



Sarasota - Manatee Traffic Incident Management Team

June 13, 2017

Meeting Minutes

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Rory Howe	Parsons	Mike Maholtz	Sarasota/Manatee MPO
Brandy Boccuti	Metric Engineering	Pete Yauch	Albeck Gerkin
Charles Stratton	Metric Engineering	Jason Chase	Professional Towing
Chris Williams	FDOT	Robert Fakhri	Sarasota Co. Traffic Engineering
Kevin Vassar	Professional Towing	Srodden Rodden	Sarasota County
Robert Ortiz	Road Ranger/Anchor Tow	Clarke Davis	Manatee County
Conner Cardwell	Florida Highway Patrol	Marlena Gore	FDOT
Lina Cerquera	FDEP	Ryan Brown	Sarasota/Manatee MPO
Trudy Gevena	Valerin	Alvimarie Corales	Sarasota/Manatee MPO

Call to Order: The Sarasota-Manatee TIM Team meeting was held on Tuesday, June 13, 2017 at 1:30pm at the Manatee County Public Safety Center, 2101 47th Terrace East, Bradenton, FL 34203. Chris Williams, Charles Stratton, and Rory Howe facilitated the meeting.

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

Agency News:

Road Rangers

The team was informed that the Road Rangers are currently in the process of hiring a couple new staff members and are fully staffed.

The team reviewed the Road Ranger and Rapid Incident Scene Clearance 3rd Quarter reports. To view the reports, please visit our TIM team website at: <http://www.swfltim.org>

Chris Williams informed the team of a new vendor that will be added to the Rapid Incident Scene Clearance (RISC) program in the Alligator Alley area to help with coverage in the area.

Towing and Wrecker News

The towing agency is currently working on bringing heavy rescue “hands on” training such as rollovers and crash extrication with Station 8 and other local agencies in Sarasota County. The team will be updated with any further details, as they are available.

Other Agency News

The Florida Department of Transportation updated the team on the implementation of hard shoulder evacuation during hurricanes, in replace of a contraflow evacuation. Contraflow lanes utilize the lanes normally dedicated to the opposite direction of travel whereas hard shoulder running allows through traffic to travel on existing shoulders. In regards to the hard shoulder lanes, one of the shoulders will be designated for the traveling public and the other shoulder would be used for emergency responders.

The Florida Highway Patrol informed the team that their staff resources are currently down.

Other Agency News

The Florida Department of Environmental Protection (FDEP) spoke to the team about their responsibility and role as a liaison between the regulation and responsible parties in regards their responsibilities are as far as remediation and the environment. A list of Emergency Response Contractors was provided to the team. The Emergency Response Contractors are listed by the county in which they maintain an office. Most Emergency Response Contractors can provide service to other counties and some provide service Statewide. FDEP does not endorse any contractor and a firm's absence or presence does not imply prejudice or impropriety. Call the FDEP office of Emergency Response at (850) 245-2010 with any questions.

To view the current list of Emergency Response Contractors, please click on the following link: <http://www.dep.state.fl.us/oer/oer/ber/pdf/erContractors3.pdf>

Update on TIM Initiatives:

National/State/Regional

Rory Howe presented to the team about the lessons learned from the I-85 Bridge Collapse that occurred in Atlanta, Georgia. On March 30, 2017, a massive fire underneath a freeway viaduct, I-85 in Atlanta, Georgia, resulted in the collapse of a portion of the viaduct, stranding motorists for miles during rush hour traffic. The fire was allegedly "maliciously set" by a group of three individuals. The area of the collapse was along SR 237 (Piedmont Road) in the Piedmont Heights neighborhood north of Midtown Atlanta. Atlanta Mayor Kasim Reed described the situation as a "transportation crisis" that could take days or weeks to resolve, and Georgia Governor Nathan Deal declared a state of emergency.

The fire started at approximately 6:15 p.m. in a state-owned storage area under the highway bridge which contained high-density polyethylene (HDPE) pipes. The heat from the fire caused the collapse of a 100-foot section of I-85 northbound at about 7:00 p.m. Fire crews had the blaze under control by about 8:00 p.m.

GDOT officials announced on April 4, 2017, that repairs could be completed by mid-June 2017. Traffic was diverted to I-285, I-75 and SR 400.[13] In an effort to speed completion, up to \$3 million in incentive payments were authorized for the contractor, which completed work by May 12, when the northbound lanes of the bridge reopened.

