



**Meeting Date:** April 5, 2011  
**Meeting Time:** 1:30 PM – 3:30 PM  
**Location:** Palm Beach Vista Center Room 1E-59  
2300 North Jog Road.  
West Palm Beach, FL 33411

**Attendees:** Listing Attached

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## **REVIEW ACTION ITEMS / PREVIOUS MEETING MINUTES**

### **Action Item #1:** SR 80 Mile Markers

**Resolution:** Installation completed and all are GPS located; the coordinates have been sent to FHP, PBSO, and PBCFR. They are installed from US 15/Belle Glade to west of Forest Hill Blvd. They are numbered west to east and are a minimum height of 4'. The signs will be 6' in median.

### **Action Item #2:** Location Reference Markers

**Resolution:** Funding has been reallocated for ramp ID signs and fire hydrant signs. The fire hydrant signs will be installed as well as the blue reflective pavement markers. Contact Guy Francese at [Gaetano.francese@dot.state.fl.us](mailto:Gaetano.francese@dot.state.fl.us) for any interchanges that need ramp ID signs.

### **Action Item #2:** Mitigation of Accidental Discharges

**Resolution:** 2011 revision placed on our website under: "Reference Materials for TIM Agencies" visit [www.smartsunguide.com](http://www.smartsunguide.com) for more information.

## **AGENCY UPDATES / INTRODUCTIONS**

Introductions of each TIM member took place and no agency updates were given.

Tim Day of Sister's Towing described an event that they participated in back in January 2011. Sister's Towing towed a large piece of the Twin Towers from New York to Florida. This event had police escort all the way along I-95 and caused little impact to the traffic. The article will be featured in a magazine called Tow Times.

## **UPDATES**

### **Construction Update – Peter Dobens, 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 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 Aug. 21, 2008, and is being performed by Posen Construction. Construction is expected to be completed spring 2012.

**Restrictions:** Two northbound and two southbound lanes on I-95 between Indiantown Road and Donald Ross Road will be closed nightly Sunday, April 17, through Thursday, April 21, for shoulder work, repaving and restriping operations. The closures will include the center lanes and either the inside or outside lane, depending on the scheduled work.

The inside or outside lanes in each direction will close nightly at 9 p.m. The center lanes in each direction will close at 11 p.m. The center lanes will reopen at 5 a.m., and all lanes will reopen by 6 a.m.

One of two left turn lanes, from westbound Donald Ross Road onto southbound I-95, is closed.

One of two left turn lanes from the I-95 southbound exit to eastbound Donald Ross Road is closed for construction.

A truck restriction is in effect throughout the construction zone. Signs have been posted directing truck operators to use the northbound and southbound center lanes except when entering or exiting the highway.



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. HOV lanes require two or more occupants. The project includes mainline ramp reconstruction and widening 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 Aug. 20, 2008, and is being performed by Community Asphalt Corporation. This project is expected to be completed spring 2012.

Restrictions: The I-95 northbound entrance ramp from PGA Boulevard is closed to all traffic through 5 a.m., Sunday, May 22, for reconstruction. A detour directs motorists to enter I-95 on Military Trail.

One eastbound and one westbound lane of PGA Boulevard underneath I-95 will be closed 24 hours a day, Monday, April 18, through Sunday, April 24, for bridge work. The closure will be inside lanes or outside lanes as needed.

The eastbound and westbound center lanes of PGA Boulevard will be closed 8:30 a.m. to 4 p.m., Monday, April 18, through Friday, April 22, for bridge work. The work will require periodic full closures in each direction. When work is being performed on the eastbound lanes, eastbound traffic will merge into one westbound lane. When work is being performed on the westbound lanes, one lane of traffic will be moved to the one eastbound lane. The contractor will keep at least one lane open in each direction at all times.

One northbound and one southbound lane of Military Trail underneath I-95 will be closed continuously, Monday, April 18, through Sunday, April 24, for bridge work. The closed lanes will be either the inside or outside lanes as required for bridge foundation construction.

The northbound and southbound center lanes of Military Trail underneath I-95 will be closed 8:30 a.m. to 4 p.m., Monday, April 18, through Friday, April 22, for bridge work. The contractor will keep at least one lane open in each direction at all times.

