



46th Edition

Polk County Traffic Incident Management Team

September 2012



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Upcoming Events:

TIM Team Meeting:

Thursday
October 11, 2012
10:00 am

City of Lakeland
Construction Building
407 Fairway Avenue
Lakeland, FL 33801



National Support Needed to Improve Highway Safety and Reduce Congestion



For each minute a freeway lane is blocked during peak use, an estimated 4 minutes of delay result after the incident is cleared, accounting for 4.2 billion hours/year in delays. Nearly 13% of police officer & firefighter line-of-duty deaths result from vehicle-related incidents.

Mr. William Fuller, District One Traffic Incident Management Project Manager, was recently honored to participate in the second part of the Strategic Highway Research Program (SHRP 2) presented by the Federal Highway Administration (FHWA), which involved a two-day training course for trainers that facilitates widespread use of the multi-disciplinary training.

The Polk County TIM Team is looking to identify champion Instructors in their profession to help make the training possible for responders in the area. You, along with another responder instructor from a partnering agency, would lead in training eleven possible lessons designed to "improve traffic incident scene management."

The first product is a multi-disciplinary training course that promotes a shared understanding of the requirements for quick clearance and safeguards responders and motorists. Governors, transportation leaders, police and fire-fighters across the country can save money, time and lives by championing a full-scale deployment of these innovative trainings focused on traffic incident management.

SHRP 2 was created by Congress to address the challenges of moving people and goods efficiently and safely on the nation's highways. This short-term research program addresses four strategic focus areas:

- **Safety** - The role of human behavior in highway safety
- **Renewal** - More efficient highway project delivery
- **Reliability** - Congestion reduction through improved travel time
- **Capacity** - Improved integration of community, economic, and environmental considerations for new highway capacity

Training Objectives

The new multi-agency National TIM Training Program equips responders with a common set of core competencies and assists them in achieving the TIM

National Unified Goal of strengthening TIM programs in the areas of:

- Responder safety
- Safe, quick clearance
- Prompt, reliable, interoperable communications.

Program Strengths

- Promotes more effective multi-agency, coordinated, and planned incident response
- Improves responder safety
- Improves travel-time reliability for person and freight trips on the Nation's highways by improving incident clearance time
- Reduces congestion, collisions, and delays caused by secondary crashes

Key to Success

In order to effectively strengthen TIM activities, the training courses must reach a majority of our area incident responders. This Training opportunity will be on the TIM team agenda in order to plan many successful training sessions in your county.

Your TIM Team can effect REAL change by encouraging the participation of ALL Incident

Responder agencies in TIM and this National TIM Training Program.

Article submitted by William Fuller, District One Traffic Incident Management Project Manager.

Extracted in part from FHWA-HOP-12-007.

The August 2012 Road Ranger Employee of the Month



The Road Ranger Employee of the Month of August 2012 is Mr. Robert Rodriguez. Mr. Rodriguez recently joined the Road Ranger team covering the Fort Myers area (truck number 106.) Mr. Rodriguez was recognized for his outstanding quick response in helping a stranded motorist.

Recently, while a stranded motorist was broken down on the side of the road, he unfortunately stepped into a fire ant hill which resulted in a medical reaction. Mr. Rodriguez was quick in response to dispatch emergency help and stayed with the pedestrian until help arrived.

Understanding Rapid Incident Clearance (RISC)



The purpose of Rapid Incident Scene Clearance (RISC) is to safely and quickly remove major incidents from the highway with a goal of resuming normal, safe traffic operations as quickly as possible.

Furthermore, the RISC program is an initiative by the Florida Department of Transportation (FDOT) to provide monetary incentives for private associates to clear major incidents more quickly. This is a direct incentive from the Traffic Incident Management Team in support of the Florida's Open Roads Policy. The Open Roads Policy is an agreement between the Florida Highway Patrol (FHP) and the Florida Department of Transportation (FDOT) to expedite the removal of vehicles, cargo and debris from Florida Roadways and Freeways. The RISC program is most commonly executed in incidents where the entire roadway is blocked due to a traffic incident. RISC is also used on limited access highways, where typical medium and heavy-duty wreckers are not capable of clearing the incident. ⁽¹⁾ Incidents should be reviewed to identify trends, effectiveness of current safety programs, and prevent similar incidences from re-occurring. ⁽²⁾

In addition to quick roadway clearance, the RISC program offers financial incentives to specialized companies to respond to and provide complete clearance of incidents such as large vehicle crashes, rollovers and cargo spills (including Hazardous Materials) within a specified period of time. Wreckers are required to be inspected by the Florida Highway Patrol (FHP) to ensure they meet FHP's wrecker requirements before being listed as an official Florida Department of Transportation (FDOT) RISC Vendor. Copies of the inspection reports are provided to the Vendors and FDOT representative validating that the requirements have been met and the wrecker contractors are approved for the RISC Vendor Program.

Not all traffic incidents can be declared as a RISC incident. The traffic management professional at the SWIFT SunGuide® Transportation Management Center (TMC) coordinates with FHP in identifying when to activate the program accordingly to restore highway capacity in shorter time frames than they would with regular towing and recovery services.

Once the FHP designates the traffic incident as a RISC event the following procedures are followed:

1. The TMC notifies the appropriate RISC contractor to mobilize and provide the details and estimated time of arrival to FHP Trooper on scene
2. The RISC Contractor has 60 minutes to arrive at the scene of the incident with the required equipment
3. When the contractor is granted a Notice to Proceed (NTP) by the Trooper on scene, the RISC Contractor has ninety (90) minutes to relocate or remove the cause of the blockage and to have all travel lanes open to traffic
4. The RISC contractor, in order to receive an Emergency Response and mobilization payment, must have arrived within one hour and have the road back open to traffic with the required ninety minutes
5. If the RISC Contractor is requested to mobilize and respond with "Additional Trucks and Heavy Equipment", the contractor will be paid additional compensation if used and a higher monetary value for if the equipment is used on scene
6. If the RISC contractor fails to perform the recovery within ninety (90) minutes, no performance payment will be issued
7. Failure to clear a non-hazardous material incident within three (3) hours will result in a flat rate penalty. An additional penalty will be given for every minute after the allotted three hours
8. The State of Florida will recover cost associated with the RISC Program from the responsible party's insurance companies and intent the program to be financially self-sustaining. ⁽³⁾

The success of the RISC program depends on the willingness for quick clearance but performing these specialized tasks as safe as possible to ensure the traveling public arrives at their destination. This also includes freight to ensure the trucking industry can transport goods to their destinations. RISC opportunities for Wrecker/Recovery contractors are advertised monthly online at www.myflorida.com. For more information contact William Fuller, District One Traffic Incident Management Project Manager at (239)-225-9815.

(1) Rapid Incident Scene Clearance. Retrieved September 11, 2012 from: <http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/750030020.pdf>

(2) Incident Reporting "Prompt reporting of an incident is a critical component to a risk management program" Retrieved September 11, 2012 from: <http://www.nd.gov/risk/services/incident-reporting>

(3) SunGuide Disseminator "Reducing Congestion with RISC". Retrieved September 11, 2012 from: <http://www.dot.state.fl.us/trafficoperations/Newsletters/2011/2011-001-Jan.pdf>

Article by Scott Agans, Metric Engineering, Inc.



T I M TEAM WEBSITE!

www.swifitim.org

The Polk 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.