

A collection of school supplies including a pink spiral notebook, two binder clips (one pink, one blue), a green stapler, and several colored pencils (yellow, green, blue, red) at the bottom left of the page.

BACK TO SCHOOL SAFETY TIPS

- Cross streets at marked crosswalk.
- If walking to or from school, always use sidewalk.
- Stay alert of your surroundings.
- If possible, walk or bike with a friend or in a group.
- Cross safely, look twice before crossing intersections.
- Be aware of school zone speed limits.
- Drive cautiously, especially during drop-off/pickup times.
- Watch for children and always yield to pedestrians.
- Obey bus signals and stop when lights are flashing.
- Never pass a bus when it's loading/unloading children.
- Avoid distractions, and stay focused on the road.
- Plan ahead and expect delays during school hours.

IT'S ALMOST TIME TO HEAD BACK TO SCHOOL!

***TRAFFIC WILL ONCE AGAIN INCREASE, SO
GET READY TO LEAVE EARLIER!***

See page 5 for School Bus information for motorists

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

Happy 250th America!!!! I'd like to begin by hoping each and everyone of you had a safe weekend on the 4th of July. All fingers are intact, no burn marks on your body, and no fires on your property! Kind of amazing that the United States has come this far with just some bumps and bruises along the way as we evolved over the past three centuries. It made me reflect on how far we've come with regards to transportation when you think about the discovery of America in 1492. Back then, no roads existed and mobility was traversing from one point to another via a machete to clear some trails. That was the onset for the growth of transportation over the past 5 centuries and it all began with pedestrian movements.

As time passed, the transference of goods became a necessity, thereby leading to distinct corridors used by horses with wagons. As the nation grew, metropolitan environments evolved along the east coast and led to the onset of the first roadway systems in our country. Each municipality had their own system, but the interconnection between them led to the concept of our current roadway infrastructure. We've all heard the tales of Paul Revere clopping through the streets of Massachusetts's provinces, warning the minutemen that **"THE BRITISH WERE COMING!!!"** Lucky for him, there was this roadway system to lead his path to history.

As the nation grew, there was a greater demand for transportation corridors as settlers headed west. Due to these "roads", the development of new townships and cities arose east of the Mississippi river, thereby leading to the growth of our nation. Over time, the Industrial evolution and farming led to the greater need for transportation improvements. As the nation flourished, the first concepts of a roadway network evolved, thereby leading to the larger metropolitan communities that became New York, Washington, and Philadelphia. At some point this society had to figure out a way to manage wagons, pedestrians, bicycles, and horses using the same infrastructure.

Once vehicles came into the picture, there was a demand for intersection control as conflicts became more prevalent in the most congested areas, hence the introduction of "technology". This was the use of lamps and intersection monitors (i.e. police) to handle these conflicts that occurred in congested areas. Over time, this laborious manual task led to the advent of advanced technology and the first mechanized traffic control system at these intersections. At this point, I hope you see where I am going with this article since this was the beginning of roadway management in our country.

Without this approach it would have been mass chaos in these growing communities as multiple modes of transportation met at congested areas along the roadway. Fast forward to 2026 where we are now overrun by technology. Specialized detection systems for vehicles/bikes/peds/trucks, computerized traffic signal controllers, unique software packages, multiple modes of communication, and unique roadway concepts (think Diverging Diamond Intersections), all come into play in today's transportation industry.

Due to this evolution, it is ever more evident that the industry needs multiple disciplines now and in the future. There is no longer just a need for Civil Engineers who are focused on transportation. We now need Computer, Logistics, and Network Engineers within the team to deal with the present challenges as well as to look into the future. We've gone from the simple timing plan to real time management and expanded our venture "into the cloud" for day-to-day operations. It's a huge investment to make, with the benefits being better management of the roadway system.

Personally, my vision is that as vehicles become "smarter" and more autonomous, some of our efforts will be focused on supplementing their technology for a more holistic approach to the management of traffic on our roadway system. So far, Waymo, Tesla, and other autonomous vehicles have left us with a lot to be desired. As with everything though, there is a learning curve with any new technology introduced into the norm.

Obviously, it's a battle between mobility, safety, and demand along our corridors, thus the hope is that this newer technology can address most of our concerns as Florida continues to grow. Capacity is the issue, yet the Department is working on a new transportation initiative. Yes! Flying cars! I wonder how we would be expected to manage this environment from the RTMC, since there is some form of monitoring and control needed for this transportation mode as well. Wonder if this would qualify our team to hire on Air Traffic controllers for this venture? 😊



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

NOTES FROM THE DISTRICT ITS OPERATIONS MANAGER

The 100 Deadliest Days of Summer

Each year, the period between Memorial Day and Labor Day is known across the country as the 100 Deadliest Days of Summer. Crash rates tend to rise during these months because there are more young drivers on the road, more family travel, and more visitors who may not be familiar with Florida's highways. Nationwide data highlights that teen drivers, in particular, face higher crash risks due to inexperience, distraction, and increased summertime travel demands.

