INSIDE THIS ISSUE:

Upcoming Events:

2015 TIM Team Meetings:

SWIFT SunGuide Center

10041 Daniels Parkway

Fort Myers, FL 33913

9:30 AM

- **October 14, 2015**
- **December 9, 2015**

The Importance of Rapid Incident Scene Clearance (RISC)

Rapid Incident Scene Clearance (RISC) is a highly innovative program that supports Florida's Open Roads Policy goal of safely clearing major highway incidents and vehicle crashes in 90 minutes or less. This is an incentive-based program that requires specialized equipment and trained operators to safely but quickly remove wreckage from the roadway, where major crashes close most lanes or causes significant travel delays.

RISC was first implemented on Florida's Turnpike Enterprise. District One has four RISC qualified contractors ready to respond to any major crash on I-75 and I-275 in Collier-Lee-Charlotte-Sarasota and Manatee Counties: Alligator Towing and Recovery Inc. in Ft. Myers, Prompt Wrecker Service in Punta Gorda, and Stepps Towing and Professional Towing are in the Tampa area. All of these providers are members of the Traffic Incident Management Team and understand the importance of safe but quick clearance with a sense of urgency.

The RISC program in District One is operationally managed at the Regional Traffic Management Center (RTMC) in Fort Myers and from the Satellite Traffic Management Center located inside the Manatee County Public Safety Center in Bradenton.

The RISC Contractor has the responsibility to respond to the incident within a negotiated time frame from the time of notification to activate. Once on scene and provided a Notice to Proceed by the lead official on scene, the vendor will have 90 minutes to open the travel lanes for traffic. If the proper equipment arrives on scene within the predetermined response time and the RISC provider clears the travel lanes within 90 minutes, they are eligible for the bonus as outlined in the contract.

Many times during major commercial vehicle crashes, trailers loaded with cargo are damaged and spill their loads onto the highway or adjacent areas. The RISC contract requires the vendor to have specified extra equipment on hand or available 24 hours a day/7 days a week to respond to the these major incidents. The tower can receive an extra incentive for the staging and/or use of this extra equipment in the incident clearance process.

RISC Vehicle Classes:

Tractor Trailer Combinations (DOT Class 8)

- Roll over blocking one or more travel lanes or affecting travel lanes
- Multiple truck crash
- Lost load on or affecting the travel lane(s)
- Load shifted on or affecting the travel lane(s)
- Truck Fire
- Major impact with or on top of a barrier wall, guardrail or with a bridge support

Trucks Over 16,000 lbs (DOT class 5,6 & 7)

- Roll over blocking the travel lane(s) or affecting travel lanes
- Lost load on or affecting the travel lane(s)
- Load shifted on or affecting the travel lane(s)
- Truck Fire
- Major impact with or on top of a barrier wall, guardrail or with a bridge support

Motor Homes and Motor Coaches (DOT class 5 & 6)

- Roll over blocking the travel lane(s) or affecting travel lanes
- Fire
- Major impact with or on top of a barrier wall, guardrail or with a bridge support

Busses (16 passenger or more DOT Class 6,7& 8)
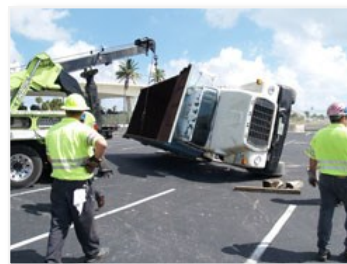
- Roll over blocking the travel lane(s) or affecting travel lanes
- Fire
- Major impact with or on top of a barrier wall, guardrail or with a bridge support

Aircraft

- Any incident involving an aircraft affecting the travel lane(s)

Boats

- Large Yachts or Boats affecting travel lane(s)

Mobile Homes, Modular Homes, and Modular Buildings

Additionally, any complex or extended incident where vehicles cannot be easily removed from the scene or are creating a hazard to traffic.

For more information on the RISC program in your area, please contact Bill Fuller, District One TIM Coordinator at william.fuller@dot.state.fl.us or (239) 225-1915.

Article submitted by William Fuller, District One Traffic Incident Management Project Manager.

Decision Support System (DSS) and Intelligent Transportation Systems (ITS)
(Part 2 of 2)

Part 1 Summary

DSS

In Part 1 of this two part series, we discussed what a DSS is and how it relates to Traffic Systems Management & Operations (TSM&O). The heart of a DSS is a complex computer program that uses programed algorithms along with a wide variety of input data in order to determine the most efficient course of action in real time. The soul of a DSS is the collaborative coordination effort between multiple stakeholder agencies combined with the integration of a collection of computerized data, systems & networks.

