



67th Edition

Sarasota-Manatee County Traffic Incident Management Team

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Upcoming Events:

Next TIM Team Meetings:

Manatee County Public Safety Center 2101 47th Terrace East Bradenton Florida, 34203

1:30 PM

- April 12, 2016

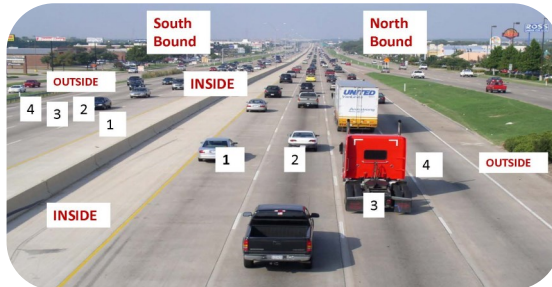


Traffic Incident Response Lane Designation Terminology

The goal for lane designation terminology is to establish common and consistent terminology that can be used in incident response and as a best practice in all areas for responders to prevent confusion and improve communications. Incorrect terminology could potentially lead to confusion on the scene, impact responder and victim safety, and adversely affect emergency response and traffic clearance times.

The following is a breakdown of lane designation terminology when responding to an incident:

- Traffic incident responders use plain English where possible to identify incident location and lane designations. On roadways with 3 or less lanes, they are named left, center, and right when facing in the direction of traffic flow.
- When roadways have more than 3 lanes in any one direction, the lanes shall be identified and labeled with numbers, starting with the far left lane.
- When using lane numbers, the far left lane shall be called "Lane 1". Each lane to the right is numbered sequentially 2 through n.
- Shoulders should be identified using "right/left" and/or "inside/outside" along with the term "shoulder." The left shoulder is the inside shoulder and the right shoulder is the outside shoulder [i.e.: Inside (or left) shoulder, southbound Interstate 75].
- Responders should also indicate the relative direction of travel (e.g. northbound or southbound) along with other incident location details and any specific position assignments. For example, an incoming unit might be told to safe park or "block upstream of the incident in Northbound (NB) Highway 75 Lane 3 and right shoulder".
- High occupancy vehicle (HOV) or high occupancy toll (HOT), car pool, or bus only lanes that are physically separated shall be designated as HOV1 northbound (NB), HOV2, HOT1, HOT2, etc. as appropriate.
- If the incident is located before the merge point it shall



be considered a separate roadway and identified as such (i.e. left hand exit ramp).

- The term "upstream" is defined as before the incident point or area. The term "downstream" is defined as past or beyond the incident point or area when facing in the direction of traffic flow.

To learn more, please visit the National Traffic Incident Management Coalition website at:

<http://ntimc.transportation.org/Pages/default.aspx>

The 2015-2016 Statewide Road Ranger Survey

The Road Ranger survey identifies key data points related to the performance and interaction of the FDOT Road Rangers with incident responders throughout the State of Florida. Your response will provide valuable insight to improve the quality of service provided by Road Rangers. This process also provides an

opportunity to address issues related to on-scene safety and the provision of proper equipment for Road Rangers. To access the survey, please click on the following link:

<https://www.surveymonkey.com/r/2015-2016StatewideRoadRangerSurveyforIncidentResponders>

FDOT District One Weekly Roadwatch

The Florida Department of Transportation prepares a weekly report to inform the public about upcoming road work. The report can include important information such as project work schedules and lane closure locations for major road projects. This can be an important tool to the first responder community when responding to incidents on the highway.

To learn more, please click on the following link:

<http://www.dot.state.fl.us/publicinformationoffice/D1/news/newsreleases/default.shtm>

Support Your Towing TIM Team Members

The 2016 Tow Show will take place April 7-10, 2016 at the Hilton in Lake Buena Vista, Florida. The show will include new and exciting experiences in the towing industry. The event is a great way to learn more about the industry and connect with other incident responders.