For Northeast Florida, this annual pattern serves as a reminder of how important roadway awareness and safe habits are during the summer season. More vehicles on the roads create conditions where even small decisions, such as slowing down, staying focused, or giving other drivers extra space, can help reduce preventable crashes. The North Florida Regional



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Transportation Management Center continues to monitor traffic conditions closely and coordinate with partners to keep information flowing to the public.

For more information, Florida Department of Highway Safety and Motor Vehicles provides helpful safety resources here:

<https://www.flhsmv.gov/safety-center/driving-safety/safe-summer-travel/100-days-of-summer/>

As summer approaches each year, we encourage everyone to plan ahead, stay patient, and practice safe driving. Spreading awareness helps protect families, visitors, and everyone who depends on our transportation network.

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

NOTES FROM THE DISTRICT 2 ITS PROJECT MANAGER

Back to School Bus Safety

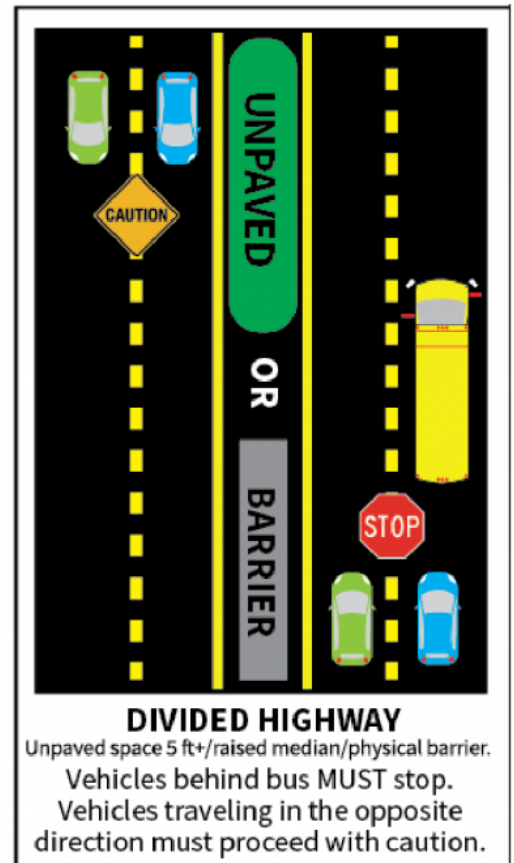
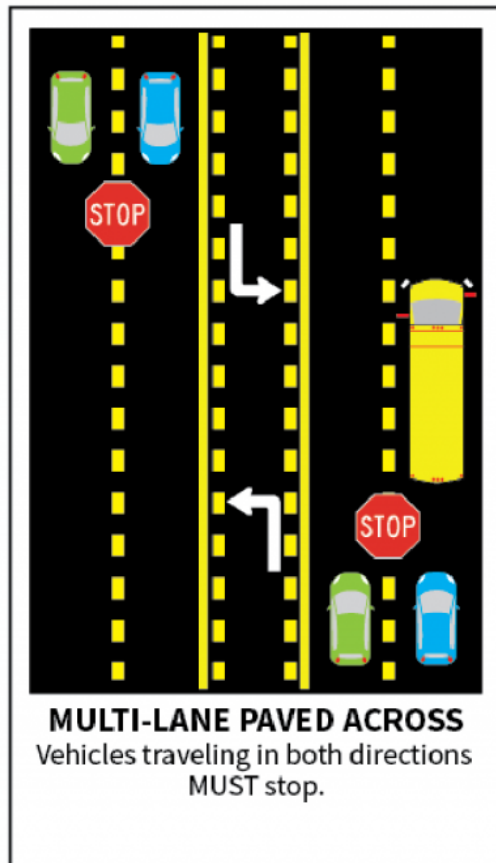
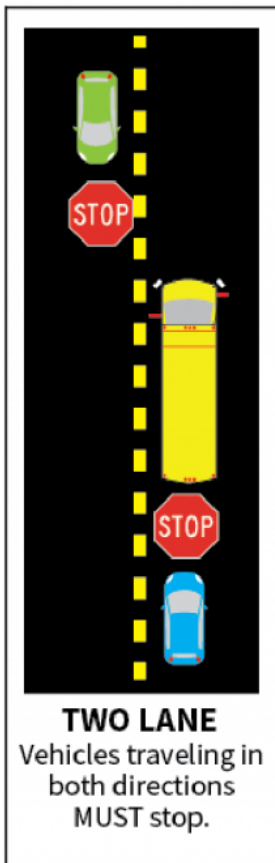
I know every one of us has a special child in our life – son, daughter, grandchild, niece, nephew or friend who starts school within the next couple of weeks. According to Florida Highway Safety and Motor Vehicles there were 7,445 crashes that involved school buses in 2024. In 2026, the Florida Department of Education conducted a survey of school bus drivers that showed on a single day, 10,549 illegal passes were made based on the observation of 9,085 school bus drivers- 10,088 of those were made on the left.

