



## Collier – Lee - Charlotte Traffic Incident Management Team

*June 9, 2010  
Meeting Minutes*

### Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Raul Corbo	Anchor Towing	Teresa Zilko-Miller	FDEP
Lourdes Daniel	Anchor Towing	Chris Birosak	FDOT
Glen Fox	Alligator Towing	Carlos Bonilla	FDOT
Frank Gentilquore	Alligator Towing	John Scarpellino	FDOT
Bud Gruber	Bald Eagle Towing	Bob Diezi	FDOT Road Rangers
Bill Clemens	Bonita Springs FCRD	Paul France	FHP
Glenn Bond	Charlotte County	Rick Ireland	Gene' Body Shop
Richard Doll	Charlotte County	Nolan Sapp	Golden Gate FCR
Thomas Scott	Charlotte County SO	Brian Raimondo	Lee County MPO
HM Domond	Collier County	Mike Scott	Lee County SO
Richard Fimbel	DBI Services	Shawna Slate	Metric Engineering, Inc.
Jason Hughes	DBI Services	Charles Stratton	Metric Engineering, Inc.
Bruce Hutcheson	DBI Services	Patty Hill	Red's OK Auto Repair
Ben Ybarra	DBI Services	Gene Rogers	South Trail Fire District
Ted Smith	Delcan Corporation		

**Call to Order:** The Collier-Lee-Charlotte TIM Team meeting was held on Wednesday, June 9, 2010 at 9:30 AM at SWIFT SunGuide Center, 10041 Daniels Parkway, Ft. Myers, Florida. Charles Stratton and Ted Smith facilitated the meeting.

**Introductions:** Team members introduced themselves and the agencies they represent.

### Update on TIM Initiatives:

#### Newsletter

Charles encouraged all attendees to verify and update, if necessary, all of the contact information on the sign-in sheet in order to ensure that all attendees will receive the newsletters or any TIM related email news.

#### 511 Next Generation

No new information was discussed.

### SWIFT SunGuide Center

Carlos Bonilla reported the SWIFT SunGuide Center is now providing traveler information for I-75 in Sarasota and Manatee Counties. This was being done previously by District 7 TMC and was also supplemented by Traffic.com. Their contract has ended and the SWIFT Center is providing all of the information for 511 for I-75 in District 1. It is not necessary for callers to update telephone numbers, but dial 511 and ask for the respective county to obtain information. All incidents need to be reported through the Center and not with Traffic.com.

### Road Rangers

Bob Diezi reported that the service patrol being provided within the iROX contract has ended and District 1 Road Rangers are now providing services throughout all of Collier County. Trucks are scheduled to begin at 6:00 a.m. and another at 7:00 p.m. Within the first week of service there have been six roll-over crashes; one required RISK activation. It is felt that motorists are traveling too fast for the road conditions, although incimate weather has not been a factor.

### Towing and Wrecker News

No towing and wrecker news was presented.

### Rapid Incident Scene Clearance (RISC)

The RISC activations will be discussed in further detail during the Critical Incident Review portion of this meeting.

### Training

Due to time constraints, the TIM Team was unable to watch the fourth module of the video *TIMe4 Safety*. The team will view module four at the next TIM meeting.

### Other National, State, and Regional Items to Note:

As previously discussed, Toyota's starting to make some concessions regarding the data retrieval from the on-board black boxes. They have agreed to provide services and professional help for reading and reviewing data from black boxes from Toyota manufactured vehicles. Because of all the problems they have had, Toyota has agreed to work with law enforcement providing the data they have and then going through training. The black boxes are also vulnerable to hackers and it is being discovered that there is a group of hackers that have been identified around the country that are exchanging information on how to affect the electronic controls on automobiles through software intervention. There are a couple of universities looking into this.

Unfortunately, Troop K on the Turnpike has experienced the loss of one of its troopers. During an incident on May 15, 2010, the trooper was struck as he was at the rear of a vehicle off on the shoulder of the road.

Ted Smith recently participated in a pilot course for US DOT. In an effort to better develop the National Unified Goal (NUG) and to develop a certified training class, the Traffic Incident Management coalition has put together a two-day training course that is designed to familiarize responding agencies with some of the roles of other responders. Police, fire, EMS, traffic engineers, traffic homicide investigation, and other groups are represented in the training. After final acceptance a Train-the-Trainer version of the course should be available here for the TIM Team to participate in.

## **Review of Recent Major Incidents**

Ted Smith presented information on a series of three incidents that occurred relatively concurrently along I-75 in Lee County, which are reviewed in this meeting's Critical Incident Review.

### **Critical Incident Review**

*Incident location:* Southbound I-75 at Exit 128 near Alico Rd. and I-75 at Corkscrew Road

*General incident details:* June 2, 2010, 8:37 a.m., truck carrying sewage hit the barrier wall, 11:34 a.m., dump truck overturned.

