



**Meeting Date:** October 4, 2011  
**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

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## REVIEW ACTION ITEMS / PREVIOUS MEETING MINUTES

**Action Item #1:** Vinod Sandanasamy from Palm Beach County MPO requested information/statistics on Palm Beach ITS.  
**Resolution:** He was provided with the office number of the FDOT D4 Design and Deployment Manager, Jason Trujillo.

**Action Item #2:** Sgt. Thomas from Riviera Beach requested that Mike contact Lt. Smith from his agency to schedule TIM outreach.  
**Resolution:** Continuing attempt to schedule.

## AGENCY UPDATES / INTRODUCTIONS

Mike McGee started introductions and no agency updates were given.

## UPDATES

### Palm Beach ITS Report – Jason Trujillo, FDOT Design Deployment Manager

Jason gave a brief overview of the US 27 ITS Deployment project that is scheduled to begin June 2012. The advertisement is due out in November 2011. The US 27 deployment will include Broward and Palm Beach Counties from the Miami-Dade County line to South Bay. ITS that will be deployed are Closed Circuit TVs and Vehicle Detectors System every 2 miles, Roadway Weather Information Systems - 1 each county, Highway Advisory Radios – 1 north of I-75 and one south of South Bay, and three Dynamic Message Signs.

### I-95 Construction Update – Peter Dobens, QCA Inc. & Meredith Cruz, The Corradino Group

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

The \$43.8 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 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 Aug. 21, 2008, and is being performed by Posen Construction. Construction is expected to be completed summer 2012.

**Restrictions:** One direction of Donald Ross Road underneath I-95 will be closed to all traffic 9 p.m. to 6 a.m. Sunday, Oct. 9, through Friday, Oct. 14, for bridge painting. Only one direction will be closed at a time. As painters complete work above one direction, they will shift to the other direction. A detour will be placed to direct motorists around the construction. Weather permitting, the work is expected to be completed by Friday, Oct. 28.

When the eastbound lanes are closed, drivers will be directed south on Jog Road to Hood Road, east to Central Boulevard or Military Trail, then north to Donald Ross Road. When the westbound lanes are closed, motorists will be directed east on Donald Ross Road, south on either Central Boulevard or Military Trail, west on Hood Road, and north on Jog Road to Donald Ross Road.

Two eastbound lanes on Donald Ross Road will be closed 8:30 a.m. to 4 p.m., Thursday, Oct. 13, and Friday, Oct. 14, for lane realignment and restriping. Traffic will be shifted from the inside lane to the new outside lane. At least one lane will remain open at all times.

The northbound and southbound outside and center lanes on I-95 from south of Donald Ross Road to Indiantown Road will be closed nights Sunday, Oct. 9, through Thursday, Oct. 13, for repaving and restriping. The outside lanes will close at 9 p.m., and the center lanes at 11 p.m. The center lanes will reopen by 5 a.m. and all lanes will reopen by 6 a.m.

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A truck restriction is in effect throughout the construction zone. Signs have been posted directing truck operators to use the northbound and southbound center lanes except when entering or exiting the highway.

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

The \$44.7 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. HOV lanes require two or more occupants. The project includes mainline ramp reconstruction and widening 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 Aug. 20, 2008, and is being performed by Community Asphalt Corporation. This project is expected to be completed spring 2012.

Restrictions: Two northbound and two southbound lanes on I-95 from south of PGA Boulevard to south of Donald Ross Road will be closed at night Sunday, Oct. 9, through Thursday, Oct. 13, for repaving and restriping. Either the inside or outside lanes will close at 9 p.m., and the center lanes will close at 11 p.m. The center lanes will reopen by 5 a.m., and all lanes will reopen by 6 a.m. The repaving schedule will determine if the inside or outside lanes will be closed. Also, there will be brief closures to the I-95 entrance and exit ramps at PGA Boulevard and Military Trail when paving crews are passing these areas.

The northbound and southbound outside lanes on Military Trail underneath I-95 will be closed continuously, Friday, Oct. 7, through Sunday, Oct. 16, for shoulder, sidewalk and bridge foundation construction. The northbound and southbound center lanes on Military Trail will be closed 8:30 a.m. to 4 p.m., Monday, Oct. 10, through Friday, Oct. 14, for bridge work. At least one lane will remain open in each direction at all times.

### Road Ranger Program Update – Mike McGee, AECOM

Statewide Road Ranger Survey for Responders

- FHP comprised 62% of the responses
- D4: highest percentage of responses statewide (15%)
- 94% of the responses were completed on-line
- Program oriented questions scored an average of 4.3/5.0
- On-scene safety of responders scored the highest at 4.6/5.0
- Training remains an area of improvements although 83% of responders believe Road Rangers are adequately trained

### Severe Incident Response Vehicle Program Update – Mike McGee, AECOM

New 5 year contract began October 1st 2011 to include Palm Beach and Broward Counties. Palm Beach expected to begin sometime in January 2012. There will be four new SIRV trucks added to the fleet.

