



North Florida
Regional Transportation
Management Center

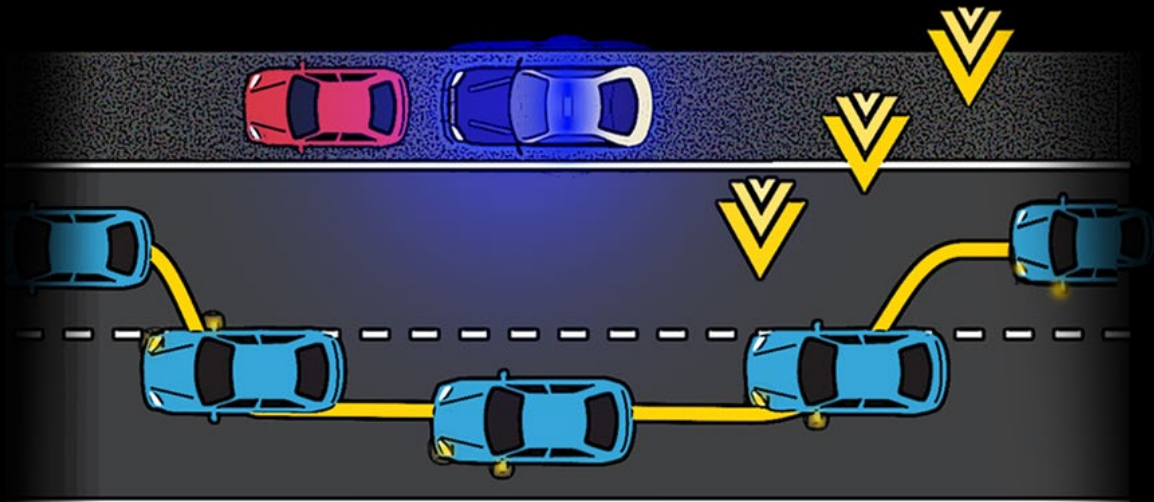
District Two ITS
NEWSLETTER

Fourth Quarter 2025 Issue 144

JANUARY IS MOVE OVER MONTH IN FLORIDA



flhsmv.gov/moveover



FLHSMV



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

I'd like to begin by hoping each of you had a safe and happy holiday. Welcome to 2026! As I reflect on the events of 2025, I can't express how excited and proud I am of our TSM&O team. Each member reached new heights and took this program to the next level. I will share some of the highlights (and lowlights) of our 2025 calendar year.

First, let's begin with Adam Storm. In January he began to get his feet wet with the program as an FDOT employee. His first day of work was November 8th, 2024, so the holidays became his learning curve. By January, he took full control of the reins and took off running in his new role. During the first few months of 2025, I got the sense that the ITS staff felt his leadership was a breath of fresh air since his management style is similar to mine in that we believe in giving staff autonomy while providing the tools and support needed for their success.

Even with this added burden, he continued to take many projects to the finish line. The first, and most important, was the Trainfo system that provided alerts when train crossing gates were lowered/raised. Due to his efforts, we now have 40 locations reporting to FL511, WAZE, and Google. This is one of the first rail detection deployments in the country to have a successful result and will lead to similar deployments in other metropolitan locations throughout Florida. His next big achievement was vetting and assuring the success of the SunGuide ActiveVision software addition. This software feature detects Wrong Way Driving on ramps **AND** the mainline, thereby assisting RTMC Operators trying to find the vehicle. It can also determine and alert the RTMC when there is an accident, disabled vehicle, and pedestrians on the Interstate. This software will also provide queue detection, speeds, and volumes to the RTMC, thereby enhancing the capabilities of RTMC operations. After that there will be wildlife and weather detection (I hope!!!).

I do not want to bog down this article with too much on Adam. More to come in future e-mails. Next up is acknowledging the efforts of Dee Dee Crews. She was phenomenal in 2025 as she balanced her work/life challenges while assisting us during the transition created with Kathaleen's retirement. Many of you may not be aware that Dee Dee manages some of the largest TSM&O contracts in the Department, covering 18 counties that involve RTMC operations, Road Rangers, and TIM. There is never a dull moment with these responsibilities, and she was able to keep her head above water while assisting with numerous purchase orders that Kathaleen could not complete. The tell-tale sign is when Central Office complemented the performance of her contracts on a routine basis throughout the year.

Then there is Jose Morales, who joined us in late 2020. He inherited a strong program but took it up a notch in 2025. Every morning at around 4 AM we have the RTMC Operations staff perform an availability/performance check on over 2,500 pieces of equipment. The objective is to generate a list

of all devices that need the attention of Jose and his ITS Maintenance contractor bright and early that morning. In early 2025, I began noticing less than a handful of locations that needed his attention. I thought this was in error and began vetting with the RTMC Operations staff to validate.

Amazingly, this was not an error, so being an engineer I decided to do some simple math. I punched the numbers, and out of the 2,572 devices only 10 on average (max) would require a response from Jose. When you do the math, it turns out that well over 99% of the field equipment is available each day. On some occasions it was even 100%!!!! Just amazing and I guarantee you that it is unmatched by any District TSM&O program in the Department and maybe the country!!!!

To top all of this, in mid-Summer we had a vacancy occurring with the Facility Maintenance position. Jose volunteered to assist, thereby adding more to his plate. Due to Jose's positivity, we were able to keep the RTMC facility continually humming 24/7 until the position was filled in late December. During this time, he was able to complete the installation of the new HVAC software, replace a critical water fountain, address plumbing issues in the restrooms, and deal with daily facility issues involving janitorial staff.

As for my Traffic Signal team, nothing but great things from Glenn English and Josh Wood. Glenn is a steadfast employee who has been with Traffic Operations for over 37 years. He has been consistently diligent in keeping a highly functioning signal operation in our metropolitan areas. It's amazing that over all the years, he still maintained a level of quality in 2025 that few could equal in other Districts.

Josh is a man of many talents, and in 2025 he took it up a notch. Due to events that occurred in the 2024 hurricane season, there was a concern about having enough external support to deal with traffic signals that lost power. The desire was to utilize existing FDOT staff to fill in the gaps when external partners could not assist. Josh was tasked with developing and delivering training that would provide the District Two staff with enough knowledge to assist in the refueling of portable generators. Once completed, we were able to add approximately 50 personnel to the effort during a time of need, thereby alleviating some of the concerns that were generated during the 2024 hurricane season.

