

# First Coast TIM Meeting Tuesday July 16, 2013

## Meeting Minutes



The list of meeting attendees and the Meeting Agenda are attached to these meeting minutes.

- Donna Danson welcomed everyone to the meeting.
- Attendees introduced themselves to the group.
- Donna stated the purpose of this meeting is to debrief recent incidents to work together to find out how to assist each other and make things better.
- There were no comments on the May 21, 2013 First Coast TIM Team Meeting Minutes so they are approved as read.
- An update on the Overland Bridge Project was given by Bill Kays of KCCS.
  - They are currently working downtown in the Kings Ave./Hendrix Ave. area doing utilities at night.
  - There is demolition being done on I-95 northbound over the FEC Railroad Bridge.
  - On the southbound exit ramps on/near Atlantic Blvd. a sheet pile wall is being added to start foundation work. Once the southbound side is completed work will begin on the northbound side.
- Mike Goldman could not attend, so Donna gave the Construction Project update.
  - Mike Goldman was not able to be present, but he had relayed there is nothing new going on. If anyone has questions or concerns they can contact him.
  - Don Mozick asked about the construction signs he has seen on Blanding Blvd. towards Middleburg. Pete explained south of Old Jennings Rd. to CR 218 will be widened, the signal system will be updated, and cameras will be added. This is to help prepare for the SR 23 Toll Road Project which will be advertised soon.

- Ed Ward could not attend, so Donna provided the EOC update.
  - Though Ed was not able to attend due to doing several training activities in regard to hurricane preparation, he relayed he had nothing to report. If anyone has questions or concerns they can contact him.
- Pete Vega provided the ITS Update.
  - Final acceptance has been given to the contractor for Phase 8, northwest I-295. The TMC has been using all of the devices installed on this project. Only one License Plate Reader (LPR) is not working.
  - Phase 7, on the northeast quadrant of I-295, will be operational in a couple of months.
  - Due to a protest, the Phase 9 project is being re-advertised late this year. The plans are being updated to the latest specifications for this project, on the southeast quadrant of I-295, to be ready for May Let.
  - The Arterial DMS (ADMS) Project should be operational in the next 30 days. This project consists of small ADMS signs on the arterial roads in the area south of the Overland Bridge which will be used for diversions to guide motorists off and on the interstate.
  - The Port Project will begin in late August. This project will run fiber optic cable to connect JaxPort facilities to the FDOT fiber optic cable allowing coordination between JaxPort and FDOT. This will help track freight movement in the area and how it affects traffic by using BlueTOAD devices connected to major hubs.
  - The I-10 Interchange Project to install new CCTVs and MVDS is on target. Devices will start going up in about 3 months and hopefully be operational by next spring.
  - The Airport Road Project is complete. Fiber optic cable was installed from I-95 along Airport Road. This installation allows for FDOT and Jacksonville International Airport to have access to each other's information and videos.
  - A new project is underway which will extend the deployment of ITS and upgraded cabinets on US 17 at Creighton to south of CR 220. This project should be Let in September and should start construction sometime in November/December.
  - The City has obtained more money for CCTVs on major arterials.
  - A request was made to Central Office to fund ITS from Jacksonville to Tallahassee, and from Gainesville to Georgia. A response to the request should be given by the end of the week.
  - Construction of the Regional Transportation Management Center Project should start soon. (Pete provided a presentation of the building design and details.)
  - Pete provided a presentation of past and future ITS deployment projects.
  - Funding was received for installation of fiber optic cable on I-95 from CR 210 to US-1. Construction should start in about 3 months.

- Funding was also received for ITS deployment on I-10 past SR 23.
- A candidate project is on the table for possible full ITS deployment in Nassau County on I-95 from Pecan Park Road to the Georgia State Line.
- A proposal has been approved for Road Ranger Safe Tow on the arterials.
- Greg Gaylord provided the Road Ranger Update.
  - There have been no incidents regarding Road Rangers since the last meeting.
  - The Road Ranger contract was renewed for 3 years and the sponsors renewed their contracts as well.
  - One vehicle is currently in the process of being converted from gasoline to natural gas.
- Donna Danson asked for Agency Reviews.
  - JFRD – Mark Rowley stated there have been instances involving motor vehicle incidents where no traffic is blocked or no injuries, so FHP, JSO, or Road Rangers are not called to respond. The current policy does not allow JFRD to assist so this leaves the motorists stranded. Pete suggested calling \*FHP and ask for a TMC operator to inform them of the situation.
  - Maintenance – Bob Kosoy stated there was an incident on JTB eastbound to Kernan involving a fatality and maintenance was not notified. DBI just happened to come across the ramp closure while doing road routes. The fatality occurred at 2 a.m., DBI found it at 8 a.m., and it was cleared at 8:30 a.m. Donna stressed the importance about notifying the appropriate agencies. Bill Kays mentioned the Overland Bridge Project is also not getting information on all accidents in the area.
- Incident Debrief.
  - Gracie Kennedy, FDEP, asked that there be more clarification of north or south when notifying about the I-95/I-295 interchanges. This clarification can expedite response for all responding agencies and result in faster roadway clearance times.
  - Donna announced larger Hazmat cards are available to any agency who would like to distribute to their dispatchers.
  - Don Mozick mentioned they are still not being notified of some incidents.
  - Donna stressed the importance of communication among agencies.
  - Donna also stated the importance of wearing safety vests and encouraged agencies and responders to protect themselves by wearing them.
- Diana Rivas presented the performance measures for the last few months and reviewed some recent major events.