I thought it would be helpful to remind everyone of the rules of the road for motorists when approaching school buses. Everyone keep your eyes open and watch out for our precious future leaders. Florida school buses carry precious cargo – our children. Motorists should always be alert and drive with caution around school buses and in school zones where children may be present like schools, bus stops, school buses and school parking lots.

Tips for Motorists

- Children on bicycles can be unpredictable and can make sudden changes in direction. Be especially careful when children are present in school zones and residential areas.
- Pay extra attention to lower speed limits in school zones.
- Watch for and obey signals from school crossing guards.

- Only drive or park in authorized areas to drop off or pick up children at school.
- Motorists are required to stop when approaching a school bus that is stopped with its red lights flashing and STOP arms extended. (See the diagram below)
- All drivers moving in either direction on a two-way street must stop for a school bus displaying a stop signal and must remain stopped until the road is clear of children AND the school bus stop arm is withdrawn. (see diagram, TWO-LANE)
- On a highway divided by a paved median, all drivers moving in either direction must stop for a school bus displaying a stop signal and must remain stopped until the road is clear of children AND the school bus stop arm is withdrawn. (see diagram, MULTI-LANE)
- The only time traffic approaching an oncoming school bus does not need to stop is if there is a raised barrier such as a concrete divider or at least five feet of unpaved space separating the lanes of traffic. (see diagram, DIVIDED HIGHWAY)
- On a highway divided by a raised barrier or an unpaved median at least 5 feet wide, drivers moving in the opposite direction do not have to stop for the bus (painted lines or pavement markings are not considered barriers). However, these motorists should slow down and watch for students loading or unloading from the bus. (see diagram, DIVIDED HIGHWAY)



Penalties for passing a stopped school bus include:

- **Officer-Issued Citations:** If an officer pulls you over, you face a minimum fine of \$265, **4 points** on your driver's license, and mandatory attendance at a driver improvement course. Passing on the right-hand side where children exit carries a \$465 minimum fine. If a second offense is committed in 5 years, the person's license can be suspended for up to 2 years.
- **Camera Violations:** Under the state's expanding School Bus Stop-Arm Camera programs (implemented heavily in counties like Duval, Hillsborough, Miami-Dade, and Lee), passing a bus results in a \$225 civil penalty. This is mailed to the registered owner of the vehicle but does not assess points on your driver's license.

On July 1, 2017, the Cameron Mayhew Act took effect in Florida, which increases the minimum penalty for drivers who illegally pass a stopped school bus, resulting in the injury or death of another person. Cameron Mayhew was killed by a motorist that failed to stop as he was walking to his stopped school bus in 2016.

Penalties for passing a stopped school bus that causes or results in the serious bodily injury or the death of another person include:

- Serving 120 community service hours in a trauma center or hospital;
- Participating in a victim's impact panel session, or, if such a panel does not exist, attending a FLHSMV (Florida Highway Safety and Motor Vehicles) approved driver improvement course;
- Six points on your driver's license;
- Suspension of license for a minimum of one year and/or a \$1,500 fine.



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

NORTH FLORIDA TRANSPORTATION PLANNING ORGANIZATION (NFTPO)

Recently, our TSM&O team was invited to work with the North Florida TPO on a public-private partnership (PPP) to test newer technology that could assist with event management around the football stadium. This would be done by trying to utilize the latest technologies that we and Smart North Florida have examined over the past year. The goal is to collect data for multiple modes of road users, whereby everyone arrives and leaves around the same time. The multi-user conflicts are not only a safety concern, but also a traffic management concern as these arrivals/departures occur within a short period of time concurrently.

We reached out to technology vendors we deal with on a regular basis to see if they were willing to partner with us on this assessment. With no budget, we were able to convince them to provide demo units for testing, with the hope that if successful they would be considered in the future if the PPP found the technology met the objectives. It's a win-win for all, since we do not have to spend much on funds (i.e. we would cover the cost of installing the field equipment).

This is another joint effort between our District TSM&O program, Smart North Florida, and the NFTPO that may benefit other parts of Florida when dealing with event management at their arenas and stadiums. Basically, the goal is to safely move various modes (cars, peds, bicyclists, scooters) in and out of the parking lots in an efficient and effective manner, thereby making the experience for all users a pleasant one.

My vision is to collect this data and share the information through app platforms, advance message signs, FL 511, and the media, so that we can properly distribute traffic heading to or leaving the stadium. All that's needed by these various modes of traffic is a little information to make an informed decision. The goal is to complete this assessment in the coming months for possible use during next year's Jaguar season. The upcoming testing will be our baseline to properly prepare for future events.



