

# Broward County Traffic Incident Management Team

## TIM Meeting Minutes May 2011



**Meeting Date:** May 4, 2011

**Meeting Time:** 1:30 PM – 3:30 PM

**Location:** SMART SunGuide RTMC  
2300 West Commercial Blvd. 2<sup>nd</sup> Fl.  
Ft. Lauderdale, FL 33309

**Attendees:** Listing Attached

**Distributed Documents:**

- Agenda

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

**Location Reference Markers:** Funding had been reallocated for ramp ID signs and fire hydrant signs.

**Ramp ID Signs/Fire Hydrant Study Signs:** Funding that was originally available for location reference markers have also been cancelled.

**FHP Fog/Smoke Workshop:**

Captain Fast, FHP Troop L Commander, held a second meeting regarding fog/smoke procedures on April 13, 2011 at their headquarters in Davie. The purpose was to improve traffic incident management for these events. DBI Services (I-75 and US 27 Asset Management Contractors) plays an active role in supporting the roadway closures, traffic diversion, and maintenance of traffic. FDOT and the TIM Team Managers are awaiting the final procedural report.

**Introductions / Agency Reports**

Introductions were conducted followed by agency reports which include any new updates from various agencies about apparatus, staff, new buildings, new programs, etc.

**Updates**

**Upcoming Traffic Events – Mike McGee, AECOM**

City of Fort Lauderdale A1A Beach Party will be held on Saturday, May 28, from 7:00 a.m. to Sunday, May 29, 1:00 a.m. The actual event is from 11:00 a.m. to 11:00 p.m. A1A will be closed from Las Olas to Castillo.

I-75 SB before HEFT, Saturday, May 14, 8:00 am to Sunday, May 15 9:30 p.m. Remove/Install overhead truss span and DMS panels (May 14, 1:30 a.m.). The detour will be to Flamingo Road.

**Statewide TIM Report – Guy Francese, FDOT District Four**

- Open Roads Policy- Updating the current Open Roads Policy remains a goal for this year; however, Central Office is awaiting the appointment of the FDOT Secretary before moving forward.
- Wrecker rules - The revision of the wrecker rules is on hold at this time due to other legislative activities.
- Road Ranger Responder Survey - The Road Ranger Responder Survey closed on March 31, 2011 with 512 electronic responses and 19 hard copy responses. Central Office will be developing a report that contains the open-ended question responses for their individual Districts. One small issue that developed was that of responses from responders that work in adjoining counties in different Districts. Central Office is discussing how to best handle this minor issue.
- Road Ranger Cost Benefit Analysis research project - The research team has received data from District 7 and is now reviewing that data. Once the research team has processed the data, they will be reaching out to the other Districts for additional data sets.
- Road Ranger Awards - He stated that a task team was formed which consists of Michael Washburn from the Florida Turnpike and Cathie McKenzie and Romona Burke from District 7. The initial task was to consider the nomination criteria, with the second task being consideration of the selection criteria and awards committee composition.

# Broward County Traffic Incident Management Team

## TIM Meeting Minutes May 2011



- The Florida Turnpike reports that they are expanding Road Ranger coverage times on the Florida Turnpike. A total of 900 extra hours per month of patrols will be added, including additional coverage along the more rural sections of the Turnpike in Okeechobee and Osceola Counties.
- District 6 has also completed the Road Ranger quick reference guide.
- District 2 The Road Ranger smart phone application has been deployed and is operating smoothly. The system uses android phones and is integrated with SunGuide.
- District 1 participated in a joint MOT training with district 7.
- District 1 is also working with the Division of Forestry and the Florida Highway Patrol on procedures for road closures due to smoke.

### **I595 Express – Melanie Sexton, The Corradino Group**

Melanie Sexton reported that I595 has moved westbound lanes to the middle future express lanes from University Drive to Pine Island Road. They will be demolishing bridges and building the braided ramps. Construction is scheduled to begin on the Florida Turnpike in May. Road closures will occur during off-peak hours. U-turns closures are currently at 136 Ave and Pine Island Road. Shortly they will be closing Hiatus Road. Expected completion is on target for 2014. More information is available at [i595express.com](http://i595express.com).