- Jill Dawson presented the FHWA Traffic Incident Management 2013 Team Assessment.
  - Donna introduced Patrick Odom who is the state representative for Incident Management.
- Announcements were made by Donna Danson and other TIM members throughout the TIM meeting.
  - The next First Coast TIM meeting will be held September 17, 2013.
  - Recap of the Train the Trainer FHWA SHRP 2 held on June 17<sup>th</sup> & 18<sup>th</sup>. The meeting went well and was well received. The personnel who were trained will be giving the training to their own and other agencies in the coming months.
  - Statewide Road Ranger Responder Survey - We did well on the survey results, but would like to see more participation on the next ones.
- Meeting Adjourned



**FIRST COAST  
TRAFFIC INCIDENT MANAGEMENT TEAM  
AGENDA  
JULY 16, 2013**

<b>WELCOME</b>	<b>Team Members</b>
<b>INTRODUCTION/GREETINGS</b>	<b>Team Members</b>
<b>PURPOSE</b>	<b>Donna Danson</b>
<b>MINUTES –MAY 2013 APPROVAL</b>	<b>Team Members</b>
<b>OVERLAND BRIDGE PROJECT</b>	<b>Team Members</b>
<b>CONSTRUCTION PROJECT UPDATE</b>	<b>Mike Goldman</b>
<b>EMERGENCY OPERATIONS UPDATE</b>	<b>Donna for Ed Ward</b>
<b>ITS UPDATE</b>	
• <b>ITS PROJECTS - 511/TMC</b>	<b>Peter Vega</b>
<b>ROAD RANGER UPDATE</b>	<b>Greg Gaylord</b>
<b>AGENCY REPORTS</b>	
<b>INCIDENT DEBRIEF - (Ed Ward’s List attached)</b>	<b>Team Members</b>
<b>CONCERNS</b>	
• <b>RESPONDER COMMUNICATION WITH TMC</b>	
• <b>SAFETY VESTS</b>	
<b>PERFORMANCE MEASURES</b>	<b>Jill Dawson/Team Members</b>
<b><i>FHWA TRAFFIC INCIDENT MANAGEMENT 2013 TEAM ASSESSMENT</i></b>	
	<b>Craig Carnes/Team</b>
	<b>Donna Danson</b>
<b>ANNOUNCEMENTS</b>	
• <b>NEXT TEAM MEETING – SEPTEMBER 17, 2013</b>	
• <b>RECAP <i>TRAIN THE TRAINER</i>” FHWA SHRP2 – June 17<sup>th</sup>-18<sup>th</sup></b>	
• <b>STATEWIDE ROAD RANGER RESPONDER SURVEY – 2012</b>	
<b>ACTION ITEMS</b>	
<b>SHRP2 AGENCY TRAININGS</b>	
<b>MEETING ADJOURNED</b>	

**MISSION:** The Florida Department of Transportation District 2 Traffic Incident Management Teams through partnering efforts strive to continuously reduce incident scene clearance times to deter congestion and improve safety. The Teams’ objective is to exceed the Open Roads Policy thus ensuring mobility, economic prosperity, and quality of life.

**VISION:** Through cooperation, communication and training the Teams intend to reduce incident scene clearance times by 10% each year through 2015.



# FIRST COAST TRAFFIC INCIDENT TEAM MEETING

## TUESDAY, JULY 16, 2013

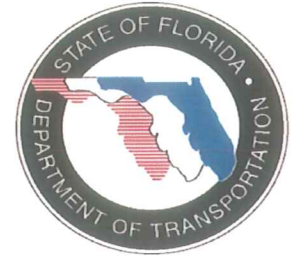


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# FIRST COAST TRAFFIC INCIDENT TEAM MEETING

## TUESDAY, JULY 16, 2013



NAME	ORGANIZATION	ADDRESS	JOB TITLE	PHONE	EMAIL ADDRESS
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Mike Seamon	Professional Wrecker Operators of FL	4718 Edgewater dr	Executive Director	407-402-1040	MSeamon@hotmail.com
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Traffic Incident Management (TIM) Program Self-Assessment Template, 2013