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

ITS CONSTRUCTION

This article will be a hodge podge of topics related to ongoing ITS Construction projects. The first topic is Wrong Way Vehicle Detection (WWVD) Projects. Several Newsletters ago I talked about the fact that several WWVD Projects had recently been completed and that each of them used different manufacturers and/or technologies for the wrong way detection. Since that time, we have had several more WWVD Projects Final Accepted, and we continue to have different manufacturers and technologies installed for wrong way detection. The FDOT Approved Products List now has 8 different approved vendors, and I believe that District 2 has each of them installed and operational at this time. Although it is good to have all these various vendors installed on the ITS Network it is also more difficult to maintain. Having 8 different vendors means that the ITS Maintenance Group needs to keep spare parts in storage for all 8 different systems, which requires more storage space and good record keeping, ensuring that the crews are aware of what WWVD devices are located at which interchanges so that they are not taking the wrong equipment with them on repair calls. The good part about it is that District 2 will be a testing ground for these vendors and technologies to help determine the most reliable and best functioning systems.

The second topic is all too familiar in previous Newsletter articles and that is the topic of fiber damage by construction crews. Over the past quarter we have had several major fiber strikes by heavy equipment resulting in more than \$100,000 in needed repairs. This damage continues to occur despite FDOT now requiring that a Pay Item for Fiber Optic Locator be included in any projects that have fiber within the Project Limits. This fiber damage causes outages of the ITS Network and often results in cost and time impacts on construction projects. So, if you can think of a better way of locating fiber optic cables, get to work on creating it, because you could be the next Elon Musk or Jeff Bezos.

The final topic is equipment grounding and surge suppression and their importance this time of year. Although I read a 2025 report that said that Oklahoma dethroned Florida as the lightning capital of the US, we all know that lightning is a frequent occurrence in the mid-summer months here in the Sunshine State. The grounding system, due to its low resistance, channels electrical current away from the electronic components of the system and sends the current to ground where it is safely dissipated. Should any stray currents get onto the cabling within the ITS cabinet, the surge protection is designed to take on that current and either divert it back to the grounding system or sacrifice itself to cause an open circuit so that the current does not reach the electronic component. By providing an adequate grounding system, backed up by appropriate surge protection, the Contractor is making sure that the system works as intended and lasts as long as possible. This results in a higher availability of ITS devices and reduced future maintenance costs.

**Craig Carnes
Vice-President
Metric Engineering**

ITS MAINTENANCE

As hurricane season is now underway, TCD is doubling down on its efforts and actively making sure District 2 is ready for any upcoming storms. All generators will be continually tested to confirm operational status, and preventive maintenance activities are being prioritized to ensure reliability during severe weather events. Key preparedness measures include inspecting and securing ITS devices and cabinets, verifying backup power systems, and confirming network redundancy at all sites.

While we work hard to keep our systems running during severe weather, it is equally important that each of us is personally prepared at home. Here are a few key steps to help you and your family stay safe this hurricane season:

- **Build an emergency kit** — Stock at least 7 days' worth of water (one gallon per person per day), non-perishable food, medications, flashlights, batteries, and a first aid kit.
- **Know your evacuation zone** — Familiarize yourself with your local evacuation routes and have a plan in place where you and your family will go if an evacuation order is issued.
- **Secure your home** — Trim trees and shrubs, secure outdoor furniture, and if applicable, ensure your shutters or hurricane panels are ready to deploy.
- **Charge and back up devices** — Keep phones, portable chargers, and weather radios fully charged ahead of any approaching storm.
- **Stay informed** — Monitor the National Hurricane Center and your local news for updates and sign up for local emergency alerts in your county.
- **Check on neighbors** — Take a moment to check on elderly or vulnerable neighbors who may need assistance preparing or evacuating.

This past quarter, TCD assisted in the installation of CCTV cameras supporting the Active-Vision platform for Wrong-Way Driver (WWD) detection solutions. This next-generation technology will gradually replace the existing WWD units currently deployed in the field and is expected to require significantly less maintenance, reducing long-term operational demands while improving overall detection performance.

All Road Weather Information Systems (RWIS) continue to operate reliably following prior replacements. We are also continuing upgrades to RWIS devices utilizing the new SATLink technology, which has shown strong performance and is proving to be more efficient and easier to maintain compared to the legacy Microcom systems currently in use.





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Looking ahead into the new fiscal year, we are planning to install six additional DMS retrofits, continuing the transition from amber to full-color displays to further improve motorist messaging across the district.

We appreciate everyone's continued teamwork and support. Looking ahead, we remain focused on maintaining system performance and advancing key initiatives across the district. We look forward to reconnecting next quarter.

Jose Morales
FDOT District 2
ITS Maintenance Manager

RTMC OPERATIONS

We remain busy and making great strides at the RTMC (Regional Traffic Management Center)! Our Network Team, with Tyler Branscome running lead, is continuing with the renaming conventions on about **2500** ITS devices. Previously, the devices were named based on the roadway name and a number. The new naming involves using the mile markers. This is a huge undertaking, but we're over 50 percent done. When this task is completed, it will be a big help for the RTMC Operators and ITS technicians when they need to locate traffic incidents or devices that are not working, which in turn means a faster response!