### **FDOT Construction Report – Mike McGee, AECOM**

**Location:** I-75/Alligator between mile marker 25 near the Broward County Toll Plaza and mile marker 100 near the Collier County Toll Plaza

All lanes of I-75 will remain open. Initial work will be to install underground conduit in the median or shoulder areas. Motorists should be alert for slow moving vehicles entering and exiting I-75 travel lanes throughout the work zone. This project includes installation of nine new overhead dynamic message sign (DMS) boards, modification of five existing DMS boards to upgrade the communication technology, installation of six new Road Weather Information System stations, installation of 14 new vehicle and speed detector sites and installation of three additional closed circuit traffic monitoring cameras. This equipment will provide real time traffic and weather condition to FDOT's Traffic Management Centers (TMC) in Fort Lauderdale and Fort Myers. Also, Traffic Operators at both TMCs will be able to post traffic warning messages on any of these DMS boards. Project estimated completion: August 2011

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

Palm Beach/Treasure Coast Road Ranger training was conducted at the end of March.

The Transportation Systems Management & Operations Pilot Program that conducted road ranger services on Oakland Park Blvd has been discontinued.

### **Rapid Incident Scene Clearance (RISC) Program – Mike McGee, AECOM**

There was a US 27 RISC pilot program meeting held on March 22 at the SMART SunGuide Broward RTMC. Topics discussed include response times, clearance times, Maintenance of Traffic (MOT) by DBI Services, Municipal Wrecker Contractors that would be affected, RISC activation other than FHP, and outreach to BSO Weston, Pines, Miramar. No effective date has been discussed.

RISC events that will be discussed under RISC later in the meeting.

RISC Activation #10 12/21/10

- BC US 27 NB at I-75 NB
- Tractor trailer overturned, construction refuge spilled

RISC Activation #11 03/20/11

- MC I-95 SB at MM 98
- Tractor trailer overturned, containerized grapefruit

RISC Activation #12 04/05/11

- BC I-595 EB ramp to US1 NB
- Tractor trailer overturned, palletized bags of cement

RISC Activation #13 04/08/11

# Broward County Traffic Incident Management Team



## TIM Meeting Minutes May 2011

- BC I-75 SB beyond Griffin Rd
- Two tractor trailers crashed, one jackknifed

## RISC Activation #14 04/11/11

- PB I-95 beyond 45 Street
- Tractor trailer jackknifed

## Severe Incident Response Vehicle (SIRV) Program – Tom Dickson, SIRV Manager, AECOM

### SIRV Quarterly Statistics (Jan-Mar)

- 163 incidents with response
- 914 minutes of incident duration saved
- 1,451 minutes of lane closure time saved
- 2,849 minutes of agency time saved (i.e.- fire, law enforcement, road rangers, maintenance, hazmat, etc.)

Guy reported to the TIM team that a new SIRV contract is being advertised to include Broward and Palm Beach counties.

## Treasure Coast TIM Report – Chuck McGinness, AECOM

### Road Rangers

- 1,429 -- assists in April 2011
- 10,691 -- 8-month total
- 1,336 -- monthly average

### ITS project

- CCTVs and Dynamic Message Signs in operation
- Meeting with Treasure Coast Emergency Management agencies on pre- and post-hurricane use of DMS

## TIM Team Outreach – Mike McGee, AECOM

Broward County Sheriff's Office (Dept of FR and Dept of LE (Training))

Hallandale Beach Fire Rescue

Broward County FR training officers

Miccosukee Police (Admin/Training)

BSO FR – Weston

Miramar Fire Rescue (Training)

Dania Beach FR

North Lauderdale FR (Training)

Davie FR (Admin/Training)

Pembroke Pines FR

Davie Police

Pembroke Pines Police (Training) (scheduled)

Emerald Towing

Pompano Beach FR (scheduled)

FDOT MCO

Southwest Ranches Volunteer Fire Department

## Southeast Florida Regional Transportation Operations Committee (SEFRTOC) –

### Background:

The South East Florida Regional TMC Operations Committee (SEFRTOC) was formed in 2003 by the South Florida Regional ITS Coalition, an organization that brings together municipal, county, regional and state agencies to ensure compatible implementation and operation of Intelligent Transportation Systems (ITS) throughout the region.

Last Meeting: April 20, 2011

Discussion on standardizing Dynamic Message Signs (DMS) between D1, D4, D6, and Florida's Turnpike Enterprise (FTE). Example: D1 uses exit numbers in rural areas.



