



TIM
Traffic Incident Management

RESPONDER

Volume 2, Issue 2

June 2021



FDOT FLORIDA DEPARTMENT OF TRANSPORTATION SWIFT SUNGUIDE CENTER ATMA © 2021, powered by Solutions

EVENT TYPE: Disabled Vehicle

District One Upgrades Video Walls at Two Locations

A RISC-y Challenge for Turnpike Responders

-75S AT MM 66.0

SEVERITY Level 1

TMC NOTIFIED Apr 14 2021 11:53AM

VERIFICATION DURATION 0 min

RR DISPATCHED Apr 14 2021 11:53AM

RESPONSE DURATION 0 min

FIRST LANE CLOSED Apr 14 2021 11:53AM

CLOSURE DURATION 55 min

LANES REOPENED TIME In Progress

INCIDENT CLEARANCE In Progress

TRAVEL TIME SEGMENT MM75 to Broward County Line

LENGTH 24.35 Miles

AVG SPEED 69 Mph

TRAVEL TIME 21 min

DELAY 0 min

Patrolling Road Rangers 5

Road Ranger Errors to Assist 0

Road Ranger Assisting Motorist 3

Collier County Truck Stop Available Spaces 45

Lee County Truck Stop Available Spaces 40

Charlotte Truck Stop NB Available Spaces 19

Charlotte Truck Stop SB Available Spaces No Data





TIM Team & Working Group

MEETINGS & WEBINARS

DATE	DISTRICT/COUNTY	TIME
June 8, 2021	Sarasota-Manatee TIM Team Meeting Manatee County Public Safety Center 2101 47th Terrace East (19th Street Court East) , Bradenton, FL 34203	1:30 pm - 3:30 pm
June 9, 2021	Collier, Lee, Charlotte Counties TIM Team Meeting SWIFT SunGuide Center, 10041 Daniels Parkway, Ft. Myers, FL 33913	9:30 am - 12 pm
June 9, 2021	Alachua-Bradford TIM Team Meeting FDOT Gainesville Operations Office, 5301 N.E. 39th Avenue, Gainesville, FL 32609	10 am - 12 pm
June 23, 2021	Monroe County TIM Team Microsoft Teams Meeting	1:30 pm - 3:30 pm
June 23, 2021	Talking TIM Webinar - National Operations Center of Excellence (NOCoE) https://transportationops.org/event/talking-tim-webinar-series-june-2021	1:30 pm - 3 pm
July 8, 2021	Polk TIM Team Meeting GoTo Meeting	10 am - 12 pm
July 20, 2021	First Coast TIM Team Meeting FDOT D2 Regional Transportation Management Center (RTMC) 980 N. Jefferson St, Jacksonville, FL 32209	10 am - 12 pm
August 3, 2021	Pinellas County TIM Team Meeting FDOT District 7 Pinellas Maintenance Office, 5211 Ulmertown Road, Clearwater, FL 33670	10 am - 12 pm
August 4, 2021	I-4/Metro Orlando Area TIM Team Meeting FDOT RTMC, 4975 Wilson Rd, Sanford FL 32771	9:30 am - 11:30 am
August 11, 2021	Alachua-Bradford TIM Team Meeting FDOT Gainesville Operations Office, 5301 N.E. 39th Avenue, Gainesville, FL 32609	10 am - 12 pm
August 12, 2021	I-95 South TIM Team Meeting FHP Brevard Headquarters, 3775 W. King St, Cocoa, FL 32926	9:30 am - 11 am
August 17, 2021	Hillsborough County TIM Team Meeting FDOT District 7 Tampa Bay SunGuide Center, 11201 N. McKinley Drive, Tampa, FL 33612	10 am - 12 pm
August 18, 2021	Miami-Dade TIM Team - Palmetto Corridor Microsoft Teams Meeting	1:30 pm - 3:30 pm
August 19, 2021	I-95 North TIM Team Meeting Volusia County Emergency Management, 3825 Tiger Bay Road, #102, Daytona Beach, FL 32124	9:30 am - 11 am
August 24, 2021	Turnpike (North Region) Quarterly TIM Team Meeting Mile-Post 263, Turkey Lake Service Plaza, Bldg. 5315, Ocoee, FL 34761	9:30 am - 12 pm
August 26, 2021	I-75 Area TIM Team Meeting Sumter County Public Safety Building, Emergency Operations Center 7361 Powell Road, Wildwood, FL 34785	9:30 am - 11 am
August 26, 2021	Turnpike (South Region) Quarterly TIM Team Meeting Mile-Post 65, Pompano Beach Service Plaza, Pompano Beach, FL 33069	9:30 am - 12 pm



