

# Palm Beach County Traffic Incident Management Team

## TIM Meeting Minutes December 2009



**Meeting Date:** December 1, 2009  
**Meeting Time:** 1:30 PM – 3:30 PM  
**Location:** Palm Beach Vista Center  
2300 N. Jog Rd.  
West Palm Beach, FL 33411

**Attendees:** Listing Attached

### **Call Meeting to Order**

Mike McGee of AECOM called the meeting to order. Introductions of all TIM members immediately followed.

### **Distributed Documents:**

- Agenda
- I-95 HOV Expansion Projects Handout
- Biohazard Materials Study
- Benefits of TIM Committees handout

### **Review Action Items/Previous Meeting Minutes – Mike McGee**

No action items for review

### **ITS Florida Award – Tahira Faquir, John Easterling, & L.A. Griffin**

ITS Florida recognized FDOT District Four ITS for the seamless integration and relocation of the Palm Beach Interim Traffic Management System (ITMS) to the Palm Beach SMART SunGuide Transportation Management Center (TMC). While maintaining live CCTV coverage and Road Ranger dispatching on I-95, the TMC staff began 24x7 operations on August 24, 2009 at the Palm Beach County Vista Center fourth floor ITS Center. After briefing the TIM team on the state chapters goals and successes since its inception in 1992, ITS Florida President, L.A. Griffin, presented a plaque to FDOT District Four ITS Operations Manager, Daniel A. Smith.

### **Construction Update – Alicia DeFago & Meredith Cruz**

#### **I-95 Construction – Meredith Cruz, The Corradino Group**

The I-95 Mobility 2000 project is near completion. The project should be accepted for a final time in January 2010. In 2002, the Florida Department of Transportation District Four procured a \$400 million dollars for the I-95 Mobility 2000 contract. This contract was to widen I-95 from six lanes to ten lanes in Palm Beach County. The Corradino Group was awarded the Construction Engineering Inspection (CEI) oversight contract, and coordinated seven roadway construction projects from Gateway Blvd. to PGA Blvd., a length of 20.1 miles. Work included ramp construction and modifications, bridge replacement, signal improvements, drainage, sound and retaining walls, signing and pavement markings, lighting, irrigation, and communication elements.

#### **I-95 Northern HOV Expansion – Alicia DeFago, QCA Inc.**

I-95 HOV Expansion, from Donald Ross Road (exit 83) north to S.R. 706/ Indiantown Road (Exit 87A/B) The \$43.5 million, 4.5-mile construction project will expand the existing six-lane interstate to 10 lanes, which includes one general-purpose lane and one High Occupancy Vehicle (HOV) lane in each direction and additional auxiliary lanes. The project includes widening of the existing bridges over Donald Ross Road and the C-18 Canal; ramp improvements; sound barrier and retaining wall construction; signalization enhancements; new signing, pavement markings, lighting; and landscaping, including irrigation. The work began August 21, 2008 is being performed by Posen Construction. Construction is expected to be completed spring 2012.

**Restrictions:** There will be alternating closures to both the inside and outside travel lanes on northbound and southbound I-95, Monday, December 7, through Thursday, December 10, for roadway restriping. The contractor will close one lane at 9 p.m. and close a second lane at 11 p.m. All lanes will reopen by 6 a.m. each morning. Motorists should be aware of construction vehicles entering and exiting the roadway by all Donald Ross Road entrance and exit ramps and the median area just north of Donald Ross Road. The inside left turn lane, of two lanes from westbound Donald Ross Road onto

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southbound I-95 is closed. The inside eastbound lane of Donald Ross Road under the I-95 overpass is also closed. The advisory speed limit is posted at 25 mph on all the Donald Ross Road entrance and exit ramps. Please use caution.

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

The \$44 million, 4.3-mile construction project will expand the existing six-lane interstate to 10 lanes, which includes one general-purpose lane and one High Occupancy Vehicle (HOV) lane in each direction and additional auxiliary lanes. The project includes mainline ramp reconstruction and the widening of the existing bridges over PGA Boulevard and Military Trail (exit 79C). Additional enhancements include improved drainage; sound barrier and retaining wall construction; new signing, pavement markings, lighting, and landscaping. Construction began August 20, 2008 and is being performed by Community Asphalt Corporation. This project is expected to be completed winter 2011.

