of what they are going through, professionally and personally. I often tell them to "leave it at the door" when they head home from work but realize it's easier said than done. This is where I transition to the spotlight feature at the end of the newsletter. I travel often during the year and always end up returning with trinkets and swag. Initially, I thought it was neat to have memories of these adventures, but after the fifth time it kind of gets old. So, for the past few years I have brought the trinkets and swag to the RTMC for our RTMC operators.

These items go quickly, and I soon learned that many get these items for their kids. Made me think "hmm, never considered that part of the equation." I am proud and protective of our group but often overlook one key aspect of their personal life. While coming in and giving us 100% effort, they still must deal with the challenge of raising kids. Since I do not have children, it made me wonder what goes through their mind during the workday as a parent. Hence the subject matter in the spotlight section. RTMC operations staff were given a brief questionnaire broaching the subject of dealing with a full-time job while caring for their younger children. Quite an eye-opener that I hope you enjoy.

Continued on following page



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

As for the TSM&O program, we've had some wins and losses over the past quarter. First and foremost on my list was the Connected Vehicle (CV) research project being done by the University of Florida. This incorporated their findings based on the Trapezium, FRAME, and UF AID CV projects. The reality is that requiring an On-Board Unit for vehicles and specialized app platform on phones for peds/bikes was harder than anticipated. The projected time for this to become mainstream is around 2036, and if you keep up with technology you will realize that this is a lifetime in that arena. There appears to be a shift to connecting via vehicle entertainment systems and general navigation apps on phones. UF hosted three focus groups to get a perspective from the end-users and found that there were concerns about additional distractions while driving, impacts to battery life on cell phones, and limited interest in getting this information. Although not the desired result, this was good information from which we can determine the future of the Department's Connected Vehicle program.

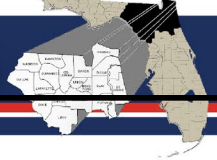
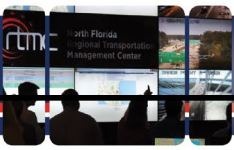
The second learning experience involves the Wrong Way Driving System (WWDS) effort that has exponentially increased in cost since the onset of deployments several years ago. The estimated cost of deploying at one exit ramp is now between \$250,000 to \$300,000. This is much greater than the initial estimate provided by Central Office of approximately \$25,000 per ramp. Fortunately, two of our partners in the industry have developed a video detection

system that utilizes machine learning and artificial intelligence (i.e. newer technology) to detect wrong way driving in combination with a low-cost barrel camera and software.

Each software package provides a suite of features that not only includes wrong way driving, but also queue detection, speeds, volumes, disabled vehicle alerts, and crash notification. Initially, we focused on the wrong way driving aspect since it was our top priority. We set up testing at three locations based on certain scenarios. The first location was a multi-lane exit ramp with tons of ambient lighting. The second location was a traditional exit ramp with a couple of lanes that also had ambient lighting near the end of the ramp. These locations already had the expensive WWD systems in place, thereby allowing for a comparison of capabilities. I am happy to say that both software solutions scored 100% during testing and were as good, if not better than the expensive system!

The third location was more rural in nature, with little to no ambient lighting. There were challenges due to the impacts of oncoming headlights, however with the necessary camera adjustments. In the overall scheme of things it also was considered to be 100% accurate. In lieu of these findings, we may be able to incorporate this WWD solution at an estimated cost of \$30k instead of the existing \$250k.

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

First Quarter 2025 Issue 141

We did not stop there though and have begun testing this software solution on the mainline. The main reason is that once an alert is triggered at the ramp, it is very hard for the RTMC operator to find the vehicle on the mainline since there is about a one-minute delay between the sensor activation and the alert. We are hoping that the strategic placement of barrel cameras along the mainline will allow us to detect the wrong way driver further upstream, thereby providing the detailed information needed for Law Enforcement response. We are still in the developmental stages of this effort but very confident it will come to fruition in the coming months.

I could go on by discussing our efforts with rail crossing detection, enhanced truck parking systems, or wildlife detection, but will save this for the next newsletter.

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

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

Sure, I'd be happy to help you draft an article for your quarterly newsletter. Here's a suggested structure and content for the article:

Quarterly Newsletter: Northeast Florida Transportation Management Center

Welcome Message Welcome to the latest edition of our quarterly newsletter. As always, we aim to keep you informed about the latest updates in the

transportation industry, team and personnel changes, and other topics of interest to our audience, which includes FDOT staff, various ITS/traffic consultants, and other related professionals.

Industry Updates The transportation industry continues to evolve rapidly, with several noteworthy developments over the past few months. One of the major highlights was the **Transportation Industry Hiring Event** hosted by FDOT District 2 on February 28, 2024, at the Jacksonville Equestrian Center. This event saw participation from over 30 transportation industry partners and welcomed job seekers to explore a variety of career opportunities. Additionally, FDOT made its first-ever on-site hire during the event, reflecting the immediate impact and effectiveness of this new initiative.

Another significant event was the **Road to Your Future hiring event** in Jacksonville, which was instrumental in shaping the future of transportation in Northeast Florida. With strong support from Governor DeSantis and the Florida Legislature, FDOT is working diligently to build and maintain a robust workforce.

Team and Personnel Updates We are pleased to announce several key personnel changes within our Transportation Management Center in Jacksonville. Mark Mathes has been appointed as the new Director of Traffic Engineering and Operations. Mark brings over twenty-five years of experience in the transportation industry and has been with the Department for over ten years, serving in various roles including the Transportation Systems Management and Operations (TSM&O) Program Engineer.



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

Additionally, our First Coast TIM Team Meeting was held in person on March 18th at the North Florida Regional Transportation Management Center. The meeting included RISC Debriefs for several incident responses, highlighting our team's commitment to improving roadway safety and operations.

Other Topics of Interest In the realm of technological advancements, the **Regional Arterial Management Program (RAMP)** continues to proactively manage arterial state roads within the First Coast and Gainesville areas. RAMP utilizes Intelligent Transportation System (ITS) resources, real-time traffic signal timing, and inter-local partnerships to gather and disseminate information, helping to alleviate congestion and improve roadway system reliability.

