

CRASH RESPONDER SAFETY WEEK

November 17–21, 2025

Responders Ahead!

REDUCE YOUR SPEED AS YOU PROCEED





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

If you are a regular reader of our Quarterly newsletter, you probably already know there is never a dull moment in the District Two TSM&O program. These past few months have been a whirlwind of activity as we try to figure out “Who moved the Cheese?” First on the list is the retirement of Kathaleen Crisler who was a valued member of our team for over 7 years. Her main role was to keep us in line financially while assisting with paying for contracts and purchases. Her last day on the job was July 31st, and we were lucky enough to fill her position pretty quickly with Shelby Mullins on September 9th. Fortunately, Shelby is very familiar with State government, having served as an FHP Duty Officer at the RTMC from 2012 to 2020. She did not go far when she took on a new role with Metric Engineering as an RTMC operator and administrative assistant from 2020 until this September. Shelby is a “go-getter” that lives and breathes for her son, Dylan, who in my mind will be a future professional baseball player. He just **LOVES** the game!

Initially, I hoped we did not scare her off when we discussed all the training involved with her new position. It’s basically three months of “boot-camp” while still trying to master her new role within our team. When discussing the task at hand, I often have to remember that she is not familiar with Ariba on Demand, FLAIR, WORKS, Pivot Tables and other financially related software packages. Hell, even I don’t know how to work in half of these systems since I relied on Kathaleen so much, and having only accessed these systems sparingly. The positive side of things is that Shelby has a multitude of staff support between Dee Dee, Jose, Brittany, myself, and a wealth of knowledgeable folks in District Office.

You would think we’d get a break personnel wise, but you’d be sorely mistaken. During this past Quarterly newsletter, I introduced you to the newest member of our team, Ms. Lauren Drake. Well....Lauren was offered and took a position on the MI4 project in Central Florida. MI4 is a shortened reference to **MovingI4Forward**, an expedited project that widens Interstate 4 from 6 lanes to 12 lanes from SR 536, west of Orlando, to west of US 27, west of Haines City. It was a great opportunity for her that could not be turned down. They will be utilizing her educational background at Embry Riddle during the development of the corridor for aerial vehicles. Jetsons kind of stuff if you ask me! Let’s just hope she does not drink the Mickey Mouse Kool-Aid and returns to her roots in north Florida after a period of time!

As for our “team”, we did get very lucky when Dr. Pruthvi Manjunatha took a position at the University of North Florida as an Assistant Professor at the College of Engineering. For years, our group has had a close relationship with Pruthvi as he coordinated the Connected Vehicle research projects while at the University of Florida. My proudest moment was his reiteration of my initial request at the onset of this research.....“don’t lie in the research”.... “share the actual results”....“don’t sugarcoat the findings”. Due to his and UF’s efforts, the Department has decided to reconsider its approach to Connected Vehicles and what lies ahead in the future. He is now local in Jacksonville and will be a huge asset to our team as we progress down the road of new technologies.



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

Speaking of Connected Vehicles (CV), three years after my hounding Central Office, it was finally determined that the Department should reconsider its approach in the future. The challenge was that in order for the system to work, vehicles needed to have an On-Board Unit to communicate with our infrastructure. This could only be done if the auto manufacturing industry was willing to put the OBU equipment in their vehicles. My concern was a lesson learned from a Ford VP twenty years ago. The best bit of knowledge he shared was that the auto industry is very competitive and costs are a driving factor in their business decisions. Unfortunately, OBUs are not cheap and would have driven the cost of a vehicle up by \$8,000 to \$10,000. This cost increase would have made it very difficult for them to move cars off the lot unless all auto manufacturers were mandated by the Federal Government to include it as an additional safety feature in vehicles.

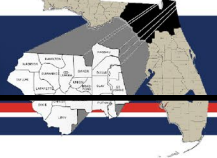
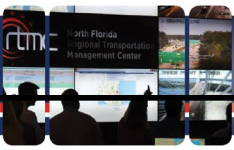
However, there is an alternative and it's in the palm of your hand (or back pocket for some). The advent of the Smart Phone, CarPlay, and basically any cloud-based system connected to new vehicles alleviates these cost concerns since less expensive equipment is needed for Connected Vehicle communication. Now that most areas of the US have 5G capabilities, it's as simple as the Department feeding our infrastructure information into the cloud for use by auto manufacturers in their new vehicle. Likewise, navigation apps could also take this data and share it with you via your Smart Phone if you are penny wise and drive a ten-plus year-old car. Win-win for all and a much simpler solution than relying on an OBU.

I want to wrap things up with a mention on the status of the two efforts that are getting national recognition. First up is the rail crossing closure detection system. What was initially a simplified effort to alert first responders of rail crossing closures for use by their dispatcher centers has mushroomed into a multitude of features available to the RTMC and public. The latest progress is our ability to not only detect a closure but to also post on upstream dynamic message signs, WAZE, FL511, and Google (soon). Likewise, it has led to the development of hopefully a long-term relationship with CSX on a joint venture to expand the system's capability for increasing safety within the rail envelope. This will be done due to their willingness to share their system's information that uses Machine Learning and AI.

The second effort involves the status of iTPAS. The initial goal was to transition away from magnetometers for truck parking data at rest areas to a video-based system that uses Machine Learning and AI. The driving factor was the low accuracy (70%) of the data generated from these magnetometers. Initially, the accuracy of iTPAS was approximately 94%, however we partnered with UNF's Engineering College (Dr. Thobias Sando's team) and have improved the system whereby accuracy is now at 96% and getting better with each passing month. The goal now is consistency, low-maintenance, and reliability in the future.

I could go on about the challenges presented with the latest efforts to enforce Build

Continued on following page



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

America – Buy America (BABA), a recently passed bill to enhance traffic signal performance, and the end-of-life hurdles we are now dealing with on infrastructure in the field, but I think I will save that discussion for the next quarterly newsletter.

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

NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER

ICYMI: Rail Crossing Monitoring Update in Northeast Florida

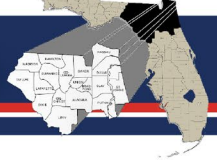
While I gave a presentation on the latest rail detection program status at the ITS Florida Annual meeting in October, I wanted to give a quick update to those who could not make it. Exciting progress is underway!

District Two's rail crossing monitoring program has continued to advance since its initial pilots in 2020. With more than 40 crossings now equipped across the North Florida TPO area, the system is now integrated into SunGuide, FL511, Waze, and Google Maps to provide real-time information to both operators and the traveling public.

