



TSM  
Traffic Incident  
Management

# RESPONDER

Volume 3, Issue 4

December 2022



District Six Unveils New  
TSM&O Video  
Preparation and Response  
to Hurricane Ian  
Hernando County RISC Incident

# TIM Team & Working Group

## MEETINGS & WEBINARS



DATE	DISTRICT/COUNTY	LOCATION	EST TIME
November 08, 2022	Pinellas County TIM Team Meeting	FDOT District 7 Pinellas Maintenance Office 5211 Ulmerton Road Clearwater, FL 33670	10 AM - 12 PM
November 15, 2022	First Coast TIM Team Meeting	980 N. Jefferson Street Jacksonville, FL 32209	10 AM - 12 PM
November 15, 2022	Traffic Incident Management Meeting - Turnpike	Pompano, MP 65 Auditorium A & B	10 AM - 12 PM
November 17, 2022	Traffic Incident Management Meeting - Turnpike	Turkey Lake, MP 263 Auditorium A & B	10:30 AM - 12 PM
November 22, 2022	Hillsborough County TIM Team Meeting	FDOT District 7 Tampa Bay SunGuide Center 11201 N. McKinley Drive Tampa, FL 33612	10 AM - 12 PM
December 13, 2022	Sarasota-Manatee TIM Team Meeting	Manatee County Public Safety Center, 2101 47th Terrace East (19th Street Court East) Bradenton, FL 34203	1:30 PM - 3:00 PM
December 14, 2022	Alachua-Bradford TIM Team Meeting	5301 NE 39th Avenue Gainesville, FL 32609	10 AM - 11:30 AM
December 14, 2022	Collier, Lee, Charlotte Counties TIM Team Meeting	SWIFT SunGuide Center, 10041 Daniels Parkway Ft. Myers, FL 33913	9:30 AM - 11 AM
December 14, 2022	Tresure Coast TIM Meeting	GoTo Meeting	1:30 PM - 3:00 PM
January 03, 2023	Heartland TIM Meeting	GoTo Meeting	1:00 PM - 2:30 PM
February 07, 2023	Palm Beach TIM Meeting		1:30 PM - 3:30 PM
February 15, 2023	Miami Dade TIM Team Meeting I-95 Corridor		1:30 PM - 3:30 PM





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<https://www.fdot.gov/traffic/default.shtm>

# TIM Program Manager Update

Greetings Traffic Incident Management (TIM) professionals. Welcome to the fourth edition of the Florida TIM Responder, Florida's Statewide TIM Program newsletter, for the 2022 calendar year. The newsletter aims to provide you with relevant and timely information that will collectively help us advance the TIM state of practice throughout Florida. It is also expected that the TIM Responder newsletter will increase awareness of TIM and promote its benefits. The newsletter will focus primarily on the current state of the practice, articles from peers and partner first responder agencies, technology updates, national TIM updates, upcoming events, and awards/recognition.

The Florida Department of Transportation (FDOT) continues to advance the statewide *TIM Strategic Plan* adopted in January 2019. At its core, the Strategic Plan is designed to set priorities, focus energy and resources, strengthen operations, and ensure that stakeholders and TIM Program partners are working toward common goals supporting Florida's Open Roads Policy.

During the month of November, FDOT participated in an initiative sponsored by the Federal Highway Administration (FHWA) to promote awareness of the motoring public about roadway safety and protecting the brave women and men responding to crashes on our nation's streets and highways. In the days leading up to the campaign, Florida Governor Ron DeSantis issued a proclamation to designating November 14th through the 18th as Crash Responder Safety Week 2022. The weeklong campaign involved social media posts and District sponsored awareness campaigns and activities. This week created a unique opportunity for every Traffic Incident Management (TIM) community to make a difference individually and jointly for roadway safety during traffic incidents.

The following issue of the TIM Responder focuses on some great articles received from our District teams and external stakeholders to highlight the response during Hurricane Ian. One focuses on the testing of smart work zone technology during Hurricane Ian in District Five, while another talks about the preparation and response to Hurricane Ian in District Five. One article highlights the use of technology in the Hurricane Ian response by the Florida Highway Patrol. Some of the other articles in this issue focus on Crash Responder Safety Week 2022 and public education through a new video in District Six. This edition also highlights the performance measures for the first quarter of FY 2022/23 based on TIM training, Road Ranger assists, Rapid Incident Scene Clearance (RISC), and recognizes selected Road Rangers for their continued efforts in keeping Florida's highways safe.

In closing, it warrants emphasizing that a multiagency, multi-disciplined team effort is critical to the success of TIM. As such, we always value your input and would like to extend an open invitation to you to send us TIM Responder newsletter ideas and comments as well as articles and announcements that you'd like to share.

Thank you for your steadfast commitment to the TIM Program for the state of Florida. Together, we have responded to the needs of motorists while making every effort to create a safer working environment for our responder community. The team has risen to the challenge and continues to provide excellent service. Thank you for all that you do and please continue to be safe.