Restrictions: Northbound and southbound travel lanes on Military Trail approaching I-95 will be reduced to one lane and southbound motorists will be rerouted to the northbound travel lane, 8:30 a.m. until 4 p.m. and again from 7 p.m. until 6 a.m., Monday, December 7, through Friday, December 11, for bridge deck placement. There is a stop sign at the northbound I-95 exit ramp onto westbound PGA Boulevard. This lane no longer merges. Advance warning signs are in place on the ramp to alert motorists.

### Updated Construction Information – Alicia DeFago, QCA Inc.

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

Sound wall panel installation will continue into early 2010, from south to north. At the completion of panel installation the area around the wall will be graded and grassed. The sound wall will be painted on both sides prior to project completion.

Work on I-95 at Donald Ross Road southbound on-ramp and northbound off-ramp is near completion. Final pavement installation and grassing will be complete in January 2010. The northbound off-ramp will consist of two westbound turn lanes and two eastbound turn lanes. At the end of the project all turn lanes will be signalized.

Mast arm installation will begin in November 2009. These mast arms will hold the new signals at the I-95 ramps. Signal construction is scheduled for completion in summer 2010. Old span signals will be removed.

Widening of the Donald Ross Road overpass has begun and the C-18 canal overpass began this November. Early bridge work will not have an impact to the motoring public. However, Phase Two will have Donald Ross Road closed to one lane in each direction, directional turn lanes will remain. Phase Two is anticipated to begin in early 2010, following the holiday season. Overpass widening is anticipated to be complete in late summer / early fall 2010.

In January 2010, work will begin on the southbound off-ramp and northbound on-ramp from Donald Ross Road. There will be no ramp closures. The configuration of these ramps will remain the same. Widening at northbound off-ramp onto eastbound Indiantown Road is scheduled to begin in late 2010. This ramp will not have a full closure at anytime.

The current lane shifts on I-95 are to accommodate bridge construction at Donald Ross Road and the C-18 (just south of Indiantown Road). When sound wall installation is complete, the remaining areas on I-95, adjacent to the sound wall, will be shifted to the outside (left) travel lanes to construct new lanes in the existing median area.

Sound walls that have been installed with an imprinted design of birds will easily identify that particular sound wall as having an access hole to fire hydrants for fire departments.

Night construction will be minimal throughout 2010. This project is still on schedule to be completed in spring 2012.

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

The contractor will suspend all operations from December 18, 2008 through January 4, 2010.

Work will continue at the PGA Boulevard Bridge throughout the month of December and January. Cranes will mobilize onto PGA Boulevard in January / February 2010. The contractor will begin installing piles that will require a traffic shift.

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Bridge widening continues on the I-95 overpass at Military Trail. The contractor will begin to complete the first phase of the bridge work in early January 2010. Work on the second phase of the bridge work at Military Trail is scheduled to begin in February 2010.

The contractor continues to fill the median area on I-95 where the interstate widening will take place. By late January 2010, traffic should be shifted to the newly constructed travel lanes, to the inside of I-95 (former median), and barrier wall will be placed on the outer shoulders.

The contractor is installing the permanent barrier wall and guardrail in the center median that will remain following construction.

In January 2010, the contractor will begin work at the PGA Boulevard / Military Trail off-ramps and on-ramps, in all directions. Each ramp will be closed for a period of several weeks. Alternate routes will be in place during this time.

Periodic nighttime lane closures on mainline I-95, northbound and southbound will continue throughout January 2010, for asphalt placement and barrier wall installation. Traffic will be shifted to the inside travel lanes mid to late January 2010.

This project is still on schedule to be completed in winter 2011.

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

All companies that bid on the Treasure Coast Road Ranger program have been evaluated and scored. The final decision was made and the contract was awarded on November 30, 2009 to Anchor Towing. The Treasure Coast Road Ranger Program will have nine Road Rangers and operate Monday – Friday 6am – 10pm. The beats start at the Palm Beach County line and expand to the Brevard County line. They will be utilizing pickup trucks only allowing for more equipment to be carried.