The concept of operations remains simple: **detect, notify, and analyze**. Sensors capture train presence, speed, length, and direction at each crossing. That information is then

verified and shared with the RTMC, emergency dispatch, and third-party navigation platforms. Over time, the data is archived and analyzed to better understand patterns—helping inform signal timing, diversion planning, and corridor studies. A follow-up evaluation across a dozen crossings showed the system operating at **95% accuracy overall**. For context, these results exceed the performance of many ITS field sensors, which rarely achieve this level of reliability under real-world conditions. That level of accuracy is also critical for building driver trust in navigation apps, where consistent and reliable information is the key to adoption. Recent developments include upcoming presentations of the program to FDOT executive leadership in Tallahassee and the announcement that TRAINFO, the system vendor, will be relocating operations to Jacksonville. FRA and university researchers are already making use of the data, and other FDOT districts are beginning their own deployments, creating opportunities for coordination and shared lessons learned. Looking ahead, District Two is targeting approximately **200 crossings across Northeast Florida**, with continued focus on refining accuracy through AI and rail-carrier status verification, and expanding connections to local emergency dispatch systems. These efforts are aimed at closing longstanding information gaps between rail and roadway operations in a practical, scalable way.

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



NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

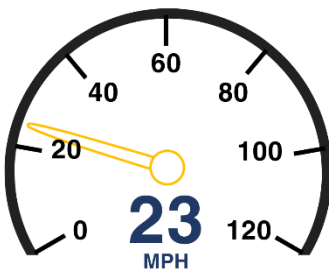
RESPECT OUR ROADSIDE HEROES -SLOW DOWN. MOVE OVER. BE SAFE.

These six words remind all that the lives of motorists and responders depend on effective actions taken by drivers and highway heroes to save the lives of complete strangers.

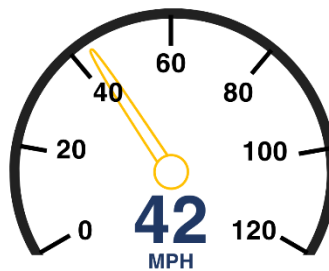
Every minute of every day, emergency crash responders across the state of Florida work tirelessly to help save lives at the scene of traffic incidents. Every year hundreds of emergency crash responders representing Fire/Rescue, Law Enforcement, Emergency Medical Services, Road Rangers, Asset Maintenance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

In an effort to help raise awareness about the dangers emergency responders face while on-scene at traffic incidents, **November 17-21, 2025**, has been designated as **Crash Responder Safety Week**. This year's theme is **"Responders Ahead! Reduce Your Speed As You Proceed"**. The goal of this week is to reach out to every responder, and to every driver, and to every passenger, to make it clearer that every person has a role to play. Too many are struck on scene. Too many die. In observance of Crash Responder Safety Week, the **Florida Department of Transportation** reminds all road users that by reducing your speed as you proceed past responders working roadside, you dramatically reduce the risk of death in the event of a secondary crash.

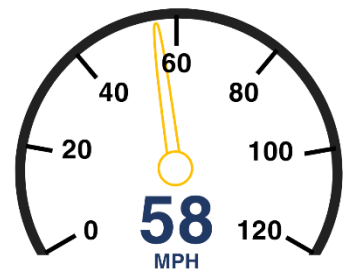
HIT BY A VEHICLE TRAVELING AT



10%
RISK OF DEATH



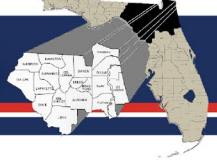
50%
RISK OF DEATH



90%
RISK OF DEATH

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

- Reduce your speed as you proceed" along a traffic incident and if feasible, move over a lane, providing a protective buffer between you and responders working roadside.
- Learn about our State's Slow Down, Move Over law.



NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER continued

As Traffic Incident Management program participants and responders, we are faced daily with dangers on the roadway and in our local communities. Together we can use well-rehearsed procedures, coordinate response times to get equipment to the right locations faster, protect motorists and responders and restore traffic to normal flow quickly. Traffic incidents are the single greatest cause of unexpected delays.

Time spent in traffic jams due to traffic congestion and incidents cost businesses billions of dollars in lost productivity. The time lost in no way compares to the value of heartache and time spent when you or a loved one is involved in a serious traffic crash. When lives are at stake, time is never more precious. Every minute counts when emergency responders are trying to get to the crash scene and then to the hospital, to deliver lifesaving help to people injured in a crash.

These **“Heroes of the Highway” cannot do it alone** – we need everyone’s help in spreading the word. Motorists need to know and abide by safe, quick clearance laws, and policies that require drivers to slow down and move over. Drivers need to be informed to move their vehicles out of the lanes of traffic, to a shoulder or safe location, if they are involved in an incident, where their vehicle is drivable and there are no injuries. We need to make sure that our loved ones, responders, and motorists alike, make it home safe each and every day.

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

NORTH FLORIDA TPO

The North Florida TPO never ceases to amaze me, and their latest success story involves something I’d never imagined. Jeff Sheffield recently invited Adam and me to sit in a meeting he’d scheduled with Lee White at US DOT. Lee was recently appointed to direct transportation technology efforts for his organization and Jeff’s renowned success stories led to this outreach. It didn’t hurt that Lee lived in northeast Florida (Nassau County) and had seen many of Jeff’s presentations over the years. His interest was to utilize technology to find solutions for transportation challenges quicker, cheaper, and repeatable.

Obviously, the projects that we shared with Lee were the rail crossing closure detection system and iTPAS. They were very interested in hearing more but wanted to make sure it was scalable throughout the country, which it is at this point. There were discussions about using more data driven applications and artificial intelligence, but the problem is that these systems are not fully mature and fully reliable yet. Lots of companies out there that make broken promises are not ready for prime time but could be within the next five years.

The other intriguing tool presented by Jeff involves the use of Geolava. They are an artificial intelligence company that leverages satellite imagery and AI agents to find critical data on the ground. The FDOT/US DOT use case proposed involves supporting better debris clean-up, washout identification, and resource allocation. Geolava’s AI agents would identify the number and concentration of downed trees along FDOT corridors, washouts, and (possibly) volumetrics of debris piles. The goal is to use this data immediately after a storm to better position FDOT response teams to critically impacted areas.



NORTH FLORIDA TPO continued

My pre-ITS background was with roadway maintenance, and I feel this is a huge benefit to the Department when you consider that last year's storms cost the State of Florida several million dollars during recovery. This tool will allow our District and Department to respond better while improving the accuracy of the work needed and completed. Kudos to Jeff's team for finding this valuable resource for possible use in the future.

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

ITS CONSTRUCTION

Many people outside of the ITS program do not realize that FDOT ITS related data utilizes the ITS fiber optic network. Local agencies such as the City of Jacksonville, Clay County, Nassau County, and St. Johns County also utilize the FDOT ITS fiber backbone to transmit traffic related data and videos as well as sharing this data and video between agencies for regional collaboration. FDOT District Two has been a leader within the state for years regarding regional collaboration with local agencies for sharing traffic related information and supporting the local agencies when needed. Many other districts within the state lack this regional cooperation with the local agencies, which makes it difficult to effectively manage traffic on a regional basis and can cause bottlenecks at or near jurisdictional boundaries due to this lack of collaboration and cooperation.