In 2025, Josh also wanted to take a concept to the finish line with the development and implementation of a universal traffic signal software for our District, since each individual agency (I believe there are 56) in District Two had their own approach to managing signals. Josh felt there was a need to have the capability to universally manage these traffic signals under the umbrella of District Two. I am pleased to announce that he's nearing the finish line for this effort, with the goal of being fully operational in the first quarter of 2026. Once operational, Josh can reach these signals via the cloud through this software to determine operational status and troubleshoot any issues that occur, thereby enhancing the efficiency, responsiveness, and effectiveness of our traffic signal program.

One quick note, we were able to bring on staff at the end of December to assist our team with managing the growth of our program. Michael Burghart and Andres Gomez joined the TSM&O program in 2026. Each brings their own unique approach to their new positions that will complement our existing staff. Hopefully, we won't overwhelm them with the day-to-day activities that sometimes inundate our program.

Now for the bad news! During the summer of 2025, the TSM&O program was notified that we must now comply with Build America – Buy America rules. It's not as simple as you could imagine since most of the technology we use comes from Asia, Europe, and Canada. There are little to no manufacturers in the US that deal with our industry when it comes to manufactured projects, just vendors that design the devices and have them made overseas. Currently, all of our vendors are scrambling to meet the requirements within a given time frame. The latest on impacts is that between the tariffs and labor costs, it is anticipated that most of the devices we use will increase in price by between 30 and 50%. Yes, this may bust our budget and lead to some reductions in the program, but we will survive!

Second bit of bad news is that local agencies will no longer be allowed to submit their preferred products list to the Department for future construction projects. The concern is that without this control, the contractor could install devices that are not compatible with their infrastructure. Think networks and architecture, whereby two switches do not perform the same, thereby leading to consistent flooding of the network. This occurred on one project in Clay County several years ago where the system could not be final accepted due to network compatibility issues. Even when we brought in one of the best ITS network engineers in the State of Florida. At the end of the day, we had to remove the devices installed on the project and replace them with compatible components.

A bigger impact on local agencies will be the impacts to their knowledge base, inventory control, and response to any signal issues. There is limited expertise in our region, so the concern will be a local agency's inability to troubleshoot issues while trying to address issues expeditiously. Time will tell if this becomes a major issue for the Department.

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



NOTES FROM THE DISTRICT 2 ITS OPERATIONS MANAGER

With cooler weather setting in, I have started biking to the office more often: a habit rekindled after a fall ride through Virginia's foliage with friends, and a few local holiday rides. The perspective from a bike seat is a helpful reminder of how road users experience our transportation network in real time. Near the RTMC, there has been steady progress on bike and pedestrian facilities, as well as surrounding development. The Emerald Trail offers a smoother, more comfortable trip on a separated path, complete with dedicated bike signals that support predictable movements. Once outside that network, however, the contrast is clear. Signal timing rarely accommodates pedestrians or cyclists, even for those obeying the walk phase. I often take a 25–30% longer route on my commute to avoid crossing certain roads like Riverside Avenue or Forest Street. The State and Union Street corridors, with their wide cross sections and coordinated one-way signal timing, function efficiently for vehicles but feel more like limited-access facilities than downtown arterials. Riding there emphasizes how exposed and unseen a cyclist can be, even with proper lighting and high-visibility gear.



Experiencing those conditions firsthand has influenced how I drive. I am more deliberate when approaching crosswalks, looking both directions before turning right on red or entering one-way streets. These habits require minimal effort but greatly improve safety for vulnerable users. Cycling offers more than exercise: it provides an important perspective on how roadway design and operations affect comfort, visibility, and user behavior. As we continue focusing on freeway and technology-driven improvements, it's worth remembering that small details at the human scale, like signal timing, markings, and sight distance, can shape how confident people feel walking or biking. Experiencing those perspectives firsthand makes us better stewards of a transportation system meant for everyone. And always remember:

Remember, Everyone is a pedestrian!

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

NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

Florida's **Move Over** law (initially enacted in 2002) was expanded in January 2025 to include any vehicle parked on the side of the road with hazard lights flashing, emergency flares, or visible emergency signage. Even disabled vehicles or a vehicle with a flat tire is protected under the law.

Under Florida law, vehicles are required to **Mover Over** a lane for an emergency, service, utility, and disabled vehicles stopped on the side of the road, or to slow down to 20 mph below the posted speed limit if it is not safe to move over. If the speed limit is 20 mph or less, motorists are required to lower their speed to 5 mph.

Statistically the most likely to violate the Move Over Act are drivers aged 20-29. This age group is less likely to move over or slow down when they approach emergency, service or disabled vehicles.

In **2024**, there were **205** crashes and more than 17,500 citations issued for motorists failing to move over in Florida.

When a driver fails to move over for stopped or disabled vehicles on the roadside, they put the safety of law enforcement, first responders, service professionals AND the motorists they assist gravely at risk.

On Monday, December 22, 2025, around 9 a.m., A traffic worker is dead after a semitruck slammed into his truck on Interstate 95 in Mims, Florida. Two traffic incident responders were sitting inside their arrow board truck, which signals drivers to move over, when troopers said the semi hit them.

"The driver of the tractor-trailer says he didn't see the arrow board," Lt. Channing Taylor, with the Florida Highway Patrol, said. "He ran right into the back of that arrow board truck, which propelled it further north up along the guard rail here."

The driver died instantly and the 42-year-old passenger was airlifted to a hospital. The semitruck driver was not hurt and stayed on scene. (News article and picture-WESH-TV)



Violating the Move Over law will result in a fine, fees, and points on your driving record. For more information, see [section 316.126, Florida Statutes](#).

The simple act of moving over gives law enforcement, emergency first responders and other service vehicles adequate space to do their jobs and can greatly increase safety on Florida's roadways.

