



Collier - Lee Traffic Incident Management Team

April 9, 2008
Meeting Minutes

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Benjamin Abes	Lee County EMS	Douglas Leffin	Collier County Sheriff
Sandra Betts	Collier County Sheriff	Rich Lisenbee	Lee County DOT
Richard Beveridge	FDOT	Scott Melton	FDOT
Chris Birosak	FDOT	Michael Myers	ICA
Carlos Bonilla	FDOT	David Parks	Global-5
Robbie Brown	Lee County DOT	Mark Perez	A.C.T. Emergency Response
Johnny Bryson	Division of Forestry	Dennis Petracca	Lee County Sheriff
Raul Corbo	Anchor Towing	Robert Register	Collier County Traffic Ops
Lourdes Daniel	Anchor Towing	Gene Rogers	South Trail Fire Protection & Rescue
Krystle Davis	Lee County DOT	Joe Saladino	Prompt Towing Service
James Drzymala	Lee County Sheriff	John Scarpellino	Telvent Farradyne – RTMC
Jen Eversole	FDOT	Phil Tindall	Collier MPO
Montague Gonsalves	City of Cape Coral	Jim Wells	FHP
Nestor Gonzalez	Anchor Towing	Ted Smith	Delcan Corp
Bud Gruber	Bald Eagle Towing	Don Olson	FDOT
Wayne Hartstein	FDOT	Christina Florez	VANUS
Bruce Hutcheson	DBi Services		
Paul Lefeure	Bald Eagle Towing		

Call to Order: The Collier-Lee TIM Team meeting was held on Wednesday, April 9, 2008 at Florida Highway Patrol, 4700-3 Terminal Dr., Ft. Myers. Ted Smith and Don Olson facilitated the meeting.

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

Update on TIM Initiatives:

Statewide 511 System

The integration to a single Statewide 511 system is underway. The Statewide 511 system will have an integrated database which will improve customer service. Currently, the caller has to choose between regional systems and be transferred. The new Statewide 511 system will allow the caller to access all information from all regional systems without a transfer. In addition to providing real-time information, a new feature of the Statewide 511 system will allow users to have favorite routes saved and can be alerted should there be an incident along that particular route. The increased ease of navigating the phone and web statewide and the user customization features make the "Next Generation" 511 system better than ever.

Road Rangers

The new "TIM SunGuide" Road Ranger Service Patrol contract began on January 1st. The new Road Ranger vehicles have DMS boards that will be used to display messages and/or chevrons, as needed. The Road Rangers are patrolling from 5am to 9pm, except for Alligator Alley which will have a Road Rangers at nighttime hours. The Alley expanded hours began on April 1st. The Road Rangers will respond into Broward County, if needed. Sunshine Towing has the Road Ranger contract in Broward County and currently respond on Alligator Alley from the Toll Plaza to rest area at MM 35. Beginning on July 1st, Sunshine Towing will expand their patrol of Alligator Alley to include all of Broward County. The plan has been to expand Service Patrols to provide improved response times especially in the event of a traffic accident.

Road Rangers do not cross the emergency median cross-over unless they gain permission from the FHP to do so; they must turn around at an interchange or rest area. In the event of an emergency such as a vehicle accident, the Road Ranger will request permission to use an emergency median cross-over if this is the best maneuver to arrive at the incident scene quickly. Road Rangers prioritize their responses based on TIM standards, but should they pass by anyone that appears to need help, they stop, let the motorist know they will report this situation to FHP, and return as soon as possible if no other response is available sooner.

Land Transportation Anti-Terrorism Training Program (LTATP)

Phil Tindall from the Collier County MPO brought information on the Anti-Terrorism training developed by the Federal Law Enforcement Training Center and the US Department of Transportation. The training will be held on May 19 -23, 2008 at the Estero Community Park and Recreation Center in Estero, Florida. There are no registration or material fees. For additional information please contact Brandy Otero at (239) 252-8192 or BrandyOtero@colliergov.net.