Once the contract has been executed there will be a three month start up period. The estimated time frame for the start of the Treasure Coast Road Ranger program is March 2010.

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

Post Incident Analysis reports will be sent to all RISC Contractors after every PIA that is held following a RISC call. There was a photo shoot taken of Incident Responders and RISC Contractors on October 20, 2009 at Palm Beach County Fire Rescue. The 2010 RISC inspections will begin next week. Mike and Chuck will call each vendor to set up an appointment. Mike showed the team new brochures that were created for TIM, RISC, Road Rangers, and SIRV.

### **Palm Beach SMART SunGuide Transportation Management Center (TMC) – Helena White**

No new items to discuss at this time. If anyone needs contact information, you can contact Helena White at (561) 681-4381 or [helena.white@telvent.com](mailto:helena.white@telvent.com).

### **Southeast Florida Regional Transportation Operations Committee / 511 – Bob Murphy**

SEFRTOC holds monthly meetings between all the regional transportation management centers. The TMCs currently supply information to 511 to update the information for the motorists.

District Six and Florida's Turnpike will have representatives at the Pro Bowl and Super Bowl games in Broward County in late January.

There have been two presidential motorcades in recent months and SEFRTOC is looking at revising the standard operating guidelines to be more streamlined for specialized incidents like motorcades.

The annual Toys in the Sun Run will be held December 6. It will start at Cypress Creek Rd. and I-95 and continue to I-595 and 136<sup>th</sup> Ave. The Broward TMC will be coordinating with FHP, BSO, and Road Rangers for this event. Traffic will be diverted off at I-95 and Atlantic Blvd.

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Florida's Turnpike will be having repairs to gas lines done from December 5 at 8 p.m. to December 6, 8 a.m. The closure will be from Palm Beach Gardens exit 109 to Fort Pierce.

Florida's Turnpike will also be monitoring traffic from the air show, and upcoming NASCAR race.

There is now 24/7 coverage from Mile Post 116 to 0 for the Road Ranger Service Patrol.

### Treasure Coast TIM Team Update – Chuck McGinness, AECOM

- ITS Update - Chuck reported on the Treasure Coast ITS project. The ITS project is 15% ahead and is progressing well. The bases for the DMS are being installed in Martin, St. Lucie, and Indian River counties. In about 2 ½ months the actual trusses will be installed. All equipment is about 60% in the devices. Only two poles remain for the installation of the CCTVs. The actual CCTVs were reported as being installed in December, 2009.
- The St. Lucie County Fire District - They have two apparatuses, one for hazardous materials and one for technical rescue. The hazardous materials truck is located in Tradition, FL and the technical rescue truck is located in St. Lucie West. The team consists of 12 team members per shift and they are all cross-trained hazardous materials technicians and in technical rescue. They respond to all major highway motor vehicle crashes and also respond to all highway hazardous materials incidents. EMS Highway Incidents include TRT procedures, extrication, air medical transports, clearing highways (law-enforcement). Hazardous Materials Highway Incidents include large incidents with Haz-Mat procedures and they are heavily regulated and time consuming, spill containment, evacuation, and fires/investigations. Assistant Chief Carlos Duran and Deputy Chief Kevin Herndon brought the TIM team out to the vehicles to give a tour of each one and talk about equipment on board.

Chuck updated the team on his recent visits to the District 1 and District 5 TIM team meetings.