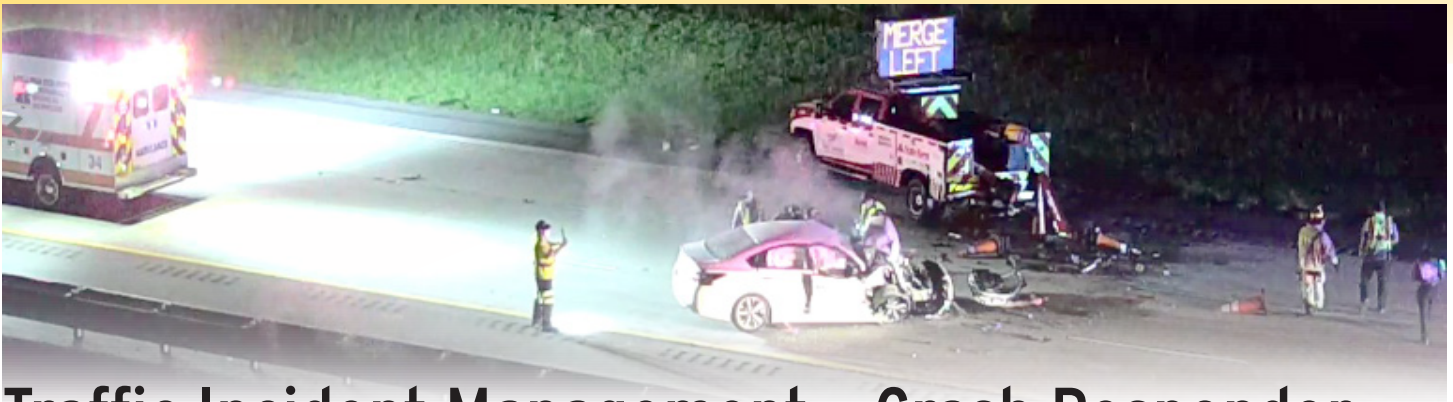
Shawn Kinney  
Traffic Incident Management

## Vision...

To increase the delivery rate of fatality-free and congestion-free transportation systems supporting the FDOT vision and Florida Transportation Plan goals.

## Mission...

To identify, prioritize, develop, implement, operate, maintain, and update TSM&O program strategies and measure their effectiveness for improved safety and mobility.



# Traffic Incident Management – Crash Responder Safety Week (November 14-18, 2022)

By District Five I-75 Integrated Corridor Management (ICM) Team (AECOM)

Transportation and traffic management are awash with acronyms providing a common language for practitioners inside our industry, but Transportation Systems Management & Operations (TSM&O) and Traffic Incident Management (TIM) are among the most important. Several years ago, District Five elevated its TIM program by utilizing former responders in an operational function within the Regional Transportation Management Center (RTMC), serving as FDOT’s incident coordinators. District Five’s TIM personnel communicate with on-scene responders to quickly assess the severity of any major incident and determine what resources are needed. They also take the lead in dispatching tow vendors via their Incident Relocation and Clearance Services (IRCS) contract, which combines Rapid Incident Scene Clearance (RISC) and Safe Tow functions to facilitate quick, safe clearance. By integrating themselves into the incident response process and having direct communications with local responders, the TIM personnel have built relationships and established a rapport with police and fire/rescue that has strengthened partnerships and enhanced interoperability.



Each year, the U.S. Department of Transportation’s Federal Highway Administration (FHWA) sponsors a week dedicated to highlighting the dangers of traffic incident management. This year’s Crash Responder Safety Week (CRSW) occurred between November 14-18. While District Five’s Intergrated Corridor Management (ICM) team was planning events and outreach to mark the week, they were encouraging everyone in the TSM&O community to play a part. Most of us in TSM&O know a first responder who has been injured or worse at a crash scene. In many cases, these injured responders have been FDOT’s own. We, at FDOT, have the knowledge and the reach to remind people, including our friends, our colleagues, our relatives, or the broader driving community, to slow down and move over when they approach a crash scene. Protecting lives should not have to cost lives, yet every year, we lose people who are doing the crucial work of responding to crashes.

Respondersafety.com highlights the extent of the tragedy in the U.S. In 2019, for example, 18 law enforcement officers were killed while responding to incidents. Fourteen tow truck drivers and 9 firefighters also lost their lives. That doesn’t factor in many more who were injured (2019 ERSI Struck-By-Vehicle Fatality Report [respondersafety.com]). District Five’s ICM team uses every opportunity to remind the public about the importance of Florida statute 316.126, the Move Over law. We all have a responsibility to protect the lives of first responders. Moving over when it’s safe to do so can be the difference between serious injury and even life or death. It’s an everyday message, but during Crash Responder Safety Week this November, we hope Florida’s entire TSM&O community will help get the word out.

For more information, please contact Sheryl Bradley at [Sheryl.Bradley@dot.state.fl.us](mailto:Sheryl.Bradley@dot.state.fl.us).