Speaking of faster responses, we have fully implemented OpMinder Software. This software was developed some years ago by Charlie Robbins of C2S Engineering. We're always looking for ways to improve our performance, while being good stewards of our funding by analyzing the return on investment. OpMinder is a fantastic software with a reasonable price tag. It monitors active events for our Operators and will provide real time reminders on events to remind the operator to update the information in our system at the appropriate time. It is a great tool all the time, but especially when there are numerous events that are occurring at the same time. In the time we have been utilizing OpMinder, our lane blocking event verification times are down from an average of 2.4 minutes to an average of just under 2 minutes. This might not sound like a lot to many of you, but it is about 21 seconds! This tool has helped free up time for the Operators, who are always multi-tasking, and the error to event ration has dramatically dropped from an average of 2.5% down to an average of just 0.8%! The verification time savings with OpMinder allow the Operators more time to assure accuracy in their work.

More news on Activision. One very important task the Operators perform is device checks. The 1000 CCTV (closed circuit television) checks take an inordinate amount of time to complete. It is not just seeing if they are showing a live image but maneuvering the pan and tilt and checking all the pre-sets. We are currently working with SwRI, our Sunguide® software provider to utilize Activision to automatically perform these checks. This would be a game-changer if we can automate this task.

RTMC Operationa (continued on next page)

Finally, we are finishing up our mid-year reviews of all of our Staff. Half of the staff are “on-cycle” and half are “off-cycle” at the first part and middle of the year. The on-cycle reviews are performed based on each staff member’s performance. Staff members who receive high grades get a Contractual promotion along with the coinciding rate increase. The off-cycle reviews are an opportunity to review the staff member and make recommendations on any areas that need improvement and tools to help them improve. This gives everyone six months to make the improvements before their on-cycle review. It has always been our goal to provide the tools and training to our staff for them to advance in their position and to remain with Metric for many years!

From April 1st through June 30th, 2026 the District 2 RTMC had **Five** RISC (Rapid Incident Scene Clearance) events. The RTMC Staff worked a total of **17,614** events with **14,491** utilizing DMS (Dynamic Message Signs). Of those events **2,887** were crashes. Road Rangers were dispatched to a total of **13,873** events.

Jason Evans
Consultant RTMC Manager
Metric Engineering

TRAFFIC INCIDENT MANAGEMENT (TIM)

First Coast Traffic Incident Management Team

The First Coast Traffic Incident Management Team’s bimonthly meeting was held in-person on **Tuesday, May 19th, 2026**, 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 2025 to 2026. District 2 prioritized Motorcycle Safety Awareness Month in the TIM meeting thus ensuring everyone is protected on the roadways and providing education to motorists. Collins also provided the TIM team with Emergency Shoulder Use routes and plans should a hurricane affect the First Coast area. Collins provided the TIM team with examples and a complete understanding of how and where it is being used in District 2.

Jason Evans and Jose Morales provided ITS/511/RTMC updates to the TIM team. Morales advised the DMS retrofits on I-75 and I-10 will most likely be spread out over the next 2-3 years. Evans stated that Activision is fully deployed in District 2 and is currently being trained to detect pedestrians on the interstates.

Lacey Collins provided the TIM team with the First Coast Performance Measures from March 2026 through April 2026. 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 56 major events, in which 43 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, September 15th, 2026**, 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

The Alachua-Bradford Traffic Incident Management Team meeting held its latest bimonthly meeting in person on **Wednesday, June 10th, 2026**, 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.

Lacey Collins provided the TIM team with the latest struck by fatalities data for 2026. Lacey Collins then proceeded to provide the TIM team with an in-depth Rapid Incident Scene Clearance (RISC) overview. July 4th was also a strong topic at the TIM meeting in which America celebrated its 250th anniversary.

Jason Evans then continued with the ITS/511/TMC updates, where he advised that Activision is fully deployed at this time.

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled to be held in-person on **Wednesday, August 12th, 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.

TRAFFIC INCIDENT MANAGEMENT MEETING SCHEDULE



First Coast TIM Team

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

10:00am - 11:30am

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

August 12, 2026

October 14, 2026 December 9, 2026

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 ten 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
Consultant TIM Program Manager
Metric Engineering