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

NORTH FLORIDA TRANSPORTATION PLANNING ORGANIZATION (NFTPO)

It is with tremendous sadness that I must share the news that one of the true champions of the ITS/TSM&O program passed away this past December 8th. Mr. James Bennett was a beloved, respected, and highly admired partner in the northeast Florida transportation industry who sought nothing but the best for our community and his constituents in Baker County. On the morning of the 8th, James was stuck in a traffic queue caused by a downstream accident as he headed to work that morning and was rear-ended on I-10 eastbound, causing his vehicle to spin out and hit the guardrail. I got word of his passing that morning and immediately went into shock at the loss of such a great partner and friend.



James used to work in the District Two office as the Urban Planning Manager several years ago. His ambition to help the community led to his departure when he won a seat with the Baker County Commission. However, his first love was transportation and after some time he decided to take a position at the Jacksonville Port Authority. James was a “go-getter” and this was obvious to leadership at the Authority. So much so, that prior to his passing he held the position of Chief Operating Officer for the organization.

Our relationship blossomed in 2004 when James approached me about an opportunity to work with the North Florida TPO on the use of technology to improve the performance of the Northeast Florida roadway system. He often said to me, “I don’t understand the techy mumbo-jumbo but that’s were you come into the equation.” With that approach and the lovable way he communicated, I responded back with “sure, why not.” This led to the very successful 20 plus year relationship between the TSM&O program and NFTPO. At times, James’ optimistic thinking had to be reined in since technology could not solve all problems, but with his enthusiasm we were able to begin the process as we developed the region’s first ITS Master Plan.

During this time, I used to enjoy messing with James by sending him e-mails in the middle of the night or on weekends, proposing a concept I came up with out of the blue. He never hesitated and almost always responded immediately, not realizing that I was just joking with him, and a response would have been expected in a day or two. I think that one time he caught on to my ruse and called me out for it. I believe it was on Christmas morning, but he still responded. My response was “you got me, now go enjoy your holiday with the kids!”

While at Jaxport, we developed several projects in concert with James. First was the interconnection of all their facilities via fiber optic that used our Interstate trunkline to make the connection to Jaxport’s five facilities. Second was the implementation of DMS along Hecksher Drive to alert freight when there were delays or closures at Blount Island. We also implemented a queue detection system for freight at the I-295 exit ramps, so that when there were longer queues than desired we could implement additional time at the traffic signal to clear out the exit ramp.

Our last project involved implementing a solution to the freight queue on Talleyrand Avenue for those who were waiting to get onto the Jaxport facility off MLK Parkway. This was a project that was first requested in 2004 by his predecessors. Unfortunately, no funds became available until about six years ago. Back at that time, the initial plan was to utilize some Jaxport property where the freight could be staged and called to access the port via a numbering system (ala Publix Deli). This would alleviate the issue on Talleyrand Avenue by using this controlled system of service.

When the money became available, James quickly backed out of this plan due to the value of real estate. His response was that he could not request to the board this transfer of property because of the limited amount of Return on Investment. So, we shifted gears by implementing an advanced freight notification system (DMS & Cameras) on MLK Parkway to handle the masses. About six months before construction began, James set up a meeting to discuss shifting gears by offering some property to address our initial concept. Had to tell him, “Too bad, so sad,” since we were too far invested in this project, thus Jaxport would have to foot the entire bill for option number one. The look on his face saddened me, but I was also looking out for the well-being of our constituents and the additional cost/burden this would create on a much-needed solution.

James will be missed by the entire Northeast Florida community, but not as much as his friends at FDOT and the NFTP. He was a ray of sunshine to all of us and his memory will live on for decades. Prayers to his family as they deal with this sudden loss and hope that over time they can realize how great a man Mr. James Bennett was to all of us.

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

ITS CONSTRUCTION

A project installing Wrong-Way Vehicle Detection System (WWVDS) sites at 11 ramp locations should be completed in early January. The project installed these WWVDS sites on ramps on both I-95 and I-295 in Duval County. The contractor is currently in the process of testing the final sites prior to receiving Final Acceptance of the project. The \$2.4M project began in March of 2025 and is anticipated to be completed on-time and on budget.

The 11 sites use Lidar for detection of wrong-way vehicles and CCTV cameras to verify the event. The WWVDS uses an edge compute device at each site to perform image processing and send notifications, along with video snapshots, to the RTMC. The edge compute devices are also capable of sending messages directly to ITS field devices, if desired. These installations are the only ones in FDOT District 2 to use Lidar, which is complementary to video detection and verification technologies.

Detection of wrong-way vehicles and notification of these occurrences to upstream drivers is an enhancement that has been made to the District 2 ITS Program over the past several years and is ongoing within District 2 and the other Districts throughout the state. Providing advance notification of a wrong-way driver, via Dynamic Message Signs, to upstream motorists allows them time to slow down as well as the opportunity to potentially identify the wrong-way vehicle sooner and avoid a head on collision. Additionally, the RTMC immediately notifies FHP of the wrong-way vehicle so that they can be dispatched to the area and begin trying to find the driver in hopes of stopping them prior to a crash. Wrong-way vehicle crashes are normally significant incidents resulting in serious injuries and/or fatalities due to the wrong-way vehicle and flow of traffic going in different directions. Therefore, a reduction in wrong-way crashes directly correlates to a reduction in serious incidents and fatalities on our interstates.

Click on this link <http://bit.ly/45m2ZKl> to learn more about FDOT's Strategic Plan on wrong-way driver detection.

Craig Carnes
Vice-President
Metric Engineering



North Florida
Regional Transportation
Management Center

District Two ITS NEWSLETTER

Fourth Quarter 2025 Issue 144

ITS MAINTENANCE

Happy New Year!

As we kick off the new year, TCD continues to maintain and monitor all devices to ensure they remain reliable and operational. Thanks to the team's dedication and hard work, we consistently maintain uptime in the upper 98th percentile across our devices, which truly reflects the commitment to keeping everything running smoothly.

Work on the Dynamic Message Sign (DMS) color retrofit is currently paused, and we plan to reconvene later this year to resume coordination and move forward with the remaining retrofit efforts.

All Road Weather Information Systems (RWIS) remain fully operational following recent repairs and replacements. Planning will continue for future upgrades to RWIS units and related sensors that are nearing the end of their service life.