#### District 1:

- **SWIFT SunGuide Center:** Carlos Bonilla, FDOT District One Traffic Operations, reported that he finally has received the keys to the building from the contractor. There are still punch list items to complete and FDOT has not approved final acceptance of the building. There will be a 14-day operational testing of the ITS devices along I-75. No date yet on when the center will officially begin operations.
- **Road Rangers:** Don Olson, FDOT District One ITS TIM Project Manager, reported that he intends to increase service during the upcoming holidays, beginning with the Wednesday before Thanksgiving. All available trucks will be on the road and nighttime hours will be extended until midnight (currently 7 p.m. in Manatee, Sarasota and Charlotte counties and 10 p.m. in Collier County; Road Rangers in the iROX construction in Lee County operate 24/7). Don said the Road Rangers first priority is incident response and to provide support for law enforcement and other first responders at crash scenes. The words "Incident Responder" are being painted on the trucks.
- **RISC:** Don Olson said he was hoping to start the program before the holidays, possibly Nov. 21. Only one towing contractor, Prompt Towing, has signed up. The start up date was later pushed back to February 1, 2010.
- **Towing issues:** Don Olson said he's been getting complaints about a towing company whose employees are not wearing safety vests when responding to incidents on I-75. Don asked FHP representatives if they could remove this company from their rotation list. FHP said they did not have the authority to do so.

#### District 5:

- Lt. Taylor, Florida Highway Patrol, commented about a problem his office is having with local cities about jurisdiction on some of the main arterials. Lt. Taylor said his office barely has the manpower to cover I-95. Sometimes, when his troopers are investigating crashes in other parts of the county, it can take up to two hours to respond to crashes on I-95.
- Another issue discussed was the median guardrails along I-95. There is a 14-mile stretch in southern Brevard where fire rescue cannot make U-turns. There are three small median breaks in this section, but they are not big enough for fire rescue to utilize them.

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## PRESENTATIONS

### Palm Beach County Fire Rescue & Martin County Fire Rescue Automatic Aid Response – Mike McGee, AECOM

Palm Beach County Fire Rescue and Martin County Fire Rescue have entered into a mutual aid agreement to respond to each others jurisdiction to provide fire rescue services. Palm Beach Fire Rescue will respond to a portion of Martin County which is north of Indiantown Road and west of I-95. Martin County Fire Rescue will respond to a portion of Palm Beach County which is south of County Line Road between Loxahatchee River and US 1.

Even though this is not related to TIM issues, it was pointed out to the TIM Team as an example of working together for common goals using the principles of Communication, Coordination, and Cooperation.

### Time 4 Safety (TIM in '10) Video – Mike McGee, AECOM

FDOT Central Office has a goal to train every incident responder in Maintenance of Traffic (MOT) in the state of Florida by the end of 2010. There is a three prong approach to this initiative. First, have a two day training seminar, secondly, to have web videos for training, and thirdly, have a TIM in '10 video sent to all agencies for viewing. A draft handout is available from FDOT.

Mike showed module two of the TIM initiative video which talks about TIM Basics (Process and Parking).

### Biohazard Materials Study – Mike McGee, AECOM

Sgt. Wysocky of the Florida Highway Patrol Troop L brought this issue up earlier this year after a motorcycle crash occurred on I-95 southbound at Commercial Blvd. in Fort Lauderdale. This crash resulted in the delay of cleaning up biohazard from the fatal accident. Mike McGee conducted a study, asking agencies to send their policies on hazmat/biohazard cleanup procedures. The results are presented below.

Chief Joe Gambino of Hollywood Fire Rescue stated that from a TIM perspective a policy should be created and agreed upon to be handed out to all fire agencies with jurisdiction on I-95.

Results:

| Agency   | Policy #  | HAZMAT | Bio-HAZMAT | Wash Down |
|--|-----------|--------|------------|-----------|
| Boca Raton Fire Rescue                         | NA        |        |            |           |
| BC Medical examiners Office                    | NA        |        |            |           |
| BSO Fire Rescue                                | NA        |        |            |           |
| BC Regional HAZMAT Teams                       | 600.19    |        | X          |           |
| Davie Fire Rescue                              | NA        |        |            |           |
| Florida Department of Environmental Protection | BWRP*     | X      | X          | X         |
| Florida Department of Health                   | NA        |        |            | X**       |
| Indian River Sheriff's Office                  | NA        |        |            |           |
| PBC Fire Rescue                                | ECM-BW*** |        | X          |           |
| PBC Medical Examiners Office                   | NA        |        |            |           |
| PBC Sheriff's Office                           | NA        |        |            |           |
| PB Gardens Fire rescue                         | NA        |        |            |           |
| Pompano Beach Fire Rescue                      | 2.3.10    |        | X          |           |
| Riviera Beach Fire Rescue                      | NA        | X      |            | X         |
| West Palm Beach Fire Rescue                    | NA        |        |            |           |
| West Palm Beach Police Department              | III.31-33 | X      |            |           |
| Wilton Manors Police Department                | NA        |        |            |           |