Action Item: Don Olson expressed a great interest in attending, and would bring information back to the TIM Team members who are unable to participate.

Cable Median Barriers

There are four manufacturers of approved cable median barriers. They all operate and behave differently. The cable barrier currently installed in Charlotte, Sarasota and Manatee counties can be cut as necessary. Any damage to the cable barrier must be reported to DBi. The manufacturer of the cable median barrier to be installed within the iROX – I-75 Expansion Project has not yet been decided on.

RISC

The contract documents for the Rapid Incident Scene Clearance (RISC) Program are in the process of being finalized in order to advertise. Funding will be available July 1st, 2008. The RISC Program will initially only be implemented on I-75 in FDOT District One. The RISC Program is an incentive-based program with special equipment and training requirements. The RISC contractor may receive an incentive bonus of up to \$3500 per incident for large-scale responses. If all of the equipment and crew are on scene within 60 minutes of being notified and they open all travel lanes within 90 minutes of the notice to proceed, they receive \$2500. If the contractor brings out additional equipment to expedite the clearance, they may receive an additional \$1000. If RISC is activated, but not used, the Contractor will receive \$600 as guaranteed payment for mobilization. In addition to incentives, there are also liquidated damages, or penalties for not fulfilling the contract requirements. If the scene has not been cleared within three hours of notice to proceed, the contractor will have to pay \$600 plus \$10 per minute until all lanes are open. There will be an incident review board and a standard

review procedure that will determine if any bonus or penalties are warranted; the official timekeeper will be the RTMC. According to the Turnpike, bonuses were paid to the contractors 97% of the time the program was activated over the past few years where a test pilot program has been in effect and now made permanent. This program is implemented to support the "Open Roads" policy in keeping with FHP, FDOT and TIM Team mission statements.

The required RISC contract equipment includes:

- One 50 Ton or heavier ultra-heavy duty recovery wrecker with 100K lbs. boom rating
- One 40 Ton capacity rotator heavy duty recovery wrecker with tools and rigging
- One support vehicle with MUTCD equipment (i.e. arrow board, signs, cones, etc.)
- Additional Trucks and Heavy Equipment:
 - One heavy duty skid steer loader with attachments
 - One tilt-bed lowboy with 35 ton capacity, 20K lbs. winch and more
 - One Tandem axle tractor with sliding fifth wheel
 - One Front end loader, articulated with min. 2 yard bucket

An "Open" invitation to negotiate will be advertised and contractors who wish to participate in the program must meet specific contract requirements. Negotiations will include indication of the roadway segment project limits that contractors will be responsible for. If more than one contractor is responsible for a particular segment of I-75, a rotation system will be implemented. Prerequisite and In Situ inspections will be conducted by the FHP Troopers.

Anatomy of a Traffic Incident – Part 1:

An incident is typically first detected and reported by the motorists involved or witnesses to the incident. The 911 center that receives the call is based on the cellular towers in the area. There are some occasions when the 911 call needs to be transferred to a different 911 call center. Should this occur, the original 911 operator typically stays on the line until the new 911 operator is on and understands the emergency situation. The 911 call centers are dependent on the people on site to provide them accurate information on the type and severity of the incident. The 911 center then places dispatch calls to the EMS, FHP, Sheriff, etc. as needed. If a motorist calls *FHP (*347), then the call bypasses the 911 center and goes directly to FHP dispatch. In order to minimize exchanging data/information over the phone, the 911 operator enters the data into the computer and sends out the CAD data. This helps ensure that the information has not been filtered by word of mouth and no collected details are lost in translation. On I-75, the Road Ranger Service Patrol is often the first to arrive on scene, however, the Fire Apparatus is most often first to arrive on scene at non-interstate traffic incidents. Road Ranger Service Patrol operators are encouraged to leave room for arriving fire/rescue equipment to access incident scene per TIM Team guidelines. The Fire Apparatus will park immediately upstream from the incident scene to create a shadow of protection for responders. Ambulance vehicle(s) will position immediately downstream from the incident scene. Professional Wrecker vehicle is further downstream from the ambulance, and after the ambulance leaves the scene to transport patients, the wrecker vehicles re-position to wait for the directive to move crash vehicles. There are reverse 911 procedures in place in order to disseminate information to citizens. The problem today is that many people no longer have land lines, they only use cellular phone. Most cellular phones are not listed for particular residences.

