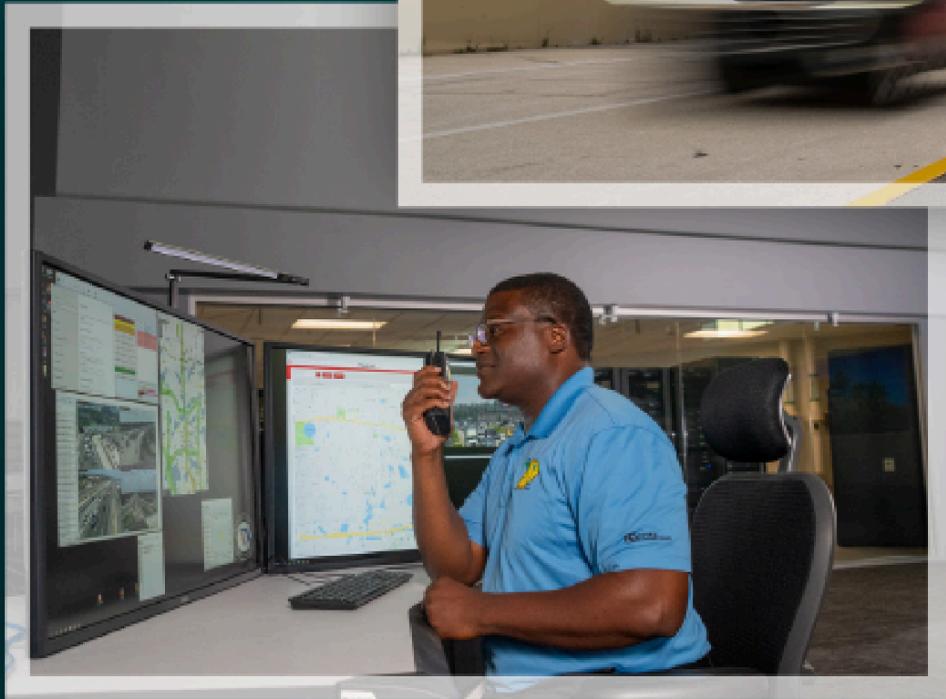




District 5



Integrated Corridor Management (ICM) Quarterly Newsletter, Q4-2025

Milestones



Road Rangers assisted on

20,341

events, which is slightly lower than the quarterly average of 21,711 events

Open Roads Time



The Open Roads Time of

50 minutes

is under the Florida Department of Transportation's goal of 60 minutes

RISC Events



13 out of **15**

Rapid Incident Scene Clearance events met their goal of 90-minute clearance times

Monetary Value of Arterial Operations



ICM Corridor Managers added a value of

\$260,074

this quarter to road users based on estimates of delay savings

Secondary Crash Savings



Total savings due to reduction of secondary crashes less than 60 minutes goals:

\$57,211,200

Freeway Travel Time Reliability



The average freeway travel time index is

1.12 which is on par with the

12-month quarterly average of 1.1*

ITS Field Equipment



ITS Field Equipment uptime availability was

91%

Number of Diversions



ICM Corridor Managers implemented

109 diversion routes

which is lower than the average of 128 per quarter

ICM Managed Events



The ICM Team managed

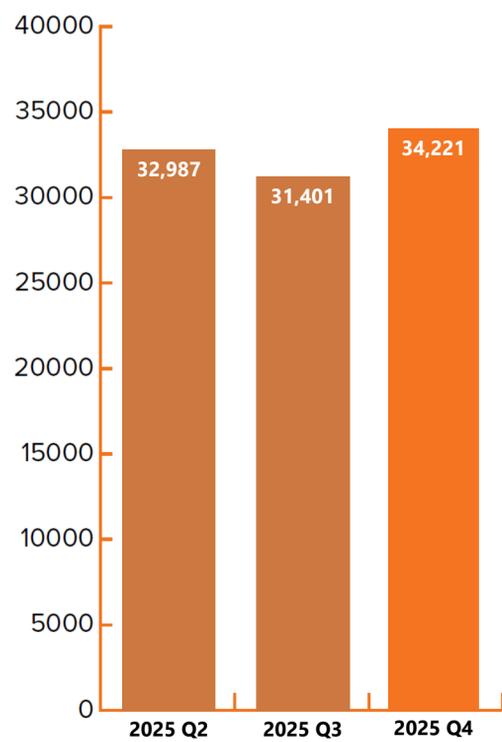
34,221 events

(including 4,501 events with lane blockages)

