

Palm Beach County Traffic Incident Management Team Meeting Minutes August 2010



Meeting Date: August 3, 2010

Meeting Time: 1:30 PM – 3:30 PM

Location: Palm Beach Vista Center Room 1E-59
2300 North Jog Road.
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
- Incident Response Manual Questionnaire

Review Action Items/Previous Meeting Minutes – Mike McGee, AECOM

Action Item #1: Set up tours for Palm Beach County Fire Rescue to visit the Palm Beach Vista Center Transportation Management Center (TMC) and Florida's Turnpike TMC.

Resolution: Palm Beach County Fire Rescue has visited the Palm Beach Vista Center TMC but has not toured Florida's Turnpike TMC.

Action Item #2: Send a list of RISC vendors to Florida Highway Patrol.

Resolution: The RISC vendor list has been sent to Florida Highway Patrol.

Action Item #3: Request to have mile markers installed along SR 80 between Belle Glade and Kirk Rd.

Resolution: This item has been noted for Guy Francese to bring up at the next DOT work plan meeting.

Construction Update – Peter Dovens, QCA Inc.

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: Donald Ross Road will undergo a nighttime full closure, 8 p.m. to 6 a.m., Friday night, July 30, and Saturday night, July 31, for bridge construction. Detours will be setup during this closure as follows:

Westbound Detour: Motorists on Donald Ross Road seeking to travel west of I-95 or to use the I-95 southbound entrance ramp should take Military Trail or Central Boulevard south to Hood Road, then west to Jog Road, and north to Donald Ross Road.

Eastbound Detour: Motorists on Donald Ross Road seeking to travel east of I-95 or use the I-95 northbound entrance ramp should take Jog Road south to Hood Road, then east to Central Boulevard or Military Trail, and north to Donald Ross Road.

All I-95 entrance and exit ramps at the Donald Ross interchange will remain open during the road closure.

The northbound and southbound outside lanes of I-95, between Donald Ross Road and Indiantown Road, will be closed 9 p.m. to 6 a.m., Sunday, August 1, through Thursday, August 5, for shoulder construction.

One of two left turn lanes, from westbound Donald Ross Road onto southbound I-95, is closed. One of two westbound through lanes on Donald Ross Road, in the vicinity of the I-95 overpass, remains closed through late summer 2010, for overpass widening. The posted speed limit is 25 mph on all the Donald Ross Road entrance and exit ramps.

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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. 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: One inside lane of I-95 in each direction will be closed 9 p.m. to 6 a.m., Sunday, August 1, through Thursday, August 5, for median work.

One inside lane of Military Trail, at the I-95 overpass, will undergo a continuous full closure in each direction, Monday, August 2, through Sunday, August 8, for bridge demolition and bridge construction.

The center lanes of Military Trail at the I-95 overpass will be closed in each direction, 8:30 a.m. to 4 p.m., Monday, August 2, through Friday, August 6, and 6 a.m. to 6 p.m., Saturday, August 7, for bridge demolition and bridge construction.

One inside lane of PGA Boulevard underneath I-95 will be closed in each direction, 7 a.m. to 5 p.m., Monday, August 2, through Saturday, August 7, for bridge expansion operations.

Motorists should be aware of a stop sign at the northbound I-95 exit ramp onto westbound PGA Boulevard. This lane no longer merges. Advance warning signs are in place approaching the exit ramp and on the ramp to alert motorists.

Road Ranger Update – Mike McGee, AECOM

The Palm Beach Road Ranger contract was awarded on July 26, 2010 to Anchor Towing. A protest has been filed. The existing contract will be extended until the new contract can begin.

The Broward Road Ranger contract was awarded on June 7, 2010 to Sunshine Towing.

The Treasure Coast contract has been executed and the intended start date is September 6, 2010 with Anchor Towing.

Treasure Coast TIM Team Update – Chuck McGinness, Treasure Coast TIM Coordinator

Road Rangers

Start date of Sept. 6. There will be eight zones and one roaming supervisor on the road during the hours of 6 a.m. to 10 p.m. Monday through Friday.

ITS

All the devices (cameras, message signs, etc.) have been installed and in testing phase. There was a problem with some of the uninterruptable power supply boxes; they have to send back to manufacturer for replacement. This could result in a 30 day to 90 day delay. FDOT is still planning for the end of the year to be in operation.

TIM/TIM in '10 Training

In July, Chuck did outreach at Martin County Sheriff's Office (5 shift briefings) and a presentation at a joint meeting of St. Lucie County Fire District battalion and district chiefs and St. Lucie County Sheriff's Office road patrol and traffic supervisors.

TIME 4 Safety video was distributed to 18 law enforcement, fire rescue and towing agencies. About 2,200 employees in total.

