



Polk County Traffic Incident Management Team

January 9, 2020
Meeting Minutes

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Brandy Boccuti	Metric Engineering, Inc.	Phillip Wilhite	Polk Co. Traffic
Kevin Smith	Parsons	Tim Smith	FDOT
Michael Blaze	Polk Co.	Eddy Gaggett	FDOT Bartow Ops
Raul Corbo	Anchor Towing/Road Ranger	Willie Smith	FDOT Bartow Ops
Mark Cygan	Lakeland Wrecker	Larry Saxon	Florida Turnpike
Michael DeLong	Road Rangers	Mike Swanson	Professional Towing
Lawerence Joy	Lakeland Wrecker	Tex Thomas	Polk County Sheriff's Office
Todd Riley	Stepp's Towing	Richard Fimbel	DBI Services
		Ray Mikol	HNTB/TMC
		Doug Binnion	DBI Services

Call to Order: The Polk TIM Team meeting was held on Thursday, January 9, 2020 at 10:00 AM at the Polk County Sheriff's Office Complex, Polk County Sheriff's Office, East Division Command, 3635 Avenue G NW, Winter Haven, FL 33880. Brandy Boccuti and Kevin Smith facilitated the meeting.

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

Agency News:

Road Rangers

Road Ranger Manager informed the team that of a Road Ranger traffic incident

Towing and Wrecker News

No agency updates.

Other Agency News

No agency updates.

Update on TIM Initiatives:

National/State/Regional

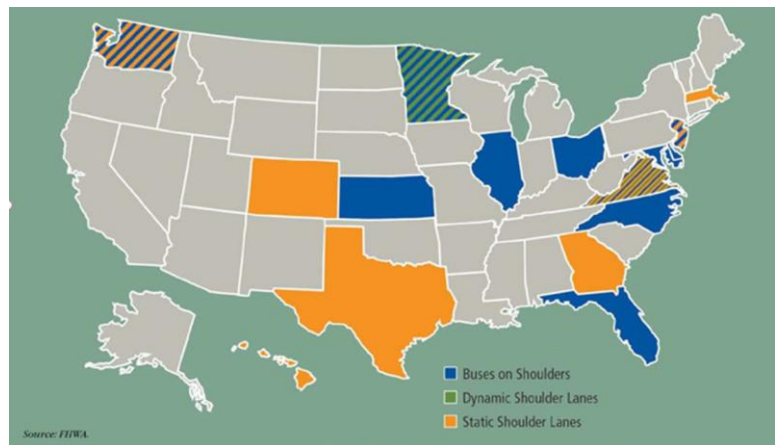
Kevin Smith, Parsons Corporation, presented to the team on part time shoulder use and traffic congestion.

Part Time Shoulder Use:

- Use of the safety shoulder as a travel lane during congested conditions – Not a permanent conversion of a shoulder
- Add capacity only when needed
- Keep shoulder intact for most hours of the day
- Low cost option to reduce congestion

Types of Part Time Shoulder Use:

- Static shoulder use – open to passenger vehicles during predetermined hours of operation
- Dynamic shoulder use – open to passenger vehicles based on need and real-time conditions
- Bus-on-Shoulder (BOS) – open only to buses, usually at driver's discretion
 - Shoulder use typically implemented on freeways; but can be applied to arterials



FHWA Shoulder Use:

- There are no national guidelines
- Growing interest nation-wide in TSM&O solutions
- Not a standard/policy, but a reference for best practices
- Consistent with FHWA initiatives

To view the FHWA guideline, please click on the following link:

<http://www.ops.fhwa.dot.gov/publications/fhwahop15023/index.htm>

Additionally, reference map above for states currently using part time shoulder use. To view the full presentation, please visit our TIM team website at: <http://www.swftim.org/>

Brandy Boccuti, Metric Engineering, spoke to the team about on-going actions and suggested improvements for future TIM team meetings.

The following items were recommended from the TIM team members and will be an on-gong process:

- Send out survey to all responders to confirm contact info, questions they may have and their territory and job responsibilities.

- Update and bring notification list to the next meeting
- Periodically conduct a hands-on table top exercise
- Challenge each attendee to bring someone with them to the meetings.
- Develop a "Frequently Asked Questions" hand-out.
- Rotate through each Responding Agency to present and discuss their duties and responsibilities on scene.