We also want to highlight the **TSMO Awards** by the National Operations Center of Excellence (NOCoe), which celebrate the strategies and tools that leverage existing infrastructure to increase safety and reliability. The awards recognize significant contributions to advancing TSMO both inside organizations and within the industry at large.

Closing Remarks Thank you for taking the time to read our quarterly newsletter. We hope you find the information valuable and insightful. As always, we welcome your feedback and suggestions for future editions. Together, we can continue to drive progress and innovation in the transportation industry.

Feel free to adjust the content as needed or let me know if there's anything specific you'd like to add or change!

If you think you caught me red-handed, good! The first step of successfully using artificial intelligence (AI) is to utilize your critical thinking skills and question everything you read! To save you time, I will summarize the incorrect information:

- While the "Road to Your Future" hiring event was a success this year, the AI highlight about on-site hires was from 2024! Kudos to the D2 CCD team for making more on-site hires for the second year in a row and advancing the transportation industry in our region.

- Congratulations to Mark Mathes on his promotion to Director of the State Traffic Engineering & Operations Office! However, this is a Central Office role, and he will not be based out of the RTMC in Jacksonville.

- I like the TIM Team Meeting shoutout, but I will leave it up to Lacey to keep us abreast of the latest debriefs and best practices.

I am currently assisting Jeremy Dilmore, FDOT's Manager of Emerging Technology (formerly of D5 TSM&O), with evaluating Microsoft CoPilot's closed model chat bot. It is a competitor of ChatGPT, but a more secure version after some configuration and approval by OIT. I plan to put it through its paces with operating procedures, spreadsheets of data, and countless PDFs to see if it can help me do my job better, or at least more efficiently.

I am still in the "Trough of Disillusionment" when it comes to AI hype, but I think through thorough evaluation of its usefulness, I will slowly become an advocate for the

Continued on following page



NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER continued

technology. We have already seen the huge benefits of AI in computer vision and machine learning (not so much self-driving), but the new world of large language models (LLMs) leaves a lot to be desired. CoPilot/ChatGPT/Gemini are not simply a calculator where you tell it what you want to hear. I think like most tools (especially technology over the last couple decades), it will take a skilled approach to use it effectively. I have not been impressed so far, but will have to see how its integration into existing Office tools can help me be more productive.

“Believe nothing you hear, and only one half that you see.”

— **Edgar Allan Poe**

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

NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

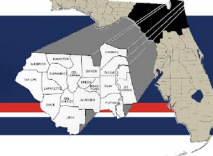
The SHRP2's (Second Strategic Highway Research Program) National Traffic Incident Management Responder Training program was developed by first responders for first responders, with the objective that nationally, responders acquire a common set of core competencies for traffic incident management. The safety of responders and motorists, quick response, and effective communications at traffic incident scenes are the main focus of the training.

This four-hour training covers a variety of topics such as defining Traffic Incident Management (TIM), TIM fundamentals and Terminology, Notification and Scene Size-Up, Safe Vehicle Positioning, Scene Safety, Command Responsibilities, Traffic Management, Special Circumstances and Clearance and Termination. After this training is completed your employees will be well versed in Traffic Incident Management.

Agencies have noticed several improvements after taking the training, such as improved incident response and clearance times, resulting in fewer secondary crashes from the original incident and less exposure for first responders and drivers during scene clearance. Shorter traffic delays increased travel time reliability, decreased fuel waste and reduced freight delays.

You may be asking yourself “How can I get this training for my agency?” We will be offering in person training in the near future. In the meantime, there is an online option available. FHWA offers training on their website. The link is <https://fhwaapps.fhwa.dot.gov/tim>. If you have any questions about SHRP2 Training or are interested in having in-person training at your agency in the future, please contact Lacey Collins at Lacey.collins@dot.state.fl.us or Dee Dee Crews at deedee.crews@dot.state.fl.us.

**Dee Dee Crews, BS, FCCM
FDOT District 2
ITS Project Manager**



NORTH FLORIDA TPO

Over the past several months, we have been working closely with the North Florida TPO (NFTPO) and its partner, Smart North Florida (SNF). The relationship is unique in that SNF looks at start-up technology companies that provide beneficial technology to the transportation industry. The win-win is that SNF does the legwork on emerging technologies, vets the companies, and then reaches out to our team to assist with testing. This is a game changer for our group since there is only so much time in a day and we could never give these companies their due justice or time that can be provided by SNF.

One of our most recent efforts was coordination with SNF on a company called Hohonu. This firm provides water level sensors that are portable, inexpensive, and easy to maintain. We met with SNF and Hohonu to go over the technology, then coordinated on use at some test sites. The devices were installed at the Sante Fe River bridge on I-75 and Suwannee River bridge on I-10. There were two types of sensors, with one being acoustic and the other being radar. Initial results were very positive, therefore they are being incorporated into a study in St. Augustine, where several of these devices will be placed at strategic locations known to flood.

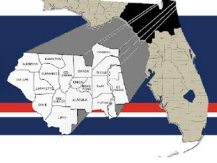
The next effort was SNF's examination of a drone technology that could be used by fire/rescue departments to expedite treatment on injured motorists, but first I need to layout the scenario to make it clear. Let's say there is an accident along a rural location interstate system and the injured party calls 911. By the time the crews load up and head to the accident, the queue build-up would be quite significant, thereby delaying their response.

This drone technology would allow fire/rescue to expedite its response by dispatching the drone with the appropriate equipment (i.e. AED, first aid, Narcan, etc.). This drone would use the caller's cell phone GPS captured by the 911 system for location purposes and expeditiously respond to the event. This would significantly reduce response times during life-saving events, thereby giving the injured individual a fighting chance of survival.

We performed a demonstration for a number of emergency responders at the RTMC. The demo was performed with the assistance of a Jacksonville Sheriff's office dispatcher. In the RTMC, he received a 911 call from our test patient/guardian in a field at the southwest corner of the RTMC complex. The dispatcher located the call on his dispatch map, pressed two buttons, and the drone was on its way to the patient's location. You could see the drone rise from the parking lot, position itself over the GPS location, and drop the equipment needed in proximity to the event. Pretty amazing stuff when you consider each minute counts towards the survival of an injured individual.