Brevard TIM Meeting

Chuck attended the Brevard TIM meeting on July 22 at the FHP station in Cocoa. The main issue was whether to start a RISC program; District 5 is the only FDOT District without RISC. New District 5 TIM Coordinator Nathan Rucker said he was concerned about number of incidents taking hours to clear; Nathan will be working with Central Office to gauge interest in starting RISC.



Federal Highway Administration 2009 TIM Self Assessment – Mike McGee, AECOM

Mike reported that the FHWA self assessment scores were posted online and due to the difference in scoring online compared to the scoring done in the TIM meeting, the Palm Beach TIM team's score went up. The new score for 2009 is 60.1%.

TIM in '10 – Mike McGee, AECOM

Mike reported that 5,610 first responders have been trained or will be trained in Palm Beach County in the statewide initiative to educate all agencies about opening roadways quicker and safer.

TIM Team Outreach – Mike McGee, AECOM

Mike announced that he is willing to travel to any agency interested in receiving TIM outreach. Any one interested should contact Mike at (954) 847-2634 or michael.mcgee@smartsunguide.com.

Southeast Florida Regional Transportation Operations Committee (SEFRTOC)/511 – Bob Murphy, AECOM

SEFRTOC is a regional team meeting between multiple TMCs that meet on a monthly basis. The team discusses regional issues on topics like messaging and alerts. At the last meeting, there was discussion of updating the current policy on regional messaging through out the districts. SEFRTOC also updated their hurricane policy. The next scheduled SEFRTOC meeting is August 4, 2010.

PRESENTATIONS

Severe Incident Response Vehicle (SIRV) Program in Palm Beach – Tom Dickson, AECOM

Tom gave a brief overview of the SIRV program and how it was created. The new SIRV Palm Beach program operates Monday – Friday 6 a.m. to 9 a.m. and 4 p.m. to 7 p.m. The SIRV vehicle is stationed at the Boynton Beach Fire Station #5. Outreach will be conducted to all agencies that have jurisdiction of I-95 in the areas of Southern Blvd to the Broward/Palm Beach County line and on Southern Blvd from Military Trail to Dixie Highway. For more information on the program you can contact Tom Dickson at (954) 691-5734. To learn more about the SIRV program visit, www.smartsunguide.com

District Four Incident Response

The original version of the Incident Response Manual (IRM) was produced by the Palm Beach TIM Team. It was organized by incident type and listed individual agency responders. The revised copy is organized by responder type and is listed by incident type. Responders are able to print a copy of their category (ex. Law Enforcement, Fire Rescue, Tow, Haz-Mat, etc) without having to print the entire manual. To retrieve the manual, visit, www.smartsunguide.com/TIM.aspx. Mike handed out a survey at the end of the discussion for feedback on the Incident Response Manual.

Traffic Incident Lane Designation Consensus Standard – Mike McGee, AECOM

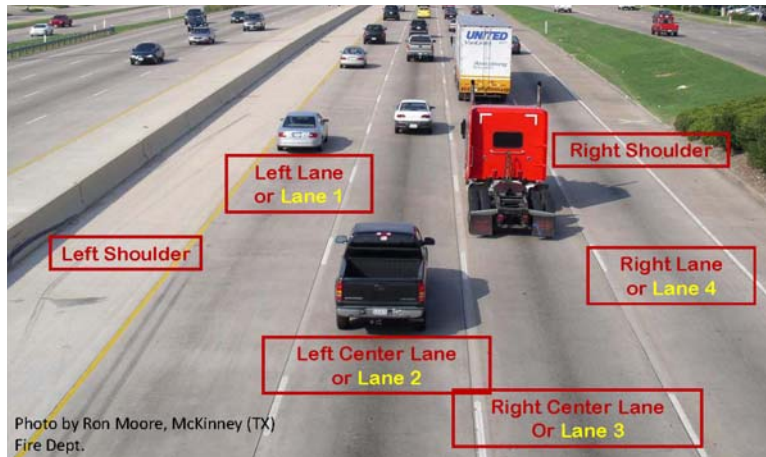
The National Traffic Incident Management Coalition (NTIMC) created a survey for incident responders to adopt a national standard for lane designation.

Background –

Nearly 100 years after the first Federal-Aid Road Act was passed by congress and 87 years after establishment of a uniform system of signs there still exists no single unified system for incident responders to designate lanes on our Nation's roadways. As a result, traffic incident responders use a variety of methods to identify and verbalize which lane is occupied on a roadway. Creating a common and consistent terminology that can be used and during response to roadway incident will alleviate confusion and greatly improve communications during time sensitive responses to crashes and disabled vehicles. The intent of this technical brief is to generally recognize a consensus standard for roadway location designations for emergency responders responding to incidents and at the scene of traffic incidents of all types. Based on stakeholder support the consensus standard could be presented to the National Committee of Uniform Traffic Control Devices for consideration and potential publication in the Manual for Uniform Traffic Control Devices to facilitate broad implementation.

