



TIM
Traffic Incident Management

RESPONDER

Volume 4, Issue 1

March 2023

Florida-Utah UAS Peer Exchange FDOT Advances in FHWA Next-Generation TIM



TIM Team & Working Group

MEETINGS & WEBINARS

Month	Date	Time	Code	Meeting Name	Location
MARCH	3/23/2023	1:30 - 3:30 PM	D4	Treasure Coast TIM Team Meeting	FDOT Treasure Coast Ops Center, 3601 Oleander Ave. Crew Building #3 Fort Pierce
	3/29/23	8 AM - 12 PM	D6	FHWA SHRP2 Responder Training	FDOT District Six Auditorium
	4/4/23	1 PM	D1	D1 2023 TIM Team Meeting	Heartland (Virtually)
APRIL	4/5/2023	1:30 - 3:30 PM	D4	Broward / Miami-Dade Combined TIM Team Meeting	RTMC 2nd Floor Training Room
	4/5/2023	1:30 - 3:30 PM	D6	Miami-Dade/Broward TIM Team Meeting	Broward County District 4 Hosts
	4/11/23	1:30 PM	D1	D1 2023 TIM Team Meeting	Manatee County Public Safety Center 2101 47th Terrace East, Bradenton, FL 34203
	4/12/23	10 - 11:30 AM	D2	Alachua-Bradford TIM Meeting	FDOT Gainesville Operations Office 5301 N.E. 39th Avenue, Gainesville, FL 32609
	4/12/23	9:30 AM	D1	D1 2023 TIM Team Meeting	SWIFT SunGuide Center 10041 Daniels Parkway, Fort Myers, FL 33913
	4/13/23	10:00 AM	D1	D1 2023 TIM Team Meeting	Polk County Sheriff's Office, East Region Command 3635 Avenue G NW, Winter Haven, FL 33880
	5/3/23	9:30 - 11 AM	D5	I-4/Metro Orlando Quarterly TIM Meeting	FDOT RTMC 4975 Wilson Rd., Sanford, FL
	5/4/23	9:30 - 11 AM	D5	I-75 Area Quarterly TIM Meeting	CO Public Safety (EOC) 7361 Powell Rd., Wildwood, FL
	5/9/2023	1:30 - 3:30 PM	D4	Palm Beach TIM Team Meeting	Palm Beach Ops Auditorium
	5/9/23	10 AM	D7	D7 2023 TIM Team Meeting	FDOT District 7 Pinellas Maintenance Office 5211 Ulmerton Road, Clearwater, FL 33670
MAY	5/11/23	9:30 - 11 AM	D5	I-95 South (Brevard) Quarterly TIM Meeting	FHP Brevard Office 3775 W. King St., Cocoa, FL
	5/16/23	10 AM - 12 PM	D2	First Coast TIM Meeting	Regional Transportation Management Center (RTMC) 980 N. Jefferson Street, Jacksonville, FL 32210
	5/18/23	9:30 - 11 AM	D5	I-95 North (Volusia/Flagler) Quarterly TIM Meeting	Volusia Emergency Management Center 3825 Tiger Bay Rd, Daytona Beach, FL
	5/23/23	10 AM	TPE	Turnpike TIM South	Pompano Beach Operations Center Pompano Beach - Turnpike
	5/23/23	10 AM	D7	D7 2023 TIM Team Meeting	FDOT District 7 HQ Auditorium 11201 N. McKinley Drive, Tampa, FL 33612
	5/25/23	10 AM	TPE	Turnpike TIM North	Turnpike Turkey Lake Headquarters Turkey Lake, Orlando
	6/8/2023	1:30 - 3:30 PM	D4	Treasure Coast TIM Team Meeting	FDOT Treasure Coast Ops Center 3601 Oleander Ave., Crew Building #3 Fort Pierce
JUNE	6/13/23	1:30 PM	D1	D1 2023 TIM Team Meeting	Manatee County Public Safety Center 2101 47th Terrace East, Bradenton, FL 34203
	6/14/23	10 - 11:30 AM	D2	Alachua-Bradford TIM Meeting	FDOT Gainesville Operations Office 5301 N.E. 39th Avenue, Gainesville, FL 32609
	6/14/23	9:30 AM	D1	D1 2023 TIM Team Meeting	SWIFT SunGuide Center 10041 Daniels Parkway, Fort Myers, FL 33913
	6/21/23	8 AM - 12 PM	D6	FHWA SHRP2 Responder Training	FDOT District Six Auditorium
	6/28/23	10 AM - 12 PM	D6	Monroe TIM Team Meeting	Florida Keys/Marathon International Airport Monroe County Sheriff's Office - Aviation Hangar



SHAWN KINNEY

Traffic Incident Management
Road Ranger Program Manager
605 Suwannee St., MS 90
Tallahassee, FL 32399
(850) 410-5600
Shawn.Kinney@dot.state.fl.us