The team was reminded that a survey was sent out requesting their updated contact information along with any suggested frequently asked questions. A hard copy of the survey was also given at the meeting.

After Action Reviews (AAR) provide agencies with actionable intel on an incident or event that can be used for improved strategies for future occurrences, demonstrating the benefit of quick clearance practices and improve cross-agency coordination and communication.

AARs were performed on the following recent major incidents:

11/11/2019

Event Number 909771

I-4 Eastbound Mile Marker 54

Jack-Knifed Tractor-Trailer

RISC Event

Polk County

Timeline:

1135	TMC	Event reported, #1 and 2 lanes (of 3) blocked
1136	FHP	Per Lt French (137), RISC activated (Webb's Towing)
1149	TMC	FHP on scene
1151	TMC	RR101 on scene
1200	FHP	FHP attempted to cancel RISC
1208	TMC	First Webb's Towing unit on scene
1229	TMC	All equipment on scene for Webb's Towing
1220	TMC	NTP given (timestamp 1231)
1234	TMC	DBI on scene
1243	TMC	"(Operator) Scene clear at 12:43 pm. FHP and DBI still blocking"
1255	TMC	#1 of 3 lanes and left shoulder still blocked
1255	FHP	Roadway clearance per FHP
1303	TMC	Only left shoulder blocked (Roadway clearance?)
1307	TMC	Incident clearance

Lessons Learned:

The incident was a good example of the benefit of early RISC activation from CCTV.

Education and/or outreach is needed to understand once RISC is activated it should not be canceled. There was rapid roadway clearance and incident clearance from NTP.

Better communication between FHP and TMC dispatch as to the importance of event time stamping (equipment on scene, NTP, roadway clearance, etc).

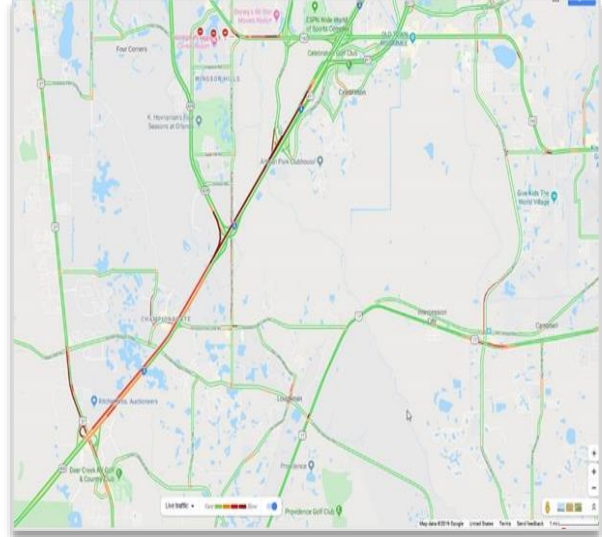
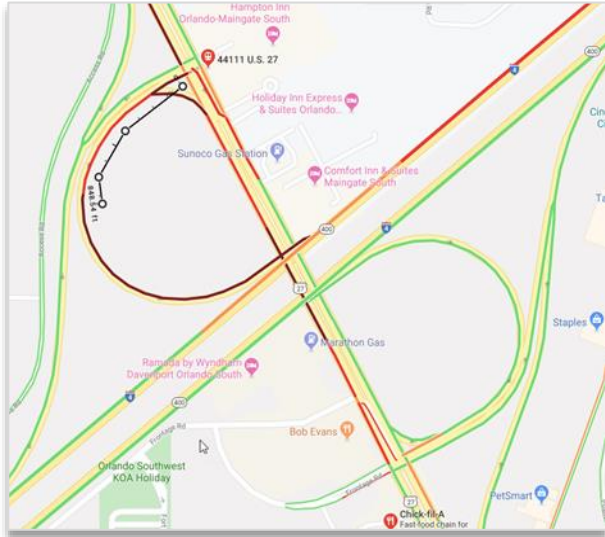
10/27/2019

Event Number 903379

I-4 Westbound at US 27 Exit

Congestion Back Up from Disabled Vehicle at Top of Ramp (about 8-9 miles)

Polk County



Timeline:

- | | | |
|------|-----|---|
| 1135 | TMC | Event reported, #1 and 2 lanes (of 3) blocked |
| 1518 | TMC | Off Ramp Backup |
| 1657 | TMC | Roadway clearance. Incident removed from FL-ATIS 511 system |

Lessons Learned:

Congestion occurred due to stalled large vehicle at the top of the exit ramp at US-27.