Response timeline below:

- 6:47 p.m. - Bridge inspectors en route to site
- 7:03 p.m. - Bridge collapses
- 7:09 p.m. - State Bridge Engineer left restaurant and drove to work
- 7:10 p.m. - Emergency Operations Center at TMC activated
- 7:13 p.m. - Director of Construction calling contractors. CW Matthews sent trucks to scene for inspection
- 7:30 p.m. - Assistant Bridge Engineer had pulled original bridge plans

- 7:30 p.m. - Construction contacted beam fabricator who stated they would be on standby for GDOT
- 8:00 p.m. - Hourly calls setup between Designers, on-scene inspectors, TMC, Communications, Maintenance, GEMA, Executive Management
- 8:30 p.m. - Maintenance office created project numbers for repair
- 9:00 p.m. - FHWA Div Administrator arrived at TMC. Stayed for duration
- 10:00 p.m. - Governor declares State of Emergency, enables ER funding
- 10:30 p.m. - Demolition crews arrived on site
- 11:30 p.m. - Official detour in place. Road closures in place. Initial cost estimate in to FHWA. Approval from FHWA to negotiate with single contractor.
 - Friday - Two officials from Secretary Chao's office met with Governor and Commissioner. Promised money that day for repair with no roadblocks.
 - Friday AM - Demolition began
 - Friday PM - \$10 M Federal ER funds authorized (usually this takes 2 hrs.)
 - Friday - Worked like a Design/Build contract: Bridge design transmitted beam plans to fabricator and contractor. GDOT reviewing shop drawings on beam forms Sunday night, even before final plans complete.

Traffic Management Center's Role:

- Initially
 - Keeping cameras trained on fire. Passing info to management.
 - Using message signs to route traffic away from fire area
 - Dispatching HEROs to areas needing road and ramp closures
 - Publishing info on social media, website and 511
- Long Term
 - Keeping motorists informed via message signs, social media and 511
 - Reporting traffic shift data on a daily basis
 - Participating in operational improvement discussions. Making recommendations

Long-Term Traffic Management Plan:

- Plea for motorists to change their travel plans:
 - Use transit (MARTA experienced 12% uptick in ridership)
 - Telework from home
 - Use I-285 bypass to stay away from affected area
 - Carpool / Shift hours
- Operational changes:
 - Drastic changes in signal timing on arterial detour routes (RTOP)
 - Adding additional ramp lanes by restriping
 - Prohibiting lane closures
 - Enhancing pavement markings and signs

Reconstruction Schedule:

- GDOT initially announced a June 15th re-opening date. However, incentives were added with FHWA approval:
 - Open before May 25 = \$1.5 M bonus
 - Open before May 21 = \$2.0 M bonus
 - Every day before that = add'l \$200k per day
 - Max incentive: \$3.1 million
 - Bridge re-opened May 12th at approximately 5 weeks earlier than original schedule

To learn more and to view the full presentation, please visit our TIM team website at: [http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts & Presentations](http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts%20&%20Presentations)

The team viewed a recent news video of a law enforcement officer requesting a new reporter to leave the scene of a single vehicle crash on I-75 in Charlotte County, as he was reporting live for his own safety, as he was not wearing a safety vest which is a violation of the Manual on Uniform Traffic Control Devices (MUTCD).

The Manual on Uniform Traffic Control Devices (MUTCD) Section 6D.03 states the following on safety vests:

- All workers, including emergency responders, within the right-of-way of a roadway who are exposed either to traffic (vehicles using the highway for purposes of travel) or to work vehicles and construction equipment SHALL wear high-visibility safety apparel

This requirement applies to all incident responders, including, but not limited to:

- Media Personnel
- Law Enforcement
- Fire Department
- Emergency Management Services
- Towing and Recovery
- Medical Examiner/Coroner
- Local/County/State Maintenance and Transportation Officials
- Insurance Investigators
- Traffic Engineers

To view the video, please visit our TIM team website at:

[http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts & Presentations](http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts%20&%20Presentations)

The team was informed of the recent success of the National Traffic Incident Management (SHRP-2) Responder Training Program that trained over 75 first responders within a two day period, which took place May 15th and 16th in the Fort Myers and Manatee County area.