limits of a roadway construction project, it will be addressed at that time. The end result of this initiative is that the maximum number of emergency median crossovers per FHWA criteria will be made permanent. Within the iROX – I-75 Expansion Project, there will be permanent, paved median crossovers at MM 109, MM 115, MM 120.6, MM 125.5, MM 129.5, and MM 133.5.

TIM Team – Quality Management/Future Direction:

Newsletter

Don Olson mentioned the TIM newsletter, inquired if all the members received the newsletter, and identified the topics included in the March Newsletter. Don pointed out that a picture of the new District One Road Ranger vehicle is shown on the front page. These Traffic Incident Response Vehicles have a large cab, panoramic windshields and Dynamic Message Sign mounted on the vehicles. Road Ranger operators are gaining extensive TIM training and TIM Team awareness material. Don has asked for ideas/topics to include in the future newsletters to ensure that information is relevant and valuable. Don is willing to do the research by himself or as a teammate if anyone suggests a topic to include in the newsletter. TIM Teams work! ... and all members are valued. The newsletter can be found by clicking on 'Document Archives' at <http://www.swfltim.org>.

TIM Team Outreach Binder

An outreach binder has been developed and is available to any stakeholder. These binders are a useful resource to help convey the TIM Team initiatives. Please contact Don Olson if you are interested in receiving a binder. Don is also available to give a TIM Team Overview presentation; each presentation lasts approximately 30 minutes.

Additional Topics

Don indicated that participants can provide agenda items. To please e-mail or call to make sure that all items of interest are included in the meetings during the year for discussion.

The new Regional Transportation Management Center (RTMC) is expected to be operational by mid September. The intent is to have one contact number for the TMC. For anyone agency that would like to plan a tour of the new facility please contact Carlos Bonilla at carlosf.bonilla@dot.state.fl.us.

Propane tanker response training is available. The training typically lasts three hours. If interested, please contact Don Olson for additional information.

Beginning in November 2008, OSHA is requiring that all incident responders wear a Type 2 retro-reflective safety vest in either color (green or orange). It is anticipated that the new procedures will be published soon.

Construction/Maintenance Update:

Wayne Hartstein handed out an Active Construction Project List that details project information, contractor contact information, CEI contact information and FDOT project manager information. Weekly project information can be found on the FDOT website:

<http://www.dot.state.fl.us/publicinformationoffice/construc/constmap/d1roadwatch.htm>

iROX – I-75 Road Expansion Project

New pavement and shoulders have been completed from Golden Gate Parkway to Pine Ridge Road. Drainage has begun north of Corkscrew Road. Two accident investigation sites have been paved at Pine Ridge Road and the ones at Immokolee are under construction. These

investigation sites will be open once FDOT provides final approval of the signage. Tip cards will be provided to law enforcement to hand out to motorists.

Additional information on the iROX project can be found on the project website, www.iROX75.com.

Other Team Issues:

The I-95 Corridor Coalition is hosting a Quick Clearance Workshop in Orlando, Florida on May 12th. Registration is free, however pre-registration is required. Additional information on the workshop is attached and can be found at www.i95coalition.org. Several TIM Team members have signed up to attend. This training will prove very valuable and demonstrate practical applications.

Scheduled 2008 Meeting Dates:

Wednesday, June 11, 2008
Wednesday, August 13, 2008
Wednesday, October 15, 2008
Wednesday, December 10, 2008

Attachments: Critical Incident Review Technical Memorandum
FHWA Approved Median Crossover List
I-95 Coalition Quick Clearance Workshop Information

Meeting Notes by Christina Florez, VANUS, Inc. (305) 823-5662