FHP not dispatched on the event, nor Road Rangers; was just monitored from TMC.

Consensus from first responders that interchange is usually backed up every day during the afternoons and congestion is not unusual.

Also, Ritchie Brothers Auction house has a location at the intersection and may have had an auction that day; responders unanimously agree traffic is very heavy in the area on auction days. Stalled commercial vehicle blocking a ramp lane met criteria for RISC, but RISC was never activated and no FHP or FDOT response or evaluation of incident was done.

10/27/2019

Event Number 906011

I-4 Eastbound at Exit 33

Overtaken Pick-Up and Trailer (No RISC)

Polk County

Timeline:

1504	TMC	Event reported, right shoulder blocked
1508	TMC	FHP holding #3 lane and right shoulder
1538	TMC	Per FHP, rotational tow on scene
1752	TMC	Roadway clearance (only shoulder blocked)
1757	TMC	Incident clearance/closed

Lessons Learned:

The RISC program was not activated as the incident did not meet the RISC criteria and was not activated. Road Ranger on scene was a good example of proper cone taper for work zone protection.

10/18/2019

Event Number 901119

I-4 Eastbound at Polk Parkway West

RISC Event

Polk County

Timeline:

2312	FHP	Incident reported, one witness reported a tornado touched down
2320	TMC	First reported major incident I-4 EB near MM 26, right shoulder, #2 and #3 lanes blocked by overturned tractor trailer
2340	TMC	RISC activated by TMC (Stepps)
2345	TMC	Mike notified and additional equipment requested
2350	TMC	DBI notified (no RR working in the area)
0027	TMC	All equipment on scene
0029	TMC	All lanes closed by FHP to work scene; NTP given
0108	TMC	Roadway clearance (RISC ended)
0115	TMC	DBI on scene
0115	TMC	Incident clearance (incident closed)

Lessons Learned:

It was noted that a tornado did touchdown in this event. Agencies responded quickly considering the weather conditions and several incidents that occurred at the same time due to extreme bad weather in the area. Agencies were able to achieve roadway clearance and incident clearance rapidly. Early activation of RISC can help reduce roadway blockage time.

10/09/2019

Event Number 901119

I-4 Eastbound at SR 559

RISC Event

Polk County

Timeline:

1426	FHP	Event reported, 2 semis involved, cargo of mulch blocking roadway
1449	TMC	Not on camera, FHP advised full closure and then #1 lane only blocked; waiting on clarification
1455	TMC	#1 and 2 lanes blocked
1459	TMC	FHP requests RISC (timestamped at 1507)

1502	TMC	RISC activated and additional equipment requested (Webb's Towing)
1503	TMC	DBI notified of long-term MOT need
1520	FHP	Webb's first wrecker on scene
1525	FHP	Webb's called Stepps for fuel spill cleanup
1542	TMC	FHP gave NTP (timestamp 1600)
1556	TMC	All equip and additional on scene (timestamp 1602)
1654	TMC	All lanes clear (Roadway Clearance), RISC ended
1713	FHP	#3 and #2 lanes opened, #1 lane and shoulder still closed
1836	TMC	No lanes blocked
1838	TMC	Incident clearance

Lessons Learned:

Early activation of RISC reduces the length of time of road closures. Early request for additional equipment can also speed up roadway clearance by getting the required equipment on scene as early as possible.

Quick clearance strategies may help achieve roadway clearance earlier but achieving incident clearance as quickly as possible helps reduce the dangers to responders.

FDOT Construction Update

The team was reminded 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:

No updated information was provided by the TIM Team.

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 Polk County TIM Team will be April 9, 2020 at 10:00 a.m. at the Polk County Sheriff's Office Complex, Procap Room, and 1891 Jim Keene Boulevard, Winter Haven, FL 33880.

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 Brandy Boccuti, Metric Engineering, Inc. at (407) 949-4283 or via email at brandy.boccuti@metriceng.com