## ***Presentations***

### **Broward County Emergency Operations Center (EOC) – Glenn Margoles, Broward County EOC**

Glenn Margoles of Broward County Emergency Management gave a presentation on the 2011 hurricane season. During non-emergency the EOC develops and implements disaster comprehensive disaster planning, mitigation and response activities within Broward County under the provisions of Florida statutes. The EOC also develops and maintains emergency plans for all types of natural and man-made hazards, and provides the analysis and recommendations necessary to make decisions that will effectively save lives and protect property in such emergencies. The EOC works with municipalities in developing their plans and conducts “tabletop” and “functional” exercises for key emergency personnel. The EOC also conducts public outreach programs, develops and conducts training for public safety professionals and key EOC personnel as well as complete long-term disaster recovery and mitigation grant projects.

The 2011 hurricane season starts June 1 and ends November 30. This year there are 16 named storms predicted, nine hurricanes predicted, and five major hurricanes with winds in excess of 110 mph predicted. Glenn explained forecast changes that occurred in 2010. Watches and warnings for tropical storms and hurricanes along threatened coastal areas will be issued 12 hours earlier than in previous years. Tropical storm watches will be issued when tropical storm conditions are possible along the coast within 48 hours. Tropical storm warnings will be issued when those conditions are expected within 36 hours. Similar increases in lead-time will apply to hurricane watches and warnings.

Damage Assessment proceeds in this order, presidential disaster declaration, and damage to public infrastructure assesses unmet needs, rapid assessment of what is happening. The next step is to request and send appropriate resources like search and rescue and repair crews. Next, determine critical recovery efforts and long-term housing needs.

Always develop a family plan before hurricane season.

- Develop a family plan, including pets.
- Decide if you will evacuate or shelter in place.
- Protect windows and doors.
- Check the condition of your home.
- Trim trees and branches in your yard.
- Take digital pictures or video of your home and belongings before the storm (use date stamp).
- Make a supply kit.

### **Mandatory Evacuation Plans**

#### **PLAN A**

- Typically a Category 1-2 hurricane:
  - All residents in the area east of the Intracoastal Waterway

#### **PLAN B**

- Typically a Category 3, 4 or 5 hurricane:
  - All residents in the area east of U.S. 1

Those persons located in low lying areas or beside tidal bodies of water should seek shelter elsewhere if conditions warrant. All mobile home residents must evacuate under either PLAN A or PLAN B. Residents may also be ordered to evacuate if tropical storm conditions warrant.

### **Crash Analysis Study – Vivek Reddy, AECOM**

The goal of the crash analysis is to improve traffic safety. Some complex issues are vehicles, drivers, roadways, and weather. Multi-disciplinary approach would use the four E's, Engineering, Education, Enforcement, and Emergency Management.

#### **FDOT Safety Improvement Program - Engineering**

- High Crash Locations – Safety Studies
  - Roadway, Signing, Marking , ITS Improvements
- 3R Safety Reviews
- Strategic Highway Safety Plan
  - Four Emphasis Areas (Aggressive Driver, Intersection, ROR, Pedestrian/Bike)



- Fatal Crash Reviews
- Community Traffic Safety Teams
- Safe Route to School Program
- Rail-Highway Crossing Safety Program
- Skid Hazard Reduction Programs

The safety improvement program would rely on crash data from a crash database. It is based on long form crash data. The supplement would be incident data from the SMART SunGuide Regional Transportation Management Center (RTMC).

#### Incident Management

- Millions of dollars and other resources being spent to manage incidents and collect incident data
- What can we do with data?
- What can we do to reduce incidents?
- What can we do to reduce incidents?
  - Analyze incident data from TMC database
  - Identify Top 10 to 20 incident locations
  - Conduct studies
    - Analyze data
      - wet road, speeding, standing water, sharp curve, nighttime, fog/smoke
    - Input from responders
      - a wealth of knowledge on trends, potential causes
  - Compare data on a quarterly basis
    - Increase or decrease?
    - Same locations or new locations?
    - Track improvements
    - Evaluate effectiveness

#### **New York I-95 Bus Crash - Chuck McGinness, AECOM**

March 12, 2011 5:35 a.m. I-95 SB in the Bronx, NY: Tour Bus Crash w/ Multiple Fatalities and Injuries

A charter bus was returning to Chinatown after an overnight trip to a casino in Connecticut. The driver and 32 passengers were on board. The bus was traveling in the center lane; the bus driver claimed a truck clipped the front bumper as the bus was passing on left.