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Greetings Traffic Incident Management (TIM) professionals. Welcome to the second edition of the Florida TIM Responder, Florida's Statewide TIM Program newsletter, for the 2021 calendar year. The goal of the newsletter is to provide you with relevant and timely information that will collectively help us advance the TIM state of practice throughout Florida. It is also expected that the TIM Responder newsletter will increase awareness of TIM and promote its benefits. The newsletter will focus primarily on the current state of the practice, articles from peers and partner first responder agencies, technology updates, national TIM updates, upcoming events, and awards/recognition.

The Florida Department of Transportation (FDOT) continues to advance the statewide TIM Strategic Plan that was adopted in January 2019. At its core, the Strategic Plan is designed to set priorities, focus energy and resources, strengthen operations, and ensure that stakeholders and TIM Program partners are working toward common goals supporting the Florida's Open Roads Policy. In an effort to standardize the Road Ranger Program, the FDOT TIM Program Team has been working to revise the Road Ranger Scope of Services and Rapid Incident Scene Clearance (RISC) procedure. The FDOT is also working on developing an advanced statewide TIM Dashboard to provide TIM response and support agencies with current performance measure outcomes related to Roadway Clearance Times (RCT), Incident Clearance Times (ICT), and the number of Secondary Crashes (SC). These and several other initiatives continue to move forward.

The following issue of the TIM Responder focuses on some wonderful articles received from the Districts. One highlights the upgrade of video walls in the transportation management centers (TMCs) in their district while another highlights the challenges faced by responders during a RISC incident. Some of the other articles in this issue focus on: Next Generation TIM brings innovation to Traffic Incident Management, ITS Florida Awards Road Ranger of the Year and TMC Operator of the Year to District Six Staff, and Joint Team Training to Improve Road Rangers and SIRV Operations. This edition also highlights the performance measures for the third quarter of FY 2020/21 based on TIM training, Road Ranger assists, RISC, and recognizes a few Road Rangers for their continued efforts in keeping Florida's highways safe.

In closing, it warrants emphasizing that a multiagency, multidisciplinary team effort is critical to the success of TIM. As such, we always value your input and would like to extend an open invitation to you to send us TIM Responder newsletter ideas and comments as well as articles and announcements that you'd like to share.

Thank you for your steadfast commitment to the TIM Program for the State of Florida throughout the past 14 months. During that time, we have responded to the needs of motorists while addressing concerns and hazards associated with COVID-19. The team has risen to the challenge and continued to provide excellent service. Thank you for your service and know that we are here to support you as our great state emerges from the COVID-19 pandemic. Please continue to be safe.

Shawn Kinney
Traffic Incident Management

Vision...

To increase the delivery rate of fatality-free and congestion-free transportation systems supporting the FDOT vision and Florida Transportation Plan goals.

Mission...

To identify, prioritize, develop, implement, operate, maintain, and update TSM&O program strategies and measure their effectiveness for improved safety and mobility.



Next Generation TIM Brings Innovation to Traffic Incident Management

By Grady Carrick, Ph.D., Enforcement Engineering, Inc., FDOT Consultant Support

Thousands of roadway incidents happen each day in Florida, making roadway disruptions almost commonplace. Each incident places responders and motorists at high risk of secondary crashes. Crashes, along with other roadway incidents, cause congestion on roadways, and negatively impact the economy and quality of life. Embraced by response agencies around the country, traffic incident management (TIM) has become the state of the practice to effectively reduce the dangers created by incidents and mitigate their impacts.