Our relationship with the NFTPO and SNF will only grow stronger in the years to come. Our group is kind of pigeon-holed due to the number of things we do over the course of the year, so having this extension of technology research helps us a ton when trying to address the needs of our traveling public.

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



ITS CONSTRUCTION

The ITS Construction Updates range in content from updates to informational articles, but this quarter we are going back to updates and concentrating on projects that either have or are about to be completed. Three projects, which included ITS installation, were recently Final Accepted. These three projects are:

1. The I-10/US-301 Interchange Project, which included Wrong-Way Vehicle Detection Systems.
2. The I-95/SR-105 Project, which included Arterial Dynamic Message Signs, CCTVs, BlueTooth Travel Time Readers and Train Detection.
3. The I-295/St Johns Bluff and Beach Project which included Wrong-Way Vehicle Detection Systems.

The projects nearing completion that should be Final Accepted by the Summer are:

- ✓ The SR-115 (Martin Luther King Jr. Parkway) Project is wrapping up their final fiber optic cable drops and remaining permanent power. ITS Stand-Alone Tests for the CCTVs, Microwave Vehicle Detectors and Dynamic Message Signs began in late March and all Stand-Alone Testing should be completed by Mid-April. The completion of the fiber drops, power installations, and turning on the ITS devices will allow the RTMC to see the numerous devices installed on this project. Once all work and Stand-Alone Testing are complete the project will start the 30-Day Burn-In period. If they stick to their schedule, that project should be final accepted by the middle of

May. This project provides ITS devices to allow the RTMC to view MLK Jr. Parkway and provide traffic information to motorists along the corridor as they approach the JaxPort Talleyrand Terminal.

- ✓ The Widening Project on I-295 from J Turner Butler Boulevard to Beach Blvd is running low on contract time. Device testing on CCTVs, Dynamic Message Signs and the associated devices occurred in the middle of March. Wrong-Way Vehicle Detection System work is almost completed, but the Prime Contractor needs to get the roadway into its final configuration before testing starts. The Microwave Vehicle Detection Sensors can also be Stand-Alone Tested once the roadway is in the final configuration. This means that completion of the roadwork is extremely important for the project to meet contract time due to the required 30-day burn-in period for the ITS devices. The project hopes to have all devices tested and have the 30-day burn-in rolling by the end of April, which would allow them to receive Final Acceptance by June.

- ✓ The I-295 Wrong-Way Vehicle Detection System Installation Project at 103rd, Wilson and Normandy is also nearing completion. The Wrong-Way Vehicle Detection Systems on all six ramps completed the true positive testing portion of the testing procedures the week of



ITS CONSTRUCTION continued

March 24th. Once all six ramps complete the false positive testing portion the project will begin the 30-day burn-in. Some Friction Course also needs to be completed but Final Acceptance should be granted before June.

Craig Carnes
Vice-President
Metric Engineering

That's all for now. Thanks for your continued dedication and hard work—we're looking forward to another productive season!

See you next quarter!

Jose Morales
FDOT District 2
ITS Maintenance Manager

ITS MAINTENANCE

Welcome to another quarter with ITS Maintenance. Here's a quick update on some key projects and upcoming initiatives as we move into a busy spring and prepare for the new fiscal year.

TCD has resumed groundwork for the Daktronics Dynamic Message Sign (DMS) retrofit kits. We're excited to share that shipments of the retrofit kits are expected to begin in **early May 2025**. Thanks to everyone involved for keeping this important upgrade moving forward. We're optimistic about launching the Road Weather Sensor Project in the **new fiscal year**. This initiative is aimed at enhancing roadway safety and improving weather responsiveness across key corridors. More details to come as the project scope is finalized.

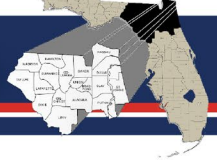
With hurricane season just around the corner, we're already beginning preparations. Now is a great time to review emergency response protocols, double-check supply inventories, and ensure communication plans are in place. Stay tuned for updates and resources to help your team stay storm ready.

OPERATIONS

Hurricane Season is just a couple of weeks away (June 1st). The RTMC Staff begins in early May for the upcoming season and we send out an email to all of our Staff to check on their availability Pre-Storm, Imminent Storm (these are the folks who come and stay 24/7 at the RTMC) and Post-Storm. We remind all about having their own Emergency Preparedness Plan for their loved ones, pets and their homes.

We have multiple air mattresses for the Imminent Storm Staff, so we make sure that the air mattresses have no leaks and that the electric inflator works! The only things that our Imminent Storm Staff has to bring is their sheet, blankie, pillow and towel! Though our state of the art facility has generators that are regularly checked throughout the year, we double check our flashlights and batteries...just in case.

Next, the big grocery store run, pre-season, for all of the non-perishable items for our Staff. (Perishable items are purchased in advance of Hurricanes that are coming our way.)



OPERATIONS continued

We coordinate with the Duval County EOC (Emergency Operations Center) to ensure that they have access to our cameras and bridge wind sensors.

Checks are made on our Satellite phones, on the Master Hub Generators (TCD) and on all of our Wind and Water Level Devices. The RWIS (Road Weather Information System) provides wind meters on all of our major bridges that monitor wind speeds to let us know when the sustained wind speeds exceed 45 mph and the bridge can be closed on the order of law enforcement until the winds subside. This is one of our best tools instead of the old days of having a police officer at the top the bridge monitoring wind speeds with a hand-held anemometer.

Since the last newsletter, we've had lots of things going on, as usual, most having a "food" element. First, the **BABIES!** Olivia Fairrow (and her husband, Nate) were celebrated with a baby shower at the RTMC and Baby Henry was born on May 5th at 3am (see the photo gallery). Mom and baby are doing great! Our Elvera Vorobey is having a baby girl in July and we're having a baby shower for her this month!

From January 1st through March 31st, 2025 the District 2 RTMC had **Six** RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of **16,313** events with **9,579** utilizing DMS. Of those events **2,788** were crashes. Road Rangers were dispatched to a total of **11,067** events.

Connect. Know. Go!

What are you waiting for?