JEFF FROST

Traffic Incident Management
Commercial Vehicle Operations
Program Manager
605 Suwannee St.
Tallahassee, FL 32399
(850) 410-5607
Jeff.Frost@dot.state.fl.us

DISTRICT ONE

Tom Arsenault, Project Manager
Tom.Arsenault@dot.state.fl.us
(239) 225-1915

DISTRICT TWO

Dee Dee Crews, Project Manager
DeeDee.Crews@dot.state.fl.us
(904) 903-2009

DISTRICT THREE

William Reynolds, Project Manager
William.Reynolds@dot.state.fl.us
(850) 330-1782

DISTRICT FOUR

Mauricio Micolta, Project Manager
Mauricio.Micolta@dot.state.fl.us
(954) 847-2689

DISTRICT FIVE

Lauren Pearson, Project Manager
Lauren.Pearson@dot.state.fl.us
(321) 257-7246

DISTRICT SIX

Carlos Dardes, Project Manager
Carlos.Dardes@dot.state.fl.us
(305) 640-7331

DISTRICT SEVEN

Sam Taylor, Project Manager
Sam.Taylor@dot.state.fl.us
(813) 615-8611

FLORIDA'S TURNPIKE

Michael Washburn, Project Manager
Michael.Washburn@dot.state.fl.us
(954) 934-1621

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

TIM Program Manager Update

Greetings Traffic Incident Management (TIM) professionals. Welcome to the first edition of the Florida TIM Responder, Florida's Statewide TIM Program newsletter, for the 2023 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.

FDOT is a participant in Federal Highway Administration (FHWA)'s Every Day Count (EDC)-6 initiative. In January 2023, Central Office presented FDOT's activities regarding EDC-6 initiative in an FHWA-hosted peer exchange meeting in Virginia. FDOT has established an example of TIM data use case through TIM Dashboard. FDOT is also exemplary in having active local TIM programs, using technology in TIM activities, and conducting TIM training. FDOT has also shared an interest in participating in EDC-7.

The following issue of the TIM Responder focuses on some great articles received from our District teams and external stakeholders to highlight TIM activities in Central Office and Districts. One focuses on the Road Ranger communication system in District 5, while another talks about the preparation and response to Hurricane Ian in District 5 activities in District 6 during Crash Responder Safety Week. One article highlights the EDC-6 and 7. Some of the other articles in this issue focus on the Florida-Utah peer exchange meeting on the unmanned aerial system (UAS). This edition also highlights the performance measures for the second 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.

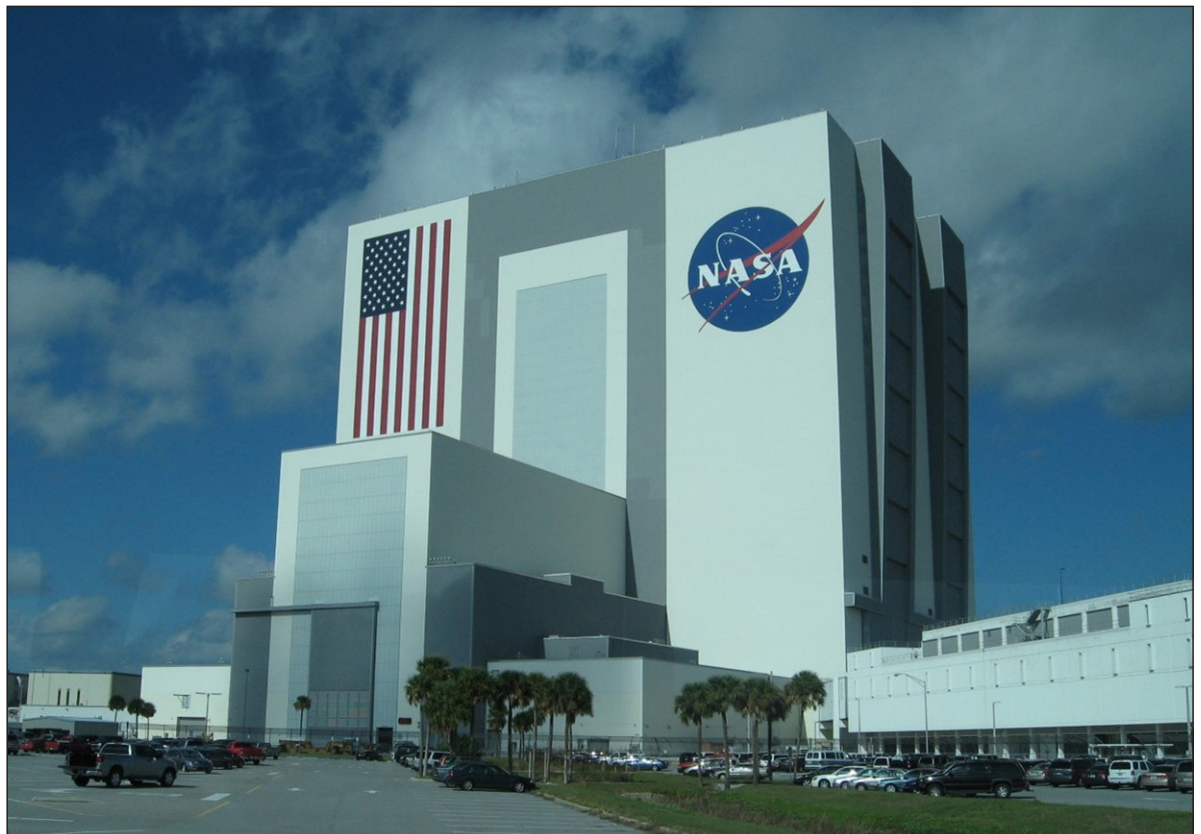
Special Event Planning Helps Central Florida Roads Run Smoothly