The Next Generation of TIM is currently being deployed by the Federal Highway Administration (FHWA) through the Every Day Counts (EDC) program during 2021 and 2022. With NextGen TIM, state and local entities can implement underutilized, yet proven, innovative TIM methods to save lives, time, and money. NextGen TIM leverages technology, data, training, and application to local roads to take TIM to the “next level”, improving safety and travel reliability.

Training

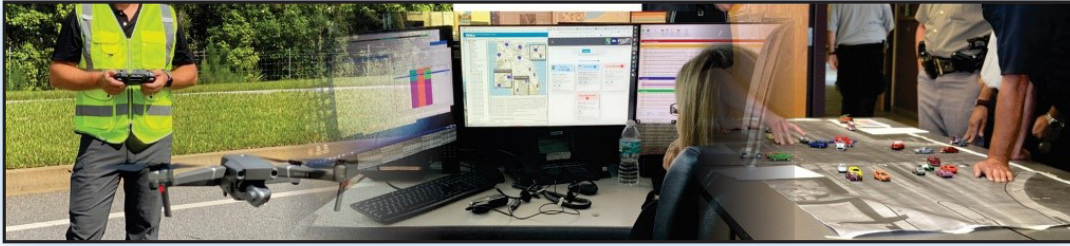
TIM Training is a cross-cutting and foundational TIM element. NextGen TIM continues to promote training through innovative delivery approaches and new content. In addition, NextGen TIM strives to institutionalize training through laws, policies, and other mechanisms. Institutionalizing TIM training means the training will become permanent and refined over time, to ensure TIM Responders are the best they can be.

Data

Data is also viewed as a foundational piece for successful programs. TIM Data focuses on advancing the collection, analysis, and use of incident data. Time is a critical element in reducing exposure and congestion. Therefore, roadway clearance and incident clearance are key metrics. Secondary collisions and responder struck by incidents are critical safety measures. With better data and analytics, agencies can quantify program performance, demonstrate program effectiveness, and improve TIM planning and resource management.

Technology

As technology advances over time, a wide array of applications are being applied to drastically improve TIM operations.



Computer aided dispatch (CAD) integration is the timely sharing of information between public safety and transportation agencies. CAD improves coordination of resources, traveler information, and safety.

Small unmanned aircraft systems (UAS) are remotely controlled by a pilot and can be easily flown over a traffic crash scene to capture images using high-definition digital cameras. Individual pictures are stitched together to create a single high-resolution image called an orthomosaic, as well as three-dimensional models, and measurements using photogrammetry.

Video sharing technology now allows cameras mounted on service patrol vehicles to stream images from incident scenes to traffic management centers (TMCs), and TMC camera images back to responder vehicle computers.

Responder to vehicle alerts (R2V) allows for responder vehicles stopped along roadways to alert approaching drivers through navigation and cellular providers who receive alerts from hardware or software that is integrated with the responder vehicle emergency lighting.

Local TIM

Arterial TIM Program Elements: The concepts of TIM are applicable to all roads, not just urban freeways. The majority of roadway incidents occur on local roads and NextGen TIM seeks to apply TIM to those roadways by encouraging Arterial TIM elements like local TIM teams, safety service patrols, incident response vehicles, specialty towing programs, intelligent transportation system (ITS) instruments, and adaptive signal control.

State of the Practice NextGen TIM technologies, data, and training have helped State and local agencies achieve meaningful and measurable results.

- » *In North Carolina, the Highway Patrol and Department of Transportation found that UAS mapped a two-car crash in 25 minutes, while 3D laser mapping required one hour and 51 minutes.*
- » *In Maricopa County, AZ, 90 percent of TMC incidents originated from integration with Fire CAD systems.*
- » *The Houston, TX Fire Department reported a 40 percent reduction in scene time and 25 percent reduction in fire apparatus struck at incident scenes after receiving TIM training.*
- » *The Arizona Highway Patrol estimates that using TIM they save 44,000 hours of patrol time, the equivalent of 25 full-time equivalent employees.*
- » *Florida has committed to the NextGen TIM innovation and hopes to improve TIM on local roads, TIM data dashboards, and responder-to-vehicle alerts over the next two years.*

For more information, please contact Shawn Kinney at (850) 410-5600 or by email at Shawn.Kinney@dot.state.fl.us.