On a personal note, my holiday was very relaxing thanks to the extra days off provided by the Governor. I rang in the New Year sitting around the fire pit making s'mores with the kids and watching fireworks, which was a great way to reset before the year ahead.

We hope everyone had a great holiday season and wish you all a happy, healthy, and successful New Year. Thank you for your continued teamwork and support. We look forward to reconnecting next quarter.

Jose Morales
FDOT District 2
ITS Maintenance Manager

OPERATIONS

Lots of different things were happening around the RTMC this past quarter. First of all, (even though Penny told me not to jinx us), NO HURRICANES made landfall in Florida this past season and it is over! We've been doing lots of integration/development/upgrades of different software programs including RRDIS (Road Ranger Driver Information Software), Trainfo, TIReS (Traffic Information & Reporting Software), SunGuide® Next Generation Statewide Express Lanes Software (NG-SELS) and OpMinder. We've been testing many different types of wrong-way driver systems to find out what is the best, as well as continuing with the "training", with AI (Artificial Intelligence) and camera analytics, of Active-Vision™.

Oh, did I mention that the fourth quarter every year has the most food events of the year? We had our Thanksgiving potluck, our Christmas party (complete with Secret Santa), Penny's 16th Annual Christmas Day Brunch and Olive Garden soups & salads for New Years Eve for our folks and for our Florida Highway Patrol (FHP) and Florida Fish & Wildlife Commission (FWC) friends! Check out the pictures in the Photo Gallery!

We had our Holiday Media Event on Thursday, December 18th. Special thanks to our great FDOT Public Information Department! Hampton Ray and Jacob Pickering did a great job of telling our story, from safety to the 250th anniversary of our Country to how the RTMC operates!

THEN, Santa came early with new SunGuide® computers that are faster than the speed of sound. I think this was the best gift our Operators got! Thanks to our amazing Network Team for all of their hard work with the software, the new computers and all the other things they do on a daily basis!

We also had some bittersweet moments, which a certain State Agency hired away two of our fabulous Metric Employees, though we're thrilled for them, we sure miss them, even though they're still in the building! That being said, good things come to those who wait. We were able to do some promotions to great staff members AND, we hired a new, experienced Operator from District 6 (Miami) who should be up to speed in no time!

The Staff is excited about continuing all the work mentioned above, even the food!

From October 1st through December 31st, 2025 the District 2 RTMC had **four** RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of **17,311** events with **10,776** utilizing DMS. Of those events **3,030** were crashes. Road Rangers were dispatched to a total of **13,042** events.

Connect. Know. Go!

What are you waiting for?



Jason Evans
RTMC Manager
Metric Engineering

TRAFFIC INCIDENT MANAGEMENT (TIM)

TIM MEETING SCHEDULES



First Coast TIM Team

Regional Transportation Management Center
980 N. Jefferson St., Jacksonville, FL
904.903.2000

10:00am - 11:30am

March 17, 2026

May 19, 2026 July 21, 2026
September 15, 2026 November 17, 2026



Alachua Bradford TIM Team

FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville, FL
352.381.4300

10:00am - 11:30am

February 11, 2026

April 8, 2026

June 10, 2026

August 12, 2026

October 14, 2026

December 9, 2026

First Coast Incident Management Team

The First Coast Traffic Incident Management Team's bimonthly meeting was held in-person on **Tuesday, November 18th, 2025**, at 10:00 A.M. Facilitating effective communication among all TIM agency partners is crucial for FDOT to enhance incident scene clearance times, alleviate congestion, and improve safety on interstates within District 2. These meetings play a vital role in establishing an open line of communication to achieve these objectives.

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. District 2 prioritized Crash Responder Safety Week in the TIM meeting thus ensuring everyone is protected on the roadways and providing education to motorists. Collins also provided the TIM team with a new way FDOT RTMC is detecting incidents using Activision. Collins provided the team with examples and a complete understanding of how and why it is being used in District 2.

Jason Evans provided ITS/511/RTMC updates to the TIM team. Evans stated that 11 new Wrong Way Driver devices are being installed on various ramps on the I-295 Beltway. Evans advised the TIM team that the RTMC is testing Activision and also monitoring the major holiday travel days.

Lacey Collins provided the TIM team with the First Coast Performance Measures from September 2025 through October 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 35 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, January 20th, 2026**, at 10:00 A.M. If you are unable to attend, please feel free to send someone else who could represent your agency.

Alachua/Bradford Incident Management Team

The Alachua-Bradford Traffic Incident Management Team meeting held its latest bimonthly meeting in person on **Wednesday, December 10th, 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 Jason Evans. Evans provided the TIM team with the Struck by Incidents statistics comparing 2024 and 2025. Jason Evans then continued with the ITS/511/TMC updates, where he advised that the Roadside Weather Information Sensors in the Paynes Prairie are still in the process of being replaced. Central Office is testing a new update for FL511 which will be very beneficial to the TMC.

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled to be held in-person on **Wednesday, February 11th, 2026**, 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.

TEAM MISSION:

The Florida Department of Transportation District 2 Traffic Incident Management Teams, through partnering efforts, strives to continually reduce incident scene clearance times to deter congestion and improve safety. The Team's objective is to exceed the Open Roads Policy, thus ensuring mobility, economic prosperity and quality of life.

TEAM VISION:

Through cooperation, communication and training, the Teams' intend to reduce scene incident clearance times by 10 percent each year.

PLEASE NOTE: If anyone is interested in the SHRP2 Incident Management Training Course, please contact Lacey Collins at lacey.collins@dot.state.fl.us or 904-914-1635. Lacey is available to work with any agency's schedule, including nights and weekends, to assure that 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

Lacey Collins
TIM Program Manager
Metric Engineering

ROAD RANGER SERVICE PATROL

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.