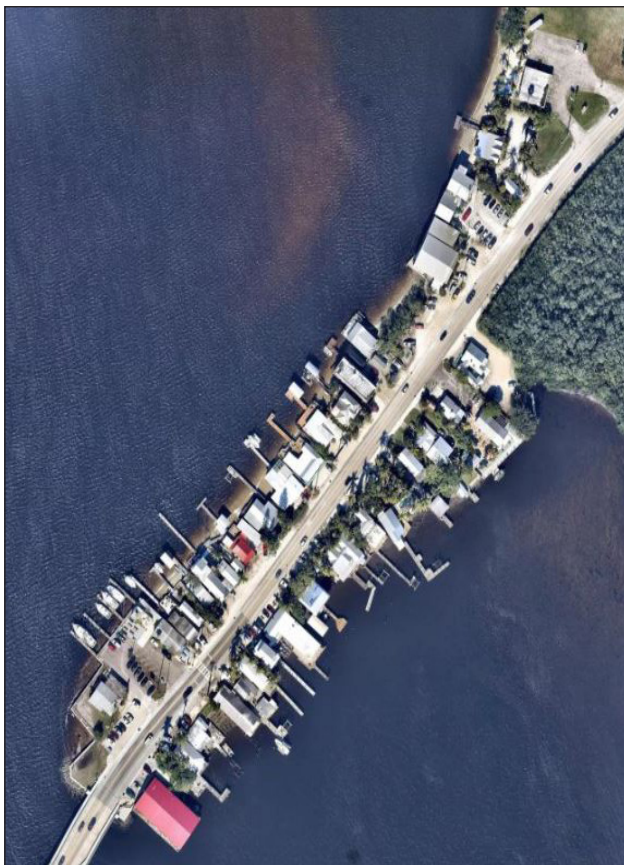


# Florida Highway Patrol's (FHP) Small Unmanned Aerial Systems (sUAS) Program Helps Hurricane Ian Response

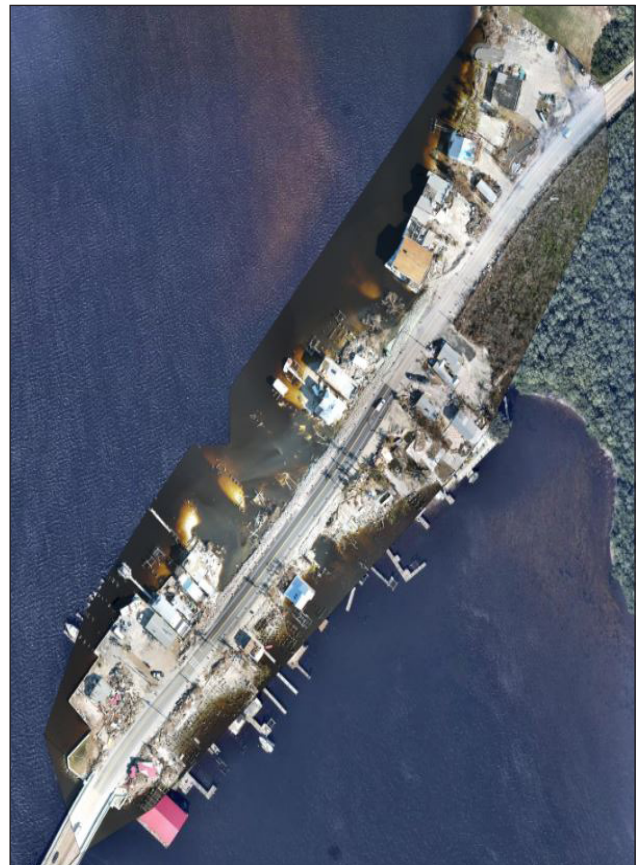
*By Lieutenant Jim Beauford, Florida Highway Patrol*

*The Florida Highway Patrol's sUAS program is able to assist in understanding the nature, scale, and scope of an incident to allow for a more effective response to emergency events such as Hurricane Ian. FHP was able to use the sUAS program to assist in the coordination of the Pine Island Response. The sUAS captures footage and measurements to scale, providing key decision-makers with more information, at a faster pace, than in previous natural disasters. The information can then be used to identify which roadways are clear, assess damages, identify key infrastructures that need repairs, standing water, present hazards, people in need of rescue, and more.*

When Florida is not facing natural disasters, the FHP sUAS program assists in a variety of other missions. It assists with endangered and missing person searches, apprehension of fleeing felons, traffic incident management, mapping scenes, and more.



**Before Ian**










**After Ian**

For more information, please contact Lieutenant Jim Beauford at [JimBeauford@flhsmv.gov](mailto:JimBeauford@flhsmv.gov).

# PERFORMANCE MEASURES

Since the implementation of the program, 14,118 incident responders have received training in the state of Florida (as of September 26, 2022). That number represents roughly 36% of the responders in operational roles that support traffic incident response operations. During the first quarter of FY 2022/2023, about 159 responders received the training.