To keep the ITS fiber optic backbone functioning to optimum capacity, the ITS Group has recently started meeting biweekly to discuss fiber optic cable issues, discuss progress on repairs since the past meeting, and game plan for future

ITS CONSTRUCTION

troubleshooting and repairs. This group includes personnel from FDOT TSM&O Management and ITS Maintenance, as well as the RTMC Operations Consultant, ITS Maintenance Contractor and members of the General Engineering Consultant (GEC) contract who support the ITS Group daily. Having all of these folks in the same room has been a big benefit by providing a platform to discuss not only the issues that our Operations Group and local agencies are experiencing but also getting input from both the FDOT IT Network personnel and the FDOT consultant personnel who work on many of the local agency IT Networks. These discussions allow us to see the full perspective of how these fiber issues impact everyone's ability to provide traffic information to the motoring public and improve safety on the roadways.

While some of the people in these meetings are fairly new to the program, with 5 or less years having worked with the District Two ITS program, others have 15 plus years of experience. So, there is a lot of knowledge sharing that is occurring as part of these meetings as well. You'll often here phrases such as "That part of the fiber trunkline was installed as part of the Phase V Project back in 2007 and they had to do it that way because..." This knowledge sharing is important because those of us who have been working with the District 2 ITS program for more than 15 years need to pass on these nuggets of information to those who will continue to lead the program for years to come.

Since the inception of this group there have been several areas of fiber damage that have been identified, repaired, or are currently scheduled to be repaired. These repairs are



ITS CONSTRUCTION continued

extremely important during hurricane season, not only because of the regional collaboration, but also due to District Two ITS data and videos being made available to the public on the FL 511 App and website as well as to all the FDOT Districts and Central Office.

The FDOT Secretary and even the Governor of the State of Florida rely on the data and videos from all Districts to obtain first-hand knowledge and real-time videos of the progress and issues resulting from evacuations and re-entry along the interstates and major highways throughout Florida.

It's a good feeling going to work every day knowing that the work you do has not only a local, but also a regional and statewide impact on traffic conditions and public safety.

Craig Carnes
Vice-President
Metric Engineering

All previously non-operational Road Weather Sensors (RWIS) have been replaced and are now fully functional. With these repairs completed, planning is underway to install newer RWIS's to replace existing units that are approaching or have reached end of life. In addition, the team will begin assessing and planning for the replacement of water level and visibility sensors, which are also nearing the end of their service life.

As we approach the holiday season, I hope everyone has a wonderful Thanksgiving and a Merry Christmas.

Thank you all for your continued hard work, dedication, and teamwork throughout the year.

See you next quarter!

Jose Morales
FDOT District 2
ITS Maintenance Manager

ITS MAINTENANCE

As we move into the fall and Winter season, TCD successfully completed system checks and preventative maintenance ahead of peak storm season, ensuring all critical infrastructure is operating at optimal levels. The team remains on standby to provide response support in the event of severe weather.

The retrofit of seven Dynamic Message Signs (DMS) from traditional amber to full-color displays has been completed. The remaining two installations are scheduled for completion after the new year. These upgrades enhance message visibility and allow for dynamic, color-coded alerts, improving communication with motorists during emergencies and traffic incidents.

OPERATIONS

Artificial Intelligence (AI)...people love it, hate it, are afraid of it or don't understand it. Like any new technology, there are negatives and positives. I'm going to discuss what an incredible tool it is for our RTMC Operations. Our operations staff is continually monitoring over a thousand cameras throughout the District, always looking for incidents, whether crashes, stalled vehicles, wrong-way drivers, while dispatching Road Rangers and about another dozen tasks...ALL at the same time.

Southwest Research Institute (SwRI) the developer of SunGuide®, our Advanced Traffic

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OPERATIONS continued

Management Software (ATMS) has “harnessed” the power of AI to develop a new tool for our toolbox called Active-Vision™. Active-Vision™ is designed to be integrated into existing CCTV cameras utilizing AI technologies and camera analytics to detect a variety of incidents as soon as they occur. Currently, we have deployed Active-Vision™ and are testing on about 50 CCTVs for the purpose of wrong-way driver detection. This is one of the most important events that needs to be detected immediately. Below are screen shots of Active-Vision™ in action.



Car in red square was on the correct ramp to I-95 NB, but was detected by Active-Vision™ when it began to drift left into the grass and toward the wrong ramp.



Active-Vision™ continues to track the vehicle as it approaches the off-ramp from I-95 NB which could become a wrong-way driver event.



Active-Vision™ continues to track the vehicle as it enters the off-ramp from I-95 NB becoming a wrong-way driver alert.

First, this driver realized their error and pulled off and turned around, luckily. Had the driver not self-corrected, the RTMC Operator would have published the pre-defined response plan that would have alerted motorists via Dynamic Message Signs that there was a wrong way driver. Once testing is successfully completed, the response plan will automatically be published.

The red box around the vehicle is placed automatically by Active-Vision™ which saves additional time for the RTMC Operator to identify the event. Additionally, testing has shown very few “false-alarms” due to birds, cyclists, pedestrians and lawn mowers.

When the testing is completed, District 2 will move forward, in the next few months, to deploy Active-Vision™ on about 500 CCTV cameras to be tested for identification of crashes and disabled vehicles.

SwRI is currently “training” Active-Vision™ to detect pedestrians, visibility issues and wildlife on the roadways (in District 2 with all of our rural areas this is a game-changer).

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OPERATIONS continued

I don't know if I've "won you over" when it comes to AI, but like any new technology, when paired with Active-Vision™, this could be a significant advance in identifying incidents in a much shorter amount of time. Time will tell.

From July 1st through September 30th, 2025 the District 2 RTMC had **Seven** RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of **17,738** events with **10,515** utilizing DMS. Of those events **2,976** were crashes. Road Rangers were dispatched to a total of **13,206** 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, September 16th, 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.

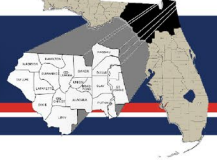
TIM Program Manager, Lacey Collins, kicked off the meeting with a TIM discussion amongst TIM partners. The TIM team reviewed the updated

"Struck by Incidents" national data comparing 2024 to 2025. Collins provided the TIM team with the latest Road Ranger crash information which took place in August. Collins also 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 agencies and departments upon request. During Quarter 3 of 2025, Collins has provided over 60 TIM team members SHRP2 training across the district.