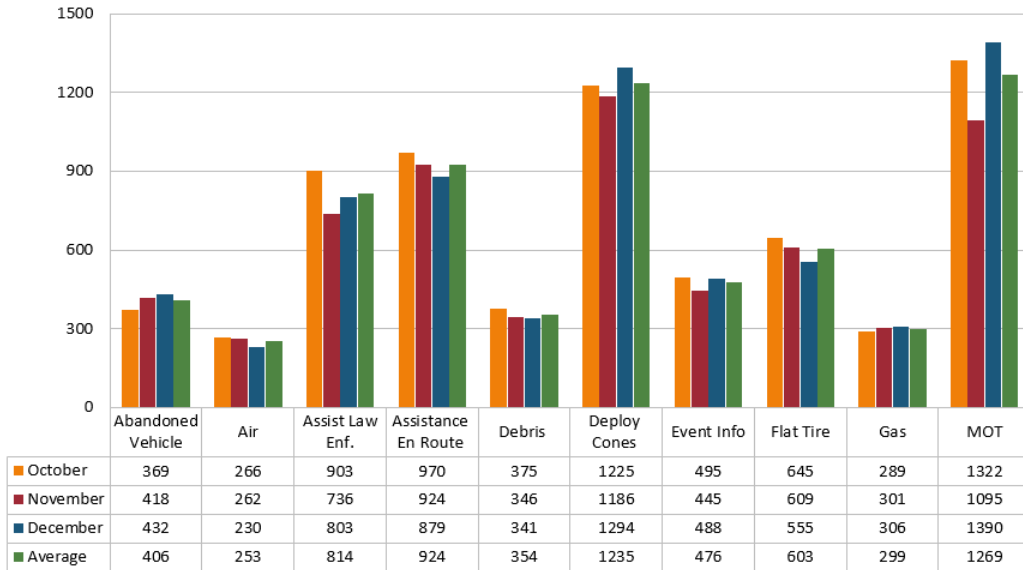
Road Rangers operate nineteen routes in District 2, with seven of these routes providing 24/7 coverage across the District. All trucks in the District 2 Road Ranger fleet run on propane, marking the District 2 Road Rangers as the sole Green Fleet in the State of Florida.

During Quarter 4, the District 2 Road Rangers responded to an average of 4,048 events and performed an average of 3.50 activities per event responded to. These activities can range anywhere from assisting law enforcement, providing air to motorist tires, to picking up debris out of travel lanes. More information regarding these activities can be found in the Road Ranger Top Ten Activities chart.

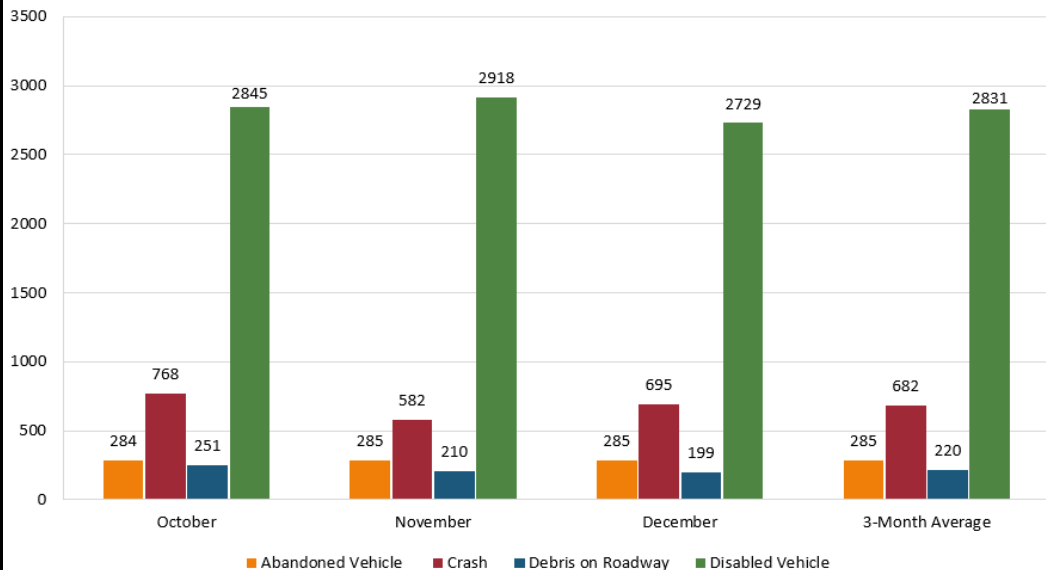
Every month, Road Rangers participate in a required Safety Training session, where a consistent emphasis is placed on promoting safe practices through presentations and instructions. These practices include placing 24 cones out for MOT, assisting each other on bridges, and to always drive 5mph below the posted speed limit. 24 cones are to always be placed out meeting MUTCD standards to provide additional safety for the Road Ranger and all people on scene. 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. These meetings serve as crucial opportunities for the team to engage directly with FDOT staff and their fellow Road Rangers, fostering a collaborative learning environment. Given the challenging nature of their work and the high exposure on our interstates, it is of utmost importance to prioritize the well-being and safety of our Road Rangers and the motoring public alike during their travels.

The subsequent charts depict the range of event types to which the Road Rangers responded between October 1, 2025, and December 31, 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 17% crashes, 70.5% disabled vehicles, 5.5% debris events, and 7.1% abandoned vehicles. Taking a deeper look at the activities performed, Road Rangers provided MOT an average of 1,269 times over the last quarter and assisted with 603 tire changes. Overall, there was a decrease in the total number of assisted events with Road Ranger response from Quarter 3 of 2025 to Quarter 4 of 2025.