*Weather conditions:* dry, clear

*Total incident duration:* 4 ½ hours and 3 ½ hours respectively

*RISC activated:* Alico Road-No; Corkscrew Road-Yes

The driver of a septic/sewage truck lost control near Alico road southbound and overturned. The incident's cause is suspected to be a tire-blow out. The truck was on top of and entangled in the median's steel guardrail and cable system at the cable barrier attachment point. The wreckage blocked the left lane, shoulder, and median, and debris was scattered extensively. The driver experienced injuries. Some responders on the scene reported there was not any leaking from the tank, although others interviewed reported leaking.

Photos of the incident scene were not readily available, and the request was made that if anyone has photos, to please provide them in order to incorporate them into the CIR report. The crash has been recreated, but it may not be completely accurate. The recreation is based upon official logs, CADD data, and interviews.

The first trooper arrived on scene at 8:38 a.m. and began investigation. FHP, not necessarily the responding trooper, deemed activation of RISC was not necessary, and at 8:41 a.m. called for a Class "C" wrecker off the rotation list. Lee County Sheriff's Office responded, along with the San Carlos Park Fire Rescue, and Lee County EMS at approximately 8:50 a.m. Some assistance was provided later by Ft. Myers Police.

ICA, the asset management contractors, responded with their first track at 8:55 a.m. and the second at 9:02 a.m. ICA set up cones and positioned their trucks with arrow boards to protect the scene. The ICA supervisor was on-scene at 9:05am to assess the equipment needs to clear the roadway and repair the damaged facilities. Due to the extensive debris and response vehicles, all lanes were closed initially, but the road reopened gradually; one lane at a time beginning with the right lane. DBI Services also offered assistance to ICA.

The first wrecker from the rotation list, Gene's Towing, arrived at 9:19 a.m. followed by another truck approximately an hour later. Using a single Class "C" wrecker, the operator attempted to remove the truck, even attempting from the northbound side at some point, but was limited in reach and lifting capacity. There were minor coordination issues, but the operator and the asset management companies worked together to upright and free the truck from the cable barrier.

Concurrently, as a result of the first incident, a secondary incident occurred with a Coastland road ranger truck that was parked inside the cones and in position behind the crash scene using its arrow board. The ranger truck was struck from behind by a tow truck driving past the scene, forcing the unoccupied road ranger vehicle into a Lee County Sheriff's vehicle. Secondary damage was done to a privately owned vehicle by the out of control tow truck. Damage was extensive and the possibility for responders to the primary incident could have

been tragic. Thankfully, the only injury reported within this crash was to the tow truck operator and was very minor.

The TMC made several notifications including the Public Information Officer, Lee County Traffic, and Florida Department of Environmental Protection (DEP). There was some confusion regarding the communication with DEP. The TMC also communicated with the other local TMC locations in Miami and Tampa, and had ample information provided through 511 and Dynamic Message Signs. The motorist awareness reduced the amount of backup, with many taking alternate routes.

Additional response included a hazmat crew. Asset maintenance and iROX crews also responded at 10:35 a.m. with a load of precast barrier wall sections for protective placement where the guardrail had been place.

At 11:03 a.m., it was reported that only the left lane remained closed and the shoulder blocked. The road ranger reported at 12:37 p.m. all lanes were open, but the iROX crew continued to place the temporary barrier wall working from the left shoulder and median. The records indicate that the scene was reported clear at 1:14 p.m.

From this review the TIM Team has learned the following:

- The FHP trooper on-scene made all the necessary notifications to get the scene cleared.
- The process for notification for DEP was clarified and first notification is always to the State Watch Office. All contact phone numbers were verified between the DEP representative and Carlos Bonilla.
- Response from San Carlos Fire Department was required twice – for the initial incident and for the secondary crash.
- Guidelines for RISC activation should be better clarified. To clarify confusion, it was reinforced that the RISC guidelines are merely guidelines and accidents don't have to fit within certain particular parameters in order to be activated.
- The rotation wrecker driver from Gene's attempted all possible avenues to upright the truck, but at some points the wrecker caused further lane closures. RISC activation would have included a response with two wreckers (one a rotator) and a support vehicle. Whenever possible, it is optimal to lift vehicles off of guardrails as opposed to dragging them.
- Tangled guide wires tangled on the wrecked truck, causing confusion. A representative from DBI Services said that if the cable needs to be cut, it can be cut, but it is preferred that they be involved. Severing the cables that are under 6,000 p.s.i. is extremely dangerous. DBI Services has special equipment that can be used to effectively and safely make the cut, as well as minimizes further damage to other portions of the continuous cable run. Furthermore, any infrastructure damage to the roadway necessitates notification to the asset maintenance contractor.
- There is no "downside" to activating RISC. RISC contractors are paid even if they aren't utilized. Advantages greatly outweigh the rotation wrecker response with the full equipment response, as well as the incentive for reopening the road within 90 minutes.
- Prompt Towing is the only contracted RISC responder and Alligator Towing is in the process of completing the certification process.
- Response vehicles should be parked with more space between them to prevent situations like the secondary crash.