Trends

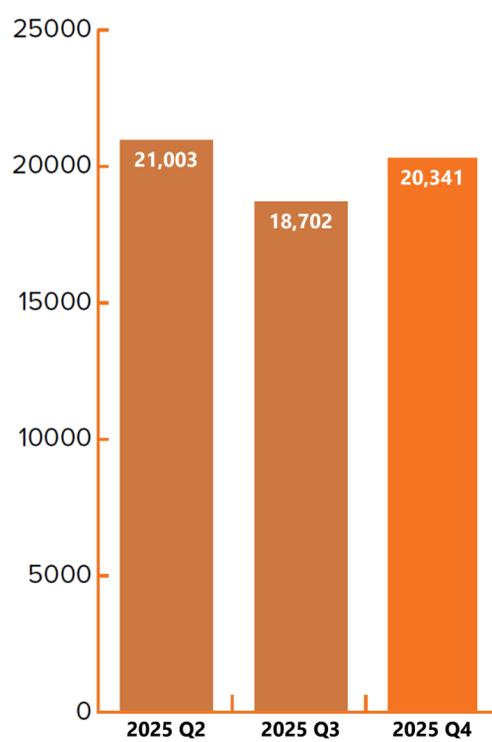
As the Central Florida region grows, ICM continues to play a vital role in improving safety and mobility in District Five.

Total Systemwide Events



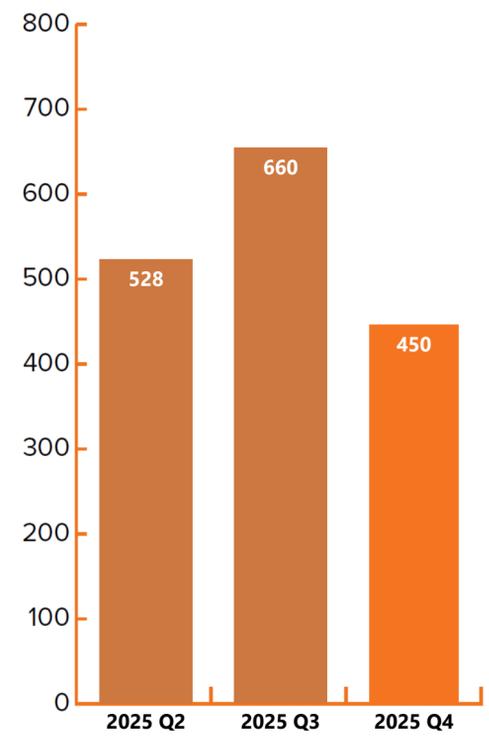
The number of systemwide events is rising. ICM operators worked a total of 34,221 events this quarter, up from the previous quarter.

Road Ranger Assists



Road Rangers provided assistance on 20,341 events this quarter, up from the previous quarter.