Passengers discounted the driver's version; said they didn't feel anything hit the bus. The passengers also said the bus had swerved to the right several times, hitting rumble strips before crashing; other reports state that the bus was speeding. The bus struck a guardrail, toppled on to its side, slid along the highway for 300 feet and crashed into a pole supporting a highway sign. The pole burst through the front window and sheared the bus in half, along the passenger window line. It peeled the roof off all the way to the back tires and killed 15 people and injured 18. The southbound lanes were closed until early Saturday evening.

Specialized rescue units from New York police and fire departments were involved in the rescue and extrication efforts. State police who lead the investigation stated that there was no evidence of contact between bus and truck. National Transportation Safety Board also investigated and analyzed the camera in the bus, bus engine control module (determines speed), and GPS from tractor trailer that was behind the bus at the time of the crash. The Office of Emergency Management opened a family assistance center for the families of the victims.

#### **Post Incident Analysis Reports – Mike McGee, AECOM**

RISC #10: December 21, 2010 3:15 a.m. I-75 NB at US 27 Tractor Trailer Crash

On Wednesday December 21, 2010 at 0249 hours, a tractor trailer (dump-refuge) was northbound (west) on Interstate 75 exiting onto the ramp to northbound US 27. The ramp curved to the right before merging into US 27. The tractor trailer was traveling too fast for the curve, began to rollover as it was exiting the ramp, and came to rest on its left side, blocking both northbound lanes of US 27. Exit ramp traffic from I-75 was directly affected by the rollover. The trailer ejected its load to the roadway, which consisted of construction refuge (sand, drywall). An FHP Supervisor was on scene almost immediately and activated RISC. RISC was initially activated. Because the crash occurred on US 27, RISC was



cancelled and a class C rotation wrecker (EMS Towing) was called. FHP told EMS they would need two class C wreckers. EMS only had one. EMS was cancelled by FHP and RTMC was re-contacted to activate RISC. DBI Services was called to provide MOT and ramp closures. The northbound and southbound ramps from I-75 to US 27 were closed. Westway responded with required equipment and given notice to proceed shortly after arriving at 0422. The tractor trailer was righted and moved to the shoulder. A front end loader and skid steer were used to recover the construction debris. All lanes cleared at 0701.

RISC #11: March 20, 2011 5:37 p.m. I-95 SB at Mile Marker 98 in Martin County Multi Vehicle Crash w/ Overturned Tractor Trailer

On Sunday, March 20, 2011, at approximately 1737 hours, a multi-vehicle crash involving an overturned tractor trailer was reported to FHP. The crash occurred in the southbound lanes, but the incident actually started in the northbound lanes. A northbound motorist traveling in the right lane was changing lanes and sideswiped a vehicle traveling in the center lane. Both vehicles veered into the median. The first vehicle continued into the southbound lanes and sideswiped a passenger van traveling in the center lane. The first vehicle then entered the southbound right lane in front of a tractor trailer. The front of the tractor trailer struck the rear of the vehicle. The tractor trailer began to spin around and the truck driver lost control, causing the truck to overturn and come to rest on the inside shoulder. The truck was carrying 55,000 pounds of boxed, containerized grapefruit. The cargo did not spill. FHP Capt. Brad Pelton, commander of the Troop K Palm Beach District, was the first trooper at the scene and activated RISC. FHP made a determination that a rotation tow would take significantly longer to lift the tractor trailer than a RISC contractor and would probably block all three southbound lanes, while a RISC contractor would only need to block the inside lane to lift and remove the truck from the highway. Martin County Fire Rescue transported one trauma patient. RISC contractor Kauff's Towing was notified and responded with three wreckers, MOT support truck and two flatbed trucks from both its Fort Pierce and Mangonia Park facilities. The first wrecker arrived in 44 minutes. The second wrecker and MOT support truck were delayed in the southbound congestion and arrived in 62 minutes. Two wreckers were used to lift the tractor trailer, while the third wrecker stabilized the load. The vehicle was up righted and cleared from the roadway in 86 minutes. There was a diesel fuel and oil spill on the inside shoulder. There was asphalt damage (gouge marks) to all three southbound lanes. FDOT Fort Pierce Maintenance was notified and because the crash occurred in an active construction zone the contractor J.W. Cheatham was notified of its responsibility to make the repairs.