District One Upgrades Video Walls at Two Locations

By Tom Arsenault, District One Traffic Incident Management Program Manager, Robbie Brown, ITS Operations Manager, and Michael Braun, RTMC IT Manager

The Florida Department of Transportation, District One (FDOT D1) recently replaced and updated existing video wall systems within two Transportation Management Center (TMC) locations, thereby extending the video wall solution to its Headquarters (HQ) site location.

The first TMC is the FDOT D1 central hub, the Southwest Inter-agency Facilities for Transportation (SWIFT) Center. The second TMC is the Interstate 75 (I-75) satellite traffic management center (STMC) that serves as the control facility for Transportation Systems Maintenance & Operations (TSM&O) incident management and monitoring activities of I-75 within the Southwest Florida region located in Bradenton.

For incident management and monitoring purposes, FDOT D1 has deployed over 231 closed-circuit television (CCTV) cameras district-wide, along the interstate area that is monitored by FDOT D1. Each CCTV camera produces a video stream that is transmitted to both TMC locations via the FDOT D1 local area network (LAN) and is viewable on each existing video wall display center.

The new equipment that was installed in the SWIFT Center consisted of five (5) video wall display assemblies, each equipped as follows: Main Front Videowall: Fifteen (15) 67" LED rear projection display units configured in a 3 x 5 (H x W) monitor array. Left Wall 1 (Operations): Twelve (12) 55" LED 4K flat panel display units configured in a 3 x 4 (H x W) monitor array. Left Wall 2 (FHP): Twelve (12) 55" LED 4K flat panel display units configured in a 3 x 4 (H x W) monitor array. Right Wall 1 (Operations): Six (6) 55" LED 4K flat panel display units configured in a 2 x 3 (H x W) monitor array. Right Wall 2 (FHP): Six (6) 55" LED 4K flat panel display units configured in a 2 x 3 (H x W) monitor array. All displays in the SWIFT Center are 24-hour monitors. Also included in the upgrade are nine (9) 55" LED 4K display monitors that will be located in several locations throughout the building.

The new equipment that was installed in the I-75 STMC replaced all existing server hardware and components, whereas the new equipment that was installed at FDOT D1 HQ consisted of ten (10) remote video wall display assemblies, located throughout the building.

Display Monitor Type	Monitor Inputs	Designation Areas
(1) 55" LED HD 4K	4 HDMI 1 USB	Lobby 1st Floor (Existing)
(2) 55" LED HD 4K		New EOC Room (New)
(1) 55" LED HD 4K		Construction Conference Room (Existing)
(1) 65" LED HD 4K		Executive Office (New)
(2) 80" LED HD 4K		TSMO Planning Area (New)
(3) 55" LED HD 4K		TSMO Area (New)

The recent upgrades have been well received by staff. Glenn Hedgecoth, FMRCC Manager says: "The wall provides us with the ability to see an area where an incident has been reported. By being able to view the scene, we can provide the responding trooper with current information." Ray Mikol, RTMC Assistant Manager says, "The new video wall configuration has been a great addition to the TMC in Fort Myers and has increased the level of collaboration that occurs between FHP dispatch and TMC operators. The new video walls that were placed adjacent to the FHP dispatch side of the control room allow the FHP to watch live camera feeds of incidents that they need to monitor while the TMC staff can concentrate on incidents that are

negatively impacting the free flow of traffic. The new video wall space allows us to maintain the same amount of live camera feeds while also displaying multiple dashboards that contain invaluable operational data." Theresa Chestnut, FDOT D1 HQ Community Traffic Safety Team Specialist - Traffic Operations, says "The new video wall at the FDOT Bartow Office allows us to see incidents and congestion in real time. This is a great safety tool for our Traffic Ops Team."



TMC monitoring and response is made more effective with combined video and dashboard displays.