Secondary Crashes Prevented

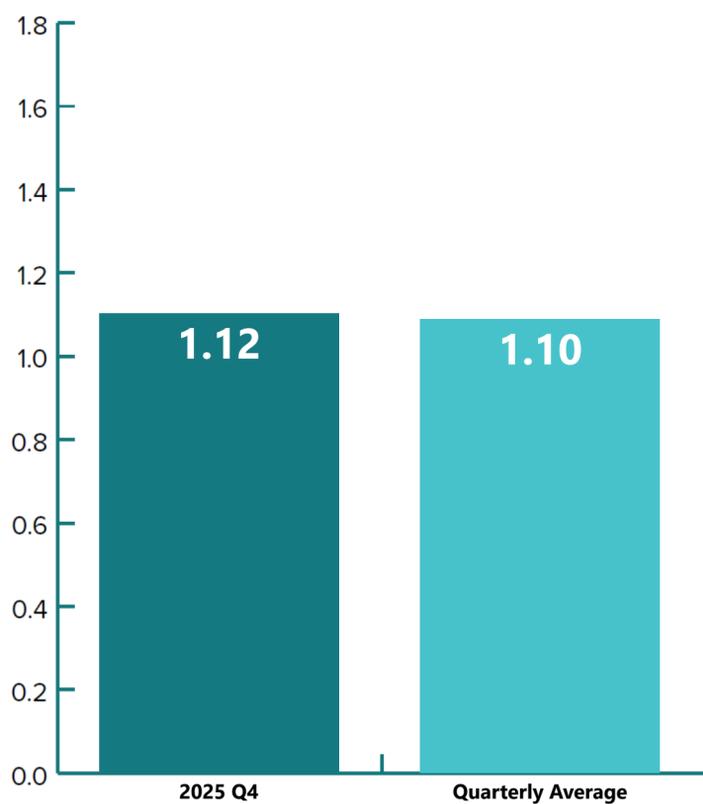


Chances of secondary crashes increase 1% every minute that a roadway remains closed from the initial crash (Shah et al., 2022). This estimate is based on exceeding the Department's Open Roads goal of 60 minutes.

Holding Steady

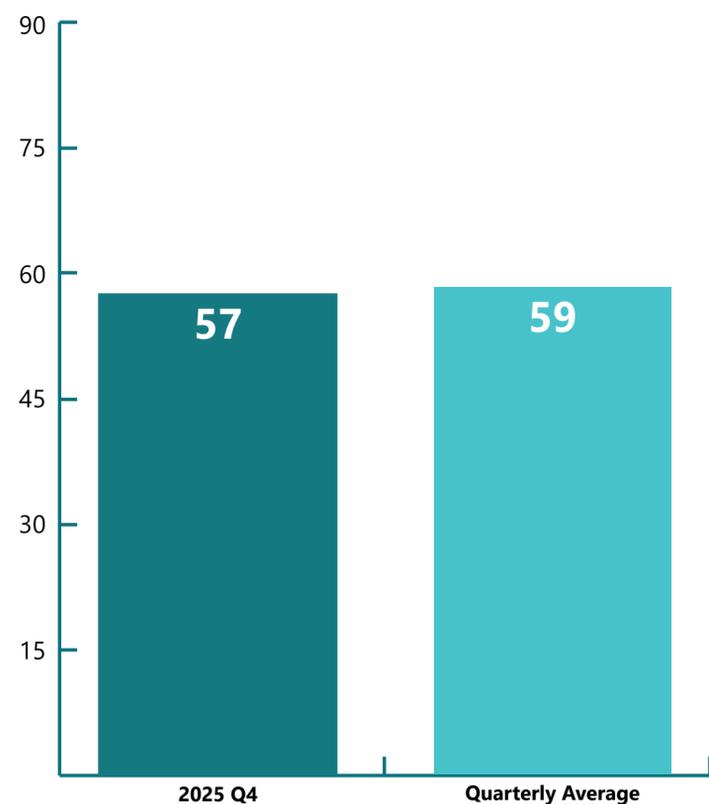
Despite continued demands on the transportation system, ICM efforts succeeded in holding close to key performance measures.

Freeway Travel Time Index



The Travel Time Index represents the average additional time required for a trip during peak congestion compared to the same trip in a hypothetical no-traffic condition. A higher travel time index means more time, on average, required to make a trip.

Average Roadway Clearance Time (Minutes)



The average roadway clearance time this quarter remained under the Department's goal of 60 minutes.

What is ICM?

Integrated Corridor Management (ICM) is a collection of operational strategies and advanced technologies that allow transportation subsystems to operate in a coordinated and integrated manner. The goal is to operate the transportation network in a balanced way that utilizes both the freeways and arterials to improve the overall safety, efficiency, and reliability of the network.

