



43rd Edition

Polk County Traffic Incident Management Team

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INSIDE THIS ISSUE:

Trooper Honored at Traffic Incident Management (TIM) Meeting 1

I-95 Coalition Launches 3-D Virtual Incident Management Training for First Responders 1

FDOT District One Weekly Roadwatch 1

Insurance Institute for Highway Safety 2

Upcoming Events:

TIM Team Meeting :

Thursday
April 12, 2012
10:00 am
City of Lakeland Construction & Maintenance Building
407 Fairway Avenue
Lakeland, FL 33801



Trooper Honored at Traffic Incident Management (TIM) Meeting

While tightening up lug nuts after changing a tire on a disabled vehicle on Monday, January 23, 2012, District One Road Ranger, Loren Cooley suffered a heart attack. Fortunately, Trooper John McGrede, Florida Highway Patrol, who knew Ranger Cooley, had assisted the motorist prior to Loren's arrival and was still on-scene. Trooper McGrede noticed that Mr. Cooley was taking a longer than normal time to change the tire and was kneeled over the tire for a while. He approached Mr. Cooley to check on him just as he collapsed toward the adjacent interstate travel lane.



From left to right; Bob Diezi - District One Road Ranger Supervisor and Loren Cooley - District One Road Ranger

Simply put, Trooper McGrede's quick thinking and decisive action saved Ranger Cooley's life. Trooper McGrede grabbed hold of him, dragged him into the median, immediately called EMS, and then began CPR with the help of a nurse who stopped to help. After performing CPR for more than 10 minutes EMS arrived, resuscitated and stabilized Mr. Cooley and then transported him to the emergency room at Manatee Memorial Hospital where he spent three days in intensive care and recovery. He is home now, and the Cooleys family feel they have gained a new member to their family, Trooper McGrede.

At the February 14, 2012, Sarasota/Manatee TIM Team meeting, FDOT, Road Rangers, FHP's troop commander and fellow troopers, and TIM Team members all thanked and recognized Trooper John McGrede for his heroic actions. Trooper McGrede's parents were there, as well, to share this special moment that honored their son for his bravery and grace under pressure when it counts most, saving a life.



From left to right; Chris Birosak - FDOT District- One ITS Program Manager, Trooper John McGrede and, Bob Diezi - District One Road Ranger Supervisor.

Article submitted by Bill Fuller, ITS Traffic Incident Management Project Manager, FDOT District One.

I-95 Coalition Launches 3-D Virtual Incident Management Training for First Responders

I-95 Corridor Coalition is creating an intensive training program that uses three-dimensional, multi-player computer gaming simulation technology and distance-based learning technologies to test, validate, certify, and reinforce the dissemination of best incident management practices across the Coalition region. At the October 2011 World Congress in Orlando, the Coalition demonstrated the training system. Hundreds of first responders and incident managers were briefed on the state of the practice, and then visited the outdoor emergency vehicle displays and ITS technology exhibits including a demonstration of the Coalition's 3-D Virtual IM Training System.



The three-dimensional software program will enable practical, scenario-based, interactive, real-time incident management training for numerous responders, trainers and "victims" simultaneously at a variety of locations. Participants will include state, county, and local transportation departments, toll road authorities, law enforcement agencies, fire departments, emergency service providers, medical examiners, hazardous materials handlers, towing companies, the media, and other operating agencies and entities across the Corridor. The training program can be accessed from any location with an Internet connection thereby reducing training and travel costs and enabling increased participation.



To read more please visit the I-95 Corridor Coalition website at:

<http://i95coalition.org/i95/Home/WhatsNew/tabid/194/Default.aspx>

FDOT District One Weekly Roadwatch

The Florida Department of Transportation provides a weekly Roadwatch report which includes current construction projects in the District. To obtain a copy of the weekly Roadwatch report, log onto:

<http://www.dot.state.fl.us/publicinformationoffice/construc/constmap/d1.shtm>

Insurance Institute for Highway Safety

Many times when the traveling public is utilizing the roadways within Florida, individuals do not understand how much research and information is being generated as they travel by organizations. One of those organizations is the Insurance Institute for Highway Safety. The Insurance Institute for Highway Safety (IIHS) is a nonprofit organization dedicated to reducing deaths, injuries, and property damage that result from crashes on the nation's roads. Due to numerous high-speed roadways located within Southwest Florida, this type of research is paramount for keeping our roadways and incident responders safe.

