



Charlotte - Sarasota - Manatee Traffic Incident Management Team

April 8, 2008
Meeting Minutes

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Anurag Agrawal	SC Traffic	Mark Perez	A.C.T. Environmental
John Baumann	FHP	Thomas Przybylowicz	FHP
Chris Birozak	FDOT	Joe Saladino	Prompt Towing
Carlos Bonilla	FDOT	Matthew Schindler	Cloverleaf CCRP
Robert Day	SC Emer. Management	Thom Scrivner	FDOT
Keith Drake	Sarasota/Manatee MPO	Byron Teates	East Manatee Fire Rescue
Gilbert Fernandez	City of Sarasota	Randy Upman	Upman's Towing
Nestor Gonzalez	Anchor Towing	Joseph Whitehead	Venice Police Department
Bruce Hutcheson	DBi Services	Ted Smith	Delcan Corp
Richard Kaufman	Charlotte County SO	Don Olson	FDOT
Scott Melton	FDOT	Christina Florez	VANUS

Call to Order: The Charlotte-Sarasota-Manatee TIM Team meeting was held on Tuesday, April 8, 2008 at 1:30 PM at the Sarasota County Public Works Office, 1001 Sarasota Center Boulevard, Sarasota, Florida. Ted Smith and Don Olson facilitated the meeting.

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

Update on T I M 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.

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.

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 a 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.swftim.org>.

One suggested topic is to generate a Team sponsored SOG to exercise Chapter 321 Rule 15-B. The goal would be to get this resurrected at a local TIM level to encourage Fire/Rescue Captains, Troopers and Deputies to call a tow truck when needed and not have to wait for private tows. Attached is the Critical Incident Reviews Technical Memorandum prepared by PB Farradyne in 2005. Comments and recommendations are welcomed.

TIM Team Outreach Binder

An outreach binder has been developed and is available to any TIM Team member. These binders are a useful resource to help share the TIM Team initiatives, prepare for agency staff meeting briefs and organizing TIM Team publications. 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 or as requested.

Anatomy of a Traffic Incident – Part 1:

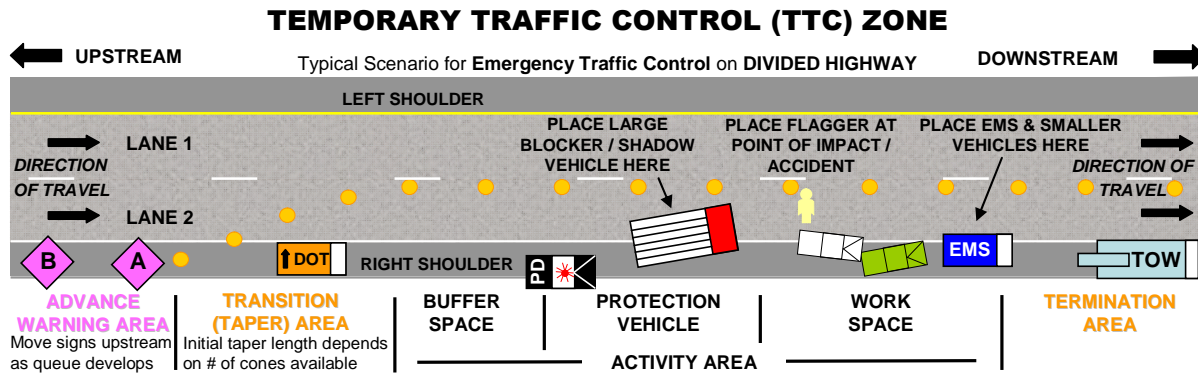
An incident is typically first detected and reported by the motorists involved or witnesses to the incident. The 911 center that receives the call is based on the cellular towers in the area. There are some occasions when the 911 call needs to be transferred to a different 911 call center. Should this 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. The 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.

Secondary notifications are sent, if needed. If it appears that an incident is going to last for more than an hour, the Asset Maintenance Contractor (DBi) is notified and comes out to assist with MOT. The MOT signs, as shown in the picture, are fluorescent coral in order to distinguish them from work zone signs.