<p>EVENT TYPE: Disabled Vehicle</p> <p>SEVERITY: Level 1</p> <p>TMC NOTIFIED: Apr 14 2021 11:53AM</p> <p>VERIFICATION DURATION: 0 min</p> <p>RR DISPATCHED: Apr 14 2021 11:53AM</p> <p>RESPONSE DURATION: 0 min</p> <p>FIRST LANE CLOSED: Apr 14 2021 11:53AM</p> <p>CLOSURE DURATION: 54 min</p> <p>LANES REOPENED TIME: In Progress</p> <p>INCIDENT CLEARANCE: In Progress</p>	<p>TRAVEL TIME SEGMENT: MM75 to Broward County Line</p> <p>LENGTH: 24.35 Miles</p> <p>AVG SPEED: 69 Mph</p> <p>TRAVEL TIME: 21 min</p> <p>DELAY: 0 min</p>		<p>Patrolling Road Rangers: 5</p> <p>Road Ranger Events to Assist: 0</p> <p>Road Ranger Archiving Method: 3</p>
	<p>Collier County Truck Stop: Available Spaces 45</p> <p>Lee County Truck Stop: Available Spaces 40</p> <p>Charlotte Truck Stop 98: Available Spaces 18</p> <p>Charlotte Truck Stop 99: Available Spaces No Data</p>		
	<p>TRUCK STOP 99 284.1</p> <p>TRUCK STOP 99 177.9</p> <p>TRUCK STOP 99 177.9</p> <p>TRUCK STOP 99 177.9</p> <p>TRUCK STOP 99 177.9</p> <p>TRUCK STOP 99 177.9</p>		
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For more information, please contact Tom Arsenault at (239) 225-1915 or by email at Tom.Arsenault@dot.state.fl.us.

PERFORMANCE MEASURES

Since the implementation of the program, **12,198** incident responders have received the training in the state of Florida (as of April 12, 2021). That number represents roughly **31%** of the responders in operational roles that are supporting traffic incident response operations. During the third quarter of FY 2020/2021, about **800** responders received the training.

Responders Trained

TIM TRAINING RECEIVED BY:	LEO	FIRE	EMS	TOW	FDOT	OTHER	QTR TOTAL
							
1ST QUARTER	34	63	28	22	10	15	172
2ND QUARTER	385	82	8	21	91	21	608
3RD QUARTER	536	111	37	27	70	19	800
4TH QUARTER	-	-	-	-	-	-	-
FYTD	955	256	73	70	171	55	1,580

Road Ranger Assists by District

During the third quarter of FY 2020/2021, Road Rangers were involved in 111,577 events providing assistance to the motorists of Florida.

District One	11,084
District Two	10,911
District Three	4,516
District Four	18,973
District Five	18,637
District Six	9,569
District Seven	11,903
Florida's Turnpike	25,984

Note: An event is defined as the arrival of one or more Road Ranger vehicles on-scene at an incident. Events can have multiple assists, and each Road Ranger will have at least one assist per event.



