

Second Quarter 2025 Issue 142

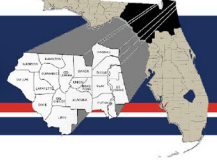
IT'S ABOUT A MONTH UNTIL SCHOOL RECONVENES
AND THE WEEKDAY COMMUTE GOES BACK TO
"SCHOOL BUS CONGESTION"

THIS NEWSLETTER WILL HELP GET YOU PREPARED
AS IT PROVIDES INFORMATIVE "COURSEWORK"
AND EVEN A REPORT CARD!

New classmates- Pages 1 & 20
What goes on in an RTMC-Page 2
Lightning Protection-Page 6

Departing classmates- Page 2
Hurricane Safety- Page 4
Report Card- Page 8





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

This past quarter has been one of transition as we say goodbye to the old and welcome the new. We can begin with JoAnna Hand's replacement, Lauren Drake. This role is critical for our TSM&O team since it involves all the software and data collection necessary to make our program successful. Lauren will take over the responsibilities of the TIReS software that provides us with regular Performance Measures reports. It also allows us to improve responsiveness during public inquiries, since all we need the requestor to provide is a road, date, and approximate time. Once provided, we can do a search in TIReS and within less than three minutes provide all the information pertaining to this inquiry. Beats the old days when it would take us 3 to 7 days to have our consultant gather up all the data and make it understandable (chaching!).

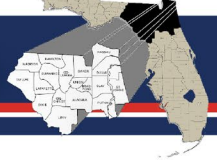
Lauren graduated from Embry-Riddle Aeronautical University in Daytona Beach, where she earned a degree in Engineering Physics. The coursework and experience at this University prepared Lauren to not only be an engineer, but a researcher as well. Ironically, many of the courses she covered were very similar to my engineering lessons while earning my Mechanical Engineering degree! Lauren's hometown is Bonifay, located in the Panhandle, but she has relocated to the metropolis of Gainesville 😊. She will be based out of our Lake City Traffic Operations office and will be working closely with Josh Wood, another of our "whiz kids" on the team.

Lauren will not only be involved in TIReS but will also participate in the improvements made to our Connected Vehicle, iTPAS, and Wrong Way

driving programs. Hopefully, over time she can garner enough information to possibly take the lead in the coming years. As with all my young staff members, I recommended that she pace herself with the anticipation of finally getting that "Aha" moment in a couple of years. The biggest challenge of our program is trying to avoid burnout, since each day we have new challenges to face and hurdles to overcome.

Not to spoil Lauren's thunder but we also added a new consultant staff member to our team. His name is Mohammadreza "Moe" Mirzaei and he will be taking over the role Adam Storm had before joining the Department as our TSM&O Engineer. Moe has a Master's degree in Transportation Engineering from the University of Florida and was a Graduate Research Assistant at the UFTI office. His interests are in Artificial Intelligence, Machine Learning, Transportation System optimization, Intelligent Transportation Systems, Connected/Automated Vehicles, and Safety. As you can see, based on our past, present, and future, Moe should fit in quite well with our program. His only challenge will be learning how to deal with my "quirks" and thinking outside the box mentality.

It's always refreshing to have this next generation of engineers join our team. My job is to prepare them for what's to come since this program is not just about engineering. It also involves understanding human behavior, legal ramifications, funding, politicalization issues, public response, and support capabilities. The reality is that our program is not just a numbers/data game, and this effort goes much deeper than they could have imagined in



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

college. I was also once a green and naïve college graduate while starting my career at FDOT until life punched me in the face. As our parents once told us, “Money does not grow on trees”, and that’s the reality of trying to mainstream our program within the Department.

Now, on to the sad/bad news. On July 31st, Kathaleen Crisler will “call it a day” with the Department as she’s decided to hit the retirement road. She has been a valued member of the Department for the past 27.5 years, Traffic Operations for the past 20 plus years, and with the TSM&O program for the past 6 years. Many may not have met or known what Kathaleen did for our program, but she was a vital member for our survival. Kathaleen handled all the bills, from utility payments for the RTMC/field devices, to the janitorial services contract, to equipment purchases, and software contracts.

Our program has grown by leaps and bounds over the years, with an annual budget for purchasing that exceeded five million dollars per year. It all fell in Kathaleen’s lap to coordinate with the Department’s Procurement and Financial Services offices to make it happen. This is not an easy task if you are aware of all the Department/State policies and procedures that must be followed while going through the process. Kathaleen was a true hero and valued member, oftentimes trying to find patience with the nuances of the process. This effort was often compounded by the Ariba on Demand purchasing site and its limitations. I am certain she will be glad to say “good-bye” to this system and the hurdles encountered over these past several years.

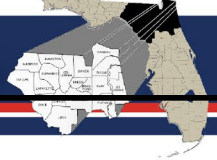
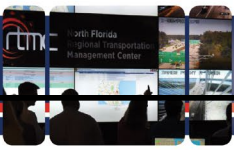
I am not sure what road she will take upon retirement; however, I am pretty sure it will involve spending more time with her granddaughter, Izzy, who is thirteen and definitely in need of some grandmotherly advice. Kathaleen will enjoy teaching/mentoring this blossoming teenager who will soon experience life as a high schooler. We are hoping to find a replacement that was at least half as good as Kathaleen as we venture into the unknown world of purchasing!

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

NOTES FROM THE DISTRICT 2
ITS OPERATIONS MANAGER

A Day in the RTMC

Many folks have asked me since I started: “So what exactly goes on inside the RTMC?” It’s a fair question; our work supports hundreds of thousands of daily commuters, yet most people don’t see what happens behind the scenes. The answer is: quite a bit! While this may be a refresher for many of the regulars, here’s a quick look at the core facets of our operations should you want to learn more:



NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER

Incident Response

Every day, our team monitors traffic conditions across Northeast Florida using thousands of cameras, sensors, and a multitude of data feeds. When a crash, stalled vehicle, or debris pops up, operators coordinate with Road Rangers, FHP, and local responders to clear it safely and quickly. Even a five-minute response time can make a huge difference in congestion and safety. I am fortunate to be able to rely on Dee Dee and her Metric team for their expertise and sound judgment, as they've been around the block a time or two.

ITS Maintenance

We manage and maintain a wide array of devices; everything from cameras and dynamic message signs to Bluetooth detectors and weather sensors. Keeping these systems operational across hundreds of miles of infrastructure requires constant communication with field technicians, regular inspections, and quick troubleshooting when things go down. I would like to say Jose is the best in the business, but I've only been in this role for a few months now. Maybe he will reach that status in the coming years, but he is definitely the best that I've seen! He runs a tight ship, and he manages two huge maintenance contracts with TCD, whose experience and expertise speaks for itself.

Procurement and Contracts

Before anything gets built, fixed, or purchased, it has to go through a web of approvals. We coordinate with FDOT procurement staff, contract managers, and legal teams to handle everything from emergency equipment orders to long-term service contracts. It's a lot of paperwork, acronyms, and patience; but, it's what keeps the lights on, the trucks rolling, and the projects moving. Behind every field repair or system upgrade, Kathaleen is chasing down a purchase order. We will miss her dearly in retirement, but

we are hoping to find a good replacement that can maybe one day reach her caliber, mastering the size of our budget and breadth of our vendors. I am happy to say I've learned so much from her since starting in November!

