

Palm Beach County Traffic Incident Management Team

TIM Meeting Minutes October 2009



Meeting Date: October 6, 2009

Meeting Time: 1:30 PM – 3:30 PM

Location: Palm Beach Vista Center
2300 N. Jog Rd.
West Palm Beach, FL 33411

Attendees: Listing Attached

Call Meeting to Order

Mike McGee of AECOM called the meeting to order. Introductions of all TIM members immediately followed.

Distributed Documents:

- Agenda
- August meeting minutes
- I-95 HOV Expansion Projects Handout
- Jurisdictional Changes for Congress Ave.
- TIM in '10
- PBSO RISC Quick Clearance Reference Sheet
- RISC Post Incident Analysis Review – September 4, 2009
- SMART Moves – September 2009
- Palm Beach Vista Center Contact Numbers

Review Action Items/Previous Meeting Minutes – Mike McGee

No action items for review

Construction Update – Alicia DeFage & Meredith Cruz

I-95 HOV Expansion, from Donald Ross Road (exit 83) north to S.R. 706/ Indiantown Road (exit 87A/B)

The \$43.5 million, 4.5-mile construction project will expand the existing six-lane interstate to 10 lanes, which includes one general-purpose lane and one High Occupancy Vehicle (HOV) lane in each direction and additional auxiliary lanes. The project includes widening of the existing bridges over Donald Ross Road and the C-18 Canal; ramp improvements; sound barrier and retaining wall construction; signalization enhancements; new signing, pavement markings, lighting; and landscaping, including irrigation. The work began August 21, 2008 is being performed by Posen Construction. Construction is expected to be completed spring 2012.

Restrictions: The inside and outside travel lanes of northbound and southbound I-95 will be closed, 9 p.m. until 6 a.m., Sunday, October 4, through Thursday, October 8, for barrier wall relocation. The outside travel lane of eastbound Donald Ross Road will be closed, 8 a.m. until 4 p.m., Monday, October 5, through Friday, October 9. Motorists should be aware of construction vehicles entering and exiting the roadway by all Donald Ross Road entrance and exit ramps and the median area just north of Donald Ross Road. The inside left turn lane, of two lanes from westbound Donald Ross Road onto southbound I-95 is closed. The inside eastbound lane of Donald Ross Road under the I-95 overpass is also closed. The advisory speed limit is posted at 25 mph on all the Donald Ross Road entrance and exit ramps. Please use caution.

I-95 HOV Expansion, from south of PGA Boulevard (exit 79A/B) north to Donald Ross Road (exit 83)

The \$44 million, 4.3-mile construction project will expand the existing six-lane interstate to 10 lanes, which includes one general-purpose lane and one High Occupancy Vehicle (HOV) lane in each direction and additional auxiliary lanes. The project includes mainline ramp reconstruction and the widening of the existing bridges over PGA Boulevard and Military Trail (exit 79C). Additional enhancements include improved drainage; sound barrier and retaining wall construction; new signing, pavement markings, lighting, and landscaping. Construction began August 20, 2008 and is being performed by Community Asphalt Corporation. This project is expected to be completed winter 2011.

Restrictions: There will be intermittent closures to two inside and / or outside travel lanes on northbound and southbound Military Trail, near the I-95 overpass, intermittently, Saturday, October 3, through Friday, October 9, for bridge widening. There are now stop signs at the northbound I-95 exit ramp onto westbound PGA Boulevard and at the southbound I-95 exit ramp onto Military Trail. These lanes no longer merge. Advance warning signs are in place on the ramps to alert motorists.

Palm Beach County Traffic Incident Management Team

TIM Meeting Minutes October 2009



U.S. 1/S.R. 5 Drainage Improvement Project

This 0.18-mile drainage improvement project in the City of Palm Beach Gardens began on January 12, 2009. This project includes installing new storm water drainage outside of the roadway; repaving; utility work and the installation of French drainage. This project will be constructed in phases to minimize impacts to the public. Phase Four began on Wednesday, September 2 and includes; median and roadway repairs, final paving operations, project cleanup, roadway striping, and final inspection and walk through. This \$2.19 million project is being performed by Ranger Construction Industries and is expected to be completed October 2009.