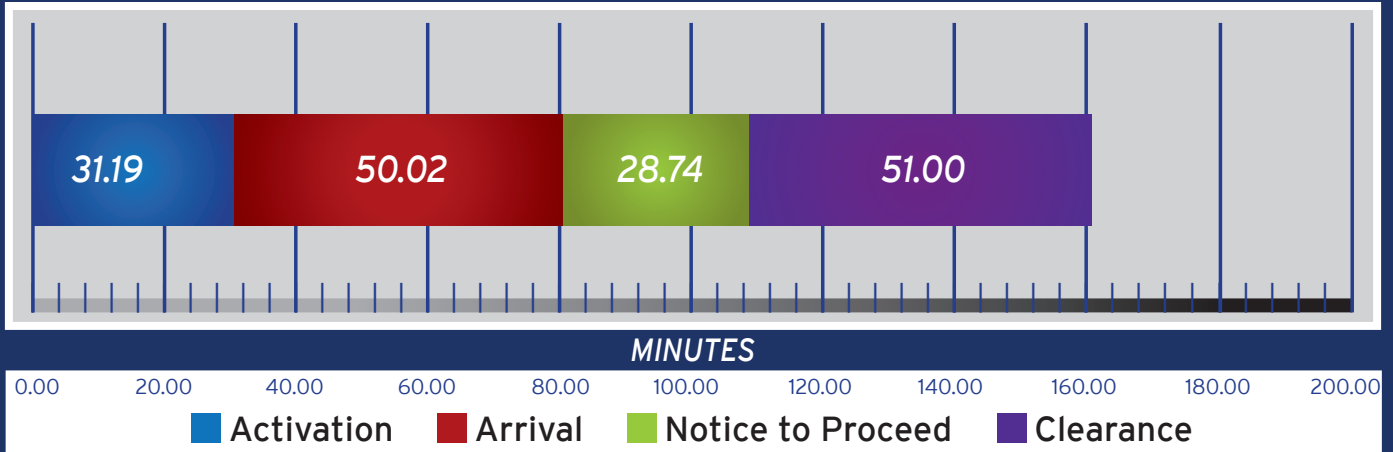
Road Ranger Assist Data

	HIGHEST ACTIVITY TOTALS		LOWEST ACTIVITY TOTALS	
	SOURCE	TOTAL	SOURCE	TOTAL
ASSISTS BY NOTIFIER	ROAD RANGER	69,429	MOTORIST	35
ASSISTS BY EVENT TYPE	DISABLED VEHICLE	71,549	PEDESTRIAN	231
ARRIVALS BY DAY OF WEEK	FRIDAY	14,544	SUNDAY	10,658
ARRIVALS BY TIMEFRAME	3:00 pm - 6:00 pm	18,784	3:00 am - 6:00 am	2,858

Rapid Incident Scene Clearance

During the third quarter of FY 2020/2021 (January 2021 to March 2021), seven Districts and FTE activated the RISC Program **106** times with approximately **\$343,700** in bonus-incentive payments made to vendors.

Third Quarter Statewide Average RISC Incident Duration



2021 National Responder Safety Update

21 Responders Killed in Struck-By Incidents

Law Enforcement (12)

- 6 Traffic stops/LE activity
- 6 Working crashes

Towing (7)

- 5 Assisting disabled vehicles
- 2 Assisting LE and crash scenes

Fire and EMS (1)

- Assisting crash scene

DOT/SSP (1)

- Assisting crash scene

Road HEROES

District 4 - Filiberto Gomez



On March 7, 2021 at around 9:45 p.m., while on routine patrol, Road Ranger Filiberto Gomez called the TMC to inform of a single vehicle crash on the I-95 Southbound Exit 129 ramp. He also reported that the vehicle was on fire.

There were no other responders or bystanders on the scene at that time. As the vehicle was about to be engulfed in flames, Mr. Gomez was not able to determine if a motorist was still inside the vehicle. He immediately pulled the fire extinguisher from his truck and ran to the vehicle, successfully putting out the fire. The motorist who was trapped inside was now safe.

The roaming Service Patrol Supervisor, who at the time had the Southbound entrance ramp closed, said that the Florida Highway Patrol officer on the scene said that the Road Ranger who put the fire out should receive a recognition for his prompt action in extinguishing the fire. If it were not for his swift response, the trapped driver of the vehicle would have lost his life.

Florida's Turnpike Enterprise - John Hattie



There are times in life when the right person is in the right place at the right time, and that occurred on the Turnpike Mainline on March 20, 2021 at 9:40 p.m.

A call came in through the Florida Highway Patrol (FHP) dispatch alerting of a three-year-old child not breathing at the Fort Drum Service Plaza at Mile Post 184. At that exact time, Road Ranger John Hattie was heading northbound on the Turnpike Mainline, just four miles south of the plaza. FTE's Turkey Lake Traffic Management Center contacted him to identify his location and confirmed that he was in the best position to render aid.

With the TMC's direction, having located the vehicle on camera, John was able to find the family mere moments later. The child's mother and the other children in the vehicle were in a panicked state. The youngster was still not breathing, so there was no time to waste. John called upon his knowledge base from CPR training and flew into action. He performed a sternum rub to determine the child's extent of responsiveness and delivered several back blows, successfully dislodging whatever was blocking the airway, allowing normal breathing to return.