Jason Evans provided a variety of ITS project updates to the TIM team. Dynamic Message Sign retrofits to make the signs full color on the I-295 West Beltway are wrapping up. Wrong Way Driver systems are continuing to be deployed across the First Coast area. Evans stated that Rail Crossing Notifications have been implemented in FL511 and will show when a Rail Crossing is currently closed due to a train. Dynamic Message Signs are tied into this system alerting motorists when the crossing is flashing and the arms are down prior to them arriving at the railroad crossing.

Lacey Collins provided the TIM team with the First Coast Performance Measures from July 2025 through August 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 57 major events, in which 42 of those events were over the 90-minute goal.

The next First Coast Traffic Incident Management Team meeting is scheduled to be held in-person on **Tuesday, November 18th, 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 bimonthly meeting in person on **Wednesday, August 13th, 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. Collins provided the TIM team with the Struck by Incidents statistics comparing 2024 and 2025. Collins provided the TIM team with a Pi-Lit demonstration video, to assist emergency responders when working lane blocking events at night or in dark areas to reduce struck by incidents. Lacey Collins also discussed electric vehicle fires and the best practice on handling electric vehicle fires for all agencies according to NHTSA.

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 on I-75 in the next year or two. The Roadside Weather Information Sensors will be replaced in the near future in Paynes Prairie. The wind sensors have been replaced at this time.

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled to be held in-person on **Wednesday, December 10th, 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 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.

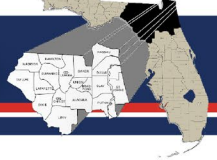
TEAM MISSION:

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.





TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued

TIM TEAM MEETING SCHEDULES

First Coast TIM Team

Regional Transportation Management Center
980 N. Jefferson St., Jacksonville, FL
904.903.2000
10:00am-12:00pm
November 18, 2025

Alachua/Bradford TIM Team

FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville, FL
352.381.4300
10:00am-11:30am
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 assisting motorists 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 able to do so or reduce their speed to 20mph below the posted speed limit. 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 3, the District 2 Road Rangers responded to an average of 4,132 events and performed an average of 3.50 activities per event responded to. These activities can range anywhere from changing a flat tire on a disabled vehicle, to providing bottled water to a motorist, setting up MOT (Maintenance of Traffic) for law enforcement and fire rescue events, and providing fuel 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 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 (Manual on Uniform Traffic Control Devices) standards to provide additional safety for the Road Ranger and anyone on the scene of an event. To ensure comprehensive training coverage, these meetings are conducted monthly in both Jacksonville and Lake City, ensuring that all Road Rangers benefit from the knowledge shared. During these safety training sessions, new Road Rangers have a chance to ask questions to their fellow Road Rangers regarding certain scenes or events that they have not yet encountered but will in the future.

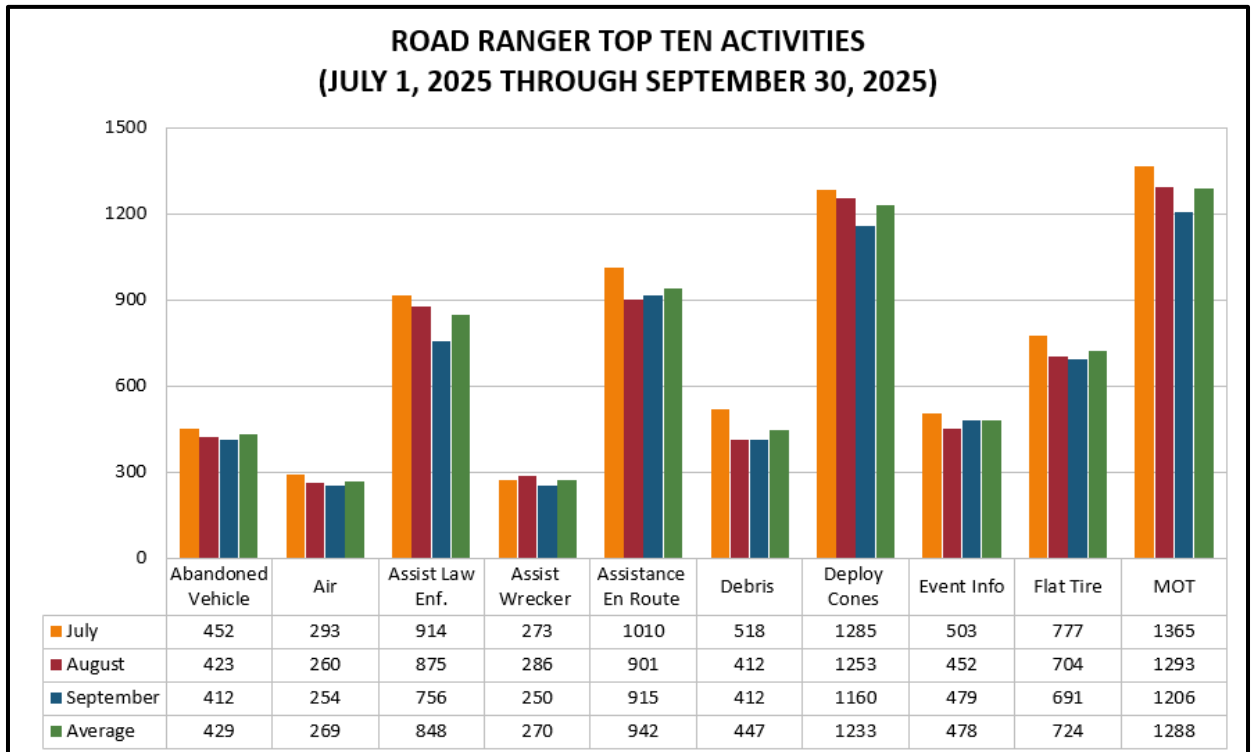


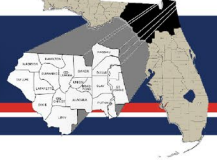
ROAD RANGER UPDATE continued

These meetings serve as crucial opportunities for the team to engage directly with FDOT staff and their fellow Road Rangers, fostering a collaborative learning environment. Given the challenging nature of their work and the high exposure on our interstates, it is of utmost importance to prioritize the well-being and safety of our Road Rangers and the motoring public alike during their travels.

The subsequent charts depict the range of event types to which the Road Rangers responded between July 1, 2025, and September 30, 2025, along with key activities performed during these responses. Their primary focus was assisting law enforcement, assisting wreckers, 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, 68.9% disabled vehicles, 7.9% debris events, and 7.4% abandoned vehicles.