- Sufficient traffic cones, and potentially “incident ahead” signs need to be utilized. The towing company needs to carry more cones and MUTCD standard advanced warning signs that are a requirement.

At approximately 11:34 a.m. just past Corkscrew Road, a three-axle dump truck loaded with dirt overturned, spilling its load, and blocking all three lanes of traffic. FHP believes that a tire blow-out appears to be the cause of this crash. Estero Fire Rescue, Lee County, and EMS arrived at 11:50 a.m. Communication with the SWIFT SunGuide Center yielded activation of the RISC program.

Prompt Towing, the RISC contractor, was activated at 11:47a.m. and were advised to deploy their sweeper and skid steer (bobcat). Road Rangers were still on-scene at the Alico Rd. incident. Carlos Bonilla arrived on-scene at 12:09 p.m. and advised of the roadway damage, and the ICA asset management contractor was notified at 12:20 p.m. ICA responded to the scene at 12:29 p.m. and promptly began clearing the dirt from the travel lanes. Information continued to be disseminated from the RTMC to 511 and other agencies.

Notice to proceed was issued under to RISC program to Prompt Towing at 1:00 p.m. The truck was up-righted and its spilled load reloaded into its dump body. The right lane was reopened at 1:58 p.m. and all travel lanes were reported open one minute later, with further clean-up activities continuing on the left shoulder and in the median. The scene was cleared at 3:01 p.m.

From this review the TIM Team has learned the following:

- Advanced notification signs and cone deployment is still necessary even if Road Rangers are unavailable to respond. Asset maintenance contractors and the RISC contractors should be prepared to do this.
- Estero Fire’s proactive and swift notification to the RTMC, along with positive communication between Prompt and ICA yielded excellent response with two bobcats and two sweepers to the scene.
- Although the two incidents are separate and seemingly incomparable, the RISC activation has an approximate one hour shorter duration.
- Photographic documentation is required for the report to Tallahassee.
- The FHP trooper was able to see the benefits of the RISC program. Hopefully confidence in the program will improve as time goes on.
- If it had been needed, Lee County Sheriff’s Officers were prepared to wave-through the Prompt Towing vehicles. This wasn’t needed because the lanes were reopened from the first incident about five minutes prior to Prompt’s approach to that scene.

The discussion was concluded with Ted’s statement that this was a highly unusual occurrence with two incidents within close proximity and time. With the implementation of the second RISC contractor, there easily could have been two concurrent RISC activations. Although there is still some learning occurring, the program is working and should continue to improve.

## Presentation

Mr. Ted Smith of Delcan Corporation provided a short presentation regarding *The Practical use of Incident Command Systems*. Presentation materials will be available on the TIM Team website located at <http://www.swfltim.org>.

**Strategic Direction for TIM Teams 2010**

The TIM Self-Assessment's history and purpose were discussed. After this discussion, details regarding the administration of the self assessment were discussed, and the series of 42 questions were answered as a group. Topics included topics such as Strategy, Tactics, and Support. Once Bill Fuller, District 1 TIM Manager, returns, three areas that need improvement and focus will be identified. These items will be provided to the Team members, and will be discussed over the next year of meetings.

**FDOT Construction Update****iROX – I-75 Road Expansion Project**

iROX is in the final phase of construction. The project limits are MP 105 (Golden Gate Parkway) to MP 136 (Colonial Blvd.) including the Immokalee Rd. Interchange. The iROX project is finalizing some minor widening of the shoulders from 8:00 p.m. to 5:00 a.m. Additional information can be found at <http://www.irox75.com>.

**Other Construction Includes*****Active Construction:***

- I-75 Freeway Management System in Charlotte County – installation of the ITS devices is not causing lane closures at this time.

***Completed Construction:***

- No Completed Construction projects were discussed.

***Anticipated Future Construction:***

- No Anticipated Future Construction projects were discussed.

Additional construction information is available on the FDOT website located at <http://www.dot.state.fl.us/publicinformationoffice/construc/constmap/d1.shtm>.

**Open Forum**

No items were presented for discussion.

**Future Meetings**

The next Collier – Lee - Charlotte TIM Team meeting will be August 11, 2010, and will be held at the SWIFT SunGuide Center located at 10041 Daniels Parkway, Ft. Myers, Florida 33913 (located behind the Daniels Parkway Rest Area). The next newsletter will be published in July.