Restrictions: There may be intermittent closures on northbound and southbound U.S. 1, 8 a.m. until 4 p.m., while the contractor completes various punch-list items to prepare for Final Acceptance from the Florida Department of Transportation. This project is nearing completion.

All roadway construction is completed from Southern Blvd. to north of Palm Beach Lakes Blvd. The contractor is working on final punch list items including signalization, signage and landscaping. The project is expected to be completed and final accepted by the Department in December, 2009.

Road Ranger Update – Guy Francese

Guy reported that the Treasure Coast Road Ranger contract has been advertised and will hold bid proposal meeting at the end of October. The contract is slated to start between January and February of 2010. Guy also stated that FDOT is no longer allowing contract renewals or contract extensions on all FDOT contracts. All new contracts will be for three years. Guy stated that all Road Ranger Service is back to 24/7 operations.

Central Office is putting together a survey for all agencies to make recommended improvements of the Road Ranger Service Patrol.

Rapid Incident Scene Clearance (RISC) – Guy Francese and Mike McGee

Guy reported that the first RISC call occurred on Friday, September 4. This incident will be discussed later under Post Incident Analysis.

RISC inspections for 2010 will be in December. The RISC vendors will be contacted after Thanksgiving to set up appointments.

Mike made reference to the PBSO RISC Quick Clearance reference sheet that was handed out to the team. It explains lane configuration and how long tapers should be at different speeds on the interstate. Mike also informed the team that he has been doing TIM outreach for Palm Beach Gardens Fire Rescue and discussing the RISC project as well. If you are interested in have Mike come to your agency you can contact him at (954) 847-2634 or Michael.mcgee@smartsunguide.com.

Palm Beach SMART SunGuide Transportation Management Center (TMC) – Helena White

Helena discussed the new Palm Beach SMART SunGuide TMC which is located on the fourth floor of the Palm Beach County Traffic Engineering Building located at 2300 N. Jog Rd. West Palm Beach, FL. There are ten operators total that operate on a 24/7 schedule. To date there are approximately 30 cameras that are accessible to the operators. If anyone is interested in receiving a tour they can contact Helena at (561) 681-4381 or hwhite@smartsunguide.com.

Southeast Florida Regional Transportation Operations Committee / 511 – Bob Murphy

SEFRTOC holds monthly meetings between all the regional transportation management centers. Recently, SEFRTOC discussed the notification procedure for getting information from the TMCs to Florida Department of Environmental Protection. There was also discussion on the coordination of the Pro Bowl and Super Bowl and the management of traffic in and around Landshark Stadium.

511 has deployed a new statewide system that is now voice activated. 511 also deployed a new website that allows for motorists to sign up for text alerts for their daily commutes. There are about 934 cameras for all of Florida on the 511 site.

Palm Beach County Traffic Incident Management Team

TIM Meeting Minutes October 2009



I-595 Express LLC operations is collocated in the Broward TMC and is working nicely with coordination of incidents.

Treasure Coast TIM Team Update – Chuck McGinness

Chuck reported on the new \$40 million Treasure Coast Public Safety Complex that is located at the Indian River State College (IRSC) and it has been called one of the most state-of-the-art public safety and disaster relief training facilities in the country. The 50-acre, 8-building complex will enable IRSC to train 1,200 law enforcement and corrections officers, fire fighters, EMTs, paralegals and social services workers -- three times the college's previous capacity. Federal, state and local officials also can participate in real-life training exercises using the latest technologies, crime detection and fire science procedures. The complex includes a 6-floor fire training tower and an outdoor tactical training village. The January Treasure Coast TIM meeting will be hosted at this new facility and tours will be given.

The ITS project in the Treasure Coast is progressing smoothly. There are currently 13 DMS installed, 16 CCTV, and 98 vehicle detectors. The project should be completed by the end of 2010.