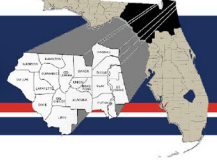
Facilities Maintenance

From HVAC systems to gate security, even the RTMC building itself needs care. We coordinate routine maintenance and emergency repairs to ensure the center remains a safe and functional 24/7 workspace for our team and partners. This has been my biggest challenge since starting, but fortunately Antonio knows the building, quite literally, inside and out, top to bottom. His attention to detail and enthusiasm to keep the facility humming along is inspiring and has helped me learn about vital operations knowledge they don't teach you in engineering school. I am grateful for the learning experience, and the opportunity to use our lessons learned to assist our District and agency partners when duty calls.

Let me know if you're ever curious—we're always happy to show people around to meet the facility and, most importantly, the team!

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





NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

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

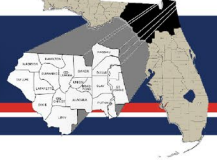
Severe Weather Driving Tips

- **Stay put** – Avoid driving in heavy storms and stay in a safe place until after the storm passes. Be prepared to remain where you are for an extended period of time. Often, injuries and deaths occur in the aftermath of storms. Sightseers impeding roadways cause obstacles for emergency personnel responding to those in need.
- **Slow down** – The roads remain slick after the storm so if you have to drive, decrease your speed to avoid hydroplaning.
- **Buckle up** – When it is finally safe to venture out, take the extra time to buckle your seatbelt. It is the law in Florida and statistics continue to show that seatbelts save lives.
- **Be cautious of high winds** – Windy conditions adversely affect all vehicles, particularly high profile vehicles, such as buses and trucks, as well as motorcycles. Gusty wind makes driving difficult, especially when it is rapidly changing speed and direction.
- **Turn around; don't drown** – Prepare for standing water. Never drive through flooded areas, even if you are familiar with roads. The area of roadway you cannot see beneath the water may be washed out or the water may conceal debris, tree branches or even power lines.
- **Pay attention** – You may come up on an intersection that is no longer controlled by a traffic control device. If a police officer is directing traffic, follow their directions.

- Otherwise, treat the intersection as you would treat an intersection governed by a four-way Stop sign.
- **Flooding safety** – Never drive into moving water. If you cannot see the roadway beneath the water, do not drive through it! The water may be deeper than it appears, and the road may be washed away.

Hurricane Evacuations

- Make sure your vehicle is fueled up and well serviced before you hit the road. Fuel availability may be questionable and what is available is sure to generate extremely long lines at fuel pumps.
- Be sure to have all your important papers with you.
- Carry a supply of food and water for each member (and pets) of the traveling party.
- Be sure you have a supply of all medications needed for an extended period of time.
- Be sure to have cash on hand due to power outages and no accessibility of ATMs and banks.
- Do not necessarily wait to evacuate until after the announcement is made. It is safer to leave before mandatory evacuation orders which may come only after the threat of a hurricane is imminent. Leave early when traffic is much lighter.
- Have a specific destination in mind and the route planned well in advance of your departure. When you travel, be sure to carry any appropriate maps along inside your vehicle.
- When possible, evacuate tens of miles instead of hundreds of miles. Have a planned destination with lodging arrangements, if possible.



NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER continued

- Please pack a lot of patience and be prepared for delays. Significant traffic delays are inevitable in a state as densely populated as Florida. Again, it is important to try and avoid the rush and depart earlier rather than later.

After the Hurricane

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

Plan ahead, be careful and safe.

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

NORTH FLORIDA TPO

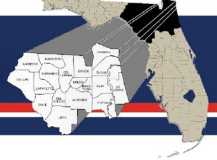
In late June the Central Office Freight and Rail team asked Adam, Jeff, and I, to present on the Trainfo system at their Florida Rail Safety Coalition meeting. They had initially requested we provide a presentation at their inaugural meeting in February but the system was not mature enough at that time, hence we opted to wait for this second meeting. Daniel Fetahovic (State Freight/Rail Office Manager) handled coordination with the assistance of Kelli Phillips.

They were true believers in the practice, practice, practice, approach, thereby leading to several TEAMS meetings for the three of us prior to this event.

When we arrived at the meeting I was in awe at the number of representatives in the rail industry and agencies who were attending. This was basically a standing room only event, with the marquee presenter being Mr. Jeff Sheffield. As Jeff began to roll with his presentation, he encountered a “glitch” with what else.....technology! The clicker would not advance the slides, thereby throwing off his momentum. He went along with the challenge to a certain point, then the frustration began to kick in as Daniel’s support staff addressed the issue. I had to lighten the moment by saying out loud “you can’t always depend on technology.” Ha-ha.

In any case, Jeff worked through this issue and handed off the baton to Adam. At that point I was hoping that Adam would take up the remaining time so that I could avoid presenting. Unfortunately, he was not going to let me off the hook that easily and so the show proceeded. I was able to shift gears and ad lib as I tied in my portion of the Trainfo presentation with the event just encountered. By the time we finished, I was able to hand over the microphone with 10 seconds left of our allotted time since the next speaker was Mr. Rusty Roberts at the Federal Rail Administration. As you may already know, you NEVER want to keep the Feds waiting! Success!!!!

The most positive thing about this presentation was the interest garnered on the Trainfo system. The goal was to basically “reveal”



NORTH FLORIDA TPO continued

what's been done by our team with the hope that it could become part of the rail program. Daniel's supervisor, Assistant State Secretary Kim Holland, was a participant and seemed to be very appreciative of our efforts. Afterwards, she came to thank us and shook mine and Adams hand. As for Jeff, well he got a hug! What the heck! Adam and I were the ones that could use this opportunity for career advancement, yet Jeff gets the hug!!!

I will keep it brief, but Smart North Florida and the NFTPO also spearheaded an effort by District Two on the deployment of water level sensors in low lying areas within the four counties of Northeast Florida. The goal was to get data on existing conditions that would allow a more predictive method of determining when a roadway would have flooding impacts in the future. I am happy to say that the St. Johns/St. Augustine deployment has been completed, with the remaining schedule for deployment in the coming month. Once finished, this system will provide an understanding on the roadway impacts of rising water during a storm event, thereby allowing us to provide our constituents with valuable information that may save lives.

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



ITS CONSTRUCTION

Summer is upon us and besides the heat, summer storms will be prevalent for the next few months. With Florida being considered one of the most active states for lightning across the US, this means that there will be thousands of lightning strikes throughout Jacksonville and the rest of District Two. So, what that means to the ITS Group is more non-operational ITS devices due to either loss of utility power or a direct lightning strike. I mention this in the ITS Construction article due to ITS Construction Contractors being required to meet the FDOT Standard Specifications for Road and Bridge Construction related to Grounding and Lightning protection. Section 620 of the FDOT Standard Specifications provides the minimum specifications for ITS related projects grounding and lightning protection.

Section 620 covers the requirements for ground rods, ground rod assemblies, ground rod arrays, grounding conductors, air terminals, and surge protective devices (SPDs). The section also provides specifications related to installation of the grounding system and ground resistance testing and inspection. Section 620 is also supplemented by Standard Plans sheets, such as Index 641-020 Sheet 5 of 5 which shows required grounding components and their placement for Concrete CCTV Poles.