Part 1 of 2 also detailed how using existing Intelligent Transportation Systems (ITS) and Advanced Traffic Management Systems (ATMS) infrastructure and personnel will facilitate the implementation of an ITS DSS that will have a tremendously positive impact on TSM&O. Feel free to re-read Part 1 of 2 before diving into Part 2: http://www.swfltim.org/Document%20Archives/CL/Newsletters/C-L-C%20May%202015.pdf

When will an ITS DSS be Planned, Developed, and Implemented?

ITS DSS is still in the early planning stages. In fact, this article is meant to promote DSS awareness by disseminating information regarding the potential, advantages, and positive impacts an ITS DSS will have on TSM&O. In Florida, the development of an ITS DSS appears to be gaining traction. While there are several key elements required to deploy an ITS DSS such as leadership, resources, coordination, stakeholder interest & participation, and funding, it is safe to say that DSS is currently a topic of discussion in most FDOT District TSM&O programs. ITS DSS coordination will likely happen over the next five years with development taking hold during the five years after that. A preliminary ITS DSS within Florida could be implemented by as early as 2025, but may take more time.

Who is developing an ITS DSS?

Due to the complexity of a region wide ITS DSS that includes numerous Counties, Cities and other stakeholders, DSS will require immense planning that will require time, effort, resources, and assistance from all parties involved. In Florida, Counties and Cities are grouped into FDOT Districts. Currently, while most FDOT Districts, Counties, and Cities have been feverishly deploying ITS and ATMS along Interstates and Arterials and several FDOT Districts have begun moving forward with the early planning and coordination stages for a DSS. While the FDOT Districts may be starting the necessary overall dialog, the development of a successful ITS DSS will require the input and active participation from all stakeholders, especially the Counties and Cities. More specifically, the Traffic Operations Departments, including the ITS and Signals groups for each agency within each District will need to be actively involved in the planning, development, and implementation of the ITS DSS.

TSM&O
Transportation Systems Management & Operations
Managing and Operating for an Efficient Transportation System

And what are the Milestones?

Coordination ➡ **Research** ➡ Coordination ➡ **Planning** ➡ Coordination ➡ **Software Development** ➡ Coordination ➡ **Interagency ITS/Traffic Network Integration** ➡ Coordination ➡ **Desired Output Development**

Specifically, How can ITS and DSS Enhance TSM&O?

As technology continues to evolve, computer systems and software applications are becoming more and more autonomous. The primary reason for the automation is efficiency, as well as convenience. Computers are faster and potentially more accurate than humans. Developing a system than can autonomously analyze immense amounts of variable data from multiple sources and determine the most efficient course of action using high speed computer processing has the potential to maximize efficiency and productivity. **By computerizing the data acquisition, data analysis, decision making processes, and eventually the response plans, a Decision Support System is sure to enhance TSM&O**. A DSS can be developed in a manner that provides key personnel the authority to make important decisions, while allowing computers to do all the leg work in an effort to reduce response time and respond as reactively as possible, in real-time. The DSS software can also be programed to respond proactively based on historic data and real-time data precursors. For example, a DSS could respond to an incident that is likely to cause congestion by suggesting an alternate route in advance of the incident prior to the congestion resulting from the incident actually occurring; moreover, the alternate route suggestion could be based on the real-time evaluation of multiple adjacent roadway signal systems and real-time traffic demand to ensure the recommended alternate path is based on the most efficient alternative.

(1)   Decision Support System (DSS) and Intelligent Transportation Systems (ITS), Part 1 of 2, District 1 TIM Newsletters, May 2015, 62nd Edition, http://www.swfltim.org/Document%20Archives/CL/Newsletters/C-L-C%20May%202015.pdf

Article Submitted by Metric Engineering, Inc.. – Robert Mastascusa, P.E.

T I M TEAM WEBSITE!
www.swfltim.org

The Collier-Lee-Charlotte County TIM Team is committed to implementing the Quick Clearance principles of Florida 's Open Roads Policy through the "3 Cs" of TIM: Communication, Cooperation and Coordination, and providing the public with the best real-time Motorist Information available. Team membership draws from state, regional, and local transportation agencies, public safety providers, and other organizations and companies that service the traveling public. The Teams, sponsored by the FDOT, meet bi-monthly.

Mission
The TIM Team Program brings together all agencies involved in clearing the roadway crashes with the objective of improving detection, verification, response, and clearance times to expeditiously remove a motor vehicle crash or incident from the roadway while providing the best real-time information to motorists, resulting in a safer highway environment for both incident responders and motorists.