If all responders follow the Safety Scene Guidelines, it should not matter who is the first to respond. By using the guidelines, everyone can anticipate what will be needed, and where everyone is planning on being positioned. Road Rangers should be back from the scene, leaving room for other responders. The EMS will pass the incident scene and place themselves within the “shadow of protection”; thereby allowing them to safely help any injured motorists and exit the scene as quickly as possible. The fire trucks are typically placed in the fend-off position, thereby providing the “shadow of protection”. When FHP arrives, they park near the incident within the protected area, off the pavement when possible.

As should always be the case, the initial MOT and vehicle placement should be upgraded or modified as needed after the first 15 minutes. By using Unified Command, all scene responders will have clear understanding of what needs to occur.



THE OBJECTIVES OF THIS TWO PART EXERCISE:

- Analyze the perspectives of other stakeholders.
- Build TIM Team dynamics for collaborative advantage.
- Ensure all stakeholders are included in prompt notification and on-scene communications.
- Revisit the Critical Incident Review SOG.
- Review process mapping, expose process gaps, propose process improvements and implement improvement opportunities to the Vehicle Safety/Scene Safety SOG.

Median Crossovers:

PB Farradyne completed a report on the Median Crossovers along I-75 for both the Charlotte-Sarasota-Manatee and Collier-Lee TIM Teams. In this report, recommendations were made to keep, move, add or remove the crossovers. FHWA and FDOT reviewed the report per established FHWA criteria. The final result is included as an attachment. Most Median crossover locations were approved per recommendation. Alternatives were evaluated; if there was an opportunity to meet criteria, then they were included. There will not be any construction projects exclusively for the median crossovers. Whenever a median crossover is within the 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.

Additional Topics

The new Regional Transportation Management Center (RTMC) is anticipated to be operational by mid September. The SWIFT SunGuide Center is the future of home of TIM Team meetings.

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

A discussion began regarding the relationship with the Medical Examiners Office. The Medical Examiners or State Attorneys typically only go out to the incident sites if there is an indication of Criminal Activity. There are some medical examiner FDLE judicial districts that allow TIM Team responders to move the bodies and open the roadway in a prompt fashion.

The I-95 Corridor Coalition is hosting a Quick Clearance Workshop in Orlando, Florida on May 12th. Registration is free for but pre-registration is required. Additional information on the workshop is attached and can be found at www.i95coalition.org.

Action Item: Don Olson and Ted Smith to see if a representative of the Medical Examiner's office is available to come to the next meeting.

Cable Median Presentation:

Matthew Schindler of Cloverleaf presented on the cable median barriers that are installed along I-75 in Charlotte, Sarasota and Manatee counties. There are four different manufacturers of cable barriers, and they all operate and behave differently. Cloverleaf represents Nucor. The cable barriers are installed approximately a mile and a half on either side of an interchange. This was decided on based on incident reviews that showed that most of the crashes occurred within a mile and a half of an interchange. The cables barriers installed have 3 cables that are pretensioned. The optimum height of the barrier was determined based on crash tests at 62 mph with a Honda Accord and a Ford F150 truck. The Nucor cable barrier may be cut, but it will remove all of the tension in that section and will cost approximate \$50 dollars to repair. The Nucor cable barrier will not whip around if cut, as demonstrated in the video. In order to repair a cut cable, a new turn buckle may be installed or a splice kit may be used. An alternative to cutting the cable is to relax the tension along the segment. This may be accomplished by turning the buckles to "unwind" them using a wrench, rebar, etc. or by knocking down the end posts and then pulling them out of the ground. The posts are reusable. If the cable barrier is not retensioned, then it is rendered useless. DBI has been trained by Cloverleaf and should be called whenever a cable barrier has been cut or detensioned. The video demonstrations and presentation of the Nucor cable barrier are available on the TIM website under 'Document Archives' at www.swftim.org.

Construction/Maintenance Update:

Weekly project information can be found on the FDOT website:

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

Scheduled 2008 Meeting Dates: Tuesday, June 10, 2008
 Tuesday, August 12, 2008
 Tuesday, October 14, 2008
 Tuesday, December 9, 2008

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

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