Issues –

Emergency responders currently use locally established terminology to identify incident location, which for smaller roads includes plain language terms like “right lane”, “center lane” or “left shoulder”. The use of plain language terms becomes increasingly problematic when there are more than five travel lanes in each direction, including acceleration and deceleration, turn lanes or other unusual roadway configurations such as traffic circles. Variance in terminology can pose challenges when transmitting location information to incoming units to facilitate and expedite proper positioning of emergency vehicles to protect the incident responders and provide for safe passage of traffic. In some areas, neighboring jurisdictions or agencies actually use different terminology to describe the same lanes.



Recommendation –

Traffic incident responders use plain English where possible to identify incident locations and lane numbers, starting left to right, when more than three lanes exist. When using lane numbers, the far left lane shall be called “Lane 1”. Each lane to the right is numbered sequentially 2 through the last lane. Plain English terminology on roadways with three or less lanes includes left, center, and right. Separated, high occupancy or dynamic tolling lanes that are physically separated shall be designated as HOV1 or HOT1 as appropriate. If the incident is located perpendicular, it shall be considered a separate roadway and identified as such, i.e. left hand exit lane. Shoulders should be identified using “right or left” and “shoulder”; i.e. left shoulder.

Implementation –

Support from the NTIMC and its members would provide a pathway to engage relevant interest within the National Committee for Uniform Traffic Control devices, FHWA, and relevant Public Safety Government agencies to further consider and revise the recommendation offered above. Following broad consensus being achieved, training programs and descriptive outreach publications will enhance its implementation until a national standard can be enacted.

Possible choices for lane designation:

1. Lane Description (left, center, middle) ?
2. Numbering (left to right) ?
3. Numbering (right to left) ?
4. Other ?

The unanimous consensus of the Palm Beach TIM team was numbering from left to right.

Post Incident Analysis: June 14, 2010 4:14 p.m. I-95 NB before Atlantic Blvd. – Mike McGee, AECOM

On June 14, at 4:14 p.m. on I-95 NB before Atlantic Blvd. Road Ranger Wilner Beauzil was struck on the right shoulder while assisting a motorist. Two pick up trucks collided in the center lanes of the interstate and slid into the Road Ranger truck and disabled van on the right shoulder. Road Ranger Wilner was getting equipment out of the side bins of his truck when he was thrown backward onto the grassy shoulder. Road Ranger Wilner was not injured severely.

Photos of the scene and a drawing of the vehicle configuration were shown to the Palm Beach TIM team.

Traffic Safety Presentation: Palm Beach County Sheriffs Office Maintenance of Traffic (MOT) Vehicle – Sgt. John Churchill, PBSO

Sgt. Churchill gave a brief overview of the MOT vehicle that was created to assist in long lane closures that affect Southern Blvd. within Palm Beach County. An incident involving sewer leaks that tied up six patrol units started this initiative of having an MOT vehicle. The vehicle carries cones and other MOT equipment to help facilitate a quick response to lane closing events.

Open Discussion – All

No items discussed.



Action Items:

- None at this time

Attendees:

Altman	Ray	Boynton Beach Fire Rescue
Balcaitis	Stan	HNTB
Brochard	Lielani	Sisters Towing
Bryant	Jason	Palm Beach Vista TMC
Burrie	Scott	FDOT District Four
Cramer	Dan	Delray Beach Police Department
Day	Timothy	Sisters Towing
Dickson	Tom	AECOM, Broward/PB SIRV Program
Dobens	Peter	QCA Inc
Gartner	Captain Terry	FDOT Motor Carrier Compliance Office
Keister	Ron	Boynton Beach Fire Rescue
Leffler	Paul	Palm Beach Gardens Police Department
Main	Jeff	Palm Beach Gardens Police Department
Majhess	Joseph	Boca Raton Fire Rescue
McGee	Mike	Broward/Palm Beach TIM Coordinator
McGinness	Chuck	Treasure Coast TIM Coordinator
McGlynn	Nicole	AECOM
McKissack	Ed	Florida's Turnpike
Miller	Lt. Sam	Jupiter Police Department
Mirabel	Pablo	Palm Beach County EOC
Mirones	Alex	Florida's Turnpike
Murphy	Bob	TIM Project Consultant Manager
Needham	David	Broward Operations Supervisor
Ramos	Alex	Sunshine Towing
Reed	Harold	PBC Traffic Engineering Division
Reed	Justin	Delray Beach Police Department
Reilly	John	Boca Raton Traffic Engineering
Thomas	Kenneth	Riviera Beach Police Department
Wherle	Captain Pat	Palm Beach County Fire Rescue
White	Helena	Palm Beach Vista TMC