Rate each question applicable to your TIM program using the categories listed below. Also, please list any reasons why this area of the program is either particularly strong or particularly weak.	
Score	
Low - Little to no activity in this area. <i>No discussions or some informal discussions with no or minimal action taken.</i>	L
Medium - There is some or good level of activity in this area. <i>Plans have not yet been put into practice with some multi-agency agreement and cooperation and with fair to good results.</i>	M
High - Activity in this area is outstanding. <i>Efforts in this area are well coordinated with a high level of cooperation among agencies.</i>	H

Section 1 4.1 Strategic - 30%		Supplemental, Non-Scored Question
4.1.1 Multi-Agency TIM Teams	Scoring Instructions	Supplemental, Non-Scored Question
<p><b>Does the TIM program:</b></p> <p>4.1.1.1. Have a TIM multi-agency team or task force which meets regularly to discuss and plan for TIM activities?</p> <p>4.1.1.2. Is multi-agency training held at least once a year on TIM-specific topics? <i>(Composite score for 4.1.1.2.a through 4.1.1.2.e below)</i></p> <p>4.1.1.2.a. NIMS/ICS 100?</p> <p>4.1.1.2.b. Training of mid-level managers from the primary agencies on the National Unified Goal?</p> <p>4.1.1.2.c. Traffic control?</p> <p>4.1.1.2.d. Work zone safety?</p> <p>4.1.1.2.e. Safe parking?</p> <p>4.1.1.3. Conduct multi-agency post-incident debriefings?</p> <p>4.1.1.4. Conduct planning for special events: <i>(Composite score for 4.1.2.4.a. through 4.1.2.4.d. below)</i></p> <p>4.1.1.4.a. Construction and maintenance?</p> <p>4.1.1.4.b. Sporting events/concerts/conventions/etc?</p> <p>4.1.1.4.c. Weather-related events?</p> <p>4.1.1.4.d. Catastrophic events?</p> <p><b>4.1.2 Formal Traffic Incident Management Programs</b></p> <p>4.1.2.1. Is the TIM program supported by multi-agency agreements/memoranda of understanding? <i>(Composite score for 4.1.2.1.a. through 4.1.2.1.d. Below)</i></p> <p>4.1.2.1.a. Is the agreement/MOU signed by top officials from participating agencies?</p> <p>4.1.2.1.b. Are incident scene roles and responsibilities for each participating agency clearly defined in the agreement and communicated to all participating agencies?</p> <p>4.1.2.1.c. Are agency roles and responsibilities for planning for and funding for the TIM program clearly defined in the agreement/MOU?</p> <p>4.1.2.1.d. Are safe, quick clearance goals stated as time goals for incident clearance (e.g. 90 minutes) in the agreement/MOU?</p> <p>4.1.2.2. Is planning to support the TIM activities done across and among participating agencies?</p> <p>4.1.2.3. Is there someone from at least one of the participating agencies responsible for coordinating the TIM program as their primary job function?</p> <p><b>4.1.3. TIM Performance Measures</b></p> <p><b>Does the TIM program:</b></p> <p>4.1.3.1. Have multi-agency agreement on the two performance measures being tracked: <i>(Composite score for 4.1.3.1.a and 4.1.3.1.b below)</i></p> <p>4.1.3.1.a. Roadway Clearance Time?</p> <p>4.1.3.1.b. Incident Clearance Time?</p>	<p>To score your program MEDIUM, the team/task force should have representation from (at a minimum) law enforcement, fire and transportation. Meetings should be held at least quarterly. If your program has members in addition to those listed above, score it higher; if not, score it lower. Similarly, if your program meets less frequently than once a quarter, score it lower.</p>	<p>4.1.1.1.a. What agencies are represented on the team/task force?</p> <p>4.1.1.1.b. How frequently does the team/task force meet?</p> <p>4.1.1.1.c. Who provides administrative support (agenda, minutes, meeting planning, etc.) for the team/task force? Is that support funded externally (consultant support) or done by a team/task force member as a function of their core job responsibilities?</p> <p>4.1.1.3.a. Is there a defined incident level or threshold at which mandatory, multi-agency post-incident reviews are conducted? Yes ___ No ___ If yes, what is that level? _____ How many post-incident reviews were held in the last 12 months? _____</p> <p>4.1.2.1.a.1. How often is the document updated?</p> <p>4.1.2.1.a.2. Which agencies are signatories on the agreement/MOU?</p> <p>4.1.2.1.b.1 How are the roles and responsibilities defined in the agreement/MOU communicated to participating agencies?</p> <p>4.1.3.1.c. Is data being collected on other performance measures by any of the following agencies? (check all that apply)</p> <p>___ Law Enforcement</p> <p>___ Fire/Rescue</p> <p>___ MPO</p> <p>___ DOT</p> <p>___ Other (please specify) _____</p> <p>If yes, describe _____</p>
<p><b>4.1.2.1.a.1. How often is the document updated?</b></p> <p><b>4.1.2.1.a.2. Which agencies are signatories on the agreement/MOU?</b></p> <p><b>4.1.2.1.b.1 How are the roles and responsibilities defined in the agreement/MOU communicated to participating agencies?</b></p>	<p>To score your program MEDIUM, the agreement/MOU should be signed by the top officials from (at a minimum) law enforcement, fire and transportation. If there is not a signed agreement or if there are fewer than three signatories, score lower; higher if more than three signatories.</p>	<p>Supplemental, Non-Scored Question</p>
<p><b>4.1.3.1.c. Is data being collected on other performance measures by any of the following agencies? (check all that apply)</b></p> <p>___ Law Enforcement</p> <p>___ Fire/Rescue</p> <p>___ MPO</p> <p>___ DOT</p> <p>___ Other (please specify)</p> <p>If yes, describe _____</p>	<p>Supplemental, Non-Scored Question</p>	<p>Supplemental, Non-Scored Question</p>

