



MEETING DATE: Tuesday, November 21, 2006
MEETING TIME: 1:30 PM to 4:00 PM
MEETING LOCATION: Florida Department of Transportation (FDOT)
District 6 Auditorium
1000 NW 111 Avenue, Miami, FL
MEMBERS PRESENT: See Attached List

INTRODUCTIONS

Mr. Javier Rodriguez of the FDOT District 6 SunGuide Transportation Management Center (TMC) called the meeting to order and welcomed attendees. Self-introductions for all attendees followed. Mr. Girish Kumar of HNTB Corporation distributed the handouts for the meeting including the TIM Meeting Agenda, Sign-in Sheet, and the September 19 Broward / Miami-Dade Regional TIM team meeting minutes.

Mr. Kumar asked the attendees if there were any comments on the meeting minutes from the September 19 meeting. No comments were offered. The September 19 TIM team meeting minutes have been deemed final.

MAJOR INCIDENTS

SR 836 WESTBOUND CLOSURE APPROACHING SR 826 – OCTOBER 30, 2006

Mr. Rick Johnson of the Miami-Dade Expressway Authority (MDX) presented highlights of the closure on SR 836 westbound approaching SR 826 on October 30, 2006. This incident and the resulting lane closures occurred at approximately noon, caused by the collision of a crane on a flat bed and a phantom vehicle on SR 836 westbound. The flat bed's load shifted and it collided with one of the overhead sign's right support legs and knocked it off. An adjacent street light pole and a portion of the guardrail sustained damage as well. Although the overhead sign structure remained in its upright position after the impact, MDX and the incident commander on scene determined that the structure was unsafe for traffic to travel under it. The initial intent to secure the structure and remove it later that day during the off peak period was ruled out for that reason.

Mr. Johnson continued with the sequence of events from the time of notification, arrival of the asset management contractor for removal of the structure to the reopening of all impacted travel lanes. The auxiliary lane on the eastbound direction of SR 836 was closed for additional incident scene protection when the structure was being removed. Within 2 to 3 hours after the closure, the traffic backup on the westbound travel lanes extended to I-95. To alleviate this condition, access to the westbound travel direction of SR 836 was restricted by closing several on ramps at major interchanges east of the incident. The FDOT District 6 SunGuide TMC also posted messages on the Dynamic Message Signs (DMS) to advise motorists about the closure. The incident lasted from 12:00PM to 5:30PM, approximately.

Lieutenant Juan Gonzalez of the City of Miami Police Department asked if the dismantling process of the structure could have been accelerated by cutting instead of unbolting the structure. Mr. Rick Johnson responded that although cutting was a faster process, the intent was to salvage components of the existing structure for re-installation. The overhead portion of the sign was dismantled and left in the SR 836 median adjacent to the sign location.

Mr. Johnson stated that some of the lessons learned were:

- Better inter-agency communication helped in the response and clearance;
- There was a need to streamline the incident response process, and MDX/FDOT District 6 TMC would review the timeline to identify opportunities;



- Having proper equipment at the site helped in this case. He noted that a Rapid Incident Scene Clearance (RISC) styled program may not have helped here since cranes were needed but the intent is clearly related; and,
- Communication with the SunGuide TMC is highly dependent on the Road Ranger units and diminished as the units were sent away to assist with maintenance of traffic at on ramps upstream from the incident.

Mr. Johnson noted that the sign was down (as of the meeting date) but added that it was a redundant sign supporting other signs that are unaffected by the incident. A question was asked if there had been an increased incidence of crashes at the location because of the sign being down. FHP stated that none had been reported.

Mr. Kumar asked who provided the heavy equipment and who would be responsible for the recovery cost. Mr. Johnson replied that VMS, MDX's asset management contractor, provided the heavy equipment and will go through the recovery process of reimbursable funds from the Responsible Party. It was noted that one of the cranes used in the recovery was provided by the original crane company causing the incident. He added that bringing the heavy equipment was tough even with the police escort.