By Gabriel Smith, Technical Information Consultant, District Five

When a major event comes to Central Florida, a lot of planning goes into venue availability, security, and parking. A major undertaking that many don't stop to think about is traffic planning. Thankfully, there are strategic plans in place to make sure that interstate, toll roads, and arterial roads are ready to handle the influx of visitors and travelers to the area for dozens of special events.

In November, two such events took place in FDOT's District Five Area - the Electric Daisy Carnival (EDC) music festival in Orlando and the launch of National Aeronautics and Space Administration's (NASA) Artemis I mission from the Kennedy Space Center in Brevard County. The EDC music festival is a weekend-long event held each year just outside of Downtown Orlando. This year, over 200,000 people flocked to Orlando for the three-day event. Just days later, NASA successfully launched Artemis I after months of weather and technical delays. The launch drew thousands of onlookers and space enthusiasts to the coast near Cape Canaveral in the early morning hours of November 16th.

Kennedy Space Center in Brevard County, where launch operations, including NASA's Artemis I mission, are carried out.



Much of the work to ensure traffic can safely and efficiently operate in the region during these events happens well in advance. According to Senior Traffic Incident Specialist Garrett Popovich, working with the mapping and navigation systems that many motorists rely on to get around is paramount in preparing for a special event. “One of the biggest advantages we have is having people available here that are intimately knowledgeable of the roadways. It allows us to make sure these systems are sending people on routes where they can get in and out of where they need to be. It also allows us to work directly with the representatives to set up correct routing or put out additional signage.” According to Popovich, this preplanning and coordination with responders are one of the keys to successfully navigating special events.

“Working an event like EDC requires a level of coordination with the responders on the ground. We communicate directly with the Orlando Police Department via radio and provide support by closing ramps and using Road Rangers for the safety of pedestrians, posting DMSs advising motorists of closures, and mitigating congestion,” says Michael Hudson, Traffic Incident Management Program Manager. “Having a TIM manager that can make the direct decisions on-site for a major event like the Artemis launch or EDC has been very valuable for our special event partners.”

The location of the events also presents unique challenges and opportunities. Michael Hudson explains that “An event like EDC has quite a bit of camera coverage that we can utilize for special event coordination and response. However, Brevard County currently has less camera coverage and requires more direct interaction with first responders. That is why we have been working diligently to expand the camera coverage in the surrounding areas of Brevard County.”

This communication and planning go all the way to the arterial level. Ongoing coordination with the arterial teams is necessary to implement signal plans in place to accommodate the flow of traffic. For some events, such as the Artemis launch, this can mean sending members of the team to assist with directing traffic. Michael states, “Coordinating with our arterial managers to manage traffic has been very effective, and our partners have been very grateful for this. Having this ability reduces the staffing needed from law enforcement to control signals manually. These events also build relationships for our TIM teams as well, so if a major unplanned event occurs, our responder partners know whom they can reach out to for help. “

Another key element in monitoring the roadways is FDOT District Five’s Regional Traffic Management Center (RTMC). The RTMC, located in Sanford, is open 24/7, 365 days per year. Operators and Traffic Incident Management (TIM) specialists at the RTMC are able to keep eyes on traffic cameras and coordinate with first responders in the event of emergencies. The RTMC and traffic operations personnel continually monitor and assist in the daily operations of Central Florida’s roadways, improving mobility and safety in the region.



Florida-Utah UAS Peer Exchange

By Jeff Frost, Traffic Incident Manager, FDOT Central Office and Samia Rubaiat, HNTB

Federal Highway Administration (FHWA) organized a peer exchange program for Florida and Utah to share experiences and collaborate on the integration and use of the Unmanned Aircraft System (UAS) for the Traffic Incident Management (TIM) program. Utah Department of Transportation (UDOT) hosted the program at Salt Lake City, Utah on January 18-19, 2023. Jeffery Frost from Central Office, Megan Arasteh, and Sam Taylor from District 7 represented FDOT in the program. Florida Highway Patrol and Utah Highway Patrol also attended the peer exchange program. The two-day long program had presentations, UAS demonstrations by UDOT, Ride Along session with UDOT service patrol, meetings, and round table discussion in the agenda.