Contractors use the FDOT Standard Specifications for Road and Bridge Construction for guidance beyond what is in their contract plans. Similarly, Construction Engineering Inspection (CEI) use these documents as references to ensure that the ITS equipment and site as a whole meet FDOT's requirements. The ITS group depends on the



ITS CONSTRUCTION continued

Contractor and CEI adhering to these documents to ensure that the ITS devices are as resistant to lightning strikes as possible.

If grounding is not installed and tested correctly during construction, the Regional Transportation Management Center (RTMC) will likely see an increased number of failed devices during and after thunderstorms, which reduces their ability to monitor the roadways and provide motorists with traffic related information. RTMC Operators conduct two device checks daily to note all ITS device failures and sends the device checks to ITS management and the ITS Maintenance Contractor to make them aware of the failures. When responding to device failures during the summer months, the ITS Maintenance Contractor always carries extra SPDs in their trucks due to the likelihood of a lightning strike causing the failure.

Similar to SPDs that are commonly seen in commercial and residential applications, the SPDs used at ITS device sites are designed to receive the lightning strike and save the more expensive ITS electronic components. SPDs can use various internal components or a combination of these components to divert or block the elevated voltage caused by a direct or indirect lightning strike. Essentially, the SPD sacrifices itself so that severe and more costly damage is not done by electronic devices and components at the site. When SPDs are not installed correctly, they may not be able to properly do what they are designed to do, and the cabinet may receive major damage resulting in costly repairs and significant downtime.

The air terminal, ground wire(s), ground rods, grounding assemblies, and grounding arrays are all connected together as a grounding system.

The grounding system is designed and installed to provide a path of least resistance that bypasses the electronic equipment and device cabinet on the ITS structure and at ground level where the lightning is then introduced into the soil and dispersed over a large area. Although this increases the ground potential at the site itself, the SPDs are connected to incoming conductive cables to perform the functions detailed above. This illustrates how all of the components included within Section 620 of the Standard Specifications for Road and Bridge Construction work together to protect ITS devices and components.

Like many different aspects of ITS, grounding is a small component of the overall construction but can have a large impact on future operations and maintenance of the site. If the grounding system is designed, constructed and tested appropriately, the ITS site is more likely to be resilient to lightning strikes and therefore will see a much higher availability and lower maintenance costs during its lifecycle. This results in RTMC Operations staff providing a higher level of service to motorists and a reduction in ITS Maintenance-related costs.

Craig Carnes
Vice-President
Metric Engineering

ITS MAINTENANCE

As we move deeper into the summer months, I'm reminded just how intense Florida's heat can be, especially compared to where I came from in Philadelphia. Even after nearly five years of living in Florida, I still haven't fully adjusted to the heat! It's a constant reminder of



ITS MAINTENANCE continued

why our team's focus on weather preparedness and equipment reliability is so important this time of year.

With the hurricane season now upon us, the ITS Maintenance team and Traffic Control Devices (TCD) are actively taking steps to ensure our systems remain operational, especially in the critical moments following a storm. Our team is working behind the scenes to ensure we can respond quickly and effectively if severe weather comes our way.

We're also making exciting progress with the Dynamic Message Sign (DMS) Retrofit Project, with TCD retrofitting 9 signs from traditional amber displays to full-color. These new displays will allow us to share clearer, more impactful messages with drivers, especially during emergencies and severe weather.

We're moving forward with the installation of Road Weather Information System (RWIS) sensors this summer. Before we could begin, we needed to configure communication between the new weather sensors and our existing Microcom weather stations. With the help of OTT Hydromet, the necessary scripts were successfully developed and configured, allowing us to proceed with installation in the coming months.

See you next Quarter!

Jose Morales
FDOT District 2
ITS Maintenance Manager

OPERATIONS

Each quarter, when I compile my article for the newsletter, I try not to brag on our Team too much, primarily because I don't want to make other Districts jealous, and more importantly, don't want them to try to "poach" any of them! I'm making an exception this time! Back in April, James Landini, P.E., from FDOT Central Office visited District 2 to conduct our Quality Assurance Review (QAR). The QAR is done every three years and shows how the District performed, based on Central Office Procedures and Guidelines.

We received the final report at the end of May and I cannot begin to tell you how proud I am of our Staff. Without cutting and pasting the entire four page document, I'll cut to the grades!

Displaying Messages on dynamic message signs (DMS) permanently mounted on the State Highway System

- Target Score: 90%
- District 2 Score: 99.6%

Information Technology (IT) Quality Assurance

- Target Score: 90%
- District 2 Score: 100%

Contracting Quality Assurance

- Target Score: 100%
- District 2 Score: 100%

Inventory Quality Assurance

- Target Score: 100%
- District 2 Score: 100%

Systems Engineering

- Target Score: 85%
- District 2 Score: 100%

Truck Parking Availability System (TPAS)

- Target Score: 85%
- District 2 Score: 100%

Executive Notifications

- Target Score: 85%
- District 2 Score: 100%



OPERATIONS continued

It should be noted that Systems Engineering is the single item that is not performed by the RTMC.

Our Staff strives to not only meet, but to **exceed** the expectations of FDOT at all times and I can tell you right now, we're already working on that 0.4% in Item I for the next review. We always keep in mind the words of Pete Vega, "when you're on top of the pedestal, be careful, you're a target for others to knock you off".

From April 1st through June 30th, 2025 the District 2 RTMC had **Five** RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of **19,156** events with **11,537** utilizing DMS. Of those events **2,788** were crashes. Road Rangers were dispatched to a total of **13,960** events.

Connect. Know. Go!

What are you waiting for?

Use FL511!

**Jason Evans
RTMC Manager
Metric Engineering**

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

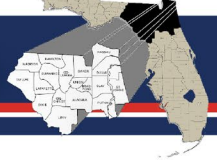
The First Coast Traffic Incident Management Team's latest bimonthly meeting was held in-person on **Tuesday, May 20th, 2025**, at 10:00 A.M. Facilitating effective communication among all TIM agency partners is crucial for FDOT to

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.

TIM Program Manager, Lacey Collins, kicked off the meeting with a TIM discussion amongst TIM partners. The TIM team reviewed the updated "Struck by Incidents" national data comparing 2024 to 2025. Lacey Collins provided the TIM team with a course overview of National Traffic Incident Management Responder Training (SHRP2) and what it entails. SHRP2 training is being provided to TIM team members and their agency/departments upon request. The TIM team reviewed Wrong Way Driver devices in the First Coast area and how they have been implemented across District 2.

Jason Evans provided a variety of ITS project updates to the TIM team. Approximately ten Dynamic Message Signs are being retrofitted with new colored panels. The Roadside Weather Information System (RWIS) replacement is underway including bridge and windspeed sensors. Jason Evans then proceeded to provide a 511 update, stating that FL511 had a large increase in traffic last hurricane season causing it to "bog down." The FDOT contractor has implemented extra servers that will be in use for the current hurricane season to prevent the lag in FL511.

Lacey Collins provided the TIM team with the First Coast Performance Measures from February 2025 through April 2025. The TIM team then reviewed major incidents that did not meet the Open Roads 90-minute goal. The First Coast TIM team had a total of 44 major events in which 27 of those events were over the 90-minute goal.