Lieutenant Pat Santangelo of the Florida Highway Patrol (FHP), Troop E stated that the recovery was faster than expected. The recovery equipment was escorted by police units to get to the incident scene faster. He was impressed with the quick arrival and the technical knowledge of staff on site handling the scene. Having skilled staff at the scene was a significant benefit. Lt. Santangelo suggested that the emergency notification process needs to improve. Metro Radio Network knew a sign was down but was not aware that the expressway was closed. He noted an approximate 30 to 45 minute delay on the 511 traffic information system, and they did not say the roadway was closed

Lieutenant Gonzalez added that the overall impact of the incident caused gridlock on the city streets. Emphasis was placed on the need to capitalize on advance warning and alternate route information. Nonetheless, the City of Miami representative was very pleased with the improved coordination with FDOT. Mr. Rory Santana of the FDOT District 6 SunGuide TMC acknowledged and added that the TMC could have determined the full closure sooner and provided regional messaging earlier. He added that the recent software upgrades were allowing the TMC to easily track incident timelines and better identify opportunities for improving incident management.

Mr. Candido Cerda, the new TIM point of contact for the Miami-Dade Police Department (MDPD) informed TIM members that incident responders can capitalize on available resources. MDPD has pre-staged equipment such as utility vehicles and bobcats at the Doral station and is working on expanding these resources in other strategic areas in Miami-Dade. As a newcomer, to TIM he commented on the importance of improving interagency communication.

I-95 SOUTHBOUND CLOSURE AT NW 135 STREET – NOVEMBER 6, 2006

Mr. Santana stated that the SunGuide TMC was not able to fully assess the full closure caused by the incident at I-95 southbound at NW 135 Street until approximately 30 minutes after the incident occurred. This was due to a technical difficulty with a camera near the incident location, which is being addressed. He said that Road Rangers were on scene. The TMC also notified North Dade Maintenance and Bridge Department. The TMC also coordinated with the District 4 TMC for regional messaging in Broward and Palm Beach Counties.

Mr. Alex Lobaina of the SunGuide TMC, showed pictures of the incident scene. The closure was caused by a tractor trailer traveling on the southbound direction which lost control, mounted the NW 135 Street bridge guardrail and fell onto the arterial road coming to rest on a building/parking lot. The incident involved vehicle fire. The TMC, per the SunGuide Event Chronology Report, was made aware of the incident at 9:08 AM. While the full restoration to normal traffic was verified by the TMC next day at about 12:46 PM, partial travel lanes were open to traffic by about 5:00 PM the same day. One lane and exit ramp at NW 135 Street remained closed overnight.

Lieutenant Santangelo noted that when the roadway was ready to be opened the crews were not ready with the equipment to open the roadway. Mr. Javier Rolon of Infrastructure Corporation of America (ICA), FDOT's asset management contractor for I-95, replied that they were indeed ready. He added that the delay Lieutenant



Santangelo alluded to was really the time elapsed to make sure that the structure was safe and to set up the Maintenance of Traffic (MOT).

Mr. Rolon stated that he was not notified until 45 minutes after the incident. He also stated that he did not know the number of lanes to be closed, and hence, could not determine where to begin the tapering for the closure. He received the formal full closure notification from FDOT at 10:00 AM. In addition, he mentioned the poor communication between the ICA crew on top of the bridge and the command post under the bridge assessing damages. However, communication with the District 6 Public Information Office (PIO) continued throughout the duration of the incident on an hourly basis via e-mail. ICA also contacts the TMC every hour via telephone calls. Mr. Santana requested ICA to notify the TMC with the same e-mail that goes to the PIO.

SOUTH EAST FLORIDA REGIONAL TMC OPERATIONS COMMITTEE (SEFRTOC) ACTIVITIES UPDATE

Mr. Rodriguez provided a brief update on the SEFRTOC activities. SEFRTOC members are preparing for the upcoming Toys for Tots campaign. Although this event is not sanctioned by FDOT, preparation and coordination activities among the regional TMC's are being discussed. Other SEFRTOC activities include discussion on regional post incident debriefings. He also noted that the District 4 TMC will exhibit at the upcoming Transpo 2006 Conference.