## Responders Trained

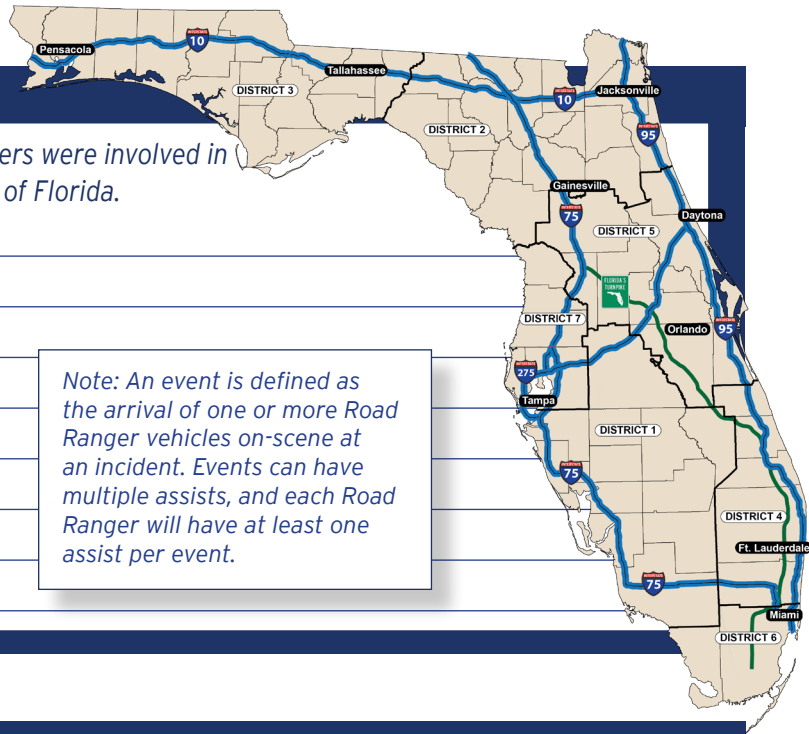
TIM TRAINING RECEIVED BY:	LEO	FIRE	EMS	TOW	FDOT	OTHER	QTR TOTAL
							
1ST QUARTER	2	73	19	31	12	22	159
2ND QUARTER							
3RD QUARTER							
4TH QUARTER							
FYTD	2	73	19	31	12	22	159

## Road Ranger Assists by District

During the first quarter of FY 2022/2023, Road Rangers were involved in 130,649 events providing assistance to the motorists of Florida.

District One	11,466
District Two	11,811
District Three	4,190
District Four	20,401
District Five	21,762
District Six	9,178
District Seven	11,926
Florida's Turnpike	26,271

Note: An event is defined as the arrival of one or more Road Ranger vehicles on-scene at an incident. Events can have multiple assists, and each Road Ranger will have at least one assist per event.



## Road Ranger Assist Data

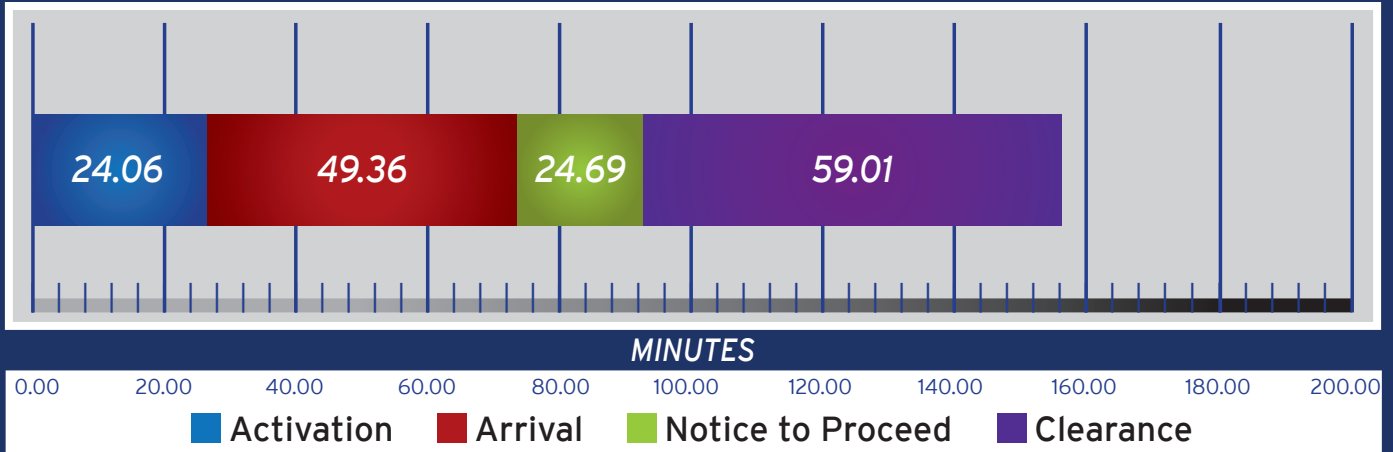
	HIGHEST ACTIVITY TOTALS		LOWEST ACTIVITY TOTALS	
	SOURCE	TOTAL	SOURCE	TOTAL
ASSISTS BY NOTIFIER	ROAD RANGER	63,349	MOTORIST	43
ASSISTS BY EVENT TYPE	DISABLED VEHICLE	72,634	CONGESTION	4
ARRIVALS BY DAY OF WEEK	FRIDAY	2,489	WEDNESDAY	2,142
ARRIVALS BY TIMEFRAME	3:00 pm - 6:00 pm	3,234	3:00 am - 6:00 am	685



## Rapid Incident Scene Clearance

During the first quarter of FY 2022/2023, seven Districts and FTE activated the RISC Program 138 times with approximately \$402,500 in bonus-incentive payments made to vendors.