\*Biomedical Waste Response Plan

\*\*No written policy, discretionary use

\*\*\*Exposure Control Manual - Biomedical Waste Disposal



**Tennessee Highway Safety and Incident Management Conference – Mike McGee, AECOM**

Mike attended the Tennessee Highway Safety and Incident Management Conference in Nashville, TN on October 27-29, 2009. There are four major cities that have TIM teams and they include Memphis, Nashville, Chattanooga, and Knoxville. In these major cities there are a total of 70 HELP trucks that patrol, give service to motorists, and provide incident management. The hours of operation are 6 a.m. to 10 p.m. Metro Nashville has created a service patrol that is operated by the Public Works Department. They patrol the cities main arteries during rush hours then resume their public works duties. This program has minimal start up costs due to existing trucks, equipment, and personnel.

**Georgia Department of Transportation (GDOT) Traffic Incident Management (TIM) Conference – Tom Dickson, AECOM**

**GDOT Highway Emergency Responder Operator (HERO) Program**

The primary job of a Georgia HERO is to perform incident clearance with motorist assistance being secondary. Their goal is to expedite the clean-up and removal of congestion that is caused by incidents that occur on the highway. All vehicles are equipped with red lights and sirens and respond when necessary to get through traffic to any lane blocking incident.

HERO operators have 300 hours of classroom training and five weeks of on the road field training. The training includes mechanics, Traffic Incident Management (TIM), Emergency Vehicle Operator Certification (EVOC), Hazardous Materials (HAZMAT), First Responder, National Incident Management Systems, Fire Department regulations, radio procedures and legal issues.

The area of coverage is 289 centerline miles with 30 beats. The Georgia HERO program had over 97,000 calls in 2008. 80% of the calls are detected by the Georgia HERO program. 70% are disabled vehicles (DAV), 15% of calls are crashes, 10% of calls are abandoned vehicles and 5% of calls are for debris. The program receives \$1.7 million dollars per year from their sponsor, State Farm. 80% of the \$7.5 million dollar budget is from a Federal Clean Air Mitigation Grant.

**GDOT Towing Recovery Incentive Program TRIP**

The cost of a closure increases 2.8% each minute due to motorist and shipping delays, fuel costs, secondary crashes and air quality reduction. The TRIP program operates only in areas that have the Georgia HERO Service Patrol Program Vehicles. It is activated by the consensus of the on scene HERO Supervisor and Law Enforcement. Operators must have Wreckmaster certification and GDOT training. GDOT put out an RFP to get a provider to train TRIP and HERO operators in MOT, Haz-Mat and NIMS. So far over 180 Operators have been trained. The operators receive eight hours of training yearly and their trucks are inspected several times a year. Operators need to have NIMS 700 certification and the supervisors need NIMS 100 and 700.

**TRIP Activation Times:**

**Peak Hours are 0530 – 1900**

The supervisor is to arrive within 30 minutes

Two heavy duty wreckers and a support vehicle are to arrive within 45 minutes

After notice to proceed is given, the lanes need to be clear within 90 minutes.

**Off Peak Hours**

The supervisor is to arrive within 45 minutes

Two heavy duty wreckers and a support vehicle are to arrive within 60 minutes

After notice to proceed is given, lanes need to be clear within 90 minutes.

**Statistics for having the TRIP program:**

In 2007, there was no TRIP program and each crash that would have been a TRIP activation took an average of 269 minutes to clear. In 2008, there were 59 activations with an average of 108 minutes to clear. In 2009 there have been 48 activations, taking an average of 95 minutes to clear.

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### Red Lights and Siren on Medical Examiner Vehicles

Crashes that were taking much longer to clear the scene could not be cleared until a Medical Examiner and a Medical Examiner Investigator responded to complete the investigation. GDOT worked with the state of Georgia to get markings, red lights and sirens on the medical examiner vehicles. This has allowed for much faster response times and aids in quick clearance.