### RISC Update – Mike McGee, AECOM

Mike reminded the TIM team that the RISC inspections will begin in early December.

### TIM Outreach – Mike McGee, AECOM

Oakland Park Fire Rescue on September 19-21, 2011 - 50 personnel received training.

If your agency has not had TIM outreach training, contact Mike McGee 954-847-2634.

### Upcoming Traffic Events – Mike McGee, AECOM

No upcoming traffic events were announced by the TIM team.

### I-95 Copper Wire Theft – Mike McGee, AECOM

Mike presented a spreadsheet to the TIM team about the areas that have been hit with copper wire theft. This has been a growing issue and there are some steps being implemented to secure the wire more safely.



**PRESENTATIONS**

**Statewide TIM Team Update – Guy Francese, FDOT District Four**

RISC Funding

RISC funding is currently available for continuation of the program. However RISC funds recovery from the insurance companies has not as been successful as Central Office expected it to be; the insurance companies have viewed the RISC as a duplicate towing charge and Florida Statutes do not require payment for RISC.

Open Roads Policy

Central Office will be reviewing the Open Roads MOU in the near future. The MOU will be updated to include the new Department Secretary and the new FHP Colonel's signatures.

Responder Survey Results

The Road Ranger responder survey utilized both online and hard copy formats. The majority were completed online. The actual response numbers were down a little from last year, but the confidence in the results is higher since the survey tool lessened the opportunity for duplicate responses. Slight improvements were made in all areas. D4 had the most surveys reported.

New Florida TIM Website

Central Office has completed the first phase of the website [www.FloridaTIM.com](http://www.FloridaTIM.com). This website is for responders and Central Office would like to have the districts' feedback regarding the website presentation and content. Please take a chance to look at it and comment on the content and what you would like to see.

**2011 FHWA TIM Self Assessment Results – Mike McGee, AECOM**

Results from Federal Highway Administration traffic incident management for District Four TIM Teams:

	<u>2011</u>	<u>2010</u>	<u>%+/-</u>
Broward	84.2	81.4	+2.8
Palm Beach	77.9	60.1	+17.8
Fort Pierce	58.7	38.0	+20.7

**New SMARTSunGuide.com Website – Mike McGee, AECOM**

Mike demonstrated the newly renovated SMARTSunGuide.com website. Mike showed the cameras and the signs that can be viewed when an incident is going on. The website is [www.smartsunguide.com](http://www.smartsunguide.com)

**Post Incident Analysis Review – Mike McGee, AECOM**

Joint Regional TIM Meeting RISC Demonstration – September 7, 2011

Agencies present:

- Miami-Dade Fire Rescue
- Kauff's Towing
- Florida Highway Patrol
- D6 Incident Response Vehicle (IRV)

District Six in cooperation with Miami-Dade Fire Rescue and Kauff's Towing, simulated a trailer overturned on top of a passenger car. Photographs depict the trailer recovery procedure by Kauff's Towing and extrication by Miami-Dade Fire Rescue Technical Rescue Team.

**Training Safety Tip: Reduction of Emergency Lighting / Road Ranger Arrow Boards – Mike McGee, AECOM**

2009 MUTCD Section 6l.05 Use of Emergency Vehicle Lighting

Support:

The use of emergency-vehicle lighting (such as high-intensity rotating, flashing, oscillating, or strobe lights) is essential, especially in the initial stages of a traffic incident, for the safety of emergency responders and persons involved in the

traffic incident, as well as road users approaching the traffic incident. Emergency-vehicle lighting, however, provides warning only and provides no effective traffic control. The use of too many lights at an incident scene can be distracting and can create confusion for approaching road users, especially at night. Road users approaching the traffic incident from the opposite direction on a divided facility are often distracted by emergency-vehicle lighting and slow their vehicles to look at the traffic incident posing a hazard to themselves and others traveling in their direction.

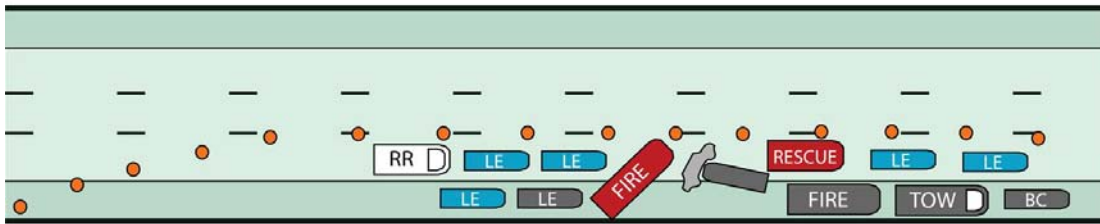
The use of emergency-vehicle lighting can be reduced if good traffic control has been established at a traffic incident scene. This is especially true for major traffic incidents that might involve a number of emergency vehicles. If good traffic control is established through placement of advanced warning signs and traffic control devices to divert or detour traffic, then public safety agencies can perform their tasks on scene with minimal emergency-vehicle lighting.