UDOT's Incident Management Team (IMT) assists motorists whenever they need help at the side of the roadway, manages incident scenes with other first responders, and provides traffic control. 25 IMT personnel are licensed and trained UAS pilots. UDOT currently has 35 drones in operation. These drones are used for traffic incident management, scene safety, and crash scene mapping. IMT team shares the drones and the responsibility of utilizing them with the Utah Highway patrol. UDOT shared its success in reducing lane closure time and saving hours in fatal crash investigations.

In Florida, Road Ranger Service Patrol (RRSP) operators have not been involved in using UAS for incident scene management. However, FHP is using UAS for crash scene mapping and investigation. FDOT purchased 14 drones for FHP to assist them in investigating crash scenes.









PERFORMANCE MEASURES

Responders Trained

The National TIM Responder Training Program was developed and reviewed by professionals from all responder disciplines, and those disciplines are the target audience for the training.

Since the implementation of the program, **14,472** incident responders have received training in the state of Florida (as of December 22, 2022). That number represents roughly **36.6%** of the responders in operational roles that support traffic incident response operations. During the second quarter of FY 2022/2023, about **354** responders received the training.

TIM TRAINING RECEIVED BY:	FIRST QUARTER	SECOND QUARTER	FYTD TOTAL
	2	46	48
	73	169	242
	19	25	44
	31	29	60
	12	56	68
	22	29	51

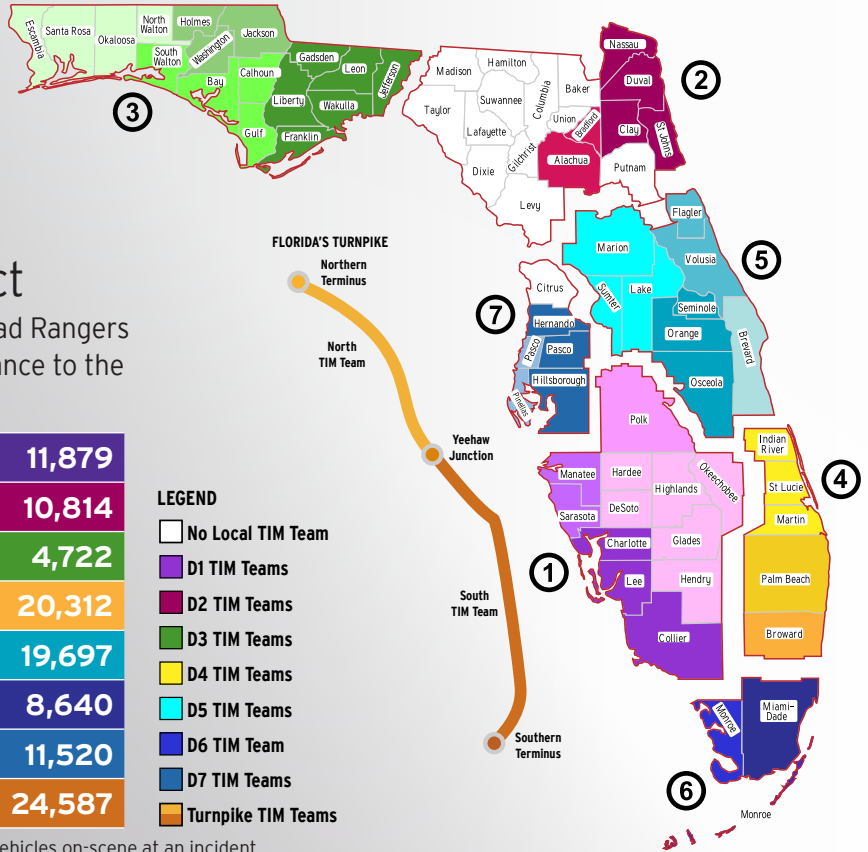
2023 National Responder Safety Statistics

50 Responders were killed in Struck-By Incidents as of December 31, 2022

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

RESPONDER	FATALITIES
DOT	1
Disabled Vehicle	1
Fire and EMS	11
Crash Scene	7
Crossover Entry	2
Directing Traffic	2
Law Enforcement	17
Debris Removal	2
Directing Traffic	4
Disabled Vehicle	1
Police Activity	1
Stop-Sticks	2
Traffic Stop	7
Road Service Technician	4
Disabled Vehicle	4
Towing	17
Crash Scene	3
Disabled Vehicle	14
TOTAL FATALITIES	50





Road Ranger Assists by District

During the second quarter of FY 2022/2023, Road Rangers were involved in 110,637 events providing assistance to the motorists of Florida.