<p>4.1.3.2. Has the TIM program established methods to collect and analyze the data necessary to measure performance in reduced roadway clearance time and reduced incident clearance time?</p>		<p>4.1.3.2.a. If yes, what is your locale's average Roadway Clearance Time for the prior year (September 1, 2011 to August 31, 2012)? _____ minutes</p> <p>What type of incident data are used to calculate Roadway Clearance Time? (Choose the option that best describes your data or provide your own description.)</p> <p><input type="checkbox"/> all incidents  <input type="checkbox"/> major incidents only  <input type="checkbox"/> DOT-involved incidents only  <input type="checkbox"/> FSP-involved incidents only  <input type="checkbox"/> other (describe) _____</p> <p>FHWA defines Roadway Clearance Time as the "time between first recordable awareness of an incident by a responsible agency and first confirmation that all lanes are available for traffic flow." Is your performance measure:</p> <p><input type="checkbox"/> consistent with FHWA's definition  <input type="checkbox"/> measured as first recordable awareness by a DOT (start time)  <input type="checkbox"/> measured as time that DOT leaves scene (end time)  <input type="checkbox"/> Other (describe) _____</p> <p>4.1.3.2.b. If yes, what is your locale's average Incident Clearance Time for the prior year (September 1, 2011 to August 31, 2012)? _____ minutes</p> <p>What type of incident data are used to calculate Incident Clearance Time? (Choose the option that best describes your data or provide your own description.)</p> <p><input type="checkbox"/> all incidents  <input type="checkbox"/> major incidents only  <input type="checkbox"/> DOT-involved incidents only  <input type="checkbox"/> FSP-involved incidents only  <input type="checkbox"/> other (describe) _____</p> <p>FHWA defines Incident Clearance Time as the "time between the first recordable awareness of the incident and the time at which the last responder has left the scene." Is your performance measure:</p> <p><input type="checkbox"/> consistent with FHWA's definition  <input type="checkbox"/> measured as first recordable awareness by a DOT (start time)  <input type="checkbox"/> measured as time that DOT leaves scene (end time)  <input type="checkbox"/> Other (describe) _____</p>
<p>4.1.3.3. Have targets (e.g. time goals) for performance of the two measures?</p>		<p>4.1.3.3.a. What criteria were used to set the time goals?</p>
<p>4.1.3.4. Routinely review whether progress is made in achieving the targets?</p>		<p>4.1.3.4.a. How is progress measured?</p>
<p>4.1.3.5. Track performance in reducing secondary accidents?</p>		<p>4.1.3.5.a. If yes, what is your locale's estimate of the number of secondary incidents relative to total incidents for the prior year (September 1, 2011 to August 31, 2012)?  <input type="checkbox"/> secondary incidents _____  <input type="checkbox"/> total incidents _____</p> <p>What type of incident data are used to calculate Secondary Incident metrics? (Choose the option that best describes your data or provide your own description.)</p> <p><input type="checkbox"/> all incidents  <input type="checkbox"/> major incidents only  <input type="checkbox"/> DOT-involved incidents only  <input type="checkbox"/> FSP-involved incidents only  <input type="checkbox"/> Other (describe) _____</p> <p>FHWA defines Secondary Incidents as "unplanned incidents beginning with the time of detection of the primary incident where a collision occurs either (a) within the incident scene or (b) within the queue, including the opposite direction, resulting from the original incident." Is your performance measure:</p> <p><input type="checkbox"/> consistent with FHWA's definition  <input type="checkbox"/> Other (describe) _____</p>
<p><b>Section 2</b></p>		
<p><b>4.2 Tactical - 40%</b></p>		
<p><b>4.2.1. Policies and Procedures for Incident Response and Clearance</b></p>	<p>Enter Ratings for Each Question Below:</p>	<p>Supplemental, Non-Scored Question</p>
<p><i>Does the TIM program:</i></p> <p>4.2.1.1. Have "authority removal" laws allowing pre-designated responders to remove disabled or wrecked vehicles and spilled cargo? (Composite score for 4.2.1.1.a. and 4.2.1.1.b. below)</p>		
<p>4.2.1.1.a. Is there an "authority removal" law in place?</p>		
<p>4.2.1.1.b. Is it understood and utilized by responders?</p>		
<p>4.2.1.2. Have "driver removal" laws which require drivers involved in minor crashes (not involving injuries) to move vehicles out of the travel lanes? (Composite score for 4.2.1.2.a. and 4.2.1.2.b. below)</p>		
<p>4.2.1.2.a. Is there a "driver removal" law in place?</p>		
<p>4.2.1.2.b. Is it communicated to motorists?</p>		<p>4.2.1.2.b.1 How is it communicated to motorists?</p>
<p>4.2.1.3. Use a Safety Service Patrol for incident and emergency response?</p>	<p>Score your SSP HIGH if it meets the definition of a Full Function Service Patrol as described in the "FHWA FSP Descriptions" tab; MEDIUM if it meets the definition of a baseline or mid-line service patrol; and LOW if the SSP does not exist or does not meet the criteria of a baseline service patrol. Please refer to the "FHWA FSP Descriptions" tab of this workbook for these definitions.</p>	<p>4.2.1.3.a. If there is a safety service patrol, please provide details:  Lane miles covered _____  Hours of operation _____  Days of operation _____  Services provided _____  Number of vehicles _____  Equipment on vehicles _____  Operator training _____.</p>
<p>4.2.1.4. Utilize the Incident Command System on-scene?</p>		
<p>4.2.1.5. Have response equipment pre-staged for timely response?</p>		
<p>4.2.1.6. Identify and type resources so that a list of towing and recovery operators (including operator capabilities and special equipment) is available for incident response and clearance?</p>		<p>4.2.1.6.a. Deployed based on incident type and severity?  4.2.1.6.b. Is there an incentive program for expedited removal of commercial vehicles/spilled cargo/other large incidents?</p>
<p>4.2.1.7. Identify and type resources so that a list of HazMat contractors (including capabilities and equipment) is available for incident response?</p>		<p>4.2.1.7.a. Policy in place that clearly identifies reportable types and amount of HazMat?</p>
<p>4.2.1.8. Does at least one responding agency have the authority to override the decision to utilize the responsible party's HazMat contractor and call in other resources?</p>		
<p>4.2.1.9. In incidents involving fatalities, is the Medical Examiner response clearly defined and understood?</p>		<p>4.2.1.9.a. Is there a procedure for early notification of the Medical Examiner?  4.2.1.9.b. Is there a procedure for removal of the deceased prior to Medical Examiner arrival?</p>
<p>4.2.1.10. Are there procedures in place for expedited accident reconstruction/investigation?</p>		<p>4.2.1.10.a. Is the use of technology part of the reconstruction procedures? If yes, what technologies are used?</p>

