



103rd Edition

Collier-Lee-Charlotte County Traffic Incident Management Team

September 2022



Recognition for Our FDOT District One Road Rangers



While all of our responders from our District One TIM teams risk their lives every day, and our members are more successful when they work as a team, individuals are recognized for actions that go “above the call of duty.” The Florida Department of Transportation and the Traffic Incident Management (TIM) team would like to recognize the following FDOT District One Road Ranger for their service.

Jon Adams, Road Ranger 108, in FDOT District 1 spotted a small wisp of smoke in the trees on I-75 south of Exit 158/Tucker Grade while patrolling in Charlotte County on July 21, 2022 at 3:09 p.m. He reported the incident to the SWIFT SunGuide Traffic Management Center (TMC). The TMC Operators found the smoke on closed-circuit television (CCTV) and notified the Florida Highway Patrol (FHP) and the Charlotte County Fire Department was notified. By the time fire and rescue arrived on the scene the fire was considerably larger and light smoke was drifting across the roadway.

The Charlotte County Fire Department fought the fire for over one and half hours before containment of the fire was achieved. The quick response from all parties allowed for only one lane of three lanes to be blocked and only 1/4 of a mile of minor congestion. Without Road Ranger Jon’s keen eye and quick notification, this could have easily become a major event with a full closure of the interstate. Great job, Jon!

INSIDE THIS ISSUE:

Recognition for Our FDOT District One Road Rangers 1

2022 Crash Responder Safety Week 1

Working the Activity Area / Work Zone 2

Upcoming Events:

Next TIM Team Meeting
Wednesday, **October 12, 2022**
9:30 am

SWIFT SunGuide Center
10041 Daniels Parkway
Fort Myers, FL 33913

2022 Crash Responder Safety Week

November 14-18-2022

The Crash Responder Safety Week (CRSW) initiative, recognizing all traffic incident management (TIM) response communities, will take place this year from November 14-18-2022. The goal of CRSW is to reach out to every responder, and to every driver, and to every passenger, to make it more clear that every person has a role to play.

The FHWA TIM program highlighted the six core efforts active TIM responder communities can typically undertake during CRSW:

- Proclamations – Six State’s Governors issued proclamations that commemorate this week in year 2020.
- Mass media – State and local agencies collaborate with news stations (radio and television) to bring attention to the State’s Move Over laws and this week.
- Mass Training – Instructor or responder challenges to complete the National TIM Responder Training during this week.
- Dynamic Message Signs (DMS) – Many States use of DMS for safety related messages to raise public awareness on responder and motorist safety around traffic incidents.
- Public events – Statewide conferences, multidisciplinary open house, responder ride along with elected officials, responder in-person events.
- Direct messaging – Playing brief videos or providing fliers at Departments of Motor Vehicles, Rest Stops, and other high-traffic motorist locations.

To learn more, please visit the following website: <https://ops.fhwa.gov>



Working the Activity Area / Work Zone

A Traffic Incident Management area is a type of temporary traffic control zone. While there are similarities, there are also significant differences between a work zone and a traffic incident. The time to plan and availability of resources are the main differences between the two. The four main components of a Traffic Incident Management areas are: Advance Warning Area, Transition Area, Activity Area, and Termination Area

The activity area is further comprised of a Buffer Space and an Incident Space

The Buffer Space:

- Separates the Transition Area from the Incident Space
- No vehicles should be positioned within the upstream Buffer Space
- Provides recovery area for errant vehicles
- Speed of passing traffic and sight distance should be considered when determining the length of the buffer space

Incident Space:

- Location where the incident has occurred, and emergency responders are working
- A blocking vehicle should be positioned at the upstream end of the Incident Space to protect workers from impacts by errant vehicles
- Cones should continue alongside the Incident Space to help define the boundary between responders working and moving traffic

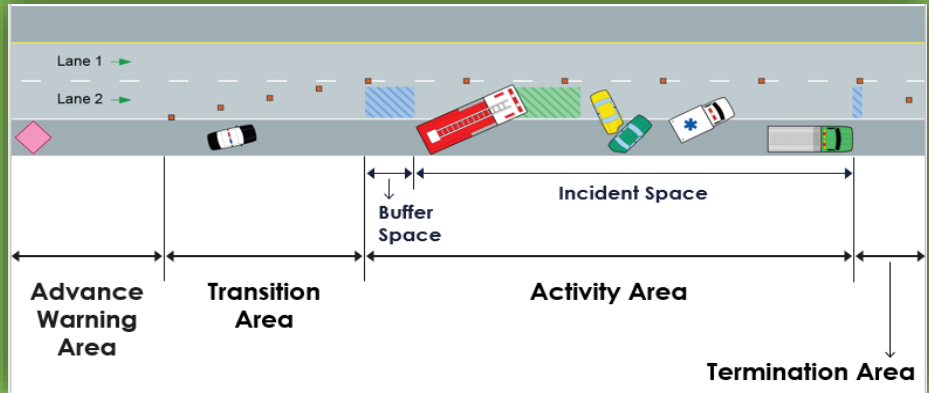
The figure provided below is an example of a traffic incident indicating the different activity areas.

When working an incident an advanced warning area should be established upstream of the incident to alert drivers of the upcoming incident scene. Placement of advance warning devices may need to be adjusted for situations near a corner, hill, or other reduced visibility situations. A shoulder taper, set up using traffic cones, may also be established in the advance warning area.

The termination of the incident is just as important when it comes to safety for the first responders. The termination area is typically small in Traffic Incident Management applications. The last channelizing device and/or responder vehicle typically signals the end or termination of the Traffic Incident Management area. Protects emergency responders working at the end of the Incident Space. Includes the downstream buffer space and taper. Remember drivers will likely be frustrated from being stuck in traffic and may quickly accelerate.

To learn more about first responder safety and TIM training, please contact Tom Arsenault, TIM Program Manager, at tom.arsenault@dot.state.fl.us.

Article submitted by Brandy Boccuti, Metric Engineering, Inc.



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.