DISTRICT ONE	11,879
DISTRICT TWO	10,814
DISTRICT THREE	4,722
DISTRICT FOUR	20,312
DISTRICT FIVE	19,697
DISTRICT SIX	8,640
DISTRICT SEVEN	11,520
FLORIDA'S TURNPIKE	24,587

- LEGEND**
- No Local TIM Team
 - D1 TIM Teams
 - D2 TIM Teams
 - D3 TIM Teams
 - D4 TIM Teams
 - D5 TIM Teams
 - D6 TIM Team
 - D7 TIM Teams
 - Turnpike TIM Teams

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

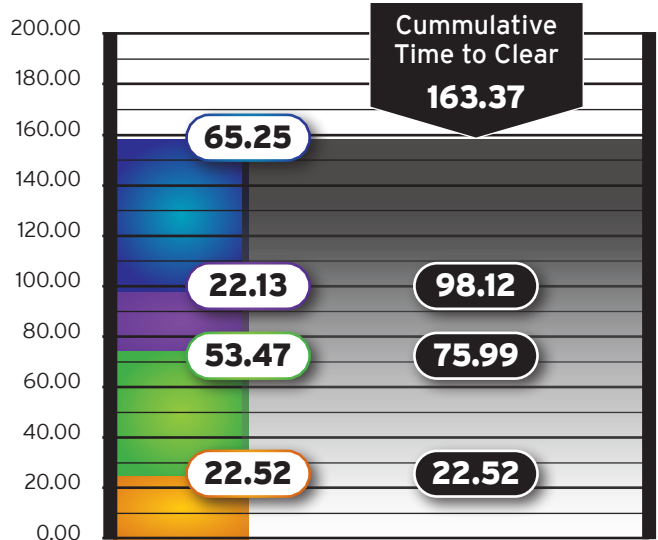
	HIGHEST ACTIVITY TOTALS		LOWEST ACTIVITY TOTALS	
	SOURCE	TOTAL	SOURCE	TOTAL
ASSISTS BY NOTIFIER	ROAD RANGER	63,086	MOTORIST	41
ASSISTS BY EVENT TYPE	DISABLED VEHICLE	67,871	CONGESTION	2
ARRIVALS BY DAY OF WEEK*	FRIDAY	8,412	WEDNESDAY	6,944
ARRIVALS BY TIMEFRAME*	3:00 pm - 6:00 pm	10,839	3:00 am - 6:00 am	2,487



Statewide Average RISC Incident Duration

During the second quarter of FY 2022/2023, seven Districts and FTE activated the RISC Program **139** times with approximately **\$413,900** in bonus-incentive payments made to vendors.

- Activation
- Notice to Proceed
- Arrival
- Clearance



FDOT Advances in FHWA Next-Generation TIM: Integrating Technology, Data, and Training

By Grady Carrick, Enforcement Engineering

The Federal Highway Administration (FHWA) is always looking for innovation, and they are eager to help states implement proven, yet under-utilized approaches to enhance operations and safety. During calendar years 2021-2022, 40 states participated in Round 6 of the FHWA Every Day Counts (EDC) program to advance their use of Next-Generation TIM Technologies aimed at Integrating Technology, Data, and Training for local TIM. Florida was one of those states, and Statewide TIM Coordinator Shawn Kinney recently presented the FDOT success at a workshop in Fairfax, Virginia. Along with other states, FDOT highlighted the dome of the state TIM activities that were part of Next-Gen TIM.

Florida's local TIM efforts highlighted the 23 TIM teams around the state and the excellent efforts among the FDOT districts. The focus of the local teams is to promote communication, coordination, and cooperation among responder disciplines using presentations, stakeholder engagement, after-action reviews, and strategic planning. In existence for more than 2-decades, Florida's TIM Teams are led by the FDOT Districts and provide an excellent forum for responders to get together and talk TIM.

As part of the Road Ranger Safety Initiative, FDOT is developing two new training products, the **Road Ranger Tactical Training & Annual Refresher Tactical Training**. This training is tailored to Florida's Road Rangers and is in addition to existing SHRP2 training. Developed under the EDC-6 period, the new training will be hitting the streets sometime in 2023.

FDOT stands out when it comes to the collection, analysis, use, and sharing of TIM data. From the Road

Ranger AVL mapping to the new dashboards that show performance in the roadway and incident clearance, data is at the fingertips of managers and stakeholders. Data was instrumental in increasing Road Ranger funding for upcoming fiscal years, and FDOT has shown a commitment to the collection and use of TIM data.

Already using many TIM technologies, FDOT saw increased use of vehicle-mounted cameras on Road Ranger trucks in District 1, the addition of technology in District 2's Smart Road Ranger project, and the sharing of TMC video using Intelligent Video Distribution System (iVDS). Additional technologies for responder alert systems, message boards, and temporary traffic control devices were also part of the accomplishments in recent months.

From the FHWA workshop, other states also showed their progress during EDC-6 across all aspects of the TIM Timeline. Below are just a few examples:

Faster detection

- » Integrating Computer Aided Dispatch (CAD) with public safety organizations means that the TMC knows about incidents pretty much at the same time the 911 center does. New York, Florida, Alabama, and North Carolina are just a few places where robust CAD sharing is taking place

Better advanced warning

- » North Carolina, Ohio, and New Jersey are a few states that are using INRIX data to identify dangerous slowdowns on their roads and sending that information to large trucks using in-cab alerts on the truck Electronic Logging Device.