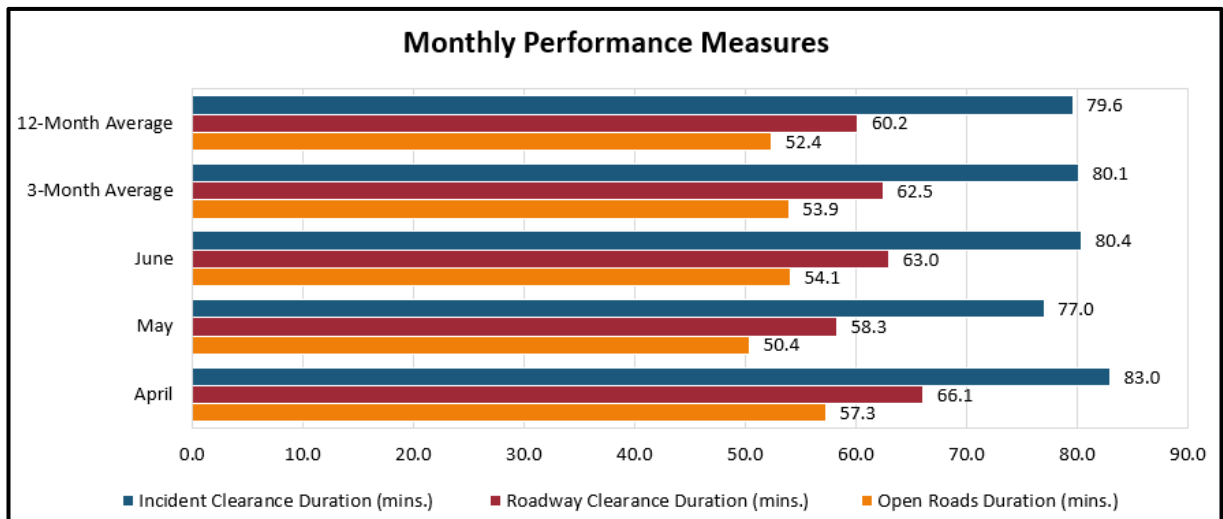
ROAD RANGER SERVICE PATROL

After reviewing the Road Ranger Event Summary, and the accompanying Road Ranger Events chart, it was observed that from April 1, 2026, through June 30, 2026, Road Rangers responded to more incidents than they did in Quarter 1 of 2026. On average, per month, Road Rangers responded to an average of 241 abandoned vehicles, 676 crashes, 285 debris events, and 2,651 disabled vehicles. When compared to the previous quarter, abandoned vehicles saw an increase of 1.26%, crashes saw an increase of 13.81%, debris on the roadway saw an increase of 22.67%, and disabled vehicles saw an increase of 4.4%

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

The Open Roads Duration is defined as the time the first responder arrives on scene until all travel lanes are cleared, with a goal of less than 90 minutes per event. The Quarter 2 average open roads duration was well below the 90-minute goal at 53.9 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 2 was 62.5 minutes per month, and 60.2 minutes for the past 12 months.

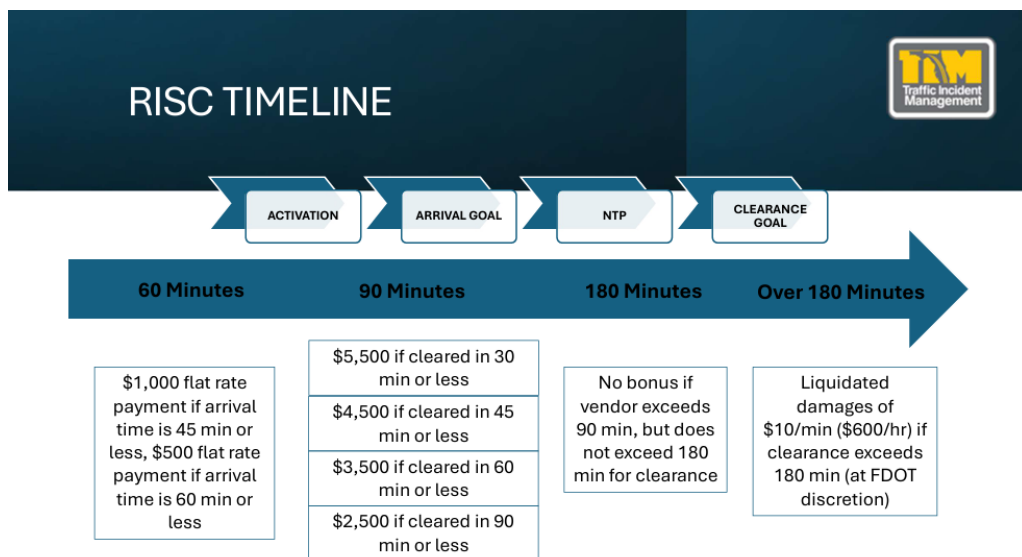
Incident Clearance Duration is defined as the first notification of an event to the last responder departure time. The average Incident Clearance Duration for Quarter 2 was 80.1 minutes per month, and 79.6 minutes for the past 12 months.



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.



Date	Time	Location	Description
4/27/2026	2:17 AM	I-10 Eastbound at MM354 Duval County	A Wrong Way Driver (black pickup truck) was traveling westbound in the eastbound lanes of travel and collided with a silver Ford focus head on. The black pickup truck overturned. There was a large debris field across all eastbound lanes. The driver of the Ford Focus was pronounced deceased on scene. Heavy equipment was needed for rotating the truck and clearing debris from the roadway.
5/1/2026	5:05 AM	I-95 Northbound at MM331 St. Johns County	A disabled vehicle was blocking the lane of travel northbound and was struck by another vehicle. A semi-truck and trailer struck the secondary vehicle and collided with the median guardrail in which it then proceeded to travel into the southbound lanes. The semi-truck and trailer came to final rest on the outside shoulder of I-95 southbound in the wood line.
5/25/2026	5:18 PM	I-10 Westbound at MM263 Madison County	A sedan traveling westbound lost control of the vehicle and collided with a semi-truck and trailer. The front and passenger side of the sedan was lodged underneath the driver side of the semi-trailer. The passenger of the sedan was pronounced deceased on scene. RISC was activated due to heavy equipment being needed for body removal.
6/11/2026	10:22 AM	I-95 Southbound at MM310 St. Johns County	A semi-truck and trailer lost control and collided with the median guardrail. The semi-truck and trailer overturned in the <u>median</u> resulting in the semi becoming fully engulfed.
6/23/2026	1:48 PM	I-10 Westbound at MM242 Madison County	A semi-truck and car hauler trailer lost control and collided with the median guardrail. The semi-truck and trailer became fully engulfed.