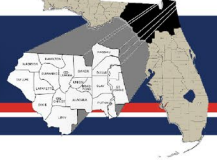
Use FL511!

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, March 18th, 2025**, 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.



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued

Lacey Collins kicked off the meeting with the TIM discussion, which provided information regarding “struck by” incidents along with DHSMV “Move Over” citation statistics in both the State of Florida and the surrounding counties.

Bert Watson then continued with the Construction Project Update, where he provided the following updates:

- I-295 from Beach Boulevard to SR-202 (JTB) widening project is estimated to be completed early April 2025
- I-95 at the Nassau River is nearing completion, and is expected to be finalized over Summer 2025
- I-95 at the St. Marys River is expected to be completed in July 2025
- I-205 at Normandy Boulevard is expected to be completed by the end of April 2025
- I-10 Widening Project is expected to be completed in Fall 2025
- I-95 Widening Project is ongoing, with no estimated completion date
- The First Coast Expressway Project is ongoing

Lola Butler then provided the Emergency Operations Update, stating the District 2 EOC is continuing debris cleanup from Hurricane Helene. She concluded by recognizing all asset maintenance crews and project managers for their great response during Winter Storm Enzo.

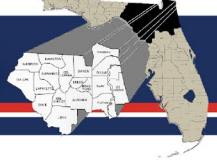
Jason Evans continued with the ITS Project Update, where the following updates were provided:

- District 2 is in the process of replacing outdated Wind Sensors on the bridges
- Installation of new Wrong Way Driver devices on various ramps throughout the First Coast region is ongoing
- The Martin Luther King Expressway Project is nearing completion with the CCTV camera, signs, and detectors installed and working. The RTMC is working to get the software installed for the new devices.

He concluded with the RTMC updates, stating the RTMC is in the process of hurricane preparations.

The next First Coast Traffic Incident Management Team meeting is scheduled to be held in-person **Tuesday, May 20th, 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, February 12th, 2025**, 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 TIM discussion, provided by Lacey Collins, who stated that “struck by” incidents can be reduced with the following steps: utilizing signs, cones, and emergency lights at all scenes, increasing the enforcement of the “Move Over” law, conducting yearly TIM training to all personnel, and emphasizing safe driving practices for all drivers.

Jason Evans continued the meeting with the Construction Project Update, along with the Emergency/Maintenance Operations Update. For construction, he stated there are future plans to rework the Road Weather Information System (RWIS) in Paynes Prairie on US-441. There is also an upcoming fiber project on US-441 to raise the pull boxes that flood when the Paynes Prairie area floods. He concluded the construction project update by stating that District 2 has a goal of implementing Wrong Way Driver devices at every intersection along the interstate. For emergency/maintenance

operations, Jason stated District 2 Emergency Operations are still in the process of cleaning up all debris from Hurricane Helene.

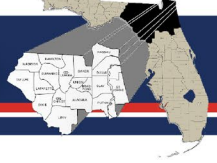
Jason Evans concluded his updates by advising the team that the RTMC is beginning hurricane season preparations.

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled to be held in-person on **Wednesday, June 11th, 2025**, at 10:00 A.M. If any changes are made prior to the next meeting, we will send out 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 Lacey Collins at lacey.collins@dot.state.fl.us/904-903-2000.

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

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



TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued

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

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

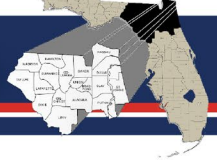
June 11, 2025 **August 13, 2025**
October 8, 2025 **December 10, 2025**

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.

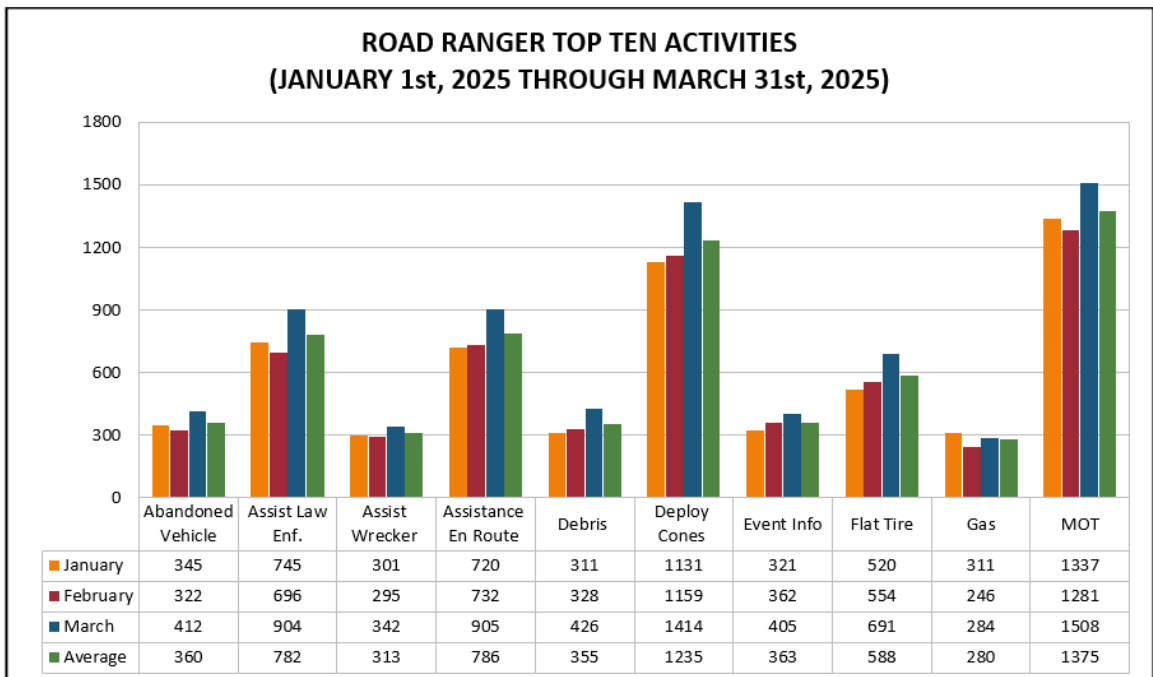
During Quarter 1, the District 2 Road Rangers responded to an average of 3,530 events and performed an average of 3.70 activities per event responded to. These activities can range anywhere from providing assistance to law enforcement on scene, red tagging abandoned vehicles, and providing gas to motorists in need. More information regarding these activities can be found in the Road Ranger Top Ten Activities chart.