- » Emergency vehicle alerts or responder vehicle alerts warn drivers who are using mapping services like Waze whenever there is a responder stopped. When the lights go on, the warning goes out to drivers. Many places are using these responder alerts, and there are several different companies that market them.
- » A host of electronic flares are being used and tested across many agencies. Used alone or in conjunction with traffic cones, Pi-Lit, E-Flares, Road Commander, and other battery operated traffic control help drivers navigate the scene.
- » Wireless emergency alerts allow the TMC to create a geofence around a significant incident, and any cell phone that enters that area gets an alert, similar to an amber alert. These are typically saved for really big events, but they are another great tool for communicating with drivers approaching our scene.
- » In Maine, the DOT is using portable message boards that can unfold and be put on a tripod next to the road and deliver any kind of electronic message needed. This augments their use of other DMS, which like many places, are important warnings for drivers.

Better scene activities and response

- » UAS is a game changer. There are tons of police agencies across the Nation using UAS to clear crashes faster - 60-70% faster on average.
- » We are now seeing more TIM uses for UAS like situational awareness, queue monitoring, incident verification, observing rock slides and flooding, and filling in gaps where the TMC does not have camera coverage. This has been very important in places like North Carolina, Utah, and Puerto Rico.
- » Tethered drones, those connected to a cable that can go 150 feet and hover indefinitely, can send images to responders below or anyone really with a web address for the pictures.
- » Ohio, Pennsylvania, North Carolina, and Utah are some of the DOTs that are really making a case for UAS on their service patrols.
- » A number of states are using wheel lift devices attached to their service patrol trucks so that they can remove vehicles from the roadway. Utah and Maryland are two states that have outfitted their trucks with these devices.
- » Removing debris is dangerous, and quite a few states are getting into the devices that attach to the front of a truck and help them push debris out of

the road. Pennsylvania, Missouri, and Colorado are already using them, and several states have them on order.

Better sharing of information

- » TIM data is being shared in many states now to help responders keep an eye on the time - Roadway Clearance Time (RCT) and Incident Clearance Time (ICT).
- » Collection in the TMC or in crash reports, TIM Data is becoming important for TIM response.
- » Secondary crashes and Responder Struck By incidents are also being tracked and documented better.
- » Florida, Virginia, and Ohio have some amazing dashboards that help them share TIM data via their websites.
- » Sharing Videos is not new, but agencies are doing a lot more of it.
- » Maryland, Ohio, Florida, and New Jersey are some of the more active states in sharing their TMC video with responders and others who are given special access. Puerto Rico just implemented video sharing and gave the police access to all cameras, and allowed them to record the video 24/7.
- » Maryland and Indiana are two states that have perfected putting video cameras on their service patrols to share images back to the TMC from the field.