**Guidance:**

Public safety agencies should examine their policies on the use of emergency-vehicle lighting, especially after a traffic incident scene is secured, with the intent of reducing the use of this lighting as much as possible while not endangering those at the scene. Special consideration should be given to reducing or extinguishing forward facing emergency-vehicle lighting, especially on divided roadways, to reduce distractions to oncoming road users.

Because the glare from floodlights or vehicle headlights can impair the nighttime vision of approaching road users, any floodlights or vehicle headlights that are not needed for illumination, or to provide notice to other road users of an incident response vehicle being in an unexpected location, should be turned off at night.

**REDUCE VEHICLE LIGHTING**  
**Vehicles not protecting scene shut down emergency lighting**  
**Leave headlights and flashers on**



**Road Ranger Arrow Boards:**

Road Ranger vehicle mounted arrow board current policy is to display:

- flashing “four corners” on shoulder incident
- flashing “arrow” when blocking a lane

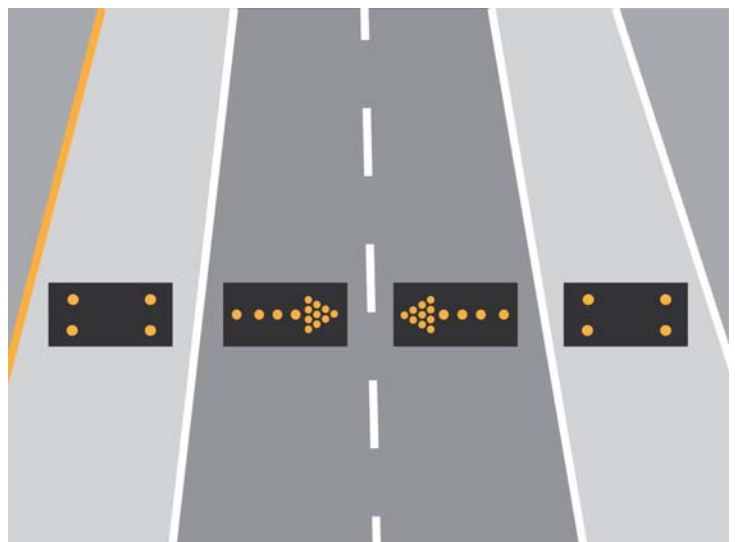
FHP Troop L in Palm Beach questioned why “arrow” cannot be displayed on shoulder incident to move traffic away from their vehicles?

**MUTCD 6F-61 Arrow Boards**

An arrow board shall have the following three mode selections:

- A. A Flashing Arrow, Sequential Arrow, or Sequential Chevron mode;
- B. A flashing Double Arrow mode; and
- C. A flashing Caution or Alternating Diamond mode.

An arrow board in the arrow or chevron mode shall be used only for stationary or moving lane closures on multi-lane roadways.



For shoulder work, blocking the shoulder, for roadside work near the shoulder, or for temporarily closing one lane on a two-lane, two-way roadway, an arrow board shall be used only in the caution mode.

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## Open Discussion – All

None

## Action Items:

No items discussed.

## Attendees:

Accardi	Chief Russell	Delray Beach Fire Rescue
Burrie	Scott	FDOT D4 Maintenance
Churchill	Sgt. John	PBSO
Corbo	Raul	Anchor Towing
Cruz	Meredith	The Corradino Group
Daniel	Lourdes	Anchor Towing
Day	Tim	Sisters Towing
Dawson	Mike	FDOT PBO
Dobens	Peter	QCA Inc
Francese	Guy	FDOT District Four
Gartner	Captain Terry	FHP
Gray	William	PBSO
Jacobs	Michael	TEG PBO
Luna	Luis	Anchor Towing
McGee	Mike	Broward/Palm Beach TIM Coordinator
McGlynn	Nicole	AECOM
Mirones	Alex	Florida's Turnpike
Needham	David	Pal Beach Vista Center
Obannon	Sean	Palm Beach County
Picciano	Pete	Boynton Beach Police Department
Ridenour	Greg	FDOT SIRV
Washburn	Mike	Florida's Turnpike
Wehrle	Captain Patrick	Palm Beach County Fire Rescue