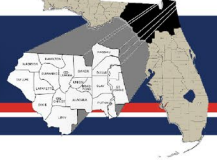


ROAD RANGER UPDATE continued

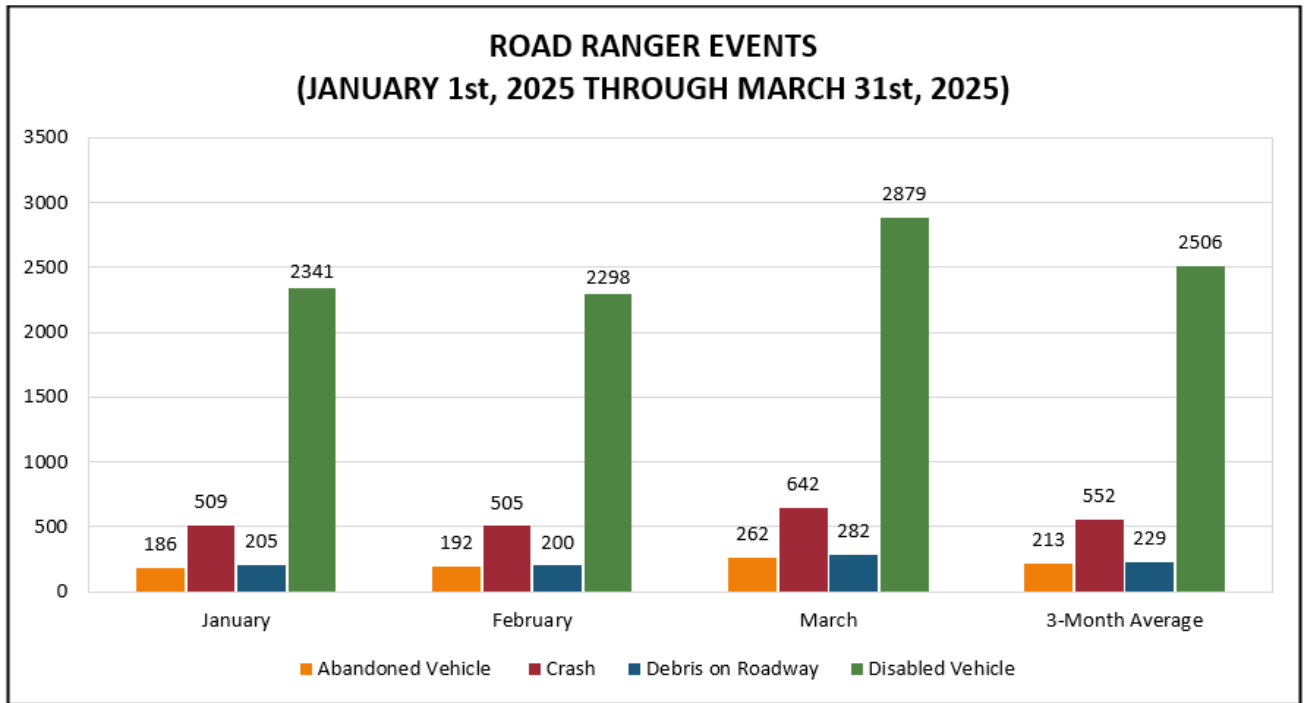
Every month, Road Rangers participate in a compulsory Safety Training session, where a consistent emphasis is placed on promoting safe practices through presentations and instructions. These practices include putting a barrier between themselves and oncoming traffic, pointing tires in the safest direction 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 January 1, 2025, and March 31, 2025, 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 15.8% crashes, 71.6% disabled vehicles, 6.1% debris events, and 6.5% abandoned vehicles. Overall, there was a decrease in the total number of assisted events with Road Ranger response from Quarter 4 of 2024 to Quarter 1 of 2025.

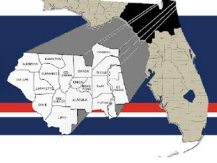




ROAD RANGER UPDATE continued



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

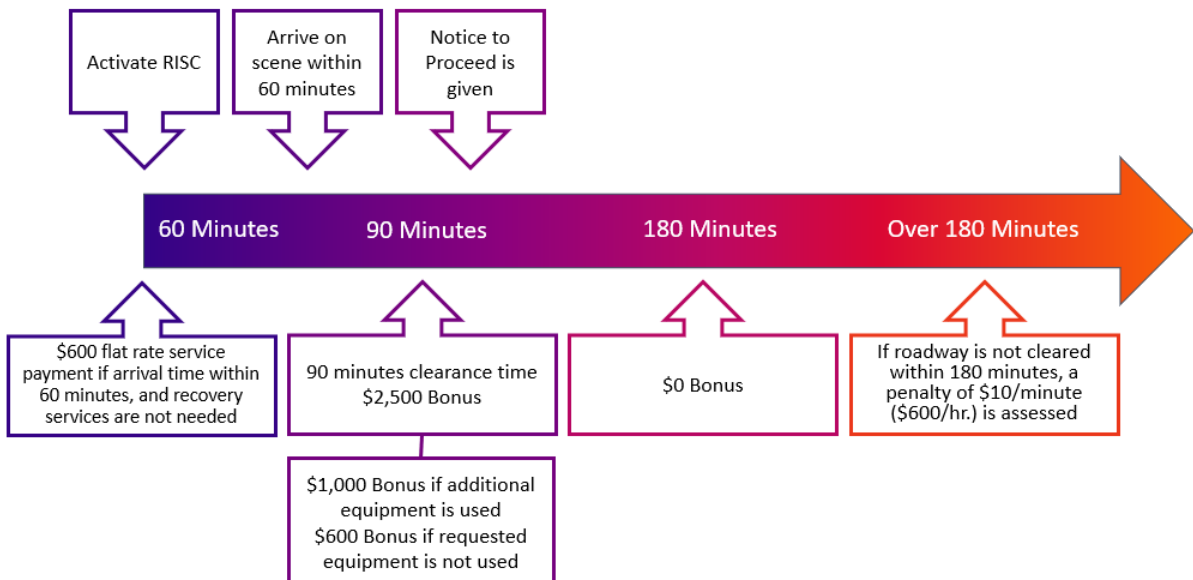


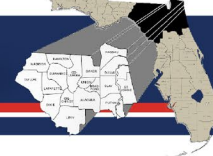
RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

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





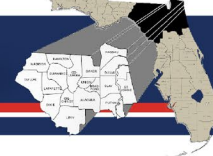
RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE continued

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 seven (7) 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 January 1, 2025, through March 31, 2025.