The training included lectures as well as table top activities. The benefits of the National Traffic Incident Management (SHRP-2) Responder Training includes:

- A unified, multidisciplinary approach that promotes a more effective incident response.
- Lessons in new multiagency standards and best practices.
- An opportunity for responders from multiple disciplines to breakdown communication barriers and begin to work more effectively together.

Participants also received a certificate from the Federal Highway Administration (FHWA) after completing the training.

To learn more about the training, please contact Brandy Boccuti, TIM Coordinator, at bboccuti@metriceng.com

The team was informed about the 2017 International Forum on Traffic Records and Highway Safety Information System which takes place August 6-9, 2017. The Forum topics will include drugged driving, interlocks, roadway data collection, roadway data integration, automated courts, court system integration, highly automated vehicles, EMS and injury surveillance, dashboards, data quality, and hot topic subjects on technology. To learn more about the event and to register, please visit the following website: <http://www.trafficrecordsforum.org/>

The team was informed about the 23rd Annual International Association of Chiefs of Police Training Conference on Drugs, Alcohol, And Impaired Driving which will take place August 12-14, 2017. The training conference provides certified drug recognition experts, physicians, toxicologists, prosecutors, and other traffic safety professionals with a forum in which to share information, best practices and lessons learned in law enforcement drug recognition settings. Though the technology and practices have changed and are constantly evolving, the conference provides consistent training, professional development, and a national forum for drug recognition experts and others with a professional interest on a broad array of new and emerging issues. To learn more about the event, please visit the following website: <http://www.theiacp.org/dreconference>

Chris Williams informed the team about the SonoBlaster Work Zone Pilot Program. On March 1, District Four's Severe Incident Response Vehicle (SIRV) team, in collaboration with Florida Turnpike Enterprise's Traffic Operations, launched a pilot program to implement SonoBlaster® Work Zone Intrusion alarms.

Created by Transpo® Industries Inc., the SonoBlaster® is an impact and tilt activated safety device that warns roadway workers of any passing vehicles that may potentially enter the work zone. The SonoBlaster® is mounted on typical work zone barricades, cones, drums and delineators. Upon impact, the SonoBlaster®'s built-in carbon dioxide-powered horn blasts a loud signal at 125 dB, for about 15 seconds.

Scheduled to end on September 30, the six-month pilot program will be evaluated on how well it enhances incident responder safety. Each District Four SIRV Operator will have two SonoBlaster® alarms placed on their vehicles, for a total of 16 alarms used throughout Broward and Palm Beach counties. Florida Turnpike's 14 Road Ranger vehicles will also use SonoBlaster® alarms during the pilot program.

The estimated cost to operate each SonoBlaster® is \$88. District Four hopes this small initiative will improve incident responder safety as well as driver awareness, and eventually become a permanent device used on all SIRV and Road Ranger vehicles.

For more information on District Four's SonoBlaster® pilot program, please contact Mr. Dong Chen at (954) 847-2785 or email to Dong.Chen@dot.state.fl.us.

Pete Yauch, P.E., PTOE, with Albeck Gerken presented to the team on the Diversion and Evacuation Route Signal Timing Development.

The objective of the project:

- Strategic plan for maximizing the throughput of diversion or evacuation route through traffic engineering practices
 - Traffic signal timing patterns
 - Traffic operational improvements
 - Law enforcement deployment strategies
 - Decision matrix and operations guide development
- Ease of implementation

Project Task:

- Establish Diversion Route and Evacuation Scenarios and Criteria
 - Evaluate Route Options and Develop Recommendations
 - Technical Memorandum 1
- Develop Conceptual Strategies for Route Implementation
 - GIS Mapping
 - Controller Database Acquisition
 - Design Route Scenarios

- Technical Memorandum 2
- Design Timing Patterns
 - Identify Affected Intersections
 - Design Timing Patterns
 - Prepare Documentation
- Finalize / Implement Timing Patterns
 - Deploy and Field Check
- Develop Implementation Guide
- Assignment Completion

If you have any questions, please contact Peter J. Yauch, P.E., PTOE, Albeck Gerken, Inc., at pyauch@albeckgerken.com

To view the full presentation which includes graphical maps of the diversion routes along Interstate 75, please visit our TIM team website at: [http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts_ & Presentations](http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts_&_Presentations)

Charles Stratton presented to the team on the Anatomy of a Traffic Incident. Many different responder disciplines are involved in traffic incident response. The more serious the incident, the more disciplines are involved. For a serious or major crash, response disciplines and their primary TIM missions include:

TIM Responder Discipline	Primary TIM Missions
Emergency Dispatch (911 Center)	Dispatch Emergency Responders upon Notification of Incident
Fire / Rescue	Public Safety at Incident, Scene Fire Suppression, and Rescue Crash Victims
Emergency Medical Services (EMS)	Triage, Treatment, and Transport of Crash Victims
HAZMAT	Hazardous Material Cleanup and Disposal
Law Enforcement	Secure the Incident Scene, Traffic Control / Road and Lane Closures / Openings, Safeguard Property, Conduct Crash Investigations
Medical Examiner/Coroner	Investigate Fatal Incidents
Towing and Recovery	Removal of Wrecked or Disabled Vehicles, and Debris
Transportation	Detect and Verify Incidents, Activate Diversion Routes, Coordinate Vehicle and Spilled Cargo Removal, Stabilize and Repair Transportation System, Inform Public of Traffic Impacts of Incidents

- Incidents involving fatalities generally take longer to resolve because of the need for crash investigation and for the involvement of the medical examiner.

- Incidents involving hazardous materials generally take longer to resolve because HAZMAT cleanup takes time.
- Incidents involving commercial vehicles, particularly when spilled cargo is involved, often take longer to resolve.
- Traffic incident response involves sequential phases of response action. Delays, misinformation, lack of resources and coordination during any phase will affect total incident duration.

- The typical sequence of events in serious incidents is:
 - Detection that an incident has occurred
 - Notification and Verification that the incident has occurred
 - ✓ Determine incident location
 - ✓ Sufficient information to enable appropriate response
 - Responder Dispatch
 - Roadway Clearance
 - Recovery of normal traffic flow
 - Prompt incident detection, notification, verification, and responder dispatch reduce incident duration.
 - Improved communication and coordination among traffic incident responders also reduces incident duration.

To learn more and to view the full presentation, please visit our TIM team website at: http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts_&Presentations

FDOT Construction Update

Charles Stratton reminded the team that the District 1 Roadwatch construction report is available to all first responders. To view the weekly District 1 RoadWatch construction report, please visit the following website: <http://www.fdot.gov/info/D1/news/newsreleases/default.shtm>

Active Construction:

Trudy Gerena, Senior Public Information Officer, Valerin Group, and Marléna Gore, FDOT District One Interstate Construction Project Manager updated the team on the I-75/University Parkway DDI Construction project. The start date of the project was August 2015, and the estimated completion date is Fall of 2017. Improvements being made as part of this project consist of constructing a diverging diamond interchange, adding an auxiliary lane on northbound and southbound I-75, constructing new bridges on I-75 over University Parkway, widening of University Parkway, widening of I-75 bridges over Errie Creek and Foley Creek, realignment of on-ramps and off-ramps at I-75/University Parkway, addition of ponds, drainage improvements, new lighting and signalization, construction of a noise wall on the west side of I-75, sidewalks, bike lanes, and pedestrian walkways. If you have any questions on the project, please contact Trudy Gerena, Senior Public Information Officer at 813-299-3579 and/or trudy@valerin-group.com

To view the full presentation, please visit our TIM team website at: http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts_&Presentations.

Please also visit <http://www.swflroads.com/i75/university/>, which provides up to date project information.

Completed Construction:

No updated information was provided by the TIM Team.

Anticipated Future Construction:

No updated information was provided by the TIM Team.

Additional construction information is available on the FDOT Road Watch website located at <http://www.dot.state.fl.us/publicinformationoffice/D1/news/newsreleases/default.shtm>

Future Meetings:

The next Sarasota-Manatee County TIM Team will be held on August 8, 2017 at 1:30 PM at the Manatee County Public Safety Center, 47th Terrace East 2101, Bradenton Florida, 34203.

As always, please continue to visit the TIM Team website for updates, and also help support our TIM Team by providing the TIM Team website to others that may be interested in joining our team!
<http://www.swfltim.org/>

If you have any questions or need additional information, please contact Charles Stratton, Metric Engineering, Inc. at (407) 644.1898 or via email at cstratton@metriceng.com or Chris Williams, FDOT District 1 ITS Operations/ TIM TEAM Coordinator/ Road Ranger Program Project Manager at (239) 225.1915 or via email at Chris.Williams@dot.state.fl.us