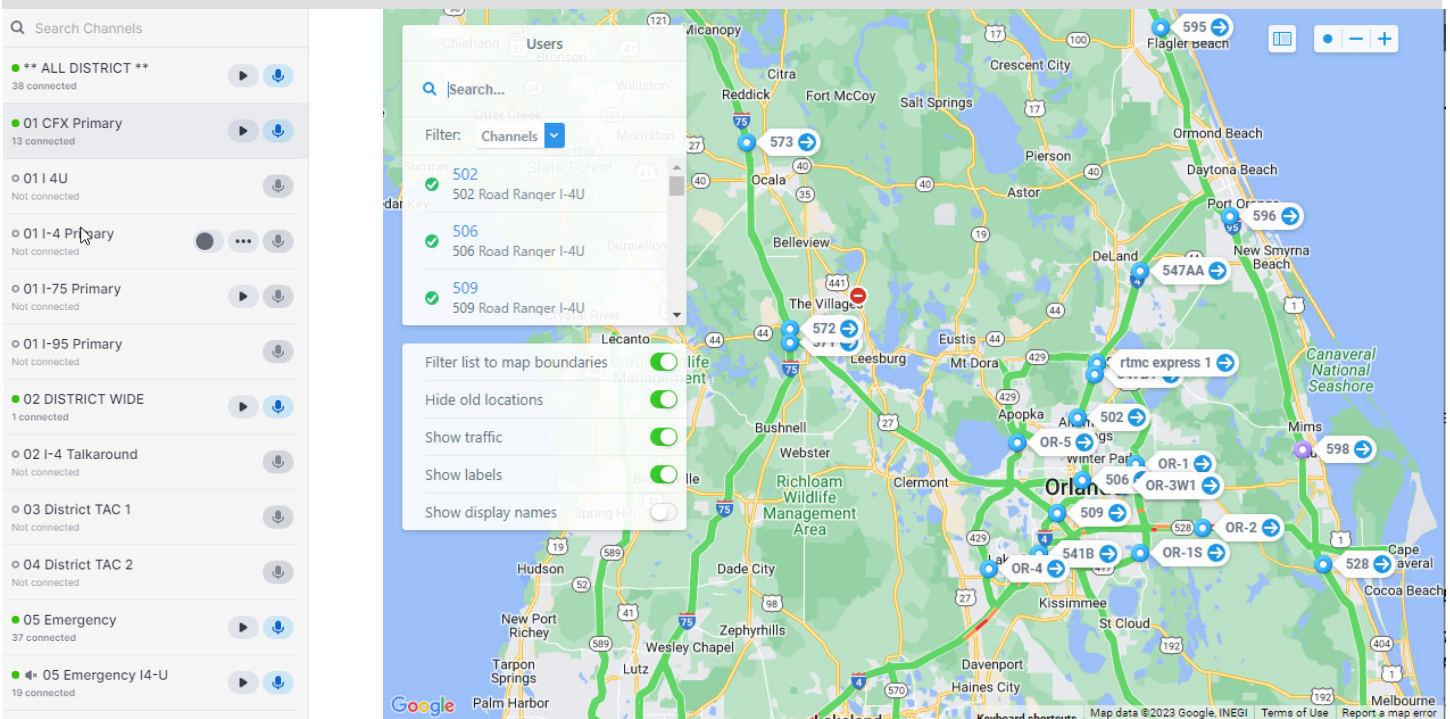
A renewed focus on safety

- » Local agencies working together and meeting is a big focus for TIM in many places like Tennessee, New Jersey, Florida
- » Delivering training wide and far is another way that agencies are taking TIM to a new level, from training websites like New Jersey to online training in Pennsylvania.
- » New York uses a TIMposium - to get a couple of hundred responders together and conduct training and informational sessions.
- » MPOs like the Delaware Valley Regional Planning Council in the Philadelphia area are helping get responders together by hosting meetings and funding outreach activities.
- » From the Virginia workshop, we learned that technology is solving problems all along the TIM Timeline, and that is one of the reasons that technology is the focus of the next round of EDC, **NextGen TIM: Technology for Saving Lives.**

Talking TIM: Road Ranger Communications

By Sheryl Bradley, District Five ICM Project Manager

Communication is a vital part of District 5's RTMC and Road Ranger operations. In the past, District 5 has used Nextel push-to-talk, FirstNet's Enhanced Push-to-Talk, and Statewide Law Enforcement Radio System (SLERS) radios. While these met the need, they all fell short in one area or another with regards to the district's identified needs. The push-to-talk systems were exclusive to a singular cell phone carrier, which meant the potential for multiple systems across our Road Ranger programs and/or changes in communications systems every time Road Ranger contracts changed. SLERS, while reliable, had a couple of dead zones. All of the systems lacked flexibility for adjusting talk groups and such to our operational needs.



After an incident where a Road Ranger activated an emergency alert on SLERS and the RTMC's inability to quickly and easily track down the involved party and their location, District 5 embarked on a mission to find another alternative. Garrett Popovich, District 5 Communications Admin and Senior TIM Specialist, found Zello, which provided an enterprise version of their software at no cost to first responders. Zello is a radio-over-cell system that is to cell phone carriers, so we no longer have to worry about changes with each contract nor require Road Ranger providers to utilize a single carrier, opening up opportunities in areas where cell phone coverage varies by provider.



Garrett has worked closely with the Zello team and customized features that enhance Road Ranger communications, which include handheld and desktop interfaces. We have unlimited capability to create channels that can then be patched together, as needed, to facilitate communications across different work groups and/or to quickly add users and devices when needed. The system provides a very accurate GPS location, which serves as a backup AVL when SunGuide is unavailable. Pictures can be sent from the field to every device on any given channel, and there is a playback feature that prohibits the need to continually ask for repeats, tying up valuable bandwidth on busy channels. This also allows for oversight and monitoring of performance across the RTMC and Road Rangers.

Additionally, we have added a critical fail-safe that ensures proper attention is given when an emergency alert is activated. When a Road Ranger hits the emergency alert button, they are immediately moved to an open emergency channel, and their GPS location is displayed for everyone in that group. If the alert goes unanswered by the RTMC for 30 seconds, texts go out to the TIM leadership group. If the emergency alert still goes unacknowledged for more than one minute, every phone in the RTMC and TIM leadership is called with an automated message advising of an unresolved alert. With the implementation of this system, we have immediate access to critical information and ensure timely resolution of all emergencies, real or accidental activation, prioritizing the safety of our Road Rangers out on the road.

The Road Ranger system mimics SLERS security policies so that we would have the ability to integrate with the new FHP SLERS system, should we ever need to do so. Garrett recently implemented the same system in District 4, which provides the added benefit of easily linked and interoperable systems across the two districts.

CONTACT: SHERYL BRADLEY | Sheryl.Bradley@dot.state.fl.us • (321) 257-7347



Jeff Abraham
DISTRICT ONE

On 11/27, FDOT Operator Jeff Abraham spotted a wrong-way driver on the 134.9NB CCTV. It was a flatbed tow truck driving NB on the SB left shoulder, loaded with two vehicles. In under 20 seconds, the Wrong Way Driver event was created with signs posted, and FHP was notified.