Date	Time	Location	Description
1/18/2025	12:29 AM	I-75 Southbound at MM 397 Alachua County	Crash involving a semi-truck and Road Ranger truck. The Road Ranger was responding to a crash on I-75 near MM 397 when the semi-truck came through the MOT and hit the Road Ranger truck. The semi-truck came to a stop across all lanes and caught fire. There was a fuel spill as well as guardrail damage and gouges to the roadway. No injuries were reported.
1/22/2025	8:30 AM	I-95 Northbound at US-17 Nassau County	Jorgensen was on scene for a primary crash, involving a jack-knifed semi on I-95 northbound at MM 379. As they were deploying their MOT, a second semi-truck skidded on the icy road and came through the MOT, hitting all three Jorgensen trucks that were on scene.
1/23/2025	5:48 AM	I-10 Eastbound before MM 349 Duval County	Crash involving two semi-trucks. The first semi-truck was slowing due to traffic near Cecil Commerce Parkway, when the second semi-truck did not slow and slammed into the trailer of the first semi-truck. Both semi-trucks then caught fire. The driver of the second semi-truck was unable to get out of the cab and died at the scene.
2/4/2025	5:53 AM	I-295 E Southbound, Ramp to US-17/N Main Street Duval County	A single vehicle crash occurred involving a semi-truck with trailer which traveled in the wrong direction onto the exit ramp of I-295 Southbound at N Main Street. In an effort to correct his mistake, the driver attempted a U-Turn onto Southbound I-295 to travel in the correct direction. While doing so, the trailer struck the attenuator in the gore area and became stuck, blocking all lanes of I-295 SB.
2/13/2025	1:28 PM	I-295 W Southbound between Dunn Avenue and MM 29 Duval County	A multi-vehicle crash occurred involving a sanitation truck and an RV which was towing a sedan. The sanitation truck collided with the RV and overturned, with the RV coming to final rest on top of the overturned truck. The driver of the sanitation truck was trapped inside, requiring JFRD to extricate him from the vehicle.
2/25/2025	5:08 PM	I-95 Northbound beyond MM 330 St. Johns County	A multi-vehicle collision occurred involving a gas truck and a semi-truck. For unknown reasons, the gas truck overturned onto the roadway in the path of travel of the semi-truck. The semi-truck collided with the overturned gas truck, causing a CO ₂ HAZMAT leak from the truck.
3/31/2025	1:09 PM	I-10 Westbound beyond MM 342 Duval County	A vehicle, traveling westbound on I-10, ran off the roadway, rear ending a disabled vehicle that was on the outside shoulder. The collision between the vehicle and the semi-truck left a large field of debris in the roadway. The vehicle came to final rest in the inside lane. A truck, hauling a trailer, swerved to avoid hitting the vehicle, and as a result, hit debris from the crash. The truck then traveled into the median, causing its trailer to overturn.

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.



PERFORMANCE MEASURES

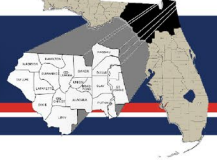
After reviewing the Road Ranger Event Summary, and the accompanying Road Ranger Events chart, it was observed that from January 1, 2025, to March 31, 2025, Road Rangers responded to slightly less incidents than they did in Quarter 4 of 2024. On average, per month, Road Rangers responded to 213 abandoned vehicles, 552 crashes, 229 debris on roadways events, and 2,506 disabled vehicles. When compared to the previous quarter, abandoned vehicles and crashes saw decreases of 13.9% and 8.8%, respectively, while debris on roadway events and disabled vehicles saw slight increases of 1.3% and 0.8%, 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 1. This data includes information such as Open Roads Duration, Roadway Clearance Duration, and Incident Clearance Duration.