### First Quarter Statewide Average RISC Incident Duration



## 2022 National Responder Safety Update

Responder Safety Statistics

(<https://www.respondersafety.com/news/struck-by-incidents/yearly-fatality-reports/>)

**44 Responders Killed in Struck-By Incidents** (as of December 2, 2022)

### Law Enforcement (15)

- 7 Traffic Stops/LE Activity
- 1 Debris Removal
- 4 Directing Traffic
- 1 Disabled Vehicle
- 2 Stop-Sticks

### Towing (15)

- 8 Assisting Disabled Vehicles
- 1 Crash Scene

### Fire and EMS (9)

- 2 Crossover Entry
- 6 Assisting Crash Scenes
- 1 Directing Traffic

### Road Service Technician (4)

- 4 Assisting Disabled Vehicle

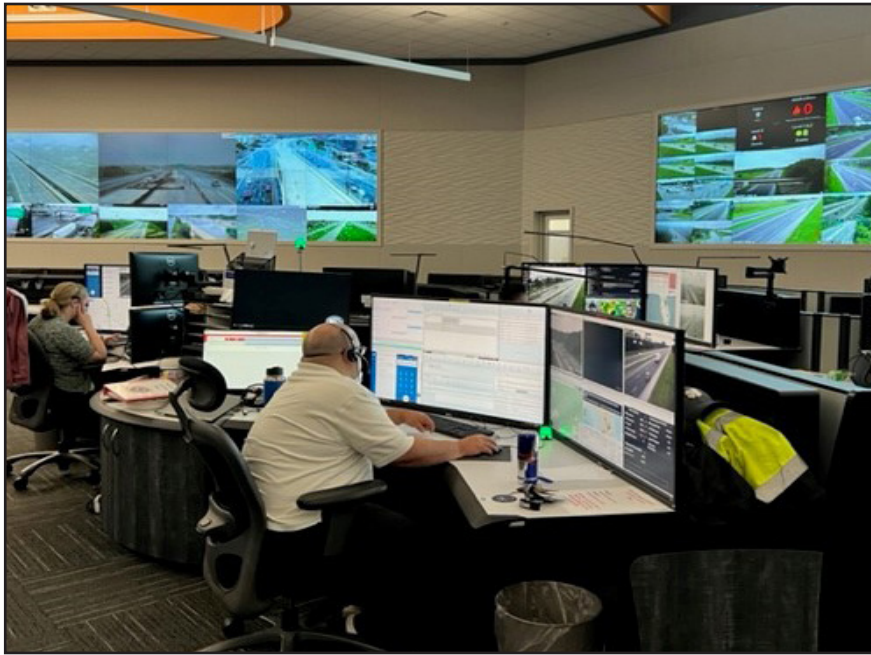
### DOT (1)

- 1 Assisting Disabled Vehicle

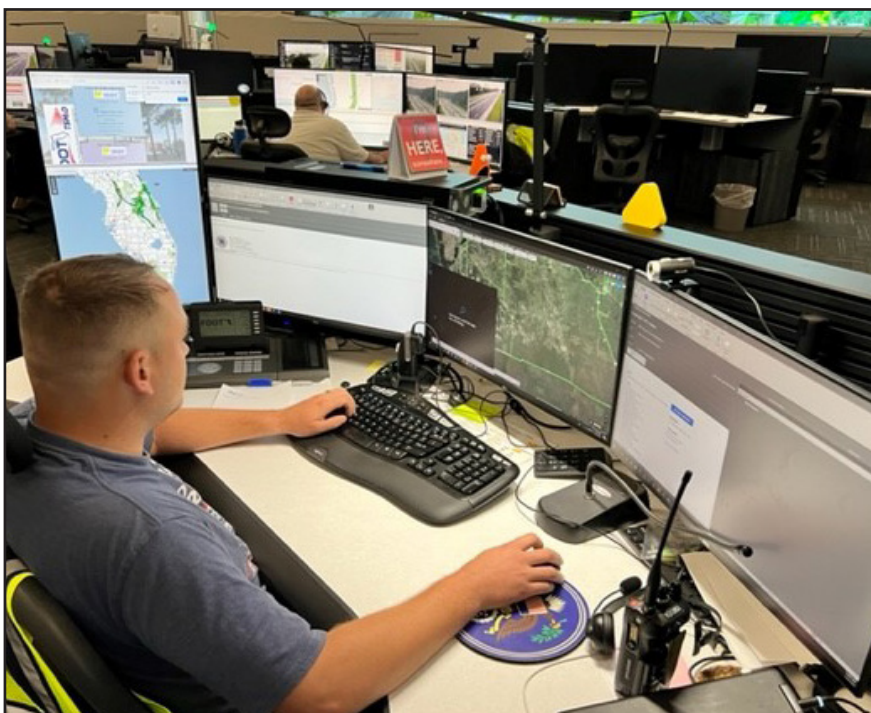
# Preparation and Response to Hurricane Ian

By Sheryl Bradley, District Five I-75 Integrated Corridor Management Project Manager

*Tropical Storm Ian made its way across the Caribbean and into the Gulf, where it rapidly grew and strengthened into what would be a major Category 4 hurricane, nearing Category 5 speeds, as it made landfall on the southwest coast of Florida on September 28, 2022.*



As the storm approached, District Five ran routine speed/volume reports to monitor the potential impact of evacuees. Initially, it appeared the storm would make landfall in southwest FL and move northeast, skirting the I-75 corridor. As storms often do, the trajectory changed over time. Two days out, the storm had slowed and picked up strength and was expected to make landfall in Tampa Bay. Evacuation notices ramped up, and we began to see significant increases in volumes for eastbound I-4, prompting the implementation of Emergency Shoulder Use (ESU) for the I-4 corridor. I-75 also saw significant increases in volumes, but did not rise to the level of requiring ESU implementation.