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE *continued*

The next First Coast Traffic Incident Management Team meeting is scheduled to be held in-person on **Tuesday, July 15th, 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, June 11th, 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. Lacey Collins provided the TIM team with the Struck by Incidents statistics. From April 2025 through June 2025, two Law Enforcement officers, one Fire/EMS responder, and three tow truck operators were struck and killed roadside in the line of duty.

Jason Evans then continued with the ITS/511/TMC updates, where he advised that the Alachua County area will have Wrong Way Driver Devices installed in the upcoming

months. The RTMC has completed the pre-hurricane checklist including but not limited to generators, food supply, water, etc.

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled to be held in-person on **Wednesday, August 13th, 2025**, at 10:00 A.M. If any changes are made prior to the next meeting, we will send 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 Lacey Collins at lacey.collins@dot.state.fl.us/904-914-1635.*

Lacey Collins 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 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

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

August 13, 2025

October 8, 2025 December 10, 2025

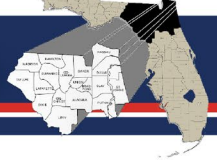
ROAD RANGER UPDATE

As essential 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 assisting law enforcement, 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 emergency amber lights.

Road Rangers operate nineteen 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 2, the District 2 Road Rangers responded to an average of 4,425 events and performed an average of 3.51 activities per event responded to. These activities can range anywhere from removing debris from the roadway, providing fuel to motorists, and providing jumps to disabled vehicles. More information regarding these activities can be found in the Road Ranger Top Ten Activities chart.

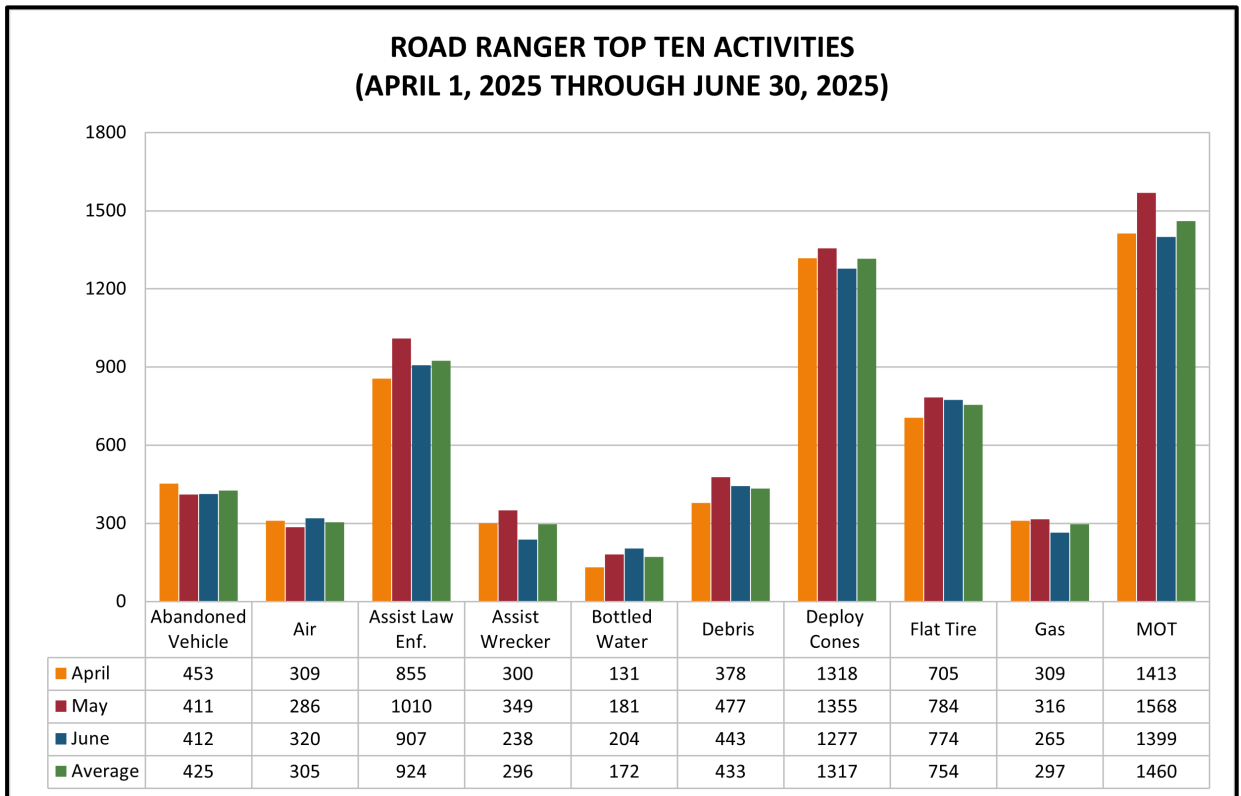
Every month, Road Rangers participate in a required Safety Training session, where a consistent emphasis is placed on promoting safe practices through presentations and instructions. These practices include putting a

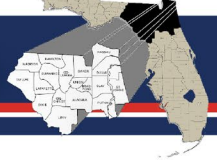


ROAD RANGER UPDATE continued

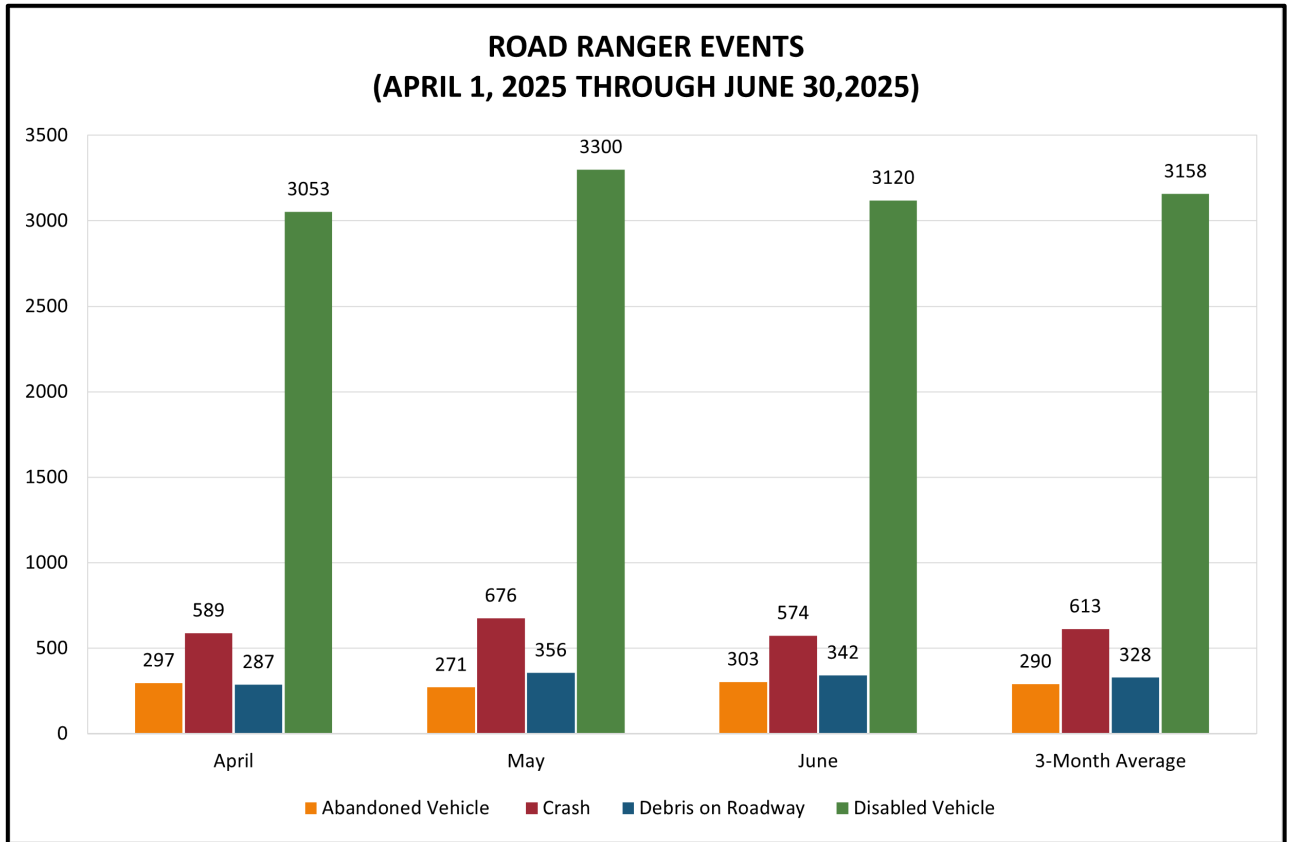
barrier between themselves and oncoming traffic, pointing tires in the safest direction in the event their vehicle gets struck, and to never sit in their vehicle while at an event. Additionally, at all events other than providing gas to motorists, all 24 cones are to be placed out meeting MUTCD standards to provide additional safety for the Road Ranger and anyone on scene of an event. To ensure comprehensive training coverage, these meetings are conducted in both Jacksonville and Lake City, 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 April 1, 2025, and June 30, 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 14% crashes, 71.9% disabled vehicles, 7.5% debris events, and 6.6% abandoned vehicles. Overall, there was an increase in the total number of assisted events with Road Ranger response from Quarter 1 of 2025 to Quarter 2 of 2025.