ROAD HEROES

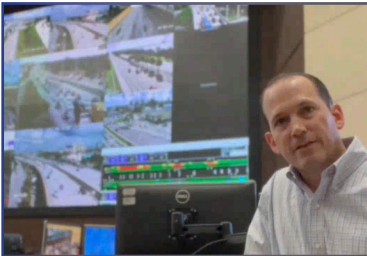


Road Ranger 107, John French, was also quickly notified, as he was in the area. TMC Staff watched on CCTV, with FHP Dispatch, and FHP on duty SGT. As the tow truck driver traveled down the left shoulder until he was parallel to the entrance ramp, still traveling the wrong way. The tow truck then crossed all three travel lanes, almost causing a crash, with TMC and FHP as witnesses to this via TMC Cameras. The tow truck continued traveling down the entrance ramp, still on CCTV and the wrong way. RR107 was updated to the tow's location. FHP initiated a traffic stop on the vehicle, as our RR107 also arrived on the scene, having been notified that the vehicle had come to a stop. RR107 quickly verified the wrecker company and gave accurate data as FHP began arriving on the scene, calmly and efficiently. The driver of the Tow Truck was issued 3 Citations.

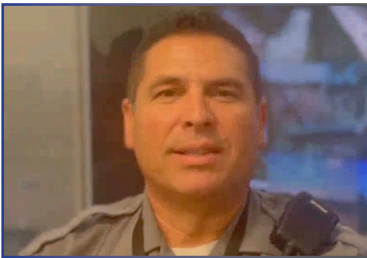
We want to give kudos to Operator Jeff Abraham, RR107 John French, and FHP for a quick and efficient response! This successful wrong-way driver stop would not have been possible without a great team.

District Six Participates in Crash Responder Safety Week

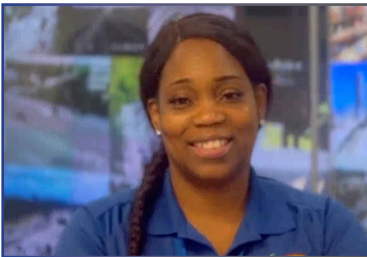
By Carlos Dardes, FDOT District 6, Carlos.Dardes@dot.state.fl.us



Javier Rodriguez
TSM&O Program Engineer



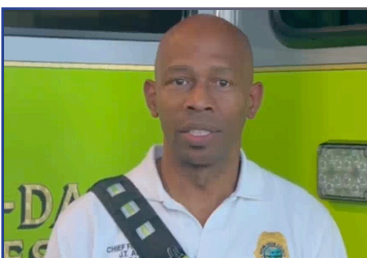
Engelbert Vazquez
Incident Response Vehicle Operator



Renika Tyre
Express Lanes Operator



Duniel Gama
Road Ranger Service Patrol



Chief Jacques Alabre
Miami-Dade Fire Rescue

The Florida Department of Transportation (FDOT) District Six TSM&O Office continues its ongoing mission to improve incident management practices by supporting initiatives that raise awareness about safe driving. The Office participated in the Federal Highway Administration's (FHWA) National Crash Responder Safety Week (CRSW) campaign that is launched every year to educate the public about responder safety. District Six created several local initiatives to support this effort that included public service announcements, educational videos, and materials.

The week-long campaign occurs every November to recognize the incident management community and alert the public about safe driving. The goal is to raise national awareness about the vital services they provide every day. Every responder including fire rescue, law enforcement, maintenance crews, Road Rangers, and others plays an important role in keeping our roadways safe. CRSW aims to humanize these brave workers and put a face behind the uniform. The campaign's theme was "Respect Our Roadside Heroes." FHWA created this theme to amplify the message that incident responders also have families and that safety is everyone's responsibility.

To support this theme, District Six created a series of video testimonials featuring several Road Rangers and Incident Response Vehicle (IRV) Operators that were published as part of a social media campaign throughout the week. They shared their favorite part of the job, how long they have been on the team, and their motivation to keep serving the public. These short videos were produced to give viewers a more personal look at the responders and increase their awareness of roadway and worker safety. The District also posted public service announcement messages on the Dynamic Message Signs (DMS) and published a series of web articles and news alerts on their program websites. On the statewide level, FDOT hosted several media events to raise awareness and Florida Governor Ron DeSantis signed a proclamation letter for CRSW. The letter commemorates the Governor's official support for this effort and shows that responder safety is an important matter across the state.

CRSW (previously called National Traffic Incident Response Awareness Week) was established by the FHWA in 2016. The name was changed in 2021 to broaden its appeal and public understanding. For more information about CRSW, please visit FHWA's page [here](#).



**Traffic Incident
Management**

SHAWN KINNEY

Traffic Incident Management and Road Ranger Program Manager

605 Suwannee St., MS 90

Tallahassee, FL 32399

(850) 410-5600

Shawn.Kinney@dot.state.fl.us