4.2.1.11. Is there a policy in place for removal of abandoned vehicles?		4.2.1.12. Is there a Policy and Procedures Manual with standard operating guidelines for responders? If yes, is there a process in place for updating the manual?	
<b>4.2.2. Responder and Motorist Safety</b>	Scoring Instructions		Supplemental, Non-Scored Question
<p><i>Does the TIM program:</i></p> <p>4.2.2.1. Have "move over" laws which require drivers to slow down and if possible move over to the adjacent lane when approaching workers or responders and equipment in the roadway? <i>(Composite score for 4.2.2.1.a. and 4.2.2.1.b. below)</i></p>			
4.2.2.1.a. Is there a "move over" law in place?		4.2.2.1.b.1. How is Move Over communicated to drivers?	
4.2.2.1.b. Is it communicated to drivers?		4.2.2.1.b.2 Is it enforced?	
		4.2.2.1.c.1. In addition to internal agency-specific reporting, is information on responder <u>injuries</u> sustained during traffic incident response being recorded in a "responder struck-by database?"	
4.2.2.2. Train all responders in traffic control following MUTCD guidelines?	Score your program HIGH if the training is multi-agency training for all responders; MEDIUM if it is for transportation responders only; LOW if there is no training.	4.2.2.1.c.2. In addition to internal agency-specific reporting, is information on responder <u>fatalities</u> which occur during traffic incident response being recorded in a "responder struck-by database?"	
4.2.2.3. Routinely utilize transportation resources to conduct traffic control procedures for various levels of incidents in compliance with the MUTCD?	Score your program HIGH if transportation resources are regularly deployed; MEDIUM if occasionally deployed; LOW if never deployed.	4.2.2.1.c.3. If yes to either/both questions above, who maintains the database?	
4.2.2.4. Routinely utilize traffic control procedures for the end of the incident traffic queue?	Score your program HIGH if regularly utilized; MEDIUM if occasionally utilized; LOW if never utilized.	4.2.2.1.c.4. If yes to either/both questions above, how is the struck-by information being reported?	
4.2.2.5. Have mutually understood equipment staging and emergency lighting procedures on-site to maximize traffic flow past an incident while providing responder safety? <i>(Composite score of 4.2.2.5.a. through 4.2.2.5.d. below)</i>			
4.2.2.5.a. Vehicle and equipment staging procedures?			
4.2.2.5.b. Light-shedding procedures?			
4.2.2.5.c. PPE used by responders?		4.2.2.5.c.1. Which responders are using PPE?	
4.2.2.5.d. Pre-established, signed accident investigation sites?			
<b>Section 3</b>			
<b>4.3 Support - 30%</b>			