To learn more, please visit the following website:

www.floridatowshow.com

**An Introduction to the MUTCD Part 6 Chapter 6I:
Control of Traffic Through Traffic Incident Management Areas**

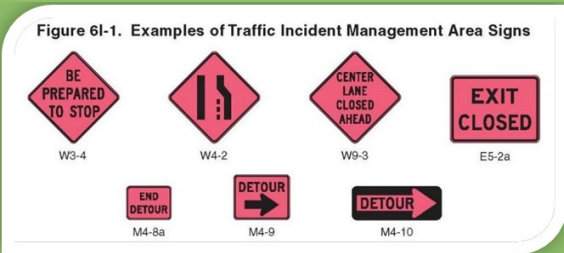
The USDOT Federal Highway Administration (FHWA) published the Manual on Uniform Traffic Control Devices (MUTCD) to define the standards used to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to the traveling public, under Title 23 Code of Federal Regulations (CFR) Part 655 Subpart F – Traffic Control Devices on Federal- Aid and other Streets and Highways.¹

A key Chapter in the MUTCD pertaining to Traffic Incident Management (TIM) is Chapter 6I – Control of Traffic Through Traffic Incident Management Areas. Technically Chapter 6I does not include specific TIM Temporary Traffic Control (TTC) requirements, but it does include key information and guidance for implementing TTC during TIM. The purpose of TTC through in a TIM area is to notify motorist that there is an emergency response in progress, and direct them on how to procedure safely around the incident area.² Additional goals of TIM TTC is to clear incidents in a timely manner and to maximize the safety of first responders.

In Section 6I.01, a “Traffic Incident” is defined as an emergency road user occurrence, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic.

Also included in section 6I.01 is the option to use warning and guide signs for TIM TTC that have a black legend and border on a fluorescent pink background.³

TRAFFIC INCIDENT CATEGORIES	
TRAFFIC INCIDENT CLASS	EXPECTED DURATION
Major	> 120 Minutes
Intermediate	Between 30 Minutes and 120 Minutes
Minor	< 30 Minutes



Sections 6I.02, 6I.03, and 6I.04 clarify the TTC characteristics and expectations for Major, Intermediate, and Minor Traffic Incidents respectively. Major incidents impact traffic for a longer duration than Intermediate and Minor Incidents, requiring additional interagency coordination, traffic control, and personnel to clear the incident. The final section 6I.05 discusses the use of Emergency-Vehicle lighting during daytime and nighttime incidents.

Due to the nature of today’s roadways often teeming with heavy and poorly maintained vehicles traveling at high speeds often by distracted or impaired drivers, first responders are in inherent danger for the duration of an incident. Also, the addition of traffic incidents to a roadway resulting in vehicular delay queues, temporary traffic

control, emergency vehicles, and first responders creates additional distractions for commuters. This is why it is imperative that first responders adhere to all standards, requirements, and guidelines designed to clear incidents efficiently and to protect first responders in the traffic incident management area. First responders that fail to follow the applicable MUTCD standards and requirements in their state during Traffic Incident Management resulting in subsequent incidents may be subject to criminal penalty and civil liability.⁴

In summary, effective Temporary Traffic Control required in Traffic Incident Management areas is essential for clearing incidents efficiently, minimizing delays, decreasing the risk of secondary incidents, maximizing first responder safety, and decreasing liability to the first responders and agencies involved. All pertinent agencies should take TTC seriously by providing the appropriate first responder training to implement effective TTC. Agencies should also enforce all requirements and guidelines in the MUTCD with an emphasis on the entire Part 6, from the required safety vests outlined in the MUTCD Section 6D.03 to the utilization of the appropriate channelization devices such as the orange cones detailed in the MUTCD Section 6F.64.

- 1) USDOT FHWA MUTCD Home Website <http://mutcd.fhwa.dot.gov/index.htm>
- 2) Responder Safety Learning Network MUTCD Video <https://learning.respondersafety.com/LoggedIn/Training.aspx?ProgramId=f7d0ec7e-f150-49b0-bf46-e2359c2c4d13&LessonId=6bb78678-9646-48a8-b49e-597381032355>
- 3) USDOT FHWA MUTCD (2009 Edition, Includes Revision 1 dated May 2012 and Revision 2 dated May 2012) <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>
- 4) Responder Safety Learning Network MUTCD Video <https://learning.respondersafety.com/LoggedIn/Training.aspx?ProgramId=f7d0ec7e-f150-49b0-bf46-e2359c2c4d13&LessonId=6bb78678-9646-48a8-b49e-597381032355>

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

T I M TEAM WEBSITE!
www.swfilitim.org

The Sarasota-Manatee 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