ROAD RANGER TOP TEN ACTIVITIES (OCTOBER 1, 2025 THROUGH DECEMBER 31, 2025)



ROAD RANGER EVENTS (OCTOBER 1, 2025 THROUGH DECEMBER 31, 2025)

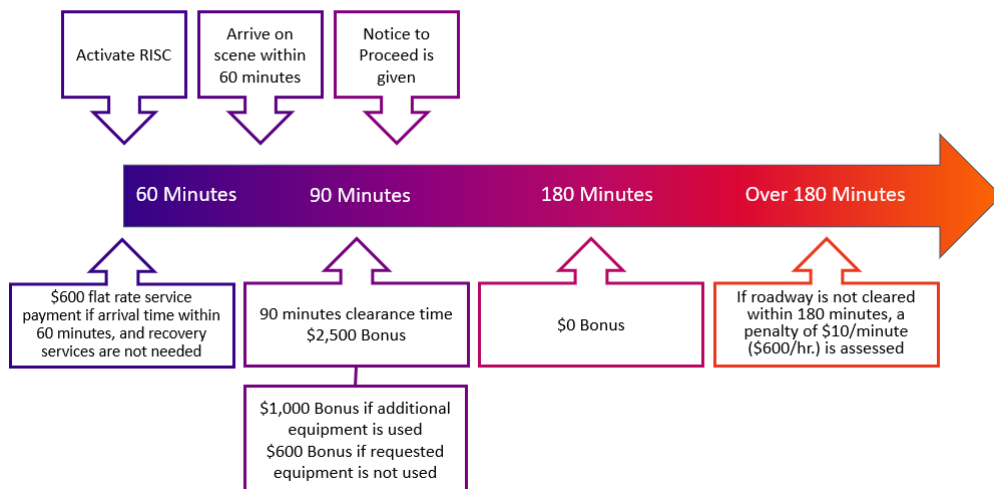


RAPID INCIDENT SCENE CLEARANCE (RISC)

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 Procedures Timeline



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 four times. This program holds immense value and is vital for reducing roadway clearance times, particularly during high-traffic periods. Below, you will find specific information regarding the RISC events that occurred within District 2 from October 1, 2025, through December 31, 2025.

Date	Time	Location	Description
11/9/2025	2:30 PM	I-75 Northbound at MM464 Hamilton County	Multi-vehicle crash occurred involving a semi-truck and trailer that crossed the median from I-75 SB onto I-75 NB. After the semi-truck and trailer crossed the median, it collided with a car hauler semi and pickup truck. After the car hauler semi was struck, it overturned and became fully engulfed along with the 5 vehicles that were loaded on the trailer.
11/21/2025	1:28 PM	I-95 Northbound at MM315 St. Johns County	A vehicle fire involving a semi cab and trailer with all lanes blocked. The cab became fully engulfed. RISC was activated due to the heavy congestion and the holiday weekend.
12/8/2025	6:06 AM	I-10 Eastbound at MM 349 Duval County	A semi-truck hauling a trailer struck a disabled RV on the right shoulder of the roadway. The semi overturned into the wood line and became fully engulfed. There was a large debris field on the roadway.
12/23/2025	9:18 AM	I-10 Eastbound Ramp to I-295 Southbound Duval County	A semi-truck hauling a trailer loaded with metal pipe overturned on the ramp resulting in a large debris field.

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.

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

PERFORMANCE MEASURES

After reviewing the Road Ranger Event Summary, and the accompanying Road Ranger Events chart, it was observed that from October 1, 2025, through December 31, 2025, Road Rangers responded to less incidents than they did in Quarter 3 of 2025. On average, per month, Road Rangers responded to an average of 302 abandoned vehicles, 648 crashes, 325 debris events, and 2,820 disabled vehicles. When compared to the previous quarter, disabled vehicles and crashes saw increases of 0.37% and 5.14%, respectively, while abandoned vehicles and debris on the roadway events saw a decrease of 5.84% and 32.24%, respectively.

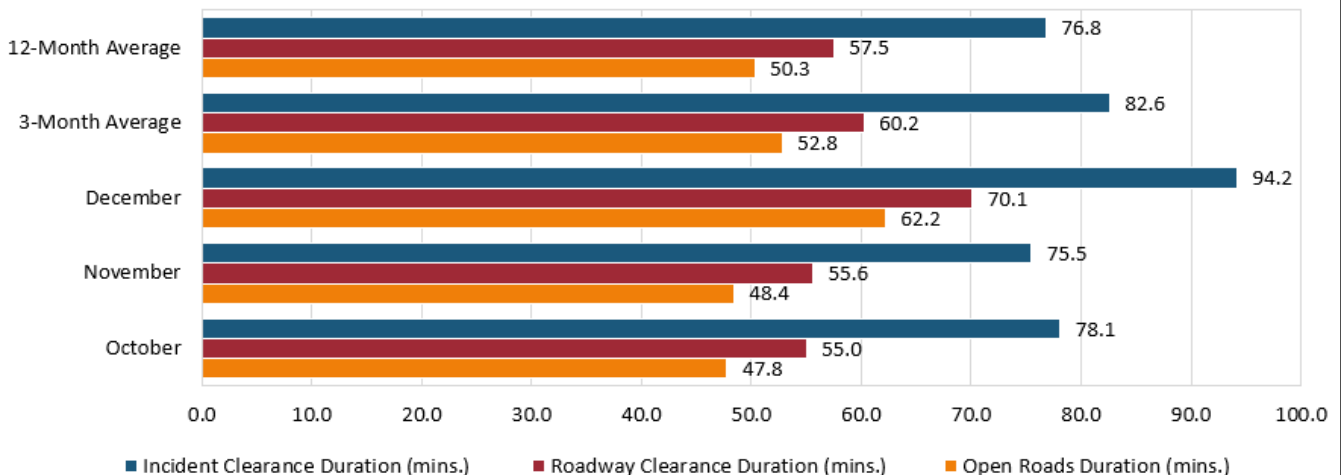
One metric that is used to determine how well the Road Rangers are operating is Monthly Performance Measures, which were exported from SunGuide for Quarter 4. This data includes information such as Open Roads Duration, Roadway Clearance Duration, and Incident Clearance Duration.