ROAD RANGER UPDATE continued



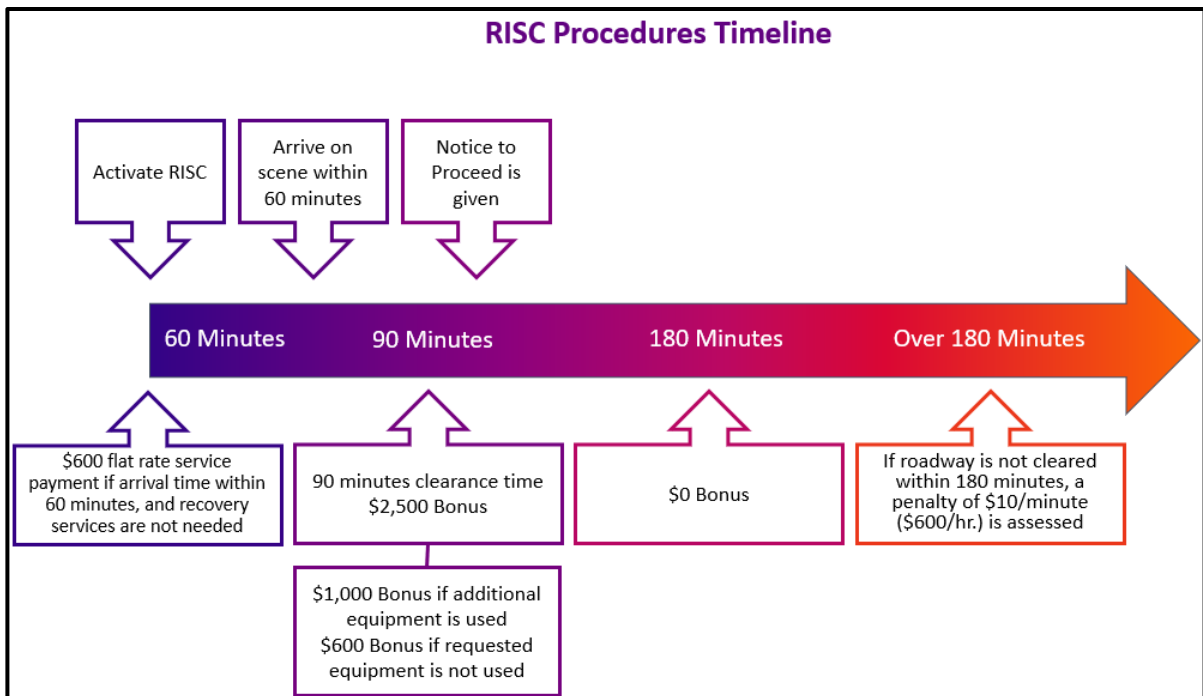
**Dee Dee Crews, B.S., FCCM
FDOT District 2
ITS Project Manager**

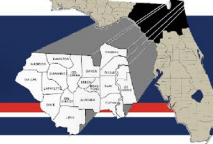


RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

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, a Trooper 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. The RTMC manager can override the software if it denies RISC activation if the manager feels RISC is needed for the event. 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. The RISC vendor is awarded more monetary incentive if additional equipment is used. The vendor is also required to call in certain timestamps into the RTMC to be eligible for their monetary incentives, 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 – RAPID INCIDENT SCENE CLEARANCE - UPDATE continued**

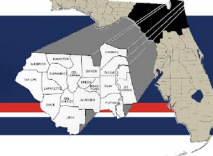
Often, RISC activations encompass substantial commercial vehicle accidents, such as loaded tractor-trailers, which require RISC vendors to always have specialized equipment readily available for efficient response. Furthermore, RISC vendors must have a support vehicle/trailer and skid steer available to deploy rapidly once they receive RISC activation from the RTMC.

Over the past three months, District 2 has utilized RISC five (5) 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, 2025, through June 30, 2025.

Date	Time	Location	Description
4/05/2025	9:11 PM	I-75 Northbound at MM 425 Columbia County	A box truck was traveling in the outside lane and collided with the rear of a trailer being hauled by a sprinter van. Due to the impact, the van and trailer overturned. A semi hauling a trailer changed lanes to avoid the collision and collided with another semi hauling a trailer. A charter bus hit debris in the roadway and collided with the rear of the semi-trailer.
4/14/2025	2:41 PM	I-95 Northbound at MM 374 Nassau County	A semi-truck hauling a flatbed trailer and another semi hauling an enclosed trailer collided causing the semi with the flatbed trailer to jackknife. The semi hauling the flatbed trailer sustained significant impact resulting in the cab detaching from the frame.
6/02/2025	10:04 PM	I-10 Westbound at McDuff Ave Duval County	A single vehicle crash involving a semi hauling a trailer loaded with lumber overturned onto the roadway. All lanes were blocked due to a large debris field. There was a minor diesel spill on the roadway.
6/03/2025	3:16 AM	I-75 Southbound at MM 453 Hamilton County	Two semis collided resulting in a large debris field. One semi that was involved was hauling wooden picnic tables on a flatbed trailer and left the scene of the incident. The other semi was hauling an enclosed trailer loaded with paint. The enclosed trailer busted open on the side causing paint to spill all over the roadway.
6/27/2025	4:15 AM	I-75 Southbound at US 129 Hamilton County	A semi-truck hauling a trailer loaded with lumber collided with a large piece of metal debris that fell from an unknown semi. The semi-truck sustained significant damage to the cab and lost the entire load of lumber on the roadway. The metal debris that was struck required special equipment to remove it due to it weighing between 6,000 - 10,000 lbs.