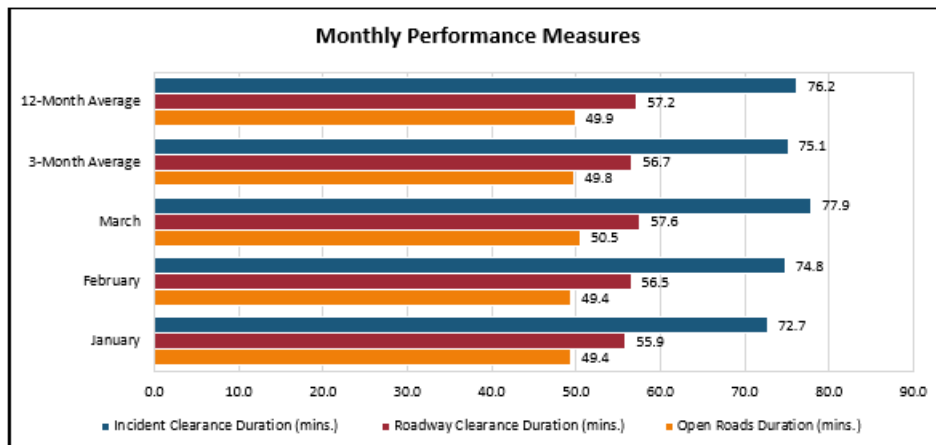
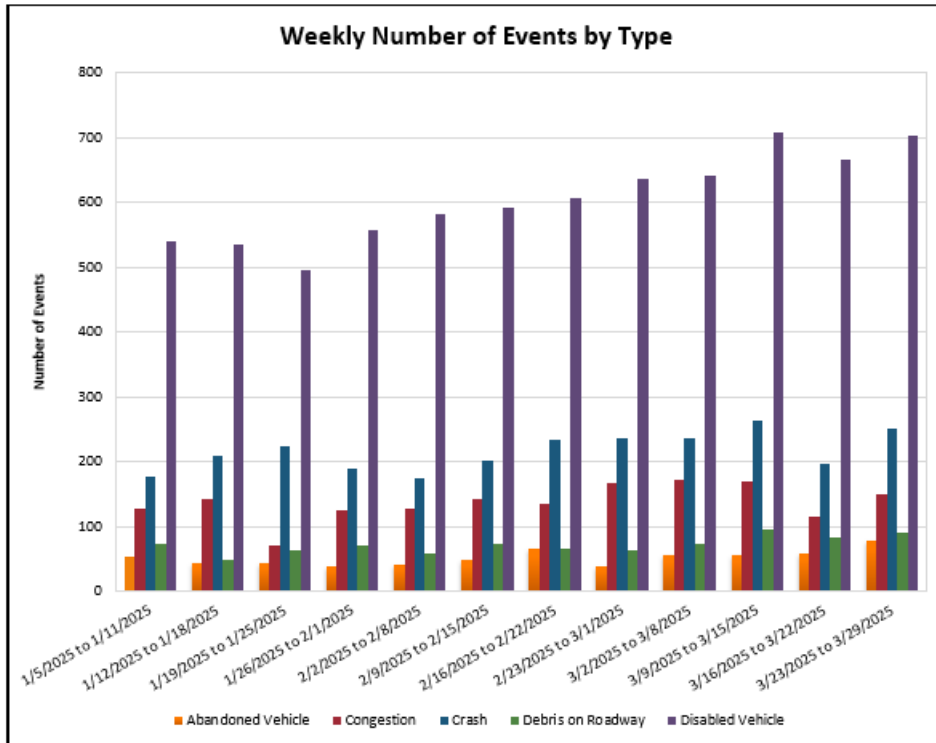
The Open Roads Duration is defined as the time the first responder arrives on scene until all travel lanes are cleared, with a goal of less than 90 minutes per event. The Quarter 1 average open roads duration was well below the 90-minute goal at 49.8 minutes per month, on average. Some circumstances 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.

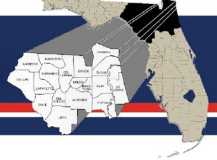
Roadway Clearance Duration is defined as the first notification of an event to all travel lanes cleared. The average Roadway Clearance Duration for Quarter 1 was 56.7 minutes per month, and 57.2 minutes for the past 12 months.

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 1 was 75.1 minutes per month, and 76.2 minutes for the past 12 months.