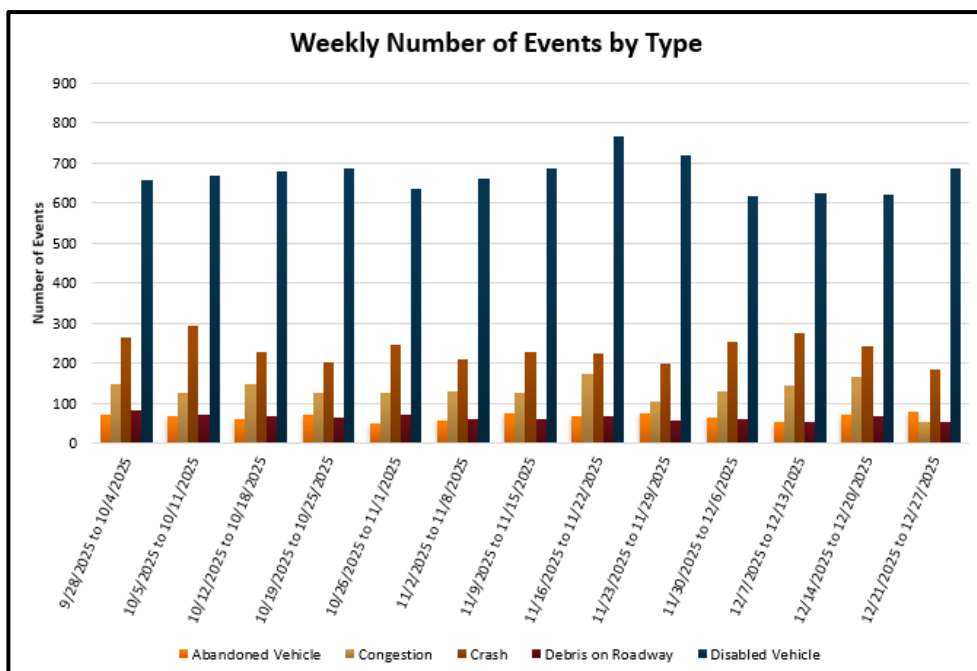
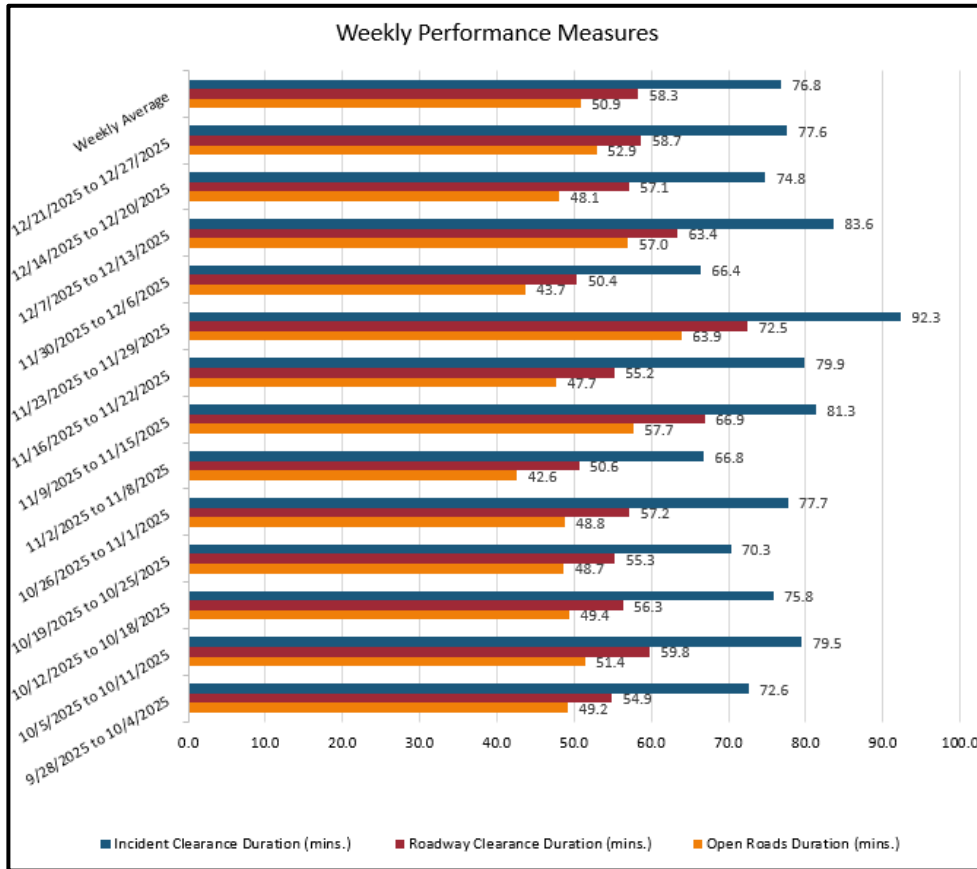
The Open Roads Duration is defined as the time the first responder arrives on scene until all travel lanes are cleared, with a goal of less than 90 minutes per event. The Quarter 4 average open roads duration was well below the 90-minute goal at 52.8 minutes per month, on average. Some circumstances can lead to a higher-than-average open roads duration, such as traffic homicide investigations, oversized vehicle collisions, or any event that requires Hazardous Materials cleanup.

Roadway Clearance Duration is defined as the first notification of an event to all travel lanes cleared. The average Roadway Clearance Duration for Quarter 4 was 60.2 minutes per month, and 57.5 minutes for the past 12 months.

Incident Clearance Duration is defined as the first notification of an event to the last responder departure time. The average Incident Clearance Duration for Quarter 4 was 82.6 minutes per month, and 76.8 minutes for the past 12 months.

Monthly Performance Measures







North Florida
Regional Transportation
Management Center

District Two ITS NEWSLETTER

Fourth Quarter 2025 Issue 144

MARKETING

The holiday decorations have been put away. The Christmas songs have been purged from our playlists. All but that one neighbor has packed away their ginormous holiday lawn ornaments. Yet the atmosphere remains festive. Jaguars football. Celebrity guest zoo appearances. (Robert Irwin, we're looking at you) And FL511 marketing events. So much to look forward to in 2026!

Our 2026 calendar is already filling up, and we've hit the ground running. But first, let's take a look at the last quarter of 2025. In October, we attended Keiser University's Student and Faculty Campus Fair. Then in November, we partnered with the Florida Department of Environmental Protection for a day long health and safety fair in their company conference room. And rounding out the quarter, we visited FSCJ's downtown Technology center. Hundreds of registered guests attended this bi-annual event, making for one of their greatest turnouts ever!

But before we closed out the month of December, we also hosted a Holiday Media Event. Representatives from the three major television stations were in attendance (First Coast News, Action News Jax and News4Jax). In addition to doing their live morning traffic reports from inside our Regional Transportation Management Center, the teams also conducted interviews with Hampton Ray and Jacob Pickering from the PIO office. The crews then grabbed sound bites for story packages that aired throughout the holiday week.