The IIHS research is primarily focused on three main areas:

1. Human factors or preventing crashes by changing driver behavior;
2. Vehicle factors, or reducing deaths and injuries by improving vehicle design; and environmental factors,
3. Changing roadway design, signs, and signals to reduce crashes.



IIHS was founded in 1959 by three major insurance associations representing 80 percent of the US auto insurance market. Ten years later, IIHS was reinvented as an independent research organization. Through the intense research the IIHS are finding ways to reduce the amount of fatalities on our states roads and have performed extensive research in addressing human problems associated with teenage drivers (distracted), alcohol-impaired driving, truck driver fatigue, and safety belt use.⁽¹⁾ The IIHS is mostly known for their vehicle ratings. Their vehicle research focuses on both crash avoidance and crashworthiness. Crash tests are central to crashworthiness research, and IIHS testing expanded with the opening of the Vehicle Research Center. This research center is aimed at the physical environment such as specific roadway designs to reduce run-off-the-road crashes and eliminate roadside hazards.



In addition, by reducing fatalities on our roadways the IIHS investigates the actual design of the roadway; IIHS through their research have encouraged automakers to produce safer vehicles, which is the overall objective of the non-profit organization. The IIHS takes pride on informing consumers on the ratings of their cars before purchasing. Many of the automobile manufacturers design cars and trucks which have these specific IIHS tests procedure in the design, development, and manufacturing processes. As a result, vehicles currently on our roads have been greatly improved.

In 1992, the IIHS opened a state of the art testing facility called the Vehicle Research center (VRC) in Virginia. The 22,000-square-foot crash hall has a total of 3 testing runways. The propulsion system which forces the vehicles to sudden impact can accelerate full-size pickup truck from 0 mph to 50 mph on the two 600-foot runways. Speeds up to 25 mph can be reached on a 200-foot runway. As the first type of propulsion system in North America, the units uses compressed nitrogen to run hydraulic motors which pull cables to tow the vehicles to their required impact speeds.⁽¹⁾



Many times a sled is used in conjunction with a state of the art crash test dummy. The sled can be programmed to simulate a range of crash types at both high and low speeds. This method is useful to study components whose performance in a crash wouldn't be influenced by the deformation of the vehicle itself. When crash forces alone are sufficient to evaluate a component, sled tests are used due to the reduction in cost and are less labor intensive than full scale vehicle tests.

When the IIHS began its frontal offset crash tests in 1995, about half of the vehicles earned marginal or poor ratings, and more were rated poor than good. Today nearly all vehicles have good frontal protection ratings. Similarly, when side impacts began in 2003 and rear crash ratings in 2004, most received poor ratings, however, today's ratings have improved dramatically and include additional categories like roof strength/rollover ratings.⁽¹⁾

Many times by taking a proactive approach to vehicle innovation, the research does not need to come from the vehicle manufacturers. In this case a nonprofit organization has taken the lead on motorist safety. In turn, the IIHS has made the vehicles safer for the public and will reduce the amount of time the road will be blocked due to incidents and will help facilitate faster clearance times of blocked roadways.

(1) IIHS and the Vehicle Research Center, Highway Safety Research and Communications, <http://www.iihs.org/about.html>

Article by Scott Agans, Metric Engineering

T I M TEAM WEBSITE!

www.swftim.org

The Polk County TIM Team is committed to implementing the Quick Clearance principles of Florida's Open Roads Policy through the "3 Cs" of TIM: Communication, Cooperation and Coordination, and providing the public with the best real-time Motorist Information available. Team membership draws from state, regional, and local transportation agencies, public safety providers, and other organizations and companies that service the traveling public. The Teams, sponsored by the FDOT, meet bi-monthly.



Mission

The TIM Team Program brings together all agencies involved in clearing the roadway crashes with the objective of improving detection, verification, response, and clearance times to expeditiously remove a motor vehicle crash or incident from the roadway while providing the best real-time information to motorists, resulting in a safer highway environment for both incident responders and motorists.