Date:	Unit:	Incident:	Road Number:	Time of Day:	Description:	Length of Closure:	Deaths:	90 Minute Goal Met:
5/29/2013	FHP	ACCIDENT	I-10	1530	I-10 W.B. @ MCDUFF. DRIVER OF A TRUCK VEERED INTO THE OTHER LANE & STRUCK THE MIRROR OF A SCHOOL BUS. DRIVER 1 DID NOT STOP.	UNK	0	UNK
5/21/2013	FHP	ACCIDENT	I-295	0557	I-295 S.B. @ MM 3. SINGLE VEHICLE CRASH. DRIVER RAN OFF OF ROAD, OVERTURNED & LANDED UPSIDE DOWN AGAINST A SIGN POLE.	UNK	0	UNK
5/24/2013	JACKSONVILLE	ACCIDENT	I-295	1310	I-295 WEST BELTWAY TO I-95 S.B. S.B. ON RAMP & LEFT LANE ARE BLOCKED DUE TO A SEMI DRIVER RUNNING INTO THE REAR OF A DUMP TRUCK.	5 HOURS	1	NO
5/31/2013	JACKSONVILLE	ACCIDENT	I-295	0937	I-295 N.B. @ HERLONG. VEHICLE CRASH HAS CLOSED ALL N.B. LANES. TRAFFIC BEING DIVERTED AROUND CRASH ON THE EMERGENCY LANE.	1.50 HOURS	0	YES
6/2/2013	FHP	ACCIDENT	I-295	0025	I-295 N.B. @ I-95 NORTH END. N.B. DRIVER ON I-295 CHANGED LANES TO GO N.B. ON I-95 & DROVE INTO THE PATH OF ANOTHER N.B. VEHICLE.	4.75 HOURS	1	NO
6/2/2013	FHP	ACCIDENT	I-295	1619	I-295 S.B. RAMP TO E.B. JTB. MOTORCYCLE DRIVER CAME IN CONTACT WITH THE CONCRETE BARRIER WALL & CRASHED.	4.50 HOURS	1	NO
6/6/2013	JACKSONVILLE	ACCIDENT	I-295	1300	I-295 N.B. @ DAMES POINT BRIDGE. N.B. LANES ARE BLOCKED DUE TO A JACK-KNIFED SEMI TRUCK.	2.50 HOURS	0	NO
6/18/2013	JACKSONVILLE	ACCIDENT	I-295	0445	I-295 N.B @ PRITCHARD RD. N.B. LANES CLOSED DUE TO A CRASH BETWEEN A CHARTER BUS AND A CAR.	4 HOURS	1	NO
6/19/2013	JACKSONVILLE	ACCIDENT	I-295	0805	I-295 S.B. @ COMMONWEALTH AVE. LEFT & CENTER LANES BLOCKED DUE TO VEHICLE CRASH.	1.50 HOURS	0	YES
6/23/2013	JACKSONVILLE	ACCIDENT	I-295	1645	I-295 N.B. @ UNF DRIVE. N.B. DRIVER RAN OFF OF ROAD & STRUCK A LARGE SIGN POST.	4.25 HOURS	2	NO
6/28/2013	JACKSONVILLE	ACCIDENT	I-295	2053	I-295 EAST BELTWAY @ ATLANTIC BLVD. S.B. LANES ARE BLOCKED DUE TO A CRASH BETWEEN 2 VEHICLES AND A PEDESTRIAN.	2 HOURS	0	NO
7/7/2013	JACKSONVILLE	ACCIDENT	I-295	0414	I-295 S.B. @ WILSON RD IN DUVAL COUNTY. DRIVER GOING N.B. IN THE S.B. LANES STRUCK A VEHICLE HEAD ON.	4.75 HOURS	1	NO
5/21/2013	BRIDGE	ACCIDENT	I-95	1158	I-95 @ 20th STREET. 20TH STREET IS CLOSED DUE TO A SEMI TRUCK BEING STUCK UNDER THE BRIDGE.	2 HOURS	0	NO
5/25/2013	FHP	ACCIDENT	I-95	0125	I-95 S.B. @ MM 335. VEHICLE STOPPED DUE TO AN EARLIER CRASH WAS STRUCK BY A DRIVER CHANGING LANES.	5 HOURS	1	NO