John stayed with the family until an emergency medical unit arrived on the scene roughly 15 minutes later. Medics evaluated the youngster and determined that due to John's quick thinking, the child was out of danger. FHP Sergeant Deanna Martinez sent a written commendation to AutoBase, the Turnpike's Road Ranger Safety Service Patrol vendor, asking them to pass along her thanks to John for his actions.

When questioned about his "calm under pressure" demeanor, John credits not only his CPR training with AutoBase, but also his years working as a civilian contractor for the U.S. Army in Afghanistan. John related: "The adrenaline kicks in but you have to stay calm. I just did what I had to do."

This event only serves to underscore the importance of Road Rangers on Florida roadways and the wide variety of training they receive. The service they provide extends far beyond changing tires and supplying gasoline. They truly are First Responders.



ITS Florida Awards Road Ranger of the Year and TMC Operator of the Year to District Six Staff

By Carlos Dardes, FMS/AMS Specialist IV, FDOT

The Intelligent Transportation Society of Florida (ITS Florida) recognized two District Six staffers with their inaugural Road Ranger of the Year and TMC Operator of the Year Awards.

ITS Florida is one of the state's premier organizations that promotes the advancement of our industry. It hosts major conferences and recognizes the practice leaders who are moving the transportation needle forward. In 2020 the organization introduced three awards categories to recognize the front-line staff that keep our roadways moving. The three awards categories were Road Ranger of the Year, TMC Operator of the Year and ITS Field Technician of the Year. Districts from across the state submitted their nominations, and District Six won two of the three categories.

District Six consultant staff, Yoel Banobre and Bryan Salcedo were recognized with the Road Ranger and TMC Operator Awards, respectively.

Mr. Banobre is a 21-year incident management veteran whose contributions helped to shape the fleet that services Miami-Dade County. He played a key role implementing new Road Ranger services and was part of the team that managed Florida's first express lanes pilot project. He currently oversees Florida's first Road Ranger heavy duty wrecker program and continues his education to improve his industry knowledge and management skills. He received his emergency medical technician (EMT) certification to help folks in distress and earned his hazardous materials (HAZMAT) and maintenance of traffic (MOT) certifications. Additionally, he completed the emergency vehicle operator course (EVOC), and obtained his commercial driver's license (CDL) to operate heavy-duty wreckers. Mr. Banobre has excelled in his position since the start and has served as a mentor and leader to all the members of his team.

Mr. Salcedo was also recognized for his contributions to our industry. As a TMC operator, he was an early stand out from the beginning of his career. Having moved to Miami from Boston, Mr. Salcedo familiarized himself with the local roadways and took immediate ownership of his role. He began educating himself on the industry and took courses to elevate his traffic operations and overall management skills. He completed police academy training and became HAZMAT, MOT, and incident management certified. His education combined with his excellent leadership qualities paid off and was named 95 Express Lanes Operator and Supervisor in 2016 and 2018, respectively.

Yoel Banobre and Bryan Salcedo have been a great value to the community for many years. They are selfless individuals who put in the daily work without ever expecting to be recognized. They are driven by their passion for helping others and for keeping our roadways safe. District Six is happy they are being recognized at the state level by ITS Florida. Recognition programs like these improve employee morale and help to advance the industry from the ground up. District Six supports all organizations that promote the FDOT's mission of safe and reliable roadways and will continue to look for opportunities that support this cause.

For more information, please contact Carlos Dardes at (305) 640-7331 or by email at Carlos.Dardes@dot.state.fl.us.



A RISC-y Challenge for Turnpike Responders

By: Mary Lou Veroline, Florida's Turnpike Enterprise, TSM&O Technical Writer

It was no “run of the mill” RISC event that Severe Incident Response Team (SIRT) responders were called to on March 17 at the Turnpike Mainline and Sunrise Boulevard interchange in Broward County (Exit 58). The call came in as a “vehicle flipped over, on fire, off roadway, not blocking traffic” but TMC staff were not able to locate it on camera. They did, however, note that a vehicle had pulled over on the ramp and the driver was looking down toward the adjacent overpass bridge.