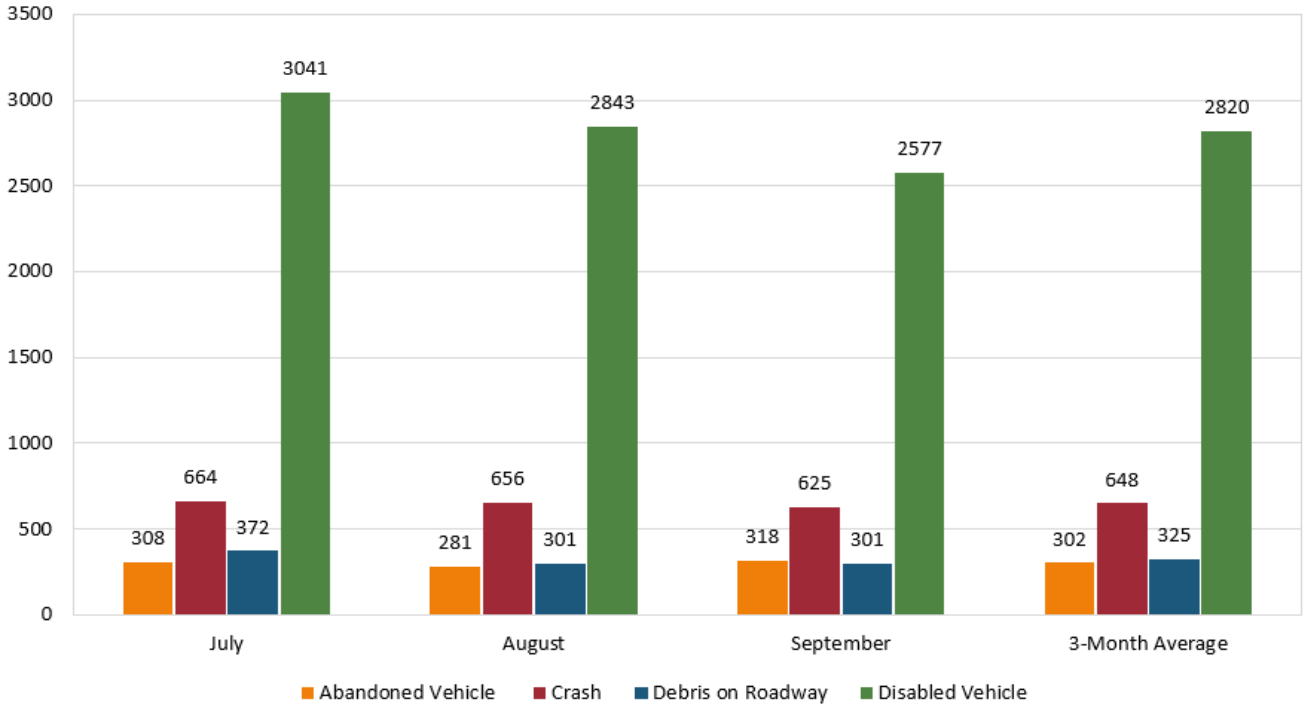
Overall, there was a decrease in the total number of assisted events with Road Ranger response from Quarter 2 of 2025 to Quarter 3 of 2025



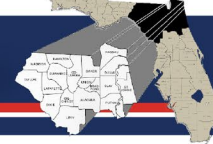


ROAD RANGER UPDATE continued

ROAD RANGER EVENTS (JULY 1, 2025 THROUGH SEPTEMBER 30, 2025)



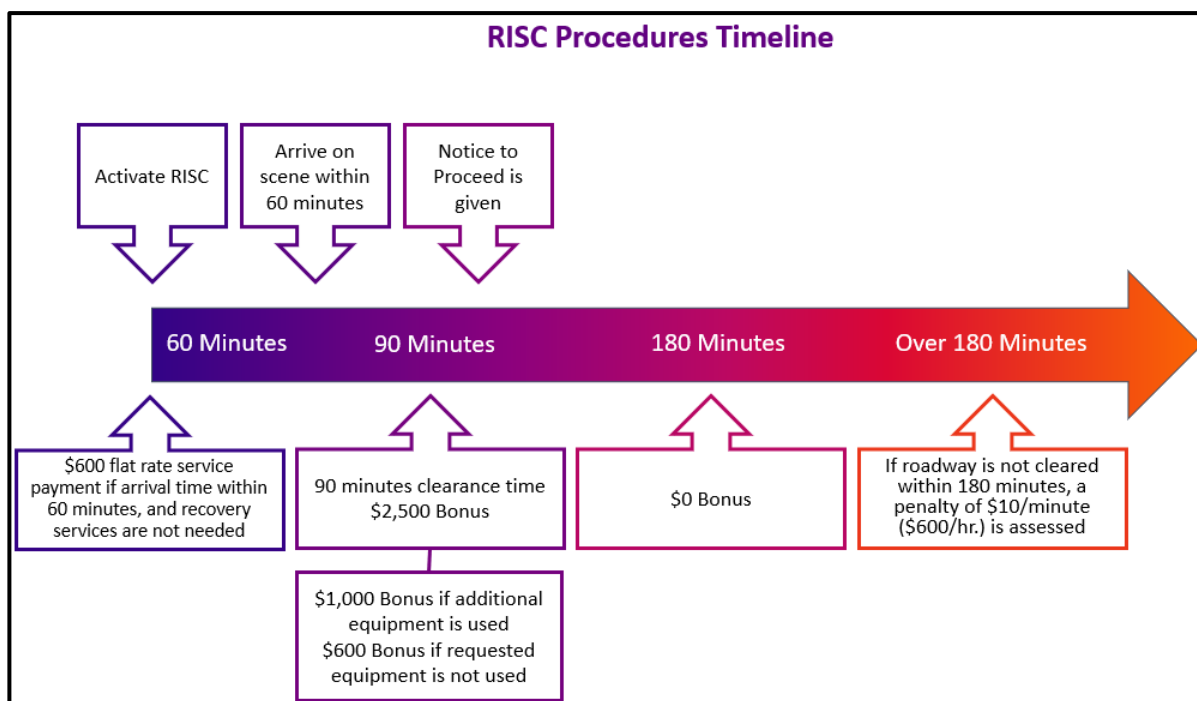
Dee Dee Crews, B.S., FCCM
FDOT District 2
ITS Project Manager

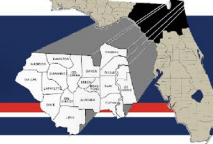


RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

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.

Once a Trooper arrives at the scene of the incident, if he/she believes it is a RISC, the Trooper will request 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, providing 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 clear all travel lanes of debris and vehicles. The RISC vendor is awarded more monetary incentive if additional equipment is used, which can include, but not limited to, a dumpster, extra skid steers, hazmat equipment, etc. The vendor is also required to call the RTMC with certain timestamps to be eligible for their monetary incentives, including arrival time, the time they are provided 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

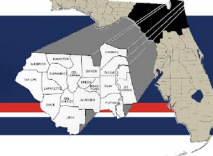
Often, RISC activations encompass substantial commercial vehicle accidents, such as loaded tractor-trailers, which require RISC vendors to always have specialized equipment readily available for efficient response. Furthermore, RISC vendors must have two Class C wreckers, one of which is a rotator, a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

Over the past three months, District 2 has utilized RISC seven 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 July 1, 2025, through September 30, 2025.