5/30/2013	BRIDGE	ACCIDENT	I-95	1025	I-10 OVER EMERSON. S.B. DRIVER ON EMERSON STRUCK THE PILING OF THE I-10 OVERPASS. MINOR DAMAGE.	0 HOURS	0	N/A
5/31/2013	FHP	ACCIDENT	I-95	1600	I-95 S.B. @ MM 326 IN ST. JOHNS COUNTY. 3 MOTORCYCLES CRASHED WHILE APPLYING THEIR BRAKES FOR SLOWING TRAFFIC.	UNK	0	UNK
6/6/2013	JACKSONVILLE	ACCIDENT	I-95	1210	I-95 N.B. @ LEM TURNER. N.B. LANES BLOCKED DUE TO AN OVERTURNED SEMI TRUCK WITH DIESEL SPILL.	2.25 HOURS	0	NO
7/2/2013	ST. AUGUSTINE	ACCIDENT	I-95	1555	I-95 N.B. @ MM 318. SEMI TRUCK & 2 PASSENGER VEHICLE CRASH HAS ALL 3 N.B. LANES CLOSED.	1.50 HOURS	0	YES
5/27/2013	JACKSONVILLE	MAINTENANCE	S.R. 109	1608	UNIVERSITY BLVD. E.B. @ PHILLIPS HWY. WAS CLOSED DUE TO AN OIL SPILL OF APPROXIMATELY 100 GALLONS.	2030	N/A	N/A
6/1/2013	FHP	ACCIDENT	S.R. 115	2155	ARLINGTON EXPRESSWAY E.B. RAMP TO S.R. 113 N.B. MOTORCYCLE DRIVER HIT THE BARRIER WALL ON THE RAMP & WAS EJECTED ONTO ROAD.	5 HOURS	1	NO
6/7/2013	JACKSONVILLE	MAINTENANCE	S.R. 116	1600	WONDERWOOD @ GATELY ROAD INTERSECTION. E.B. OUTSIDE LANE CLOSED DUE TO A CAVE IN CAUSED BY A BROKEN JEA WATER LINE.	2 WEEKS	N/A	N/A
6/22/2013	FHP	ACCIDENT	S.R. 121	0452	S.R. 121 S OF BOBBY SAPP RD IN BAKER COUNTY. A MULE RAN INTO THE PATH OF A S.B. SEMI TRUCK.	1 HOUR	0	YES
6/21/2013	FHP	ACCIDENT	S.R. 13	1610	S.R. 13 @ HENDRICKS AVE IN JACKSONVILLE. DRIVER TURNING ONTO S.R. 13 TURNED INTO THE PATH OF A S.B. MOTORCYCLE	UNK	0	UNK
7/8/2013	ST. AUGUSTINE	MAINTENANCE	S.R. 13	0355	S.R. 13 @ SWAMP OAK RD. LARGE TREE FELL ACROSS THE ROAD. TREE ALSO TORE DOWN POWER LINES.	12 HOURS	0	N/A
5/24/2013	JACKSONVILLE	ACCIDENT	S.R. 152	2211	BAYMEADOWS RD. W.B. @ I-95 IS CLOSED DUE TO A CRASH BETWEEN A MOTORCYCLE, A VAN AND A JSO PATROL CAR.	2.50 HOURS	0	NO
5/25/2013	FHP	ACCIDENT	S.R. 16	0650	S.R. 16 @ FOUR MILE ROAD IN ST. JOHNS COUNTY. E.B. DRIVER ON S.R. 16 RAN A RED LIGHT & STRUCK A N.B. VEHICLE ON FOUR MILE ROAD.	UNK	1	UNK
5/31/2013	FHP	ACCIDENT	S.R. 16	1340	S.R. 16 @ WHISPER RIDGE DRIVE ST. JOHNS COUNTY. W.B. DRIVER VEERED INTO THE E.B. LANE & STRUCK A VEHICLE HEAD ON.	UNK	1	UNK
6/21/2013	FHP	ACCIDENT	S.R. 163	1930	S.R. 163 S OF MALNOVE ROAD IN DUVAL COUNTY. S.B. DRIVER CROSSED THE CENTER LINE & STRUCK A N.B. TRUCK HEAD ON.	UNK	1	UNK
5/29/2013	ST. AUGUSTINE	ACCIDENT	S.R. 19	1615	S.R. 19 @ S.R. 100 IN PALATKA. LOG TRUCK OVERTURNED SPILLING THE LOAD OF LOGS.	1 HOUR	0	YES