While the Regional Traffic Management Center (RTMC) continued to monitor speed and volumes, we worked closely with our District Emergency Operations Center (EOC) to monitor the storm's path. On the final day, we would see yet another change in direction, with the storm making landfall near Fort Myers and ripping northeast near the I-4 corridor, leaving a path of destruction.

District Five was fortunate, in comparison to our counterparts in southwest Florida, but still suffered significant damage from record flooding, which differed significantly

District Five RTMC



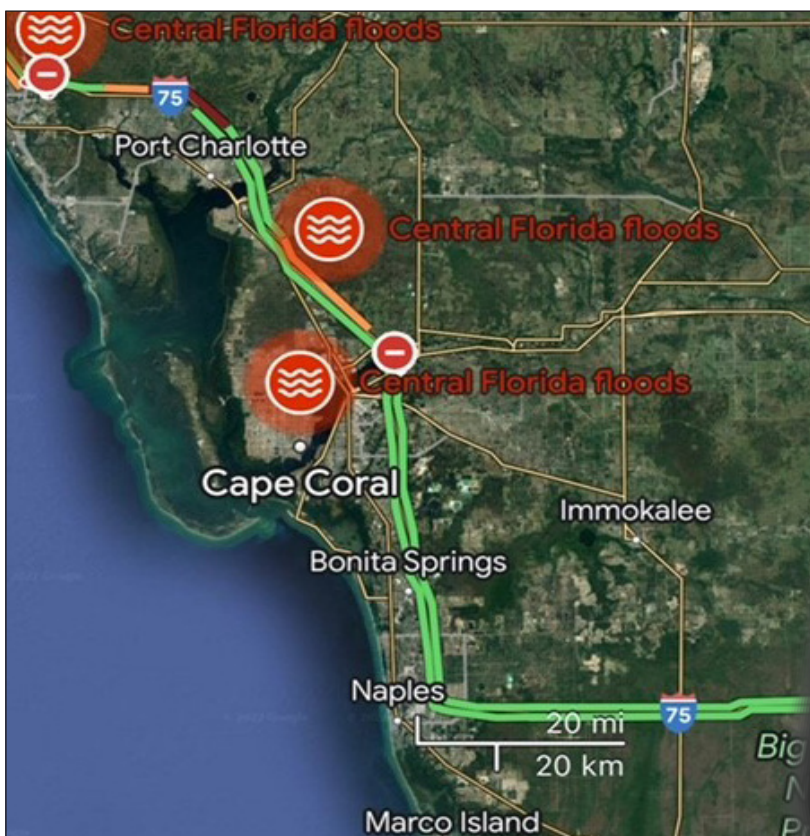
## Preparation and Response to Hurricane Ian, continued from page 8

from past storms that had largely resulted in wind damage. What did this mean for our recovery efforts? Road closures were more than short-term lane-blocking events by downed trees. Those, in the past, have been cleared relatively quickly. While the District's teams worked diligently in clearing drains and pumping water from ponds to alleviate flooding, there were roadway closures that lasted for several days and required the passing of time for the natural recession of flood waters.

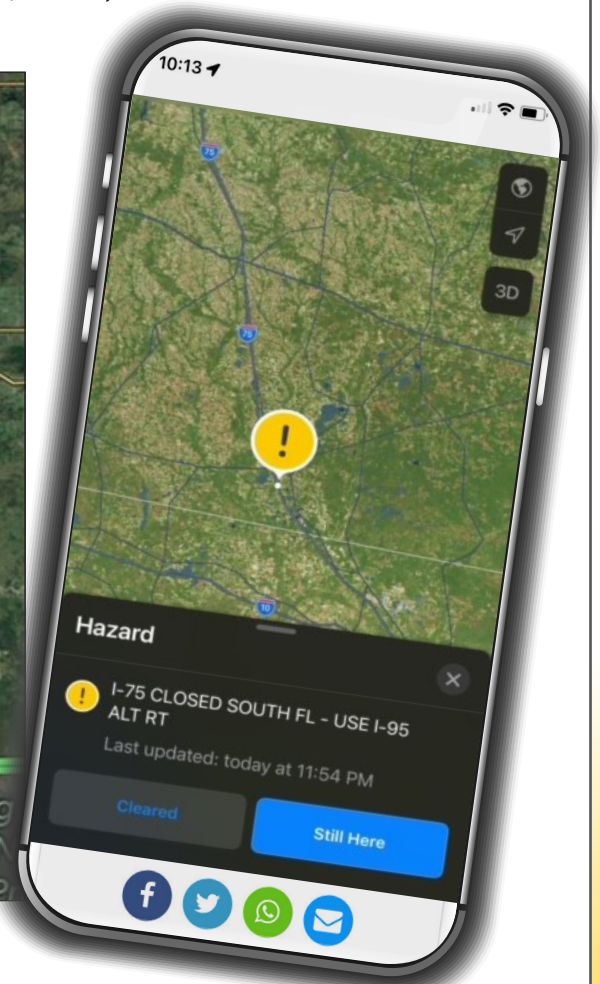
District Five relied heavily on Event Reporting System for documenting storm-related closures on arterial roadways. Additionally, the District worked diligently in cross-referencing activities between WebEOC and FL511 to ensure we were sending a consistent message and keeping our District and Central Office leadership, along with local stakeholders and emergency response partners, apprised of ongoing recovery efforts.