The Value of ICM



Incident Clearance

When an incident blocks one or more travel lanes, the goal of FDOT District Five is to clear the incident in 60 minutes or less. In FY 2025 Q4, District Five achieved an average open roads time of 50 minutes. Because the chance of a secondary crash increases every minute, that 10-minute gain translates to fewer secondary crashes, over \$57 million saved*, and reduced congestion.

** Total savings due to reduction of secondary crashes less than 60 minutes goal= \$127,136*450=\$57,211,200. For more information on this calculation, please see the FDOT District Five ICM Quarterly Report for Quarter 4 of 2024 located on the CFL Smart Roads website.*



Road Ranger Assistance

The Road Ranger Service Patrol provides traffic incident management response services and limited no-cost highway assistance to motorists to improve highway safety for emergency responders and the motoring public. In District Five for FY 2025 Q4, Road Rangers assisted on 20,341 events. Districtwide, the average Road Ranger response time was just under 18 minutes.

Epic Universe Grand Opening Demonstrates the Power of ICM Collaboration

The grand opening of Universal Orlando’s Epic Universe on May 22, 2025, celebrated not only a milestone for tourism in Central Florida but also a standout moment in the application of Integrated Corridor Management (ICM). Behind the scenes months of coordinated planning by the Florida Department of Transportation (FDOT) District Five’s ICM team ensured that the event, which drew thousands of visitors, unfolded with minimal disruption to regional traffic flow.



Planning efforts for the opening began as early as 2022 through FDOT construction coordination, with ICM involvement ramping

up in early 2023 to focus on regional traffic operations and incident response planning. The primary objectives were to maintain safety, reduce impacts on the state roadway network, and ensure a smooth arrival experience for guests.

“We wanted to facilitate a smooth opening and reduce the impact to state roadways in the area,” said Mike Hudson, TIM Program Manager for District Five. “That was our biggest goal, alongside keeping motorists safe.” To achieve this bi-weekly coordination meetings brought together multiple partner agencies including Universal Orlando, Florida’s Turnpike Enterprise, Orange County Public Works, Lockheed Martin, FDOT District Five Regional Transportation Center, and FDOT Orlando Operations. A field visit allowed all agencies to review the roadway network and identify needs prior to the event.