Coordination for the upcoming Super Bowl events is also being discussed. Mr. Rodriguez informed attendees that in addition to coordination for the main event, SEFRTOC is collecting information and preparing for traffic impacts caused by other related events during the Super Bowl week.

TASK FORCE UPDATES

I-95 DIVERSION ROUTE PLANS

Mr. Girish Kumar mentioned that the task force has not met recently. The I-95 Diversion Route Guidelines are being developed and once a draft is complete the task force will resume meeting activities to finalize the draft.

MIAMI-DADE TIM TEAM STRATEGIC PLAN

Mr. Girish Kumar mentioned a half-day technical session held in late September to discuss the objectives and format of the strategic plan.

511 SERVICE STATUS UPDATE

This item was tabled.

OTHER BUSINESS

TRAINING/WORKSHOP ANNOUNCEMENTS

Mr. Kumar reminded attendees of the Transpo 2006 Conference to be held on November 27 through the 30 in Palm Harbor, Florida.

AGENCY UPDATES

Mr. Rodriguez mentioned that the SunGuide TMC has switched to new TMC management software with enhanced reporting capabilities to allow the 511 system to be updated as soon as a TMC operator enters the incident information. The software update is in its fine tuning stage. Other activities include working on the TMC standard operating guidelines (SOG's) to improve operations, communications and response. Mr. Santana added that Mr. Rodriguez is now responsible for TMC Operations which includes incident management and Road Rangers. The additional ITS equipment coming online and the new software upgrade will allow for more streamlined operations, communications and information sharing with other agencies.



BROWARD TIM MEETING UPDATE

Mr. Angel Reanos of HNTB Corporation provided an update of the Broward TIM Team Meeting held on November 8, 2006. Highlights of the meeting were:

- There had been improvements in communication and coordination between the SMART SunGuide TMC and Broward County Fire Rescue Department during recent major incidents on I-95;
- A "Best Practices" memorandum of understanding for incident management was being developed by the Broward County Sheriff's Office (BSO); and,
- TIM Self Assessment was conducted during the meeting.

Mr. Reanos stated that the assessment showed that criteria where the TIM Program scored high the previous year remained high denoting continued success of the TIM program. Some low scoring areas showed some improvement as well. The final results of the assessment were not available immediately but will be shared with TIM members after the final scores are tabulated.

SUPER BOWL PREPARATION/COORDINATION

In addition to the previous information provided during the SEFRTOC activities update, Mr. Rodriguez stated that the Super Bowl committee is coordinating the type of information that will be useful to provide to the public for the events using ITS resources such as 511, dynamic message signs and the highway advisory radio (HAR) systems. Interoperability with the various law enforcement agencies and access to cameras at the stadium is also being discussed.

Mr. Rodriguez added that FDOT District 6 is the responsible agency for authorizing maintenance of traffic (MOT) plans related to the event. Mr. Saud Khan, the FDOT District 6 MOT coordinator, is scheduled to provide an update for the January 16, 2007 TIM meeting

Mr. Johnson thanked FDOT staff for improvements to the SunGuide web page. He added that on a recent incident on SR 836, he was notified and was able to receive an image of the incident on his Blackberry through an e-mail sent by Mr. Rory Santana. The e-mail included a picture captured by one of the cameras near the incident (and these were also available on the website). Mr. Johnson stated that this was helpful in determining the preparation required to clear the incident. Mr. Reanos added that images from all camera locations on SR 836 were now available on the SunGuide web page.

MEETING CLOSE

The next TIM meeting will be held on January 16, 2007 at 1:30 PM at FDOT District Six SunGuide TMC. Mr. Rodriguez then brought the meeting to a close.