Date	Time	Location	Description
7/7/2025	1:45 AM	I-10 Westbound MM291 Suwannee County	A semi-truck hauling a trailer loaded with cases of water overturned onto the roadway for an unknown reason. Another semi-truck hauling a trailer collided with the overturned semi resulting in a large debris field.
7/9/2025	1:24 PM	I-95 Southbound MM370 Nassau County	A GMC Sierra 2500hd hauling a 5 th wheel RV lost control on the roadway causing the truck and trailer to collide with the outside shoulder guardrail. The truck and trailer overturned over the guardrail and came to a final rest down an embankment in an active construction zone.
7/14/2025	2:26 AM	I-10 Westbound Ramp to US 301 Duval County	A semi-truck hauling an enclosed trailer overturned while negotiating the curvature of the exit ramp. The trailer was loaded with 50,000lbs of paper resulting in a large debris field on the exit ramp.
7/16/2025	2:29 AM	I-75 Southbound MM 437 Columbia County	A semi-truck hauling a trailer collided with the rear of a box truck while traveling south on I-75. The box truck then traveled off the roadway and overturned. The semi-truck and trailer became fully engulfed on the outside shoulder.
7/29/2025	11:45 PM	I-295 Southbound Before Lem Turner Rd Duval County	A semi-truck hauling an enclosed trailer fully loaded with 70,000lbs of Gatorade collided with a sedan. The semi-truck overturned causing the trailer to separate resulting in a large debris field across all lanes of travel.
8/18/2025	3:53 PM	I-295 Southbound at Beach Blvd Duval County	A semi-truck hauling an enclosed trailer loaded with 37,000lbs of frozen chicken became fully engulfed, blocking all lanes of travel due to smoke and debris.
9/26/2025	7:25 AM	I-10 Westbound MM355 Duval County	A sedan and dump truck collided for unknown reasons. The dump truck overturned in the inside and center lane of travel resulting in 66 tons of gravel spreading across all lanes of travel. 75 gallons of diesel also spilled all over the roadway.

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

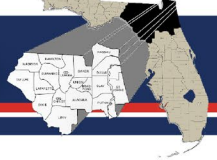
After reviewing the Road Ranger Event Summary, and the accompanying Road Ranger Events chart, it was observed that from July 1, 2025, through September 30, 2025, Road Rangers responded to less incidents than they did in Quarter 2 of 2025. On average, per month, Road Rangers responded to 302 abandoned vehicles, 648 crashes, 325 debris events on the roadways, and 2,820 disabled vehicles. When compared to the previous quarter, abandoned vehicles and crashes saw increases of 4.13% and 5.76%, respectively, while debris on roadway events and disabled vehicles saw a decrease of 1.12% and 10.68%, 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 3. This data includes information such as Open Roads Duration, Roadway Clearance Duration, and Incident Clearance Duration.

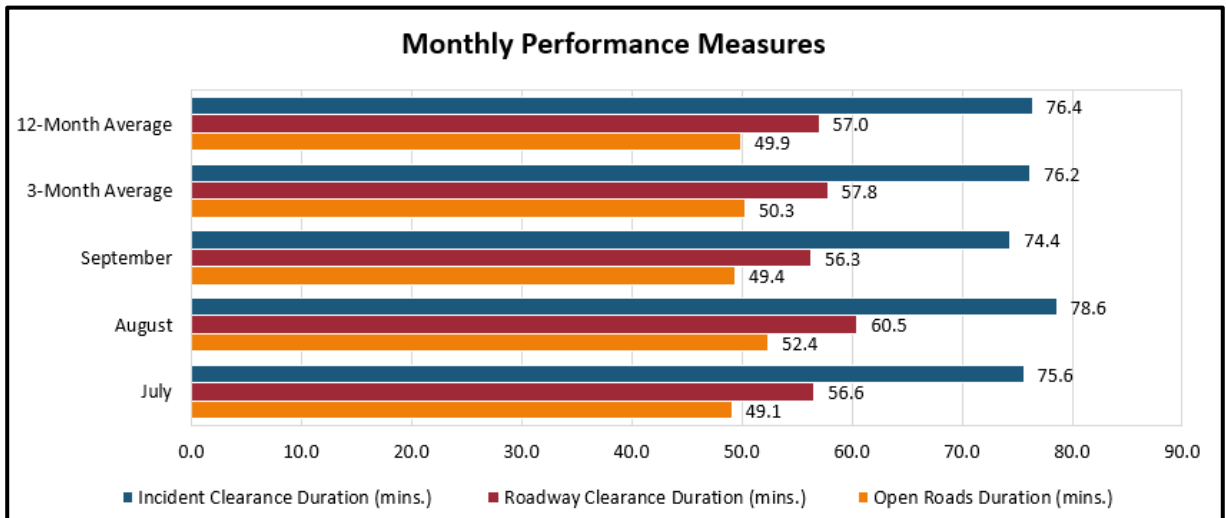
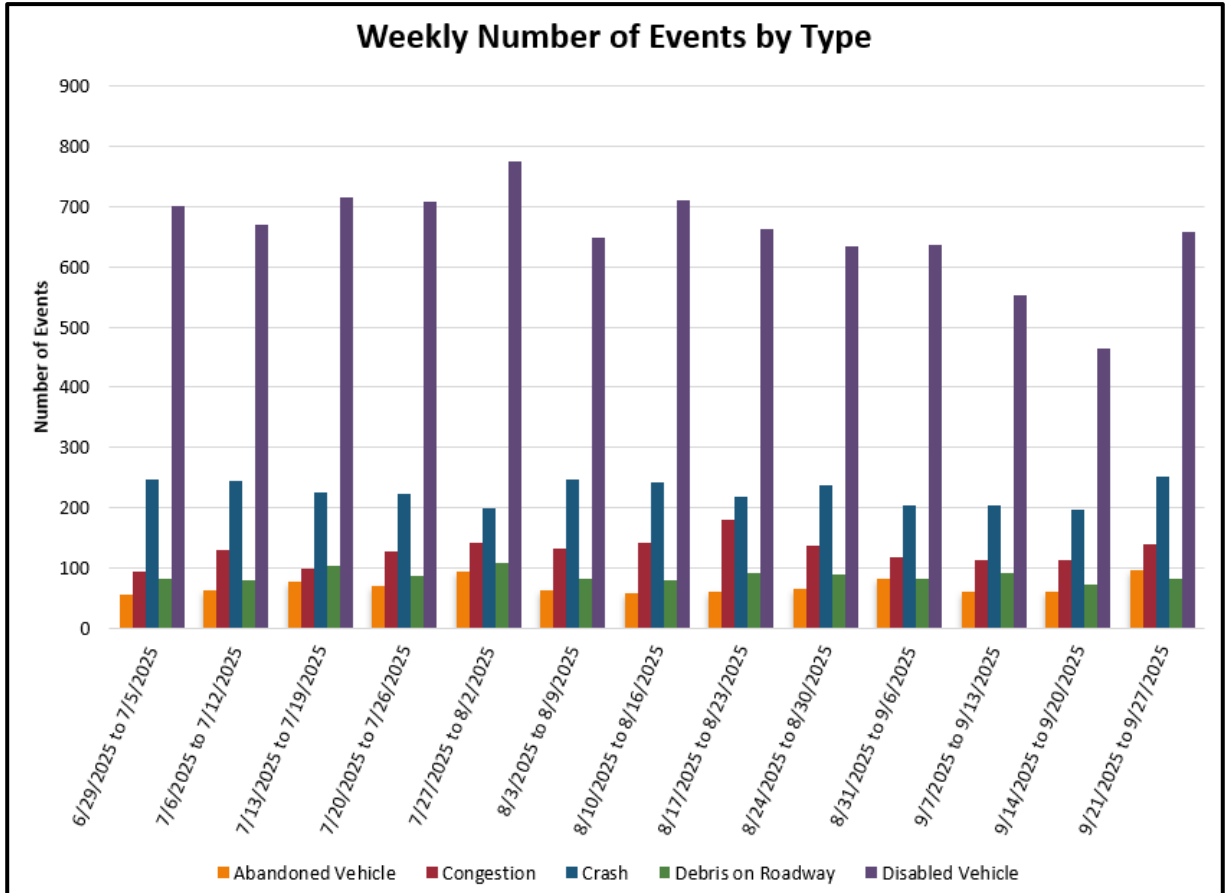
The Open Roads Duration is defined as the time the first responder arrives on scene until all travel lanes are cleared, with a goal of less than 90 minutes per event. The Quarter 3 average open roads duration was well below the 90-minute goal at 50.3 minutes per month, on average. Some circumstances can lead to a higher-than-average open roads duration, such as traffic homicide investigations, serious bodily injury investigations, or any event that requires Hazardous Materials cleanup.