During a recent visit to District Five's RTMC, FDOT Secretary Jared Perdue advised that FL511 became an integral part of the State EOC's monitoring and tracking progression of these closures. Secretary Perdue thanked RTMC personnel for their dedicated efforts and let them know just how important the timely and accurate information had been, noting that Governor DeSantis had also been relying on FL511 to track progress.

Following the storm, our District Five team was brought in to assist with the development of a plan to provide motorists with information about the closure of I-75 in the North Port area. The team worked diligently in outlining a plan to place Portable Dynamic Message Sign on the alternate route (US-27), including our Smart Work Zone trailer that includes Closed Circuit Television that would allow for monitoring. Additionally, our Mapping/Navigation support team worked with partners like Google, Waze, and Apple to not only post the closure, but to provide advanced alerts to motorists as far north as Georgia to seek alternative routes.



Apple Maps showing road closure on I-75.



For more information, please contact Sheryl Bradley at [Sheryl.Bradley@dot.state.fl.us](mailto:Sheryl.Bradley@dot.state.fl.us).



# District Six Unveils New TSM&O Video

By Carlos Dardes, Project Manager District Six

*The Florida Department of Transportation (FDOT) District Six Office is happy to announce the release of its new video for the Transportation Systems Management and Operations (TSM&O) program.*

The six-minute video was updated in 2022 to reflect the program's current-day operations. It was designed to explain the complex nature of TSM&O strategies in a way that is easy to understand and follow by the public. It explains the interconnection of District Six traffic services and how they work together to improve roadway safety and reduce congestion. The video is especially timely as the program is expanding to manage more multimodal projects that impact larger sections of the transportation system, such as managed lanes, connected vehicles, traffic signals, and others

The video showcases the innovative strategies that make up the TSM&O program. It provides the public with a behind-the-scenes look at the District's SunGuide Transportation Management Center (TMC), which serves as the regional traffic information hub for Miami-Dade and Monroe Counties in southeast Florida. It connects the dots between the technology, the program's operations, and the services that are delivered to the motoring public every day. The video shows how roadside devices continuously gather information such as traffic volume and speeds, which are transmitted back to the SunGuide TMC over a fiber-optic and wireless communication system covering over 200 miles in both counties. Advanced traffic management system (ATMS) software is used to analyze that data and allows operators to monitor the roadways 24 hours per day, seven days per week. Operators use the ATMS to actively manage the District's roadway system by detecting incidents, posting traveler information on dynamic message signs, and providing other critical traffic services on a daily basis.

Public education is an important tool in the TSM&O toolbox. It empowers motorists to make decisions about their travel plans and to stay informed about the projects affecting their travel. This video was created to increase the public's understanding of the need for TSM&O strategies and the cost-effective benefits they provide our communities every day. To check out the video, please click [here](#).

*For more information, please contact Carlos Dardes at [carlos.dardes@dot.state.fl.us](mailto:carlos.dardes@dot.state.fl.us).*



# Hernando County RISC Incident

By Lieutenant Jim Beauford and Sergeant Steve Gaskins, Florida Highway Patrol (FHP)

*The Florida Department of Transportation (FDOT) District Six Office is happy to announce the release of its new video for the Transportation Systems Management and Operations (TSM&O) program.*

On the morning of September 21, 2022, two tractor-trailers were traveling southbound on Interstate 75 near Milepost 296 when they were involved in a crash. This crash caused the outside lane and the outside shoulder to become impassable. A secondary crash occurred shortly after the initial crash when a tractor-trailer transporting Coors Light beer crashed into a pickup truck and another tractor-trailer transporting concrete that had stopped for the roadblock caused by the initial crash. This secondary crash caused loads of two of the tractor-trailers to spill onto the roadway, causing all southbound lanes on I-75 to be blocked, including the inside and outside emergency lanes.

The FHP responded to both crashes, and Rapid Incident Scene Clearance (RISC) was activated. The Hernando County Sheriff's Office, FDOT, and Crockett's Towing all worked together in diverting traffic and clearing the roadway. As a result of this collaboration, Interstate 75 was able to be partially opened during the morning rush hour traffic and return to normal shortly thereafter.



*Rush hour spill on I-75*

For more information, please contact Lieutenant Jim Beauford at [JimBeauford@flhsmv.gov](mailto:JimBeauford@flhsmv.gov).

# Hurricane Ian Presents Opportunity to Continue Testing Smart Work Zone Technology

By Gabriel Smith, Technical Information Officer, District Five

The Florida Department of Transportation (FDOT) is always looking to incorporate technologies that will benefit safety and efficiency in any project. The Department's new Work Zone Trailer (SWZ) has already shown it can improve safety in active work zones, recently, this technology added natural disaster safety to its repertoire.

Following an initial operation, the SWZ Trailer was deployed to State Road (S.R.) 46 in the of Hurricane Ian. The storm brought more than 15 inches of rain to Central Florida, major flooding in low-lying areas. The SWZ Trailer was activated to assist in monitoring a large work zone to ensure the traveling public and construction crews on site remained safe, highlighting the trailer's utility in disaster relief work areas. In conjunction with other technologies FDOT activated, such as the Florida 511 website, which is constantly updated with the newest information, the SWZ Trailer played a role in the Department's hurricane response efforts.