### Florida Turnpike Light Duty Towing and Roadside Repair (TARR) Program

The Performance based light duty towing incentive program is operated by Florida's Turnpike. It is also known as the insta-tow program. The program offers one year agreements with contractors. This program covers class A, B, and C wreckers for non-Rapid Incident Scene Clearance (RISC) events. Bids for the program are based on several items that include a yearly amount the tow company is willing to pay to Florida's Turnpike (a vendor permit fee) to be the only wrecker service in a specific area and what they estimate would be their response time for that area. There are ten zones that were established which allow only one company per zone. This process reduced the amount of companies from over 100 on the Florida Highway Patrol (FHP) rotation list to only ten on the Florida's Turnpike list. They are judged yearly on their average response times and on-time percentage. Vendors develop their own deployment plan that is approved by GDOT.

The Insta-tow program is when the tow truck is automatically dispatched to crashes, disabled vehicles and abandoned vehicles without waiting for FHP to arrive. If they are canceled or arrive on scene and not used they receive \$35.00 for the dispatch.

Requirements for the program:

- Twin winch trucks with under reach
- Flatbed rollback trucks
- All trucks must carry Florida's Turnpike specified equipment.
- Drivers must have Florida's Turnpike TARR training provided by Florida's Turnpike that includes incident management and towing quick clearance methods.

### Traffic Incident Management (TIM) Information

Main goal is to have quick and safe clearance methods. Quick Clearance is working together to clear roadways. The better working relationship you have with other responders the better incident management will go. That makes joint training necessary for safe quick clearance.

One part of quick clearance is safety. Safety assists in preventing secondary incidents.

Items discussed within the TIM Team:

- Recommended headgear for Service Patrol Operators is a helmet that is similar to mountain search and rescue units. It could help prevent head injuries when struck by a vehicle.
- Every incident response vehicle should have one person trained in Maintenance of Traffic (MOT). Every MOT trained responder should implement a scene safety plan.
- Retro reflective red and lime green markings should be applied to at least 50% of the rear on all incident response vehicles and have retro reflective markings on all the insides of the doors that open outward toward traffic.
- National Fire Prevention Association regulation 1901-2008 recommends each piece of fire apparatus have retro reflective markings on the rear, five cones, five illuminated warning devices, warning signs and vests for every occupant.
- TIM and Transportation Management Centers (TMC) should host classes at the police and fire academies.
- TIM should host a bi-annual joint responder training seminar.
- Recommends signage every 10th of a mile with information on active incidents on both sides of the sign.

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- End of queue warning signs should be mandatory.
- North Carolina Department of Transportation (NCDOT) received a Federal Highway Administration (FHWA) grant for the fire departments that are involved in their TIM teams. The grant included rear retro reflective striping, training DVD's, cones, signs and MOT training.
- Conduct post incident analysis (PIA) after incidents.
- Other groups that should attend TIM meetings are Public Safety Dispatch Managers or Supervisors, Petroleum Carriers Associations, Truckers Associations, Truck Driving Schools, and Insurance Industry Representatives.
- Indiana's State Wide TIM Program has issued the state police force 29 Photogrammetry kits and provided training to the officers to operate the equipment. They have documented that by using this equipment, they reduced lane closure times by at least 91 minutes per crash.

### Hybrid Vehicle Emergency Response

Hybrid vehicles are very quiet running vehicles. When involved in a crash, first responders should look at the start button to see if it is on, in most cases it will be. It will seem as though the vehicle is off however, when the accelerator is pressed the electric motor will engage and the vehicle will move. If you are not going to drive one of these vehicles then make sure you disconnect the regular battery. If the regular battery has been disconnected it shuts down the entire operating system. Never cut any red or orange wires as they are high voltage cables and can seriously injure or kill you. The electric motor batteries are dry chemical batteries so you do not have to worry about a spill from them.

### Wrecker Operator Training and Certification

It was discussed that a National Standard is needed for this very large industry. There are 40,000 towing companies with 280,000 trucks and 360,000 employees. These numbers do not include body shops, salvage yards and repair facilities. There is an average of 50 tow truck operators that are killed each year.