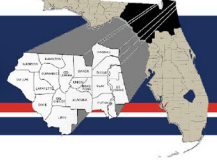
Roadway Clearance Duration is defined as the first notification of an event to all travel lanes cleared. The average Roadway Clearance Duration for Quarter 3 was 57.8 minutes per month, and 57 minutes for the past 12 months.

Incident Clearance Duration is defined as the first notification of an event to the last responder departure time. The average Incident Clearance Duration for Quarter 3 was 76.2 minutes per month, and 76.4 minutes for the past 12 months.

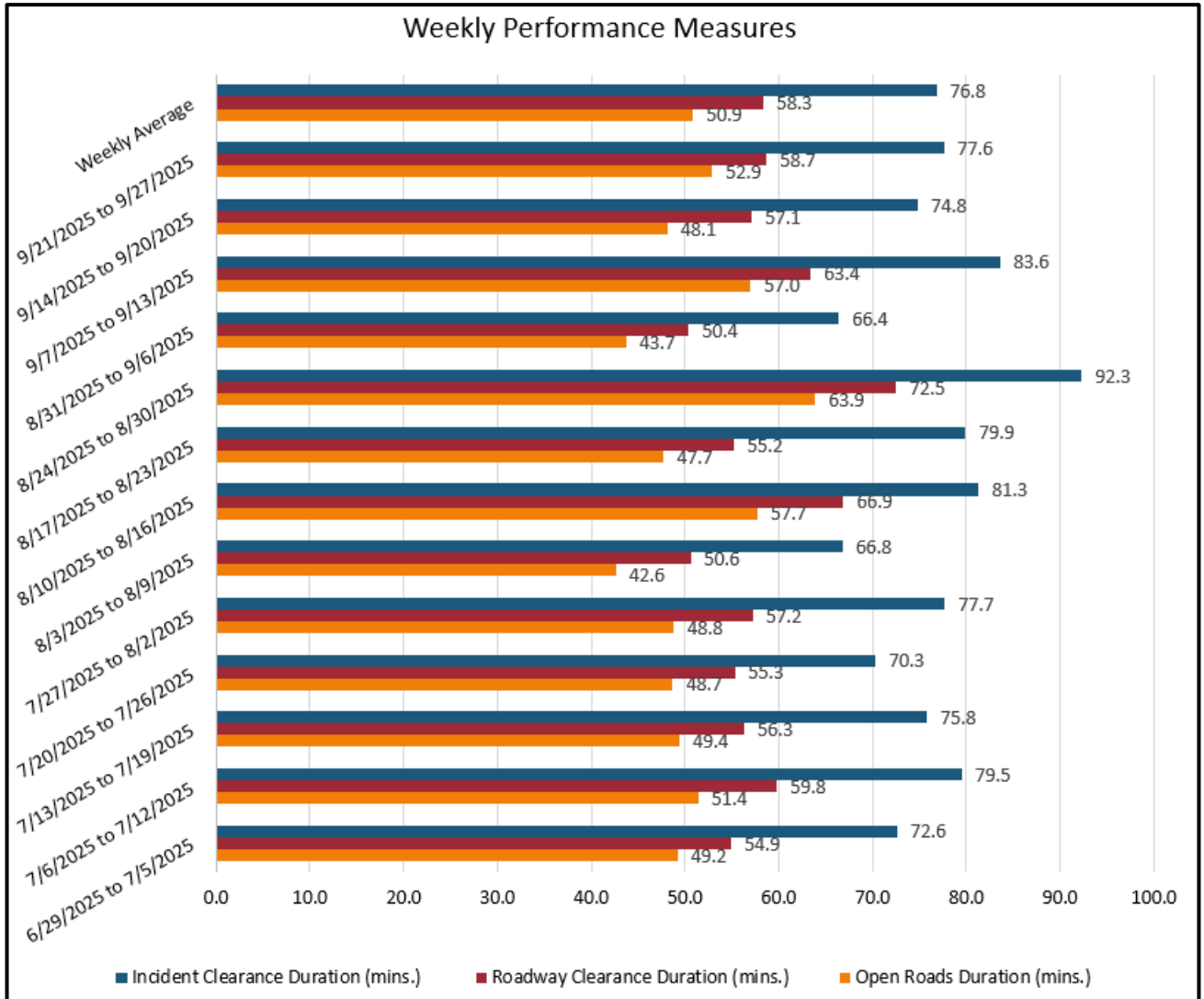


PERFORMANCE MEASURES continued

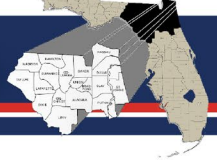




PERFORMANCE MEASURES continued



Lacey Collins
TIM Program Manager
Metric Engineering



MARKETING

Three marketing quotes I happened to stumble upon recently... “Marketing is a race without a finish line,” Philip Kotler, Professor of Marketing at the Kellogg School of Management, Northwestern University. “Less is more,” from Leo Burnett, creator of the iconic marketing campaigns for Tony the Tiger and Allstate. And finally, “The best marketing is word-of-mouth,” Jeff Bezos, American entrepreneur and founder of Amazon.