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

MARKETING

The second quarter of 2026 had us visiting a number of familiar destinations, both by land and sea! The Old School Kingfish Shootout took place in St. Augustine June 13th. Our FL511 goodie bags made a great addition to their Captains' bags. A total of 562 boats competed in this year's event, drawing thousands of anglers and spectators. Next up is the Greater Jacksonville Kingfish Tournament July 17th, one of the largest kingfish tournaments in the Southeast, which will be held at the Jim King Park & Boat Ramp at Sisters Creek.

Earlier this quarter our Marketing team attended events at Bozard Ford in St. Augustine, FSCJ's South Campus and Stanton College Preparatory School prior to the end of the academic year. These events rounded out our April marketing calendar. Following that spectacular line up we partnered with Career Source Northeast Florida and JP Morgan Chase in the month of May.

As hurricane season begins, our outreach shifts toward preparedness. One of our signature events each June is Tote Maritime's Hurricane and Employee Wellness Expo. With weather playing such a critical role in both trucking and shipping operations, staying ahead of changing road conditions is essential. After all, every shipment begins with a truck making its way safely to the port. Since Hurricane Season runs June 1 through November 30, six months of their operational calendar risks being impacted by storms. Armed with the right information and resources ahead of time (FL511), truck drivers can recalibrate their routes to insure goods make it to port on time.

We'll continue those conversations in August at JAXPORT's annual Employee Hurricane Expo. Along with roadway updates, we'll highlight one of FL511's valuable safety tools: real-time railroad crossing notifications. Through the Florida Department of Transportation's integration of TRAINFO technology with the FL511 Advanced Traveler Information System, motorists can receive alerts about railroad crossing closures, helping them avoid unnecessary delays and plan alternate routes with confidence.

Our community outreach continues throughout the summer with health and wellness fairs at the University of North Florida and the Florida Department of Environmental Protection. We're proud to join organizations that share our commitment to promoting the health, safety, and well-being of Northeast Florida residents.

Whether you're heading to the beach, casting a line, taking a road trip, or simply commuting across town, make sure your trip begins and ends with FL511. From our operations hub inside the Regional Transportation Management Center, 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
Consultant Marketing Manager
Metric Engineering

Employee Spotlight-Michael Burghart Maintenance Technician

Talk about your upbringing – where were you born/raised?

I grew up in Rochester, New York, where I spent my time, especially during summer vacation, riding my bike, playing sports like football or soccer with friends, and going on family vacations. One of my favorite memories as a kid was getting together on Christmas Eve at my grandparents' home, where my dad was one of nine siblings, so the house was filled with plenty of aunts, uncles, and cousins to hang out with well into the night. After graduation from high school, I went into the navy and served aboard a helicopter carrier while stationed in Norfolk, VA.

I've lived in the Jacksonville area for just about a year now, but before coming here my girlfriend and I lived in Ocala for a year as she continued to develop her teaching career with each move to a new location, but prior to moving to Ocala we lived in Port Charlotte for our first year while she got her new teaching career going in our new home of Florida.

Describe for us, if you would, your career path prior to joining FDOT.

After my time in the navy, my next career move was working at the local phone company building upon the skills I had learned while in the navy and where I would spend 25 years working there. During my time at the phone company, I also worked as a real estate investor and worked in the air national guard in facilities management. Later, it was this combination of experience in both real estate and facilities management which led me into my new career of facilities maintenance working at the American Red Cross. It was this initial opportunity which led to several other opportunities in the maintenance field, including one as a maintenance coordinator administrator at a local power plant prior to joining FDOT.

Tell us a little about your current role with FDOT. When did you come on board?

In my current role as the Maintenance Technician at the NFRTMC, I have the responsibility of both the interior and exterior facility maintenance, along with staying on top of the cleaning staff, managing the cleaning supplies inventory, and also overseeing the responsibilities of the landscaping contractor too.

As for when I started my career with FDOT, I came on board at the end of December in 2025.

Do you have any funny stories relating to your career? Such as a foot-in-mouth moment or a bad day at the office story?