Presently there are three ways an operator receives training, self taught, company trained and formal training. Most operators are educated at roadside. That is why there is a great need for qualification standards. Some government contracts such as the TRIP program in Georgia and the RISC program in Florida require some type of formalized training. Properly trained and uniformed operators present a much better image of the industry.

Training is also recommended for other incident responders such as service patrol, service patrol supervisors and Severe Incident Response Vehicle Operators who will be involved in moving vehicles from the roadway.

Wreckmaster is one company that provides Wrecker Operator Training. They have four levels of training with a prerequisite for each level. They also offer an instructor training and accreditation program. For more information visit, [www.wreckmaster.com](http://www.wreckmaster.com)

### Post Incident Analysis – Helena White, PB Vista Center & Lt. Adam Mackillop, West Palm Beach Fire Rescue

This incident occurred on October 23, 2009 on I-95 SB before 10<sup>th</sup> Ave North. There were reports of a fully engulfed vehicle that was reported to FHP at approximately at 1021. The incident caused three southbound outside lanes of 95 and the southbound exit ramp to 10th Ave to remain closed for two hours and 13 minutes. Two fire trucks from West Palm Beach Fire Department initially responded but were unable to completely extinguish the fire. Four additional fire trucks responded, utilizing the 10th Ave exit ramp for fast access to the incident, and assisted with putting the fire out. No major injuries were reported as a result of the incident however, reports state that the occupant of the vehicle jumped from the vehicle when it caught fire. The vehicle then drifted across three lanes of traffic and stuck the wall. The impact of the vehicle caused a minor fuel spill, which was contained by speedy dry, and about 4ft of damage (1 inch deep) to the wall. James Towing provided the flatbed tow for removing the vehicle.

Lt. Adam Mackillop of West Palm Beach Fire Rescue briefly explained the challenges of this incident. Fire Rescue was able to contain the fire rather quickly, but due to the fuel leak, the car kept catching fire. The fire trucks that initially responded were running low on water and did not have enough pressure to use foam to put the fire out. West Palm Beach

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requested Engine 91 from Lake Worth to respond with water to assist in putting the vehicle fire out. Due to sound walls, West Palm Beach Fire Rescue could not locate a fire hydrant close enough to hook up to.

### **Action Items:**

None at this time

### **Attendees**

|              |          |  |
|--------------|----------|--|
| Barbato      | Dan      | Target Engineering Group               |
| Bryant       | Jason    | Palm Beach Vista Center                |
| Burrie       | Scott    | FDOT D4                                |
| Cavendish    | Scott    | The Corradino Group I-95 Mobility 2000 |
| Churchill    | John     | Palm Beach Sheriffs Office             |
| Cruz         | Meredith | The Corradino Group I-95 Mobility 2000 |
| Day          | Tim      | Sisters Towing                         |
| DeFago       | Alicia   | FDOT - PB PIO                          |
| Dickson      | Tom      | AECOM / SIRV Manager                   |
| Faquir       | Tahira   | Vanus Inc.                             |
| Gartner      | Terry    | FDOT MCCO                              |
| Griffin      | L.A.     | ITS Florida                            |
| Irwin        | Michael  | TBE Group                              |
| Jennings Jr. | Jim      | Emerald Towing                         |
| Johnston     | Hugh     | American Compliance Technologies       |
| Keister      | Ronald   | Boynton Beach Fire Rescue              |
| Main         | Jeff     | PB Gardens Police Department           |
| McGee        | Michael  | AECOM / TIM Coordinator                |
| McGinness    | Chuck    | AECOM / TIM Coordinator                |
| Murphy       | Bob      | AECOM / Project Manager                |
| Needham      | David    | Palm Beach Vista Center                |
| Pompos       | Tim      | Palm Beach Fire Rescue                 |
| Ramos        | Alex     | Sunshine Towing                        |
| Scott        | Daryl    | Boca Raton Fire Rescue                 |
| Washburn     | Mike     | Florida's Turnpike                     |
| White        | Helena   | Palm Beach ITMS                        |