It is important to note that during 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.

Lacey Collins
TIM Program Manager
Metric Engineering



PERFORMANCE MEASURES

Following review of the Road Ranger Event Summary, and the accompanying Road Ranger Events chart, it was observed that from April 1, 2025, through June 30, 2025, Road Rangers responded to significantly more incidents than they did in Quarter 1 of 2025. On average, per month, Road Rangers responded to 290 abandoned vehicles, 613 crashes, 328 debris events on the roadways, and 3,158 disabled vehicles. When compared to the previous quarter, abandoned vehicles and crashes saw increases of 36.1% and 11.1%, respectively, while debris on roadway events and disabled vehicles saw a high increase of 43.4% and 26%, respectively.

One metric that is used to determine how well the Road Rangers are operating is Monthly Performance Measures, which were exported from SunGuide for Quarter 2. This data includes information such as Open Roads Duration, Roadway Clearance Duration, and Incident Clearance Duration.

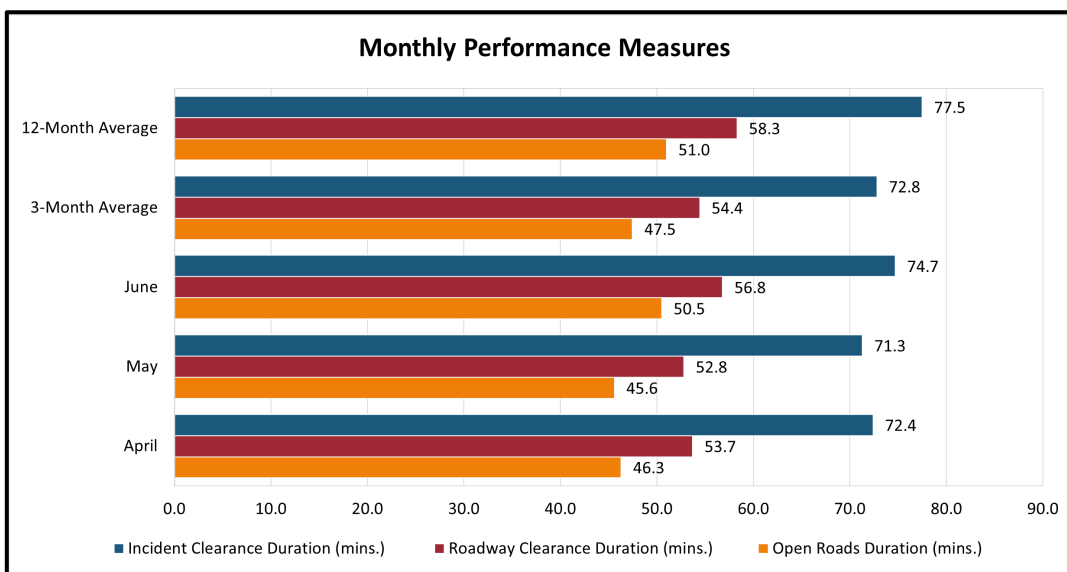
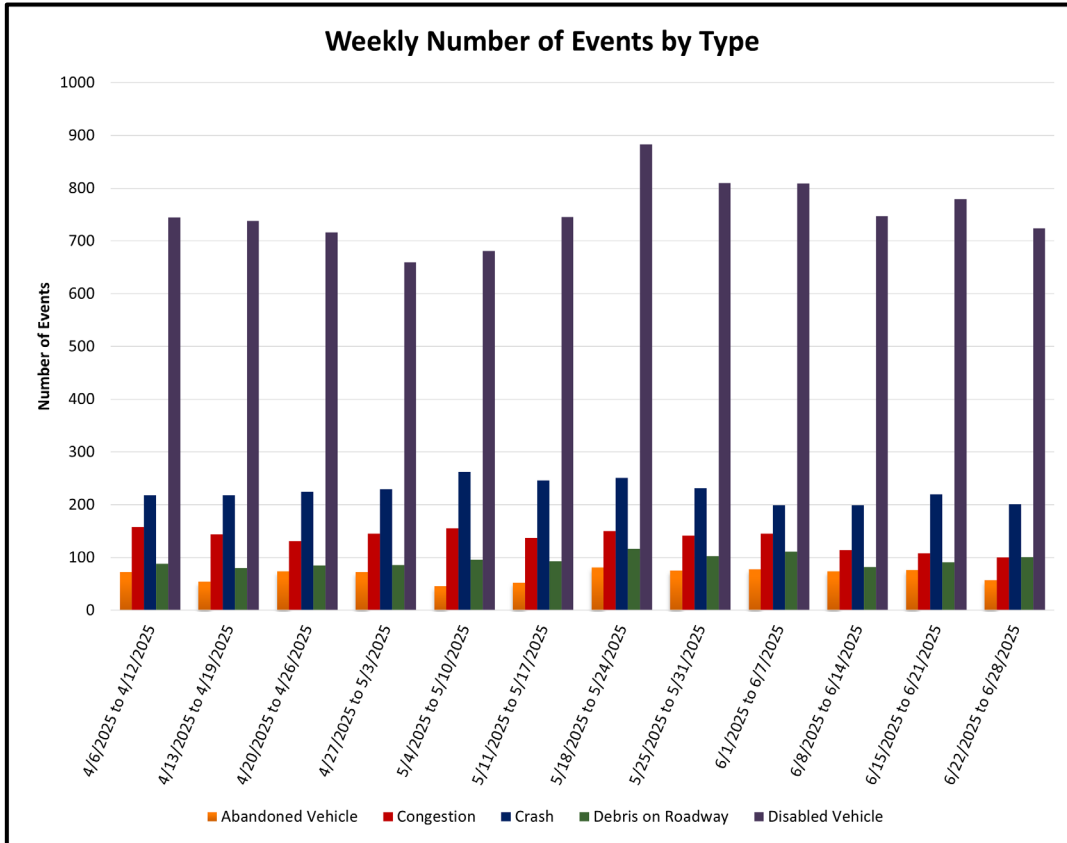
The Open Roads Duration is defined as the time the first responder arrives on scene until all travel lanes are cleared, with a goal of less than 90 minutes per event. The Quarter 2 average open roads duration was well below the 90-minute goal at 47.5 minutes per month, on average. Some circumstances 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 2 was 54.4 minutes per month, and 58.3 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 2 was 72.8 minutes per month, and 77.5 minutes for the past 12 months.