I-95 Location Reference Markers (LRMs)

I-95 Location Reference Markers (LRM) has been followed up on and FDOT is in the process of looking for funding to deploy the LRMs. An agency in Palm Beach County sent a ten minute clip on a confusing motorist that was stranded on the interstate. The clip showed the importance of having location reference markers in the interstate.

Congress Avenue Jurisdictional Changes

Congress Avenue between Lake Worth Rd. and Lantana Rd. transferred the jurisdiction to Palm Beach County, from FDOT, per approval of the Secretary of Transportation in August of 2009.

PRESENTATIONS

Palm Beach County Fire Rescue 25th Anniversary – Palm Beach County Fire Rescue

Palm Beach County Fire Rescue celebrated their 25th Anniversary on Saturday, October 3. The event took place at the Herman Brice Station on Pike Rd. in West Palm Beach. The new Fire Chief is Chief Steve Jerauld. There were numerous demonstrations from extrication on accidents to smoke detector importance in fires.

The Traffic Incident Management team of Chuck McGinness, Bob Murphy, and Nicole McGlynn were there to provide information and answer questions on TIM issues and 511.

Post Incident Analysis – Ed McKissack & Mike Washburn, Florida's Turnpike

On Monday morning, September 14, 2009 a gas tanker collided with a white van. The incident occurred on Florida's Turnpike and Okeechobee Rd. in Miami-Dade County. The incident shut down both northbound and southbound lanes for several hours. The gasoline tanker was carrying approximately 9,000 gallons of gasoline and about 3,000 gallons spilled onto the roadway and on the side of the road in the grass swale. All power to the light poles was immediately disconnected by FPL. Within 15 minutes of the incident occurring, the RISC contractor was activated. Once the tanker was up righted the lanes were opened within one hour. Overall clean up of the area was a two to three day process.

Boca Raton Nixle Alert System – Mark Economou, Boca Raton Police Department

This new system is a text, email alert system for city and government agencies. This new system allows to sign up for alerts about local news from police agencies of fire agencies. It is customizable to each individual's needs. There are pages that are viewable for other alerts such as neighborhood news and areas to avoid due to traffic complications. The system is wired to receive information from live events and populates the Nixle system.

TIM in '10 – Guy Francese & Mike McGee

FDOT Central Office has a goal to train every incident responder in the state of Florida by the end of 2010. This initiative is called TIM in '10. There is a three prong approach to this initiative. First, have a two day training

Palm Beach County Traffic Incident Management Team

TIM Meeting Minutes October 2009



seminar, secondly, to have web videos for training, and thirdly, have a TIM in '10 video sent to all agencies for viewing. A draft handout is available from FDOT.

Post Incident Analysis – Helena White

The first District Four RISC activation was an incident that occurred on I-95 northbound and southbound at Hillsboro Blvd. in Broward County on September 4, 2009. There was a tractor trailer, a milk truck, and a pickup truck involved. The tractor trailer ended up crashing through the median wall onto the other side of the interstate. There were 12 of the 15 agencies involved in the incident that attended the PIA. The notification, communication, and response procedures were coordinated well.

Some lessons learned from the Post Incident Analysis:

- **UNRESOLVED REMEDIATION OF DRAINAGE RETENTION.**
The representative from the Florida Department of Environmental Protection discussed problems obtaining mandatory reports that had to be submitted in this case. The remediation of a dry retention area that was contaminated by fuel run off is still an unresolved issue that needs to be forwarded to FDOT Maintenance (An FDOT Maintenance official was present at PIA and notified).
- **RESPONDER DIRECTIONS THROUGH TRAFFIC**
As a result of a RISC activation following an event, highway and ramp closures will make it difficult for all emergency responders to arrive on scene. Information on road conditions can be forwarded from responders already on scene to the TMC, coupled with observations of TMC personnel that can be made available to incident responders who are enroute, as to the best route to take.
- **STAGING AREA INFORMATION**
When incidents result in unstable scene conditions such as fire, explosions, gas release, etc, it may become necessary to stage emergency responders at a designated staging area. Consensus among the attendees is that it would be proper for FHP to make the decision, to assign a staging location. Fire/Rescue agencies may need to offer their opinion based on type of incident, apparatus assigned, and ease of arrival.
- **WEATHER RELATED ISSUES**
There was a delay to obtain a state certified hazardous material contractor, after the first hazardous material contractor on scene stopped work for non-payment. As a result, heavy rains and severe weather, including lightning, affected the area. The heavy rain resulted in the diesel fuel being dispersed and carried farther by rain runoff. This expanded the area of fuel contamination that needed to be recovered.
- **OWNER'S REQUEST WRECKER**
The tanker truck carrying milk had a towing contract with Emerald Towing. Lt. Hingson authorized the owner's request for Emerald to respond. A question was raised whether that procedure is correct, or if the RISC responder should have been responsible for all clearance on this event. Motorists always have to be afforded the right to make an owner's request for towing, before a contractual towing agency is contacted