When I first started working at the RTMC there was a minor flooding issue in the FDOT data room, and Jose jumped in right away with several other staff members in an attempt to get a handle on the situation. So, as he was working on the flooding issue, I was in my office learning to navigate around on the computer and completing the required CB courses until it was time to go home,

completely unaware of the situation going on. Later as I left to go home, I passed by Adam's office to say good night and he asked if I knew about the flooding issue going on, and I responded back "What flooding issue?" and he responded back that's funny "We have a flooding issue happening and the maintenance guy doesn't even know about it."

Best job/worst job ever... or both?

Though I was young and didn't appreciate it as much as I do now, I feel my best job ever was the time I served in the navy, because not only did I get to meet and work with people from all over the country, but I also got to travel to many different countries. During my navy travels I visited Egypt and saw both the Cities of Alexandria and Cairo along with taking tours to see The Egyptian Museum in Cairo and the pyramids.

As my traveling continued, I went to Israel and saw the Cities of Tel Aviv, Haifa, and Jerusalem, while visiting the Dead Sea and the mountain fortress of Massada.

So, in addition to these two countries I was also afforded the opportunity to visit Turkey and while there I spent time in the resort area of Antalya and toured many ancient Roman ruins. Later, while spending time in the western part of the Mediterranean Sea, I spent some time in France and visited Paris seeing the Eiffel Tower and the Louvre while taking some time out to go skiing in the Alps. After France, we pulled into port in the City of Anzio in Italy, where I sampled the local Italian cuisine and also shook hands with President George H.W. Bush when he flew out to visit our ship. Lastly, I stopped off in Spain, where our port visit was in the beautiful City of Palma de Mallorca and I had the opportunity to sample my fair share of Sangria with my fellow shipmates.

What's the best advice anyone's ever given you?

I would say the best advice I've ever been given was when I first started working at the phone company and my mom and dad spoke to me about starting to save for retirement.

I recall our conversations about starting a 401(k) and not just putting in the minimum matching amount but cranking it up so that you can really make your money work for you later and take advantage of compound interest which Albert Einstein once called Compound Interest, the Eighth Wonder of the World. So as a kid, I was always a good saver, so that part wasn't difficult for me, but when you're in your 20s, you tend not to think so much about retirement since your 60s seem so far off in life, but time does go by quickly and before you know it that retirement time is soon here. So, I might not have listened to my parents all the time, but I'm sure glad I did listen to their advice on this matter.

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

Well, I asked my other half (Valerie), and she said that I don't look like anyone famous. So, that's a NO.

Lunch at your desk or out with coworkers? What's your favorite local spot?

I like to have lunch away from my desk, as it forces me to take a break from work. Plus the change in scenery is a big plus. Quite often I enjoy eating my lunch on the outside patio area at RTMC, and if someone is available to join me that just makes it even better. As for my favorite local spot it's probably the restaurant known as The Loop, as they have the best decadent milk shakes around.

Most embarrassing text you've ever sent or received?

I would say probably the strangest text I ever received was when I was working at the phone company and I was with a co-worker named Bill. As we were working outside at a customer's home, I started receiving texts from a woman I didn't know, and she was shopping at Victoria's Secret. The whole time this was going on I was showing Bill the incoming messages as she kept describing the different types of clothing she was trying on as she continued her shopping there. Finally, she must have either ended her shopping or realized she was texting the wrong guy because as oddly as her messages began, they abruptly ended too.

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

Well, my parents raised me as a Roman Catholic and after traveling to the nation of Israel twice, I feel the person who I'd most like to meet would be Jesus of Nazareth. I truly believe that meeting him would be a life-changing event as to be in his presence and witnessing his historical impact upon the world, along with hearing his teachings firsthand and developing a deeper understanding concerning his true message for mankind.

Suppose you've just been awarded 48 hours of uninterrupted free time, what would you do with it?

I would probably try to catch up on some sleep and rest first, because like most people I tend to push up the bedtime hours all too often just trying to catch up on stuff. My second choice might be to try to catch up on the TV DVR, as it always seems like no sooner do I get one show out of it than another one gets added right back into it.

Tell us about your family.

Besides my mom & dad, I have one younger brother Steve, who lives back up in Rochester, New York. In Florida, I share my life with my girlfriend Valerie Le Vine, who's a civics middle-school teacher at Gamble Rogers school in St. Johns County. She and I enjoy many similar interests together, especially going to museums and places of historic interest, as we have many pictures of her standing next to a cannon on a battlefield somewhere. So, living in the area with America's oldest city was a great choice for us, as we're always enjoying the opportunity to explore and learn more about the City of St. Augustine. Also, we both have a sweet tooth, as we quite often enjoy sharing some sort of chocolate treat together, and ultimately, I think it's our enjoyment of chocolate that initially brought us together.



Michael & Valerie

Photo Gallery



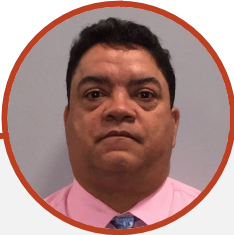
Our own Adam Storm graduated from FDOT Supervisor Academy



FL511 on the road! Above, JP Morgan Chase, below, Bozard Ford in St. Augustine



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