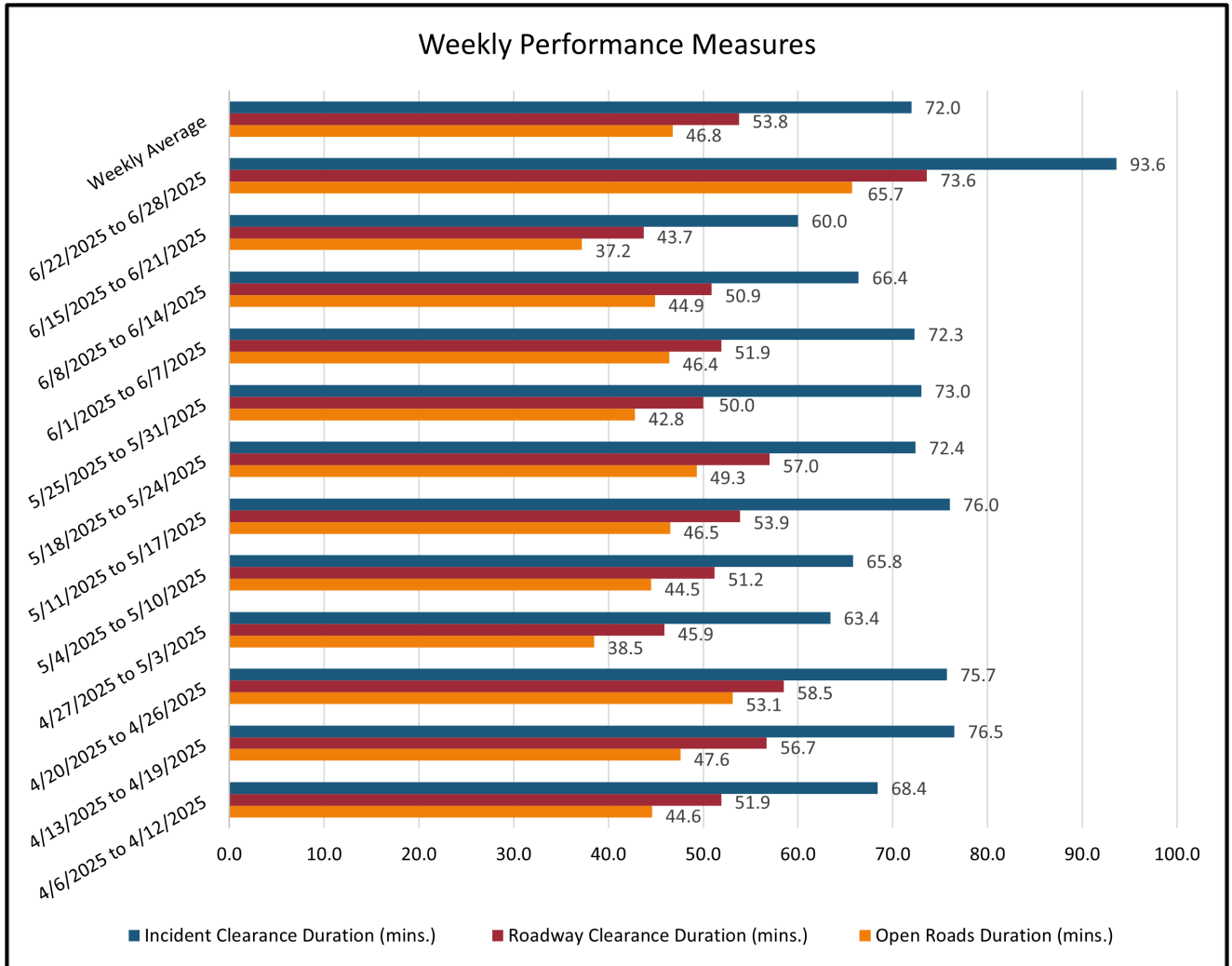


PERFORMANCE MEASURES continued

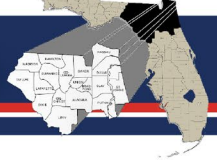




PERFORMANCE MEASURES continued



Lacey Collins
TIM Program Manager
Metric Engineering



MARKETING

Throughout the ages catchy marketing slogans have driven consumer behavior. “Just Do It,” – Nike. “Because you’re worth it,” – L’Oreal. “They’re Gr-r-reat,” – Tony the Tiger for Frosted Flakes. FL511 has its own slogans. “Connect. Know. Go.” Also “Know Before You Go.” I recite these last two like a mantra when visitors stop by our FL511 booth at area events. I regale them with tales of how I personally check our FL511 App and traffic maps before leaving my driveway to see what traffic conditions look like. Until one day I didn’t. And that’s how I became a pupil of my own schooling on a recent Sunday afternoon when my husband and I came to a complete stop on Beach Boulevard. As the passenger I immediately pulled up the FL511 app and reported to my husband there was crash ahead of us blocking two left lanes. Cue the waiting. Twenty-five long minutes of waiting to be exact.

So with this recent reminder still stinging my ego I headed back into “the classroom” to educate motorists on what I knew to be true and failed to do myself...and that is to promote (and use) the many features available via our app, website and social media platforms. And boy did I have ample opportunity to preach to myself.

The month of April had us making stops at lots of area schools. We attended Bishop Kenny’s Student Health Fair, FSCJ’s downtown Technology Center Career Fair and Stanton College Prep’s Wellness Fair. Then when schools let out for the summer, we switched things up and started attending Corporate Fairs and Hurricane Expos. We visited JP Morgan Chase, C&S Wholesale Grocers and Tote Maritime (formerly Sea Star Line). A number of local maritime and trucking agencies rely on FL511 to help them safely and efficiently deliver their goods and services in a timely fashion.

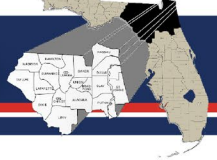
Speaking of, we just added one more Logistics company to our Marketing calendar...JAXPORT! Their employee health fair is usually held during the month of August, but they switched things up this year and pushed it farther out to September. Fingers crossed the hurricanes stay away so we can “stay the course” and attend this much-anticipated annual event at the cruise ship terminal off Heckscher Drive.

By the way, the crash I referenced earlier ended up being a fatality. With the 100 deadliest days of summer now upon us (Memorial Day to Labor Day), it’s more important than ever to remain vigilant. Our Dynamic Message Signs (DMS) provide up-to-the-minute traffic updates along with catchy reminders to help motorists stay sharp and focused. Like this one spotted over the Fourth of July weekend, “You’re Not a Firecracker. Don’t Drive Lit!”

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

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

Sherri Byrd
Marketing Manager
Metric Engineering



SPOTLIGHT ON...LAUREN DRAKE, EI **TSM&O**

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

I grew up in the panhandle of Florida, in a small town called Bonifay. I went to a small, K-12 school with a strong sense of community. My mom was a science teacher there (now retired) and my dad is an engineer. They cultivated my curiosity and a love of learning - especially math and science! In high school, I was involved in our robotics/drone club and was the editor of the yearbook.

When did you know you wanted to become a Professional Engineer? Was there a specific “lightbulb” moment that started it all?

I don't think that I can point to any one specific moment that led me towards engineering - it was more of a natural culmination of lots of little things throughout my life. I've always loved solving puzzles. As a little kid, I'd ask my mom to give me math problems to solve when I got bored during church. I enjoyed multiple visits to Kennedy Space Center with my family and watching shuttle launches. There was also a large period of time when I was enamored with the idea of being a Disney Parks 'Imagineer'. The more I learned about the world and considered my place in it, the more engineering just felt like the right fit.

Where did you attend college?

Go Eagles! I have a Bachelor's in Engineering Physics from Embry-Riddle Aeronautical University. I'd describe the degree as a combination of mechanical, electrical, systems, and aerospace engineering disciplines with a focus on research applications. I went to the main campus in Daytona Beach - right beside

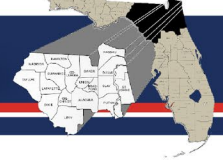
the airport and the speedway. I could watch the student pilots' planes on the runway from my own dorm room window.