The trailer is equipped with video cameras, audible sirens, remote configuration, and connected vehicle communication. At the top of the trailer is the Connected Vehicle Roadside Unit. This technology allows messages to be sent directly to motorists through in-vehicle systems. The trailer can be operated remotely from District Five's Regional Transportation Management Center (RTMC) in Sanford.

Motorists approaching the trailer site can receive Traveler Information Messages through in-vehicle systems that alert them to current conditions, such as active work zones, lane closures, or other potential hazards, like standing water on the roadway. All this technology works together to improve work zone safety. Also, it notifies on-site workers of potential dangers around them.

The trailer was first deployed to the Wekiva Parkway (S.R. 429) project in early August. It stayed on site for eight days. During this time, the team at the RTMC tested and monitored the trailer's safety features. The goal was to see how the trailer functioned at an active work site. During the first deployment, no incidents were reported.

The design team is working to improve the directionality logic. This will enhance the system's ability to differentiate the types of vehicles entering the work zone.

FDOT learned valuable lessons from the SWZ Trailer's initial operation. The main take-away is that additional training and ongoing education are needed. Construction personnel need to know what each audible alert means and how they should respond. Also, future consideration is needed as to how the trailer may impact the public. For example, what impact will the alarm have on nearby residential areas?

According to Nathan Mozeleski, FDOT Technical Manager - Intelligent Transportation System & Traffic Engineering, "The Smart Work Zone is the idea of using technology in a way that we haven't done before in active work zones. What we're doing today is kind of that first step ... and as technology continues to improve, so do our abilities at the Department to provide those benefits of safety and operations to the public and to construction workers. The overall goal for the Smart Work Zone system is to improve safety for all modal users."

The SWZ Trailer, as well as the Advanced Work Zone Information (AWZI) system, have been shown at the District Five Vital Few Expo, the District Five Construction Engineering & Inspection Summit, and a statewide executive leadership presentation at the District Five office in DeLand. Leaders are excited about how the technology will help increase safety statewide.

Based upon the success of the initial SWZ Trailer deployments, there are plans to procure additional trailers for FDOT work zones.



*The Smart Work Zone Trailer, seen here before its initial deployment, combines several technologies, including a collapsible solar array and three video cameras atop the trailer.*

For more information, please contact Gabriel Smith at [Gabriel.Smith@dot.state.fl.us](mailto:Gabriel.Smith@dot.state.fl.us).



# Road HEROES



## District One - Jason Dawkins

Jason Dawkins has been a District one Road Ranger for over three years. Recently he was in a situation that a Road Ranger hopes not to be in. Jason rolled up on the scene of a multi-injury 2-unit crash, Northbound I-75 near State Road 82, shortly after it happened and quickly and efficiently gave all the pertinent information needed over the radio to the District One Traffic Management Center (TMC). Two vehicles were involved in the crash, and multiple people were injured (including several minors). He advised of all lanes being blocked shortly after arriving on the scene. This allowed for a seamless flow of information from the TMC to The Florida Highway Patrol (FHP) Dispatch. With this immediate information and accurate information from the scene, First Responders were able to know what they were about to discover at this crash site. He also remained calm and was helpful to the

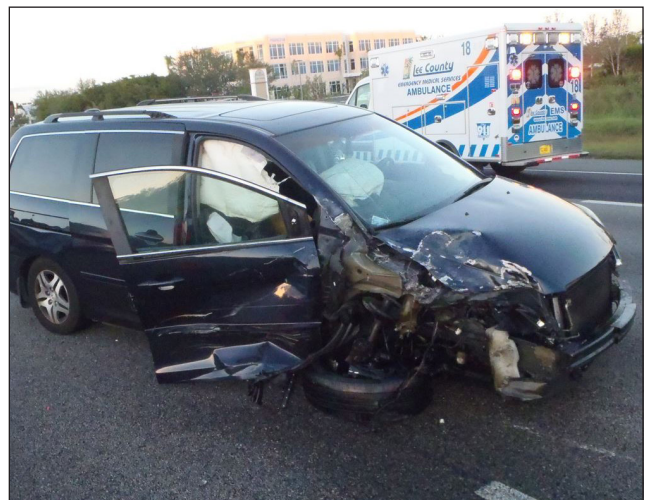
TMC Dispatcher. When Dispatch had a question, Jason was able to give a direct answer. He updated dispatch routinely as lanes were reopened, responders arrived, and the crash scene cleared.

He was the main driving force for this event being a huge success! Big Kudos to Jason Dawkins.



- ▲ From FHP Press Release: Vehicle 1, white 4-door, was stopped/parked on the outside lane of northbound Interstate 75, south of State Road 82. Vehicle 2, black minivan, was traveling north on the outside lane of Interstate 75, approaching Vehicle 1. Vehicle 2 swerved left in an unsuccessful attempt to avoid a collision. The front right of Vehicle 2 collided with the rear left of Vehicle 1.

- ▼ Vehicle 2 had a total of eleven occupants. Driver 2 and two adult passengers. Eight children were also in the vehicle, three of whom were transported to Gulf Coast Medical Center with minor injuries.





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