When SIRT crews arrived on scene, they indeed found a twenty-eight foot box truck that had gone over the exit ramp bridge barrier wall and landed roughly thirty feet below, on the substructure retaining wall alongside a canal.

The immediate question became, “From which vantage point do you attack this situation?”. Considering the options and the residual effects, it was ultimately decided that the lesser of the evils would be to work the scene from above, on the Sunrise Boulevard overpass, to avoid closing the exit ramp and impacting rush-hour traffic on the Turnpike Mainline.

The decision to work the event from above meant that wrecker operators and riggers would be separated by the same thirty feet that the truck had dropped, and communication would be difficult. With a plan in place, crews donned their Sonetics telecom headsets and got to work.



Once the rotator trucks were positioned, they lowered rigging equipment to the team below, one wrecker supplying cables and chains for the front and the other for the rear of the box truck to keep the weight evenly distributed. This proved to be a challenge, and the box began to break apart while suspended in air, requiring constant communication between the units. Additionally, the wrecker operators had to be mindful of overhead power lines that limited their space to lift and rotate the load.

With a slow and steady approach, the truck was safely brought up and over the barrier wall, rerigged to prevent further breakage of the box and was towed away.

The next question was how to address the spilled load, consisting of 50-pound bags of beans, rice, and corn grits. Normally a skid steer loader would make quick work of a clean-up like that but based on the isolated location where the truck had fallen, that would be impossible. Again, the decision was made to work from above for cleanup.

Crews manually filled ten dumpster bags with debris, and with the assistance of the Plantation Police Department to close the overpass to traffic, lifted the bags to a ground-loading trailer positioned on the bridge.

Breaking down the numbers, RISC was activated at 2:26 p.m. The full RISC package was on the scene 16 minutes later and was given immediate Notice to Proceed, never requiring a closure of Turnpike travel lanes. Total scene clearance was 188 minutes. Lessons learned have been carefully documented for future events of this complex nature.

For more information, please contact John Easterling at (954) 934-1620 or by email at John.Easterling@dot.state.fl.us.



Joint Team Training to Improve Road Rangers and SIRV Operations

By Tom Mangan, SIRV Operations Manager, AutoBase, Inc.

Although Severe Incident Response Vehicle (SIRV) teams and the Road Rangers are decidedly different operations, we share the common goal of keeping the highways of South Florida safe for the motoring public and responders alike. SIRV and Road Rangers both respond to lane blocking events on the highways and work to protect those in harm's way, establish a safe work zone for other responders, and restore the normal flow of traffic in a safe and expeditious manner. Although the goals are the same, differences in policy and training can sometimes cause friction and confusion.

In an effort to reduce the confusion and enhance the safety and efficiency of all involved, the District Four SIRV team contacted the Road Ranger providers in both Broward and Palm Beach Counties to begin joint training for the two entities. On March 2, 2021, SIRV Manager Tom Mangan, Broward Road Ranger Managers Conrad Garcia and Vincent Santiesteban, and TIM Coordinator Tim Stanberry met to establish training agendas and schedule the sessions.

The first joint training session was held on Tuesday, March 16, 2021 and focused on safe and proper maintenance of traffic (MOT). We held tabletop exercises and allowed all involved to openly share their tactics, experiences, and ideas. We then moved to realistic, hands-on training, where each driver had an opportunity to drive up to a mock scene and practice deploying, modifying, and collecting the MOT. Scenarios were incorporated whereby SIRV and the Road Rangers both responded and worked together to clear the scene.

The next session took place on Tuesday, April 13, 2021 and focused on Express Lanes Management.

On Friday, March 26, 2021, Tom Mangan met with SIRV Supervisor Chuck Harder and Palm Beach Road Ranger Program Manager Ryan Phillips to discuss similar training in Palm Beach. Phillips was enthusiastic about the idea and everyone is eager to bring our two teams together to promote safer and more efficient service in Palm Beach County.

For more information, please contact Joudy Mendez at (954) 847-2789 or by email at Joudy.Mendez@dot.state.fl.us.



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