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

All throughout college, I was part of a student professional organization called Future Business Leaders of America (FBLA Collegiate). I served as our university's club president for two years, as well as a Florida state vice-president for one year. I have a lot of memories associated with the group and met many great friends there. I went to several conferences with FBLA, including one in New York City that included tours and panels at the offices of various companies. It all feels really surreal in retrospect, because when I visited Uber, the main thing they promoted was their plans for flying taxis!

What positions did you hold prior to joining our team?

I started as an Engineer Trainee at FDOT in February of 2023. I completed my rotations through each office and a 6-month 'specialty phase' with the Traffic Services and Safety sections of Traffic Ops. Now I'm a Senior Engineer Trainee and getting set up for my next role with the TSM&O team. I'll technically be a trainee (for about another year) while I finish up the time requirement for my PE License, but after that I'll evolve to a new title under the Traffic Ops cost center – doing all the same kinds of technology tasks I'm learning right now (and more)! I'm very happy to make TSM&O my home.



SPOTLIGHT ON...LAUREN DRAKE, EI **TSM&O continued**

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

Neither. While I usually bring my own lunch (NOT leftovers) to work, I need to have a change in scenery most days - either sitting outside or at least in the breakroom. Going out to lunch can be a nice change of pace, but only if I haven't used up my social battery for the day.

In your current role, please describe your primary job responsibilities.

I'm still figuring it out! I'm onboard for anything at the intersection of innovative tech, data, and safety. Here are some of the main initiatives right now:

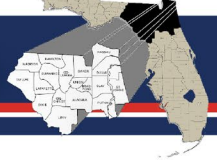
- **TIReS** – Monitoring and improving our performance measure report software
- **Wrong Way Driving Detection/Warnings** – Updating ramp video detection and implementing a pilot to alert mainline drivers of potential conflicts
- **Rail Detection** – Implementing new train detection systems at rail crossings and monitoring data collection
- **Truck Parking** – Improving the tracking of truck parking availability at rest areas with automated camera detection
- **Flood Sensors** – Implementing flood sensors to provide early alerts of potential drainage issues
- **New Technologies** - Connected Vehicles? Advanced Air Mobility? The 'Next Big Thing'? *Who knows what the future holds!*

What cutting-edge Transportation projects do you hope to see implemented in the next decade?

I'm curious to see how things progress - but I'm also cautious. There are many different avenues experimenting with what is possible in the transportation sphere and exploring how it relates to our natural and built environments. Honestly, I think there's already a lot of proven transportation technologies that should have greater implementation and use - especially in the public transit space! Maybe one day I'll be able to ride a passenger train from Jacksonville to New Orleans without having to stop in Chicago first.

Worst day on the job?

I've been pretty lucky with how things have worked out so far, but if I had to describe a difficult day on the job ... I guess it'd be when I was unprepared to spend a full, uninterrupted day on a bridge inspection. It was the last day of my week with the bridge inspectors during my Structures Maintenance rotation as a trainee. Every previous day was great (yes, even the day spent wearing hip-waders in dark, spider-filled culverts). I thought I knew what to expect - ride out to a bridge, spend the morning inspecting, drive to a local spot for lunch, maybe spend a few more hours inspecting, head back to the office, and write up our findings. What I was NOT expecting was no lunch break at all! The inspectors forgot to tell me that they planned on completely working through lunch since this inspection required a



SPOTLIGHT ON...LAUREN DRAKE, EI **TSM&O continued**

lane closure (and we were in the middle of nowhere). We finally finished around 4 o'clock - I was so tired, starving, and had a migraine. The whole experience confirmed that I'm definitely not cut out for marathoning field work.

You've just been gifted with 48 hours of uninterrupted freedom. How would you spend it?

Have I figured out how to completely pause time around me? How much was I able to prepare before time stopped? I might make a quick trip to visit with friends or family. Can I interact with other people, or are they frozen too? I might redecorate a part of my house. What are the long-term repercussions of breaking the space-time continuum? There's just too much to think about. I'll probably read a book or play a video game instead.

Do you have a doppelganger? Someone famous everyone says could be your twin?

No celebrity doubles. But someone has joked that I must have a clone to be able to keep up with everything and they never know where they'll see me next – RTMC, Urban Office, District Office, etc.

Tell us a little about your family and/or any pets you have.

My parents moved to Lake City when I was in college, so they're still nearby. My dog, Rori, was absolutely spoiled by them during that time as well. She's a clever, curious (and a bit

mischievous) red Pomeranian who destroys anything with a squeaker. Rori also seems to think that she needs a new toy (or several) every time I come home with a bag from any kind of store.

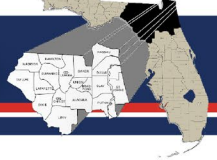


Lauren & Rori (note absence of squeaker toy)

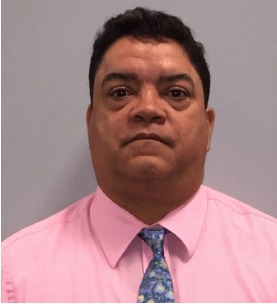
PHOTO GALLERY



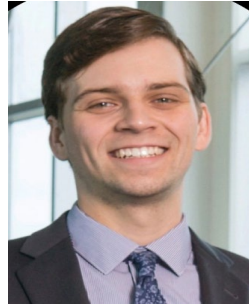
FL511 visit to Tote Maritime



FDOT DISTRICT 2 ITS STAFF



**Peter Vega, District 2
Transportation Systems Management
& Operations Program Manager**
904.360.5463
Peter.Vega@dot.state.fl.us



**Adam Storm, P.E.
ITS Operations Manager**
904.903.2008
Adam.Storm@dot.state.fl.us



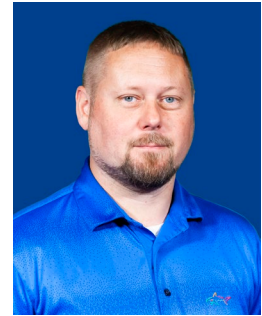
**Dee Dee Crews
ITS/TMC Project Manager**
904.903.2009
DeeDee.Crews@dot.state.fl.us



**Lauren Drake, E.I.
PE Trainee**
904.386.7877
lauren.drake@dot.state.fl.us



**Glenn English
SMA/AMS Engineer**
904.360.5643
Glenn.English@dot.state.fl.us



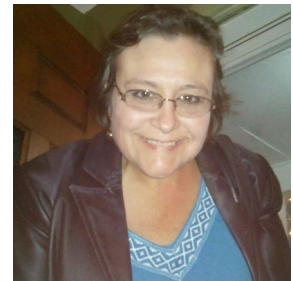
**Joshua Wood
Signals/ITS Specialist**
386.961.7534
Joshua.Wood@dot.state.fl.us



**Antonio Tyes
Facilities Manager**
904.903.2015
Antonio.Tyes@dot.state.fl.us



**Jose Morales, CPM
ITS Maintenance Manager**
904.903.2013
Joser.Morales@dot.state.fl.us



**Kathaleen Crisler
Contract Administrator**
904.903.2012
kathaleen.crisler@dot.state.fl.us