RISC #12: April 5, 2011 5:40 p.m. I-595 EB ramp to US 1 NB Tractor Trailer Crash w/ Cargo Loss

On Tuesday, April 5, 2011 at 1740 hours, a tractor trailer (flatbed) was eastbound on Interstate 595 exiting onto the ramp to northbound US 1. The ramp curved to the right before merging into US 1. The tractor trailer was traveling too fast for the curve and began to rollover as it was exiting the ramp. The tractor trailer rolled over onto its left side, blocking all northbound lanes. The trailer ejected its load to the roadway, which consisted of palletized bags of Portland cement. FHP arrived at 1757. A class C rotation wrecker (EMS Towing) was initially called. SIRV arrived on scene and spoke with FHP, suggesting RISC be activated. EMS was cancelled by FHP and RTMC was contacted to activate RISC. FDOT Maintenance was contacted who advised Transfield Services (asset manager) should be called to provide MOT and ramp closures. Severe Incident Response Team (SIRT) was contacted to respond. A Superior Towing (unit 30, 33) and Emerald Towing (unit 105) arrived in 21 minutes. Notice to proceed was advised at 1859. The tractor trailer was righted and moved to the shoulder. Crash debris and cargo was removed from the roadway. All lanes cleared at 2024

RISC #13: April 8, 2011 6:06 a.m. I-75 SB beyond Griffin Rd Tractor Trailer Crash w/ Cargo Loss

On Friday, April 8, 2011 at 0602 hours, a tractor trailer (enclosed box) was on the southbound shoulder on Interstate 75, merging into lane 4. Another tractor trailer (enclosed box) was southbound on I-75 in lane 4 approaching from the rear. The right front of the rear tractor impacted the left rear of the front trailer resulting in catastrophic damage. The front tractor trailer came to final rest on the right shoulder. The rear tractor trailer jack-knifed, crossed the southbound lanes, and came to rest on the median (left shoulder). Cargo from the impacted trailer (bottled water) and crash debris were ejected to the highway. The driver of the rear tractor on the median crossed the median and began to cross the northbound lanes, when he was struck and killed by a northbound vehicle. FHP contacted TMC to activate RISC at 0654. TMC contacted J&J Towing which was enroute at 0705. Wreckers 50 (55t) and 60 (75t) arrived within 41 minutes. MOT truck ER1 arrived in 55 minutes. Notice to proceed given at 0740. Roadway cleared at 0849.

RISC #14: April 11, 2011 2:55 p.m. I-95 NB beyond 45<sup>th</sup> St. Jackknifed Tractor Trailer Crash

On Monday, April 11, 2011, at 1455 hours, a tractor trailer was northbound on I-95 in Lane 4 when, for unknown reasons, the driver lost control and swerved into the median barrier wall. The truck jackknifed and slid along the barrier wall about 50 feet before coming to a stop, blocking the inside lane. The impact knocked over about 30 feet of the wall, sending large



chunks of concrete into the southbound inside shoulder and HOV lane. The truck also knocked down a light pole after striking the wall. The driver was not wearing a seat belt and was ejected through the windshield over the median wall to the south side of the highway. The driver suffered severe head trauma and was transported by Riviera Beach Fire Rescue to St. Mary's Medical Center trauma unit. West Palm Beach Fire Rescue arrived as backup and took over containment of a HAZMAT spill (approximately 70 to 100 gallons of diesel fuel and motor oil) on the northbound inside shoulder and HOV lane. A Florida Department of Environmental Protection emergency response specialist was on scene to monitor the cleanup. FHP Lt. Jeffrey Johnson activated RISC at 1520. FHP contacted the BRTMC at 1522 to activate RISC. Open Roads (Kauff's Towing) was notified at 1533 and was en-route at 1537. Wreckers 158 (75-ton rotator) and 159 (70-ton rotator) arrived within 18 minutes. MOT truck (105) arrived in 19 minutes. Kauff's also brought out additional equipment, including a heavy-duty skid steer loader, low-boy semi-trailer and front-end loader. FDOT Palm Beach Maintenance arrived with two dump trucks to cleanup the barrier wall. RISC notice to proceed was given at 1630. The roadway was cleared at 1755 and all lanes were open at 1819.