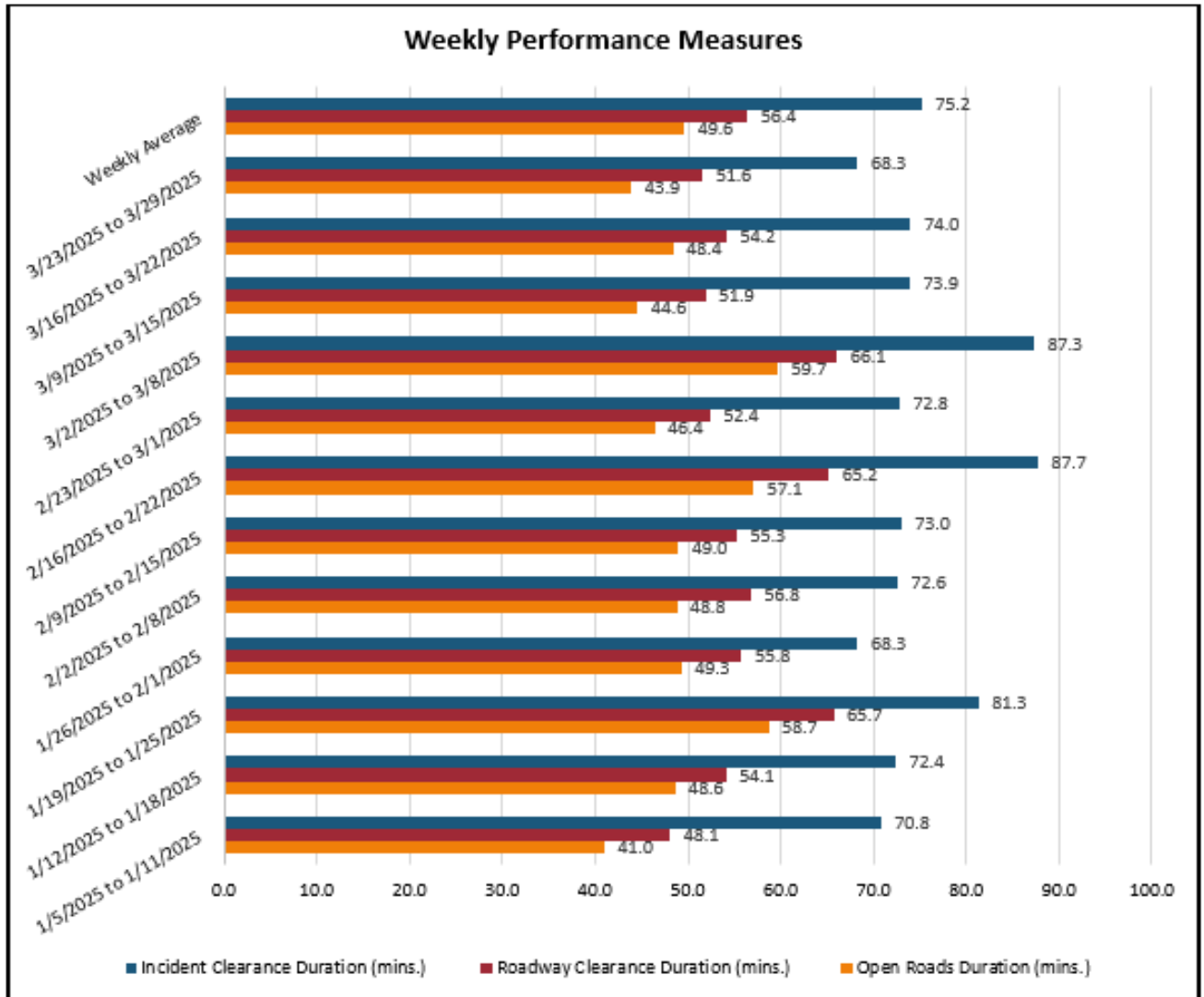


PERFORMANCE MEASURES continued





PERFORMANCE MEASURES continued



**Taylor Rouse, P.E.
Metric Engineering**



MARKETING

The spring months tend to be some of our busiest as our corporate partners dust off the winter doldrums and schedule health and wellness fairs for their employees. After January, not a week goes by that we're not setting up our FL511 booth at some new marketing event. In fact, during the month of February, we visited two of our favorite college campuses in St. Johns County. The first stop was to Flagler College in the heart of St. Augustine's historic district. A week later we were setting up shop at the more rural, and somewhat tucked away, St. Johns River State College. We spoke to faculty and students alike in an effort to disseminate information on FL511 and its various platforms. Flagler College is undergoing extensive renovations to some of their historic buildings, but this didn't stop visitors from flocking to our FL511 booth. We handed out literature and ponchos (since rain was threatening to move in later that day) and fielded questions about the many features available via our apps, website and social media platforms.

Then in March we set up shop inside the Prime Osborn Convention Center as 700 high school juniors and seniors from the Duval County Public School system came to hear from area business professionals at CareerSource Northeast Florida's 3rd annual career fair. Each group of students had the opportunity to gather information from Transportation officials, Civil Engineers, Law Enforcement Officers and a host of others as they prepare to leave high school and either enter the workforce or continue their education.

Later that same month, we took our FL511 booth to the Tri-Base Military Job Fair where we spoke to dozens of military personnel who are getting ready to transition out of active duty and into

civilian life. This is an event we do twice per year, and the attendees are always surprised to learn about the various services available to them through FL511.

Rounding out the month of March, we visited students and faculty at Keiser University on Jacksonville's southside. So where will the next few months take us? Stay tuned to next quarter's newsletter to find out.

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?



Duval County Public School Job Fair for High School Juniors and Seniors held at the Prime Osborn Convention Center

Sherri Byrd
Marketing Manager
Metric Engineering



SPOTLIGHT FEATURE-Pete Vega Survey

As mentioned previously, I often return from trips with trinkets and swag that would be of no use to me. Several years ago I decided to leave it near the RTMC Operators with the understanding that it's a "first dibs" type situation. It amazed me how quickly these items were scooped up. It wasn't much in value but seemed to mean the world to them. Items like ball caps, travel bags, cups, mugs, smart phone accessories, and office/school stuff was about all I would bring. Little did I know that these items would be taken home to give to their kids (except for the nice swag like the cups and mugs! 😊).

Upon returning from my last trip, I decided to shift gears from the "first dibs" scenario to make sure those operators that have missed out get the initial chance to select an item. My first contact was with Olivia Monaco and during the discussion she stated how much her kids would love these items. It was that "things that make you go hmm" moment where I came up with the idea for this spotlight. So, we reached out to all the operators and got responses from Pecola (2 – 7 & 9), Andres (1- 7), Erin (2 – 5 & 8), Tiffany (1 - 6), Tyler (3 – 4, 8 7 & 10), Breanna (1 - <1), Jessica (3 – 3, 4 & 5), Olivia (3 – 3, 3, & 4), and Shelby (1 - 7).

First question was "How many kids do you have under the age of 10?" Above are the numbers in parenthesis with ages. The next question was "What is the greatest challenge in raising them." I limited the choices to eating their meals, answering repeated questions, instilling a sense of character, disciplining, keeping up with their schedule, getting them to go to bed. The responses were across the board, as expected, since each child would have their own

characteristic. Surprisingly, the only issue that that no one had a problem with was answering repeated questions. From a personal note, that was one of the pet peeves when babysitting my nieces and nephews, thus probably the reason I never had kids 😊.

I then asked what the greatest challenge is that you must face. I limited the choices to getting enough rest, finding the right work/life balance, worrying about their safety/well-being, keeping up with the cost of childcare, and just keeping up with the cost of raising a child. Ironically, finding the right work/life balance was the biggest challenge, followed up by the cost involved. I was kind of surprised that only one person was worried about their child's safety/well-being, but with how independent kids are nowadays it may be the least of everyone's worry.

I finished up the survey by asking what the most favorite thing was to do with your children. The overall answer from everyone was spending time with their kids and family. There were various activities mentioned, but the gist of it is they all love being parents and family.

This survey gave me a better perspective of our team and understanding of the challenges they face outside of work. When they are having a bad day, I must now keep in mind that it may not just be them and instead the worries of raising a child. Kudos to everyone on our team who must deal with these daily challenges and god bless them for taking parenthood to heart!

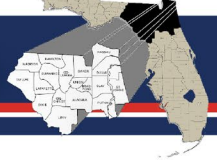


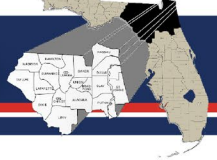
PHOTO GALLERY



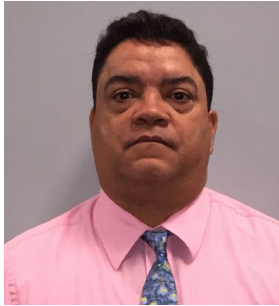
At left, Olivia and Nate Farriow at the RTMC Baby Shower for Baby Henry; below right, the only picture we could find of Elvera Vorobey and Baby Girl arriving in July!!!!

Baby Henry Fairrow, born May 5th at 3:00am about three hours after arriving at the hospital!

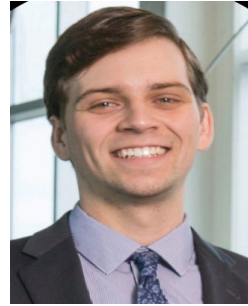




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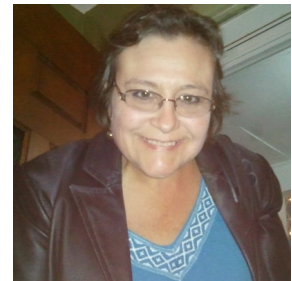
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