Next quarter we're looking forward to reconnecting with our friends at St. Johns River State College at their beautiful St. Augustine campus. And Bishop Kenny High School has already reached out to us letting us know their spring event will be held a little earlier than usual. Not to worry, we've put a place holder on our calendars marking this new date!

In a world where adaptability is key, we'll keep stretching our FL511 muscles, so to speak. As Amazon founder Jeff Bezos is famous for saying, "We are stubborn on vision. We are flexible on details." The core safety message of 511 remains the same. The vehicle we use to deliver that message, however, will continue to change over time.

Wherever your journey takes you, and whatever vehicle you use to get there, make sure your quest begins and ends with FL511. From our operations hub inside the RTMC, we'll keep you up-to-date on current road conditions. FL511 is available in a variety of platforms. You can log onto [FL511.com](https://www.fl511.com), download one of the free FL511 Mobile Apps available for Apple and Android devices, or visit us on Twitter, Facebook and Instagram. Connect. Know. Go! What are you waiting for?

Sherri Byrd
Marketing Manager
Metric Engineering

Employee Spotlight Section

TYLER BRANSCOME-NETWORK TECHNIAN

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

I'm a Jacksonville native, but during my teens and high school years, I spent a majority of my time in Lake Wales FL, which is down by Kissimmee in central FL. Small town vibes, same Florida weather. Got to experience firsthand those Florida oranges, as it was also the headquarters for Florida's Natural. Kind of miss that small town feel.

Tell us a little about your career path before joining Metric/FDOT.

I was a poker dealer at our local Best Bet poker room for about 10 years before venturing into the tech/IT field. I decided 30 was a good age to make a complete life change. Spent a few years developing web apps for a little place out at the beach before joining Metric.

We understand you were recently promoted. Congratulations! Describe your former/current roles within the Regional Transportation Management Center.

First off, thank you! I took a chance at an opening and got lucky to be given a chance to prove myself. I spent a year and a half as an Operator putting in as much energy as I could to prove my work ethic, and I was given a chance to join the IT team. As an Operator, I learned how the day to day should go, and I'm only hoping to improve that process now that I'm behind the scenes making everything work.

What first drew you into the world of Information Technology? Did you receive any formal training?

I always had a fascination with technology, and when it came time to pick a new path that could provide for my family and have near limitless growth, I knew I had to get into tech. I went to a tech school out of Portland that got me certified in c# and .net software development, with emphasis on backend work, like databases and the functions that just make your favorite sites/apps work. As with most tech/IT paths, though, it does take a huge amount of self-learning.

What projects are you currently working on?

Right now, I'm currently working on the Device Rename Project, which will hopefully make it easier for operations, maintenance, and even construction to all have a universal list of devices in a correct and easily managed form. Should make locating the correct devices that need repair or locating so much easier. I'm also currently helping upgrade our tolling software, which should show improvements on those analytics, and at the very least improve ease of use.

Worst day on the job? Or a foot-in-mouth moment? (not necessarily *this* job)

I could easily say any Friday working road rangers on the operations side, but honestly it would have to be early in my development career when I broke a major Jacksonville foundations database and prevented users from logging in to receive the assistance they needed. I corrected the issue, in more time than I'd like to admit, and everything worked out, but it was extremely stressful for sure.

TYLER BRANSCOME-NETWORK TECHNIAN (continued on following page)

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

The aforementioned Jacksonville foundation, the Tom Coughlin Jay Fund. I was a primary developer for the web app families would use to request and receive funding they needed in troubling times. Knowing my work helped countless people still sticks with me, and anytime I can create something that betters someone's life, I'm going to jump in headfirst.

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

A mix of both. I love going out for a meal and getting to know my peers, but sometimes I just want to sit and process my day. I rarely eat at my actual desk, though. I'd rather find somewhere quiet to sit, preferably outside.

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

Back during my poker dealer days, many people would say I looked like Charlie Day from "It's Always Sunny in Philadelphia". Probably from my lack of sleep and severe reliance on caffeine.

If you could travel back in time to meet anyone, who would it be and why?

I would travel back in time to meet J.R.R. Tolkien at the height of his writing of the Hobbit and Lord of the Rings. I would love to see his views and inspirations on something that impacted sci-fi and fantasy culture.

Tell us a little about your family (wife, kids, pets, etc). This is your opportunity to brag on them!

My wife and I are the proud parents of three children. My oldest two are excelling at school, doing many after school programs, and the youngest is going to start up in the upcoming year. We just adopted a golden doodle puppy named Barnabas who is keeping us plenty busy on top of our already hectic schedule. Always some form of excitement or activity going on in the Branscome household!



Tyler with wife, Emily



The rest of the family enjoying the beach

PHOTO GALLERY

Holiday Media Event



Above, Hampton Ray and Jacob Pickering being interviewed by our local TV Stations

ITS Florida Calendar



We made the 2026 ITS Florida Calendar! Lacey captured this DMS that we hear was used around the State on Social Media; The picture of the Buckman Bridge involved a lot of hard work to capture a great shot from a CCTV camera!

ANNUAL DOOR DECORATING CONTEST



FDOT tied for 2nd Place



The **Winner** of the 2025 Door Decorating Contest....
FWC



Metric tied for 2nd Place



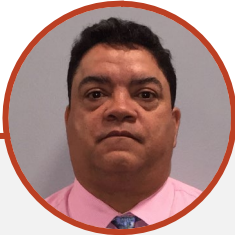
Metric 3rd Place



A sampling of some of the other creative doors.



FDOT DISTRICT 2 ITS STAFF



Peter Vega, District 2
TSM&O 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



Andres Gomez
FMS/AMS Specialist III

904.360.5647

Andres.Gomez@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



Michael Burghart
Maintenance Technician

904.903.2015

Michael.Burghart@dot.state.fl.us



Jose Morales, CPM
ITS Maintenance Manager

904.903.2013

Jose.Morales@dot.state.fl.us



Shelby Mullins
Contract Support Administrator

904.903.2012

Shelby.Mullins@dot.state.fl.us