**Training Safety Tip: Study on Law Enforcement Officer Fatalities in Motor Vehicles – Chuck McGinness, AECOM**

Chuck discussed a study, "Law Enforcement Officers' Fatalities in Motor Vehicle Crashes," that was released in January by the National Highway Traffic Safety Administration (NHTSA). The study analysis used data compiled by the FBI on law enforcement officers killed and assaulted data and NHTSA's Fatality Analysis Reporting System (FARS). The study period was from 1980 to 2008.

The main conclusion was that prior to mid-1990s more officers who died in the line of duty were killed by "violent means;" since then, motor vehicle crashes have become the major cause of officer fatalities

Florida ranked sixth in the number of law enforcement officers who were killed in motor vehicle crashes during this period with 35 fatalities (4.3 percent). The top five were California – 107 (13 percent), Texas – 81 (9.8 percent), Georgia – 43 (5.2 percent), New York – 39 (4.7 percent) and Alabama – 36 (4.4 percent).

Among the study findings were:

- Fatalities in passenger vehicles occurred more frequently at night (8 p.m. to 5 a.m.). Fatalities on motorcycles occurred mostly during daylight hours (noon to 4 p.m.)
- Passenger vehicle collisions with "motor vehicle in transport" have decreased from 60 percent in 1980s to 52 percent in 1990s to 48 percent in 2000s (first harmful event).
- Passenger vehicle collisions with "fixed object" (guardrail, traffic barrier, etc.) have increased from 29 percent in 1980s to 37 percent in 1990s to 41 percent in 2000s (first harmful event).
- As a subsequent Event, rollovers have increased from 17 percent in 1980s to 20 percent in 1990s to 26 percent in 2000s.
- Use of restraint systems (seat belts) went from 28 percent in 1980s to 56 percent in 1990s to 50 percent in 2000s.

There is no single cause for fatalities. There were no recommendations in the study. Agencies should use it as a guide for developing their own safety programs. Some things that agencies should consider are:

- Driver fatigue
- Safe parking at incidents, particularly along I-95
- Move to a safe location to finish report
- Use of seat belts
- "Move Over" messages on Dynamic Message Signs
- Appropriate use of emergency lighting

**Open Discussion – All**

No other topics discussed.

**Action Items**

- Send Chief John Quitoni of Deerfield Beach Fire Rescue a copy of the Fire Hydrant Study.
- Have NAVTEQ present at next Broward meeting about obtaining information from responder agencies.



**Meeting Attendees**

Brimlow	Rodney	Broward Sheriffs Office
Campbell	Nicole	BSO
Combs	Billy	NAVTEQ
Devlin	Bernard	Cliff Berry Inc.
Dickson	Thomas	SIRV
Fimbel	Richard	DBI Services
Francese	Guy	FDOT - D4
Gartner	Terry	FDOT MCCO
Gaudio	Rossi	District Six FDOT
George	Karl	Davie Fire Rescue
Haddad	Laila	FDOT – MRG LLC
Hautamaki	Timothy	City of Lauderdale
Jennings Jr.	Jim	Emerald Towing
Johnston	Hugh	American Compliance Technologies (ACT)
Kastner	Leslie	Southwest Ranches Volunteer Fire Rescue
Kearney	Rick	Earl Stewart Toyota
Kirkpatrick	Maggie	I-595 Express LLC
Kleynhans	Gerald	DBI Services
Lewis	Greg	Oakland Park Fire Rescue
Loscalzo	Sean	A Superior Towing
McGee	Michael	AECOM
McGinness	Chuck	AECOM
McGlynn	Nicole	AECOM
McKissack	Ed	Florida's Turnpike
Mirones	Alex	Florida's Turnpike
Mitinger	Rick	FDOT District Four
Motta	Alejandro	District Six FDOT
Murphy	Bob	AECOM
Quitoni	John	Deerfield Beach Fire Rescue
Ramos	Maggie	Sunshine Towing
Rodriguez	Javier	FDOT District Six
Schulze	Rick	AECOM – SIRV
Serrano	Joan	BSO
Smith	Daniel	FDOT District Four
Soles	Gilbert	FDOT District Four
Spear	Chris	West Way Towing
Trujillo	Jason	FDOT District Four
Van Sant	Mitch	Seminole Department of Law Enforcement
Weissgerber	Mark	Davie Police Department
Werner	Catherine	Roy Jorgensen Associates, Inc. (I-595 Express)
Williams	Xavier	SMART SunGuide RTMC
Wysocky	Sgt. Mark	FHP
Young	Kenneth	SMART SunGuide RTMC