**Rapid Incident Scene Clearance – Guy Francese, FDOT District Four Freeway Operations Manager**

US 27 RISC Pilot Program Workshop

- March 22, 2011
- Broward Regional Transportation Management Center
- Asset Management Contractor included in response
- Traffic diversion from median break to median break
- Lack of shoulders for roadway clearance
- Discussion of contract municipal wreckers
- RISC outreach to BSO, PBSO, Miramar, Pines
- FHP will respond to major scenes
- No effective date as yet

**Treasure Coast TIM Team Update – Chuck McGinness, Treasure Coast TIM Coordinator**

Road Ranger assists in March were 1,509 and has been the busiest month since the start of the program in September 2010. Martin County is the busiest county in the Treasure Coast. Disabled vehicles are at 65%, debris 11%, and abandoned vehicles at 10% of all calls reported.

The weigh in motion station located at Mile Marker 112, will be fully operational April 18, 2011.

The I-95 widening project will begin in 18 months on I-95 between SR 70 to SR 60. This project will last approximately three years.

**Southeast Florida Regional Transportation Operations Committee (SEFRTOC)/511 – Bob Murphy, AECOM**

Helena updated the TIM team on SEFRTOC's efforts to update the hurricane preparedness procedures. Response plans will be put into practice. FDOT District Four will be participating in the Governors Hurricane Conference in May 2011. SEFRTOC is currently looking into software for SunGuide for use during evacuations.



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### Wildfire Update – Scott Peterich, Division of Forestry

Scott reported from January to March there were 65 fires. Palm Beach County has had 28 compared to four last season. Conditions are extremely dry and every effort should be taken to prevent fires.

## **PRESENTATIONS**

### Responder Issues for Hazardous Material Contractors – Hugh Johnston, American Compliance Technologies

#### Private Sector Responders

First responsibility on scene is to make contact and assess traffic management needs. The main goal is to protect citizens, property and the environment.

#### Contractor Tasks

To coordinate, assess, report, and remediate the incident. Contractors are responsible for gathering information such as names, phone numbers, insurance information, and any contract information. Contractors need assistance from the traffic incident managers on gathering information and implementing the initial Maintenance of Traffic (MOT).

For more information you can contact Hugh Johnston American Compliance Technologies, (800) 226-0911 or (954) 444-5336 cell, [hjohnston@A-C-T.com](mailto:hjohnston@A-C-T.com)

### Incident Data Analysis – Mike McGee, AECOM

Mike presented information on incident data collection that will be taking place to determine the best way to improve highway safety and analyze incident data that is collected from the Regional Transportation Management Center (RTMC). The data will establish the top ten incident locations that need assistance. A comparison on data including the top ten will be done on a quarterly basis to see if incidents increase or decrease in severity and occurrence. Some geometric factors that determine the location of incidents include standing water, sharp curves, exit ramps, fog or smoke, time of day, day of week, and special events. Improvements that can be done are re-engineering, re-paving, re-timing of traffic lights near ramps, and installation of additional Intelligent Transportation Systems (ITS) devices.

Mike McGee requested that any agency that has a high incident area should email the information to him for the crash data analysis. Contact Mike McGee at [Michael.mcgee@smartsunguide.com](mailto:Michael.mcgee@smartsunguide.com) or (954) 847-2634.

### Post Incident Analysis Review – Chuck McGinness, AECOM

#### Incident 1: 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.

#### 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.



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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.

### 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 items discussed

### Action Items:

None at this time



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## **Attendees:**

Allen	Michelia	SFCS/FDOT
Bryant	Jason	PB Vista Center
Cavendish	Scott	The Corradino Group
Churchill	Sgt. John	Palm Beach County Sheriffs Office
Corbo	Raul	Anchor Towing
Cruz	Meredith	The Corradino Group
Day	Timothy	Sisters Towing
Dickson	Tom	AECOM, Broward/PB SIRV Program
Dobens	Peter	QCA Inc
Francese	Guy	FDOT District Four
Gattone	Anthony	DBI Services
Irwin	Michael	TBE Group
Jennings Jr	Jim	Emerald Towing
Johnston	Hugh	American Compliance Technologies
Kennedy	Patrick	Cardno TBE
Luna	Luis	Anchor Towing
Main	Jeff	Palm Beach Gardens Police Department
McGee	Mike	Broward/Palm Beach TIM Coordinator
McGinness	Chuck	Treasure Coast TIM Coordinator
McGlynn	Nicole	AECOM
Miller	Lt. Sam	Jupiter Police Department
Murphy	Bob	TIM Project Consultant Manager
Needham	David	SMART SunGuide Broward RTMC
Ortiz	Adrian	Anchor Towing
Pervenecki	David	PBSO
Peterich	Scott	Florida Division of Forestry
Ridenour	Gregg	AECOM
Scott	Daryl	Boca Raton Fire Rescue
Washburn	Mike	Florida's Turnpike
Wehrle	Patrick	PBC Fire Rescue
White	Helena	Palm Beach Vista TMC

Total: 31