Nighttime Operations – Mike McGee

During a two-month span this summer, 5 people were killed in construction zone crashes in Palm Beach and Martin counties.

In June 2009, two incidents occurred a week apart in Palm Beach County resulting in two highway construction workers being killed, and two other workers injured. Both were re-surfacing projects that were taking place at night when traffic volume is low.

- June 19 at 05:08am E/B Forest Hill Blvd. Truck injured worker then struck rear of MOT truck.
- June 26 at 12:30am N/B A1A between Toney Penna Drive and Frederick Small Road. Car killed two workers and injured one.

In August 2009, three teenagers were killed in another nighttime incident in Martin County when their SUV crashed into a front-end loader working in a construction zone at Cove Road and Federal Highway. In this case, the construction workers escaped injury.

Palm Beach County Traffic Incident Management Team

TIM Meeting Minutes October 2009



These incidents demonstrate the dangers of working after dark on road construction projects. The same dangers are present for traffic incident responders who establish a temporary traffic control area, to stabilize and clear a traffic incident from the travel lanes.

Highway work is a high-risk occupation under the best of circumstances. Considering the added risks associated with night operations, it is imperative that safety issues are identified and addressed to minimize risk to incident responders.

Common safety risks inherent in night operations include:

- Reduced visibility of incident responders
- Vehicle intrusions into the work space
- Incident responders on foot or adjacent to the travel lanes
- Incident responders in danger of being struck by other emergency vehicles within the incident scene.

Visibility

There are two fundamental questions regarding night time response safety issues. Can you see? And, can you be seen? In other words, can you see traffic approaching; and can a driver determine that you are there and can you be seen from their perspective? We assume all drivers can see us, but that is not true under all circumstances.

Safety Vest Requirements

The Worker Visibility Rule (Title 23 CFR part 634) requires all people working within the right of way of Federal-aid highways to wear high-visibility garments that must meet ANSI/ISEA Class 2 apparel requirements. Flaggers must wear Class 3. There is an exemption of firefighters from the requirement to use high-visibility safety apparel, as defined in this rule, when they are exposed to hazardous conditions where the use of such apparel may increase the risk of injury to firefighter personnel (Final rule effective June 15, 2009).

Scene Lighting

Emergency equipment lighting (red or blue) and emergency flashers (yellow) that are used to give direct warning to the motorist approaching an incident scene is vital. However, redundant lighting such as strobes and additional flashing LEDs add to the amount of lighting the motorist has to interpret to understand what type of incident they are approaching. That additional lighting should be turned off if possible.

Emergency vehicles that are parked as part of the taper, like cones, give a motorist an understanding of the direction in which you are trying to divert traffic. When augmented by cones, flares, and other traffic control devices, it makes the approach to the diversion more understandable to the motorist. Those emergency vehicle downstream of the MOT vehicles, within the scene could reduce roof lighting and leave flashers to identify the vehicle.

Scene lighting such as floodlights on police units, fire apparatus, and paramedic units can be used to illuminate the work area. However, take down roof lighting and wig-wag headlamps that face motorists, should be turned off to eliminate the "dazzle" effect.