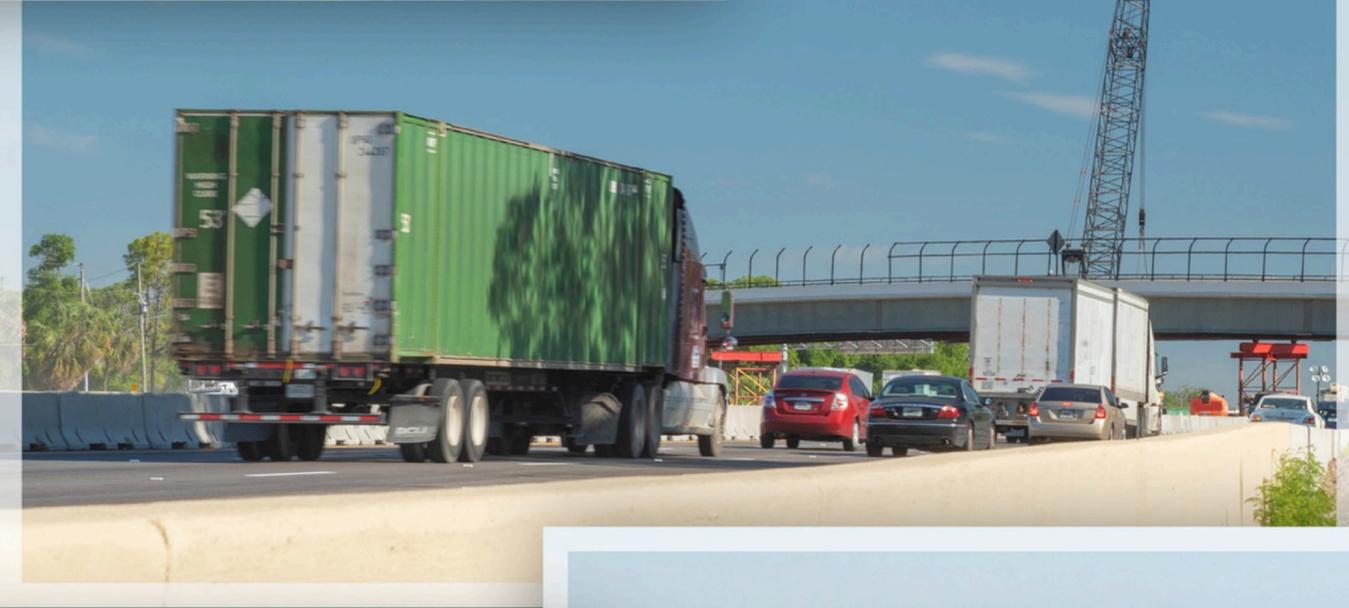
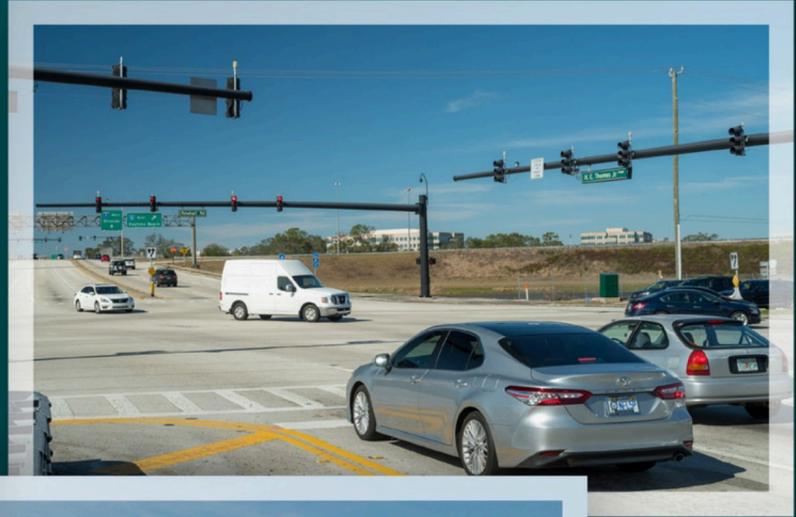
Real-time monitoring and response tools played a critical role in maintaining situational awareness. The team used existing Orange County traffic cameras in the Kirkman Road area, had a drone on standby for live streaming, and assigned a dedicated Road Ranger to the arterial network for quick response. Demonstrating proactive leadership, Mike Hudson was stationed in the field on opening day to ensure seamless coordination. Caitlin West, ICM Manager for FDOT District Five, emphasized the importance of preparation: “We monitored traffic using available cameras and had a drone ready to livestream if needed. It ultimately wasn’t needed, but we were fully prepared to use it.”

In addition to traffic operations the team also worked closely with the District’s mapping and navigation team to support accurate digital routing. This was especially important for coordinating ride-share access and adapting to last-minute changes in the newly completed roadway network. By assisting with navigation updates this helped ensure that guests and service providers could reach their destinations without confusion or delays. The most complex challenge emerged in the days leading up to the opening. Signal timing at Carrier Drive and Kirkman Road needed immediate adjustment. Due to the unavailability of Universal Orlando’s original signal contractor, the ICM team stepped in to ensure the necessary timing adjustments were made. As Senior Corridor Manager Larry Dorilus explained, “We had to physically access the controller in the field, put the signal into flash mode, upload the updated timing, and then reset it so the new schedule would take effect. It required careful coordination and on-site presence to complete properly.”

The result of these efforts was a grand opening that surpassed expectations not just for the public but for the ICM community as well. There were no major traffic disruptions. Visitors experienced efficient access to the park. And FDOT District Five showcased its ability to integrate systems, agencies, and on-the-ground response in real-time.

Caitlin West credits the relationships built through prior support efforts, such as FDOT’s assistance during Universal Orlando’s New Year’s Eve events. “That experience helped demonstrate what we’re capable of. It wasn’t just about the technology, it was also about building trust and working toward shared goals.”

The Epic Universe launch stands as a clear example of ICM in action, where planning, people, and performance came together to deliver exceptional results.



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