Seemingly simple quotes, yet profound enough to have revolutionized the way we shop. Relationship-building also plays a key role in establishing brand loyalty. People don’t care what you know until they know how much you care. Trust is golden. It’s a slow burn that intensifies over time. After all, water doesn’t turn into ice the instant it’s placed in the freezer! And a good old-fashioned handshake, along with eye contact, goes a long way in a world flooded with gimmicky marketing campaigns.

Recently we spent a full day at the University of North Florida building relationships and establishing brand recognition. The more we talk about our Dynamic Message Signs (DMS) at these events, the more likely a motorist’s eyes are trained to focus on *and* acknowledge the messages that are displayed. That former “white noise” becomes a “white hot alert” that points drivers to dangerous conditions ahead. By consistently delivering our FL511 message, we’re establishing healthy patterns that go beyond the “knee-jerk” reaction of a motorist only acknowledging traffic once there’s already a problem. That makes our “know before you go” campaign even more crucial when highlighting the many benefits of the FL511 app. In fact, it’s rarely difficult convincing motorists to download the app. Once they’ve been stuck in a four-mile backlog of traffic, they’re sold. A trip or two across Jacksonville in rush hour traffic can make anyone a believer!

This past quarter we also attended several other events. We visited Revlon’s manufacturing facility on Jacksonville’s westside and JAXPORT’s cruise ship terminal off Heckscher Drive. Next quarter we’ll make stops at Keiser University, the Florida Department of Environmental Protection and FSCJ’s Downtown Technology Center.

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...SHELBY MULLINS, **FDOT TSM&O CONTRACT SUPPORT** **ADMINISTRATOR**

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

I was born and raised in Bryceville (Nassau County) which is a small city southwest of Callahan and Yulee. Both of my parents worked full time jobs, so I spent a lot of time with my grandparents who lived about a mile down the road. I stayed in Bryceville until about 6 years ago when I decided to move to Baker County.

You have exciting news to share! Fill us in on both your former roles within the Regional Transportation Management Center (RTMC) as well as your newest role!

I've officially become one of the people that has worked at every agency in the RTMC except for FWC. I like to think that all of my roles over the past 14 years have prepared me to get where I am today. Over the last three years working as an Administrative Assistant with Metric Engineering I have learned a lot of what goes on "behind the scenes" within the RTMC, including the ordering of all the technology and paying all the bills that helps run the TMC on a daily basis.

Were you able to keep the same office or did you have to move everything three feet down the hall?

Luckily for me (Thanks Adam!), I was able to keep my same office. The person that's fortunate enough to fill my Admin Assistant role will be moving into Kathaleen's office.

Since you've held multiple roles inside the RTMC as an employee of various agencies, what are some of the biggest changes you've witnessed over the years?

Well, lucky for us, one of the biggest changes I've been through is this nice big clean building! In my earlier days with FHP, we were located in the small building across the parking lot. That building had all kinds of critters that you never want in a work place. Fruit flies, snakes, rats. You name it, we've seen it in there. Also back then, there were only 1-2 Metric Operators working in that building and no FDOT personnel. So to see how much this building has allowed all of the agencies to grow and become more unified is great.

On a typical weekend, where would we find you?

I feel like here lately we are constantly on the go and in busy season right now. My son is very big into baseball. We just purchased some family land and are preparing to build a house. So, with that being said, we're either at the ball field coaching these kids to be the best they can be, or we are at the property doing work trying to get ready to start building.

Knowing all you know now, what advice would you give to your younger self? The 15 year old Shelby.

Enjoy the time. The time in high school, the time with family and loved ones. Don't rush things and have patience. (Still not good at this but I'm working on it).

Everyone's had a bad day at the office (or two). Do you have any funny stories relating to your career? Or a foot-in-mouth moment you'd like to share?



SPOTLIGHT ON...SHELBY MULLINS, **FDOT TSM&O CONTRACT SUPPORT** **ADMINISTRATOR continued**

Being a Dispatcher/Operator for many years, there was nothing worse than having an open-mic and having your personal conversations going over the radio. That's happened on more than one occasion.

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

Honestly, working here for 14 years I have seen and heard a lot of things. I've stayed multiple nights in a row working hurricane shifts without being able to go home to my family. I've seen multiple horrific crashes, Officers and Troopers get killed, I've been on the radio when family members have been involved in fatal crashes. There's not really one defining moment I can pick from my career. I started at FHP right out of high school and have been in the transportation industry ever since. Every "defining moment" has shaped me into being a better mother, a better spouse, and a better worker.

Do you prefer to eat out, brown bag it or have your lunch DoorDash-ed?

I prefer to bring my lunch every day but with a busy schedule and late nights with baseball, it doesn't always work out so well.

Tell us a little about your family. This is your chance to brag on them!

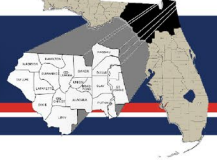
I know everyone says they have the best family, but I truly do have the best. I have a son, whose name is Dylan. He will be 8 years old in December, and he lives and breathes baseball. We are also working on building a house and getting the land prepped. Dylan

loves to be on the tractor with my fiancé or driving the golf cart around the property "supervising" work being done. Between house building and ball season, we don't have very much down time. But when we do, we are on the boat, camping or hunting.

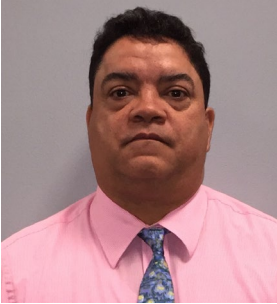


***Shelby and her #1 son, Dylan,
future Cy Young Award Winner***

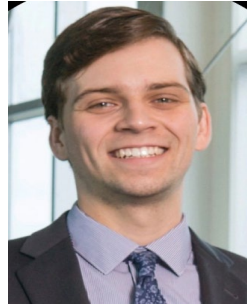
Editor's Note: Even with Shelby's change in positions, we're all so fortunate to still have her in charge of all the many successful events/celebrations we have!



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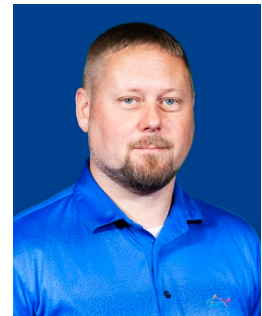
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