Maintenance of Traffic (MOT)

MOT is not something you set up and forget. MOT should always be monitored and updated based on:

- Cones get knocked over and flares burn out. Always monitor the traffic control devices in use. For example: If a cone gets knocked down, approaching drivers may see that as an opening and drive into the incident scene.
- Expansion or constriction of the incident work area. As more law enforcement, fire units, and wreckers arrive; and as the ambulance, fire apparatus, and wrecker leave, adjustments needs to be made to tapers and work area length.
- The opening or closing of lanes or shoulders. A full roadway closure should be modified when one, two, three, or all lanes are opened back to traffic.
- Breaking down the scene in preparation to clear the scene. Reducing the MOT on scene as the scene gets smaller until finally, all remaining devices are recovered.

Placing cones and picking up cones are dangerous times because the MOT taper is not fully established, so drivers may be confused what is happening or where you want them to drive.

Key points:

Always watch traffic whether you are directing traffic or working within the incident scene.

Do not turn your back to traffic at any time. If you are required to conduct a homicide investigation, perform an extrication, or place a hook under a vehicle; and it requires you turn your back to approaching traffic, have someone as a spotter who can watch for you and sound a warning if something goes wrong.

Palm Beach County Traffic Incident Management Team

TIM Meeting Minutes October 2009



All incident responders should work within the designated (protected by vehicles and coned off) incident scene. No one should walk outside the area that motorists can identify as the work area. Once you step outside the area, motorists do not expect anyone to be there. If you have to step outside the incident scene, stop traffic momentarily or have a spotter

go with you. You also have the “rubberneck” factor. If they are looking off at an angle at the scene, to see what is going on, and you are outside that designated area, they may not be looking at you.

Environmental Factors

Dust, smoke, and fog, contribute to reduced night time visibility for motorists. In addition, roadway geometry such as curves or hills can contribute to a delay in a motorist seeing first signs of a highway incident.

Headlight glare and changes from bright light to darkness, make it difficult for a motorist to determine depth perception and to see objects while their eyes adjust. Rain on windshield glass causes a refraction of light from each drop of rain causing a dazzle effect of light which can mask the reflectance of the vest you are wearing. Use extra caution.

Backing Emergency Responder Vehicles

Emergency vehicles moving within the incident scene are also a danger. Some vehicles based on their size and configuration, are difficult to see behind in daylight conditions. During nighttime conditions of darkness, shadows, and flashing emergency lights; it can be dangerous to emergency responders if responder vehicles (paramedic trucks, SIRV trucks, fire apparatus, heavy wreckers, etc) “blind back” within the scene. Like most fire agencies, a spotter should be used to guide a backing vehicle by direct visual contact with the driver and give warning to anyone within the area.

Action Items:

None at this time

Attendees

Barbato	Dan	Target Engineering Group
Burgher	Tish	QCA Inc.
Burrie	Scott	FDOT D4
Cruz	Meredith	The Corradino Group I-95 Mobility 2000
DeFago	Alicia	FDOT - PB PIO
De La Cruz	Ariadis	Sunshine Towing
Dickson	Tom	AECOM / SIRV Manager
Economou	Mark	Boca Raton Police Department
Francese	Guy	FDOT - D4
Frith	Lt. Tim	Florida Highway Patrol
Irwin	Michael	TBE Group
Jennings Jr.	Jim	Emerald Towing
Kauff	Richard	Kauff's Towing
Keister	Ronald	Boynton Beach Fire Rescue
Kennedy	Patrick	TBE Group
Main	Jeff	PB Gardens Police Department
McGee	Michael	AECOM / TIM Coordinator
McGinness	Chuck	AECOM / TIM Coordinator
McKissack	Ed	Florida's Turnpike
Mindick	Josh	Boca Raton Police Department
Murphy	Bob	AECOM / Project Manager
Needham	David	Palm Beach Vista Center
Obannon	Sean	Palm Beach County
Pompos	Tim	Palm Beach Fire Rescue
Scott	Daryl	Boca Raton Fire Rescue
Washburn	Mike	Florida's Turnpike
White	Helena	Palm Beach ITMS
Zuccala	Drew	Zuccala's Towing