6/4/2013	FHP	ACCIDENT	S.R. 202	2141	S.R. 202 @ S.R. 9A IN DUVAL COUNTY. SINGLE VEHICLE CRASH. W.B. DRIVER RAN OFF OF ROAD & CRASHED.	6 HOURS	2	NO
6/22/2013	JACKSONVILLE	ACCIDENT	S.R. 21	2318	BLANDING BLVD N.B. @ LONGCHAMP DR. IN DUVAL COUNTY. BICYCLIST CROSSED BLANDING BLVD INTO THE PATH OF A N.B. VEHICLE.	2.75 HOURS	1	NO
7/1/2013	BRIDGE	MAINTENANCE	S.R. 211	1220	S.R. 211 OVER THE ORTEGA RIVER IS CLOSED DUE TO THE BRIDGE BEING STUCK IN THE OPEN POSITION.	1.25 HOURS	N/A	YES
7/3/2013	FHP	ACCIDENT	S.R. 23	0010	CHAFFEE RD N.B. @ NORMANDY BLVD. DRIVER PASSING A VEHICLE LOST CONTROL, RAN OFF ROAD & CRASHED INTO A TREE	UNK	1	UNK
5/29/2013	BRIDGE	ACCIDENT	S.R. A1A	0815	S.R. A1A ON THE BRIDGE OF LIONS. MULTI VEHICLE CRASH ON THE BRIDGE WITHIN THE LIFT SPAM LIMITS.	1 HOUR	0	YES
5/25/2013	FHP	ACCIDENT	U.S. 1	2235	U.S. 1 @ RATLIFF RD IN NASSAU CO. N.B. DRIVER TURNED LEFT INTO THE PATH OF A S.B. VEHICLE.	4 HOURS	1	NO
6/12/2013	BRIDGE	ACCIDENT	U.S. 1	1307	U.S. 1 OVER THE ST. JOHNS RIVER (MAIN STREET BRIDGE) VEHICLE CRASH ON THE BRIDGE.	1.50 HOURS	0	YES
6/20/2013	FHP	ACCIDENT	U.S. 1	2332	PHILLIPS HWY S.B. @ REBA AVE. S.B. DRIVER IN THE TURN LANE STRUCK A PEDESTRIAN WALKING IN THE TURN LANE.	UNK	1	UNK
7/13/2013	FHP	ACCIDENT	U.S. 1	1009	U.S. 1 @ LEWIS POINT RD. BICYCLIST WAS STRUCK BY A CAR.	UNK	0	UNK
5/21/2013	FHP	ACCIDENT	U.S. 17	1050	U.S. 17 @ TIMUQUANA RD. VEHICLE STALLED ON THE R.R. TRACKS. DRIVER EXITED VEHICLE BEFORE THE TRAIN STRUCK IT.	UNK	0	UNK
6/6/2013	ST. AUGUSTINE	ACCIDENT	U.S. 17	0921	U.S. 17 @ BUFFALO BLUFF RD. IN PUTNAM COUNTY IS BLOCKED DUE TO AN OVERTURNED SEMI TRUCK.	6.50 HOURS	0	NO
6/25/2013	JACKSONVILLE	ACCIDENT	U.S. 17	0839	ROOSEVELT BLVD @ VERONA AVE. TWO N.B. LANES & TWO S.B. LANES ARE CLOSED DUE TO A CRASH WITH FATALITY.	4 HOURS	1	NO
5/30/2013	FHP	ACCIDENT	U.S. 90	1200	U.S. 90 @ ACE HDWE IN MACCLENNY. W.B. DRIVER RAN INTO THE REAR OF A PICK-UP & UTILITY TRAILER SLOWING TO TURN INTO ACE HDWE.	0 HOURS	0	N/A
6/15/2013	JACKSONVILLE	ACCIDENT	U.S. 90	1244	SOUTHSIDE BLVD @ IVEY ROAD. S.B. DRIVER RAN INTO THE REAR OF A PICK-UP STOPPED AT A RED LIGHT. PICK-UP HIT FIRE TRUCK.	2.25 HOURS	0	NO
7/3/2013	FHP	ACCIDENT	U.S. 90	1825	U.S. 90 @ 1ST ST IN MACCLENNY. MOTORCYCLE DRIVER RAN INTO THE REAR OF A W.B. CAR.	UNK	0	UNK
7/5/2013	LAKE CITY	ACCIDENT	U.S. 90	1348	U.S. 90 @ I-10 IN BAKER COUNTY. SEMI DRIVER EXITING I-10 PULLED ONTO U.S. 90 & STRUCK A W.B. CAR. FHP NOT REQUESTING DOT ASSISTANCE	UNK	2	UNK