



49th Edition

Polk County Traffic Incident Management Team

March 2013



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Upcoming Events:

TIM Team Meeting:

April 11, 2013  
10:00 am

Polk County Sheriff 's Office  
Complex Procap Room  
1891 Jim Keene Boulevard  
Winter Haven, FL 33880



Move It, Yes You Can!

Your local TIM Team would like to remind you that, like many other states, the Florida Department of Transportation has implemented a Move It policy, and the State has passed legislation in support of the policy.



In fact, **State of Florida Statutes - Sections 316.027, 316.061, 316.063, 316.071** requires that if a damaged or disabled vehicle is obstructing traffic, the driver of the vehicle must make every reasonable effort to move the vehicle or have it moved so as not to obstruct the regular flow of traffic. If he or she cannot move the vehicle alone, they should solicit help and move the vehicle.

Motorists involved in a traffic incident or attending a disabled vehicle are required to move their vehicle off the roadway when the vehicle is moveable and there are no injuries.

**Should I move my vehicle off the roadway?** Have you ever been involved in a minor traffic accident on the highway? Did you leave your vehicle right where it was until the police arrived? Did you think you were "not supposed to" move it off the roadway? **MOVE IT...Yes You Can!** Yes, you can move your vehicle out of the way. Police and insurance companies will not penalize you for moving your vehicle off the road.

**Clearing accidents quickly from travel lanes will help reduce congestion. Studies in Central Florida show:**

- Traffic incidents, not volume, account for more than half of the region's congestion.
- 13 to 33 percent of crashes are caused by earlier incidents.
- One minute spent on the scene by fire and rescue personnel, police and other responders causes five minutes of traffic congestion.
- Injury to those who respond to incidents is significant, accounting for 59 % of police casualties alone within the State of Florida.

**By moving your vehicle out of the way, you will help:**

- Improve response and clearance times at accident scenes;
- Reduce accident-related traffic congestion and delay;
- Reduce subsequent crashes; and improve safety conditions for fire and rescue, police and other responders.

**If you are involved in a minor accident, follow these FOUR steps:**

- Assess Check for injuries. If anyone is injured, call 911 immediately and wait for emergency responders.
- MOVE IT...Yes you can! Determine whether the vehicles are moveable. Move vehicles off the road to the nearest safe location.
- Notify If there are no injuries, call 911 to alert them of the accident and your location and follow the instructions of the dispatcher.
- Report Exchange driver, vehicle and insurance information. Report the incident as instructed by law enforcement and your insurance provider.

For more information on Florida highway laws, call the Florida Highway Patrol at 407-737-2300 or your local law enforcement agency and visit the I-95 Corridor Coalition at:

<http://www.i95coalition.net/i95/Library/IncidentMgmtClearinghouse/tabid/86/agentType/ViewType/PropertyTypeID/39/Default.aspx>

Florida Department of Transportation District One's Traffic Incident Management (TIM) Article submitted by **William Fuller, District One Traffic Incident Management Project Manager.**



**Cable Median Barriers Are Lifesaving**

Travelers on Interstate 75 and the Alligator Alley Corridor, located in District One, may have noticed the cable median barriers (CMB) that run down the median of the roadways. The cable median barrier's primary purpose is to prevent a vehicle from leaving the traveled way and striking a fixed object or terrain feature that is less forgiving than itself. Also, similar to most roadside barriers, cable barriers function by capturing and/or redirecting the errant vehicle.



Cable median barriers (CMB) are lifesaving, adaptable traffic devices ideally suited for use in existing medians to prevent cross-over crashes, and are one of the most effective safety measures state transportation departments can deploy to protect motorists on today's congested highways. Across the country, agencies that have installed these barriers report a significant decrease in fatalities and in the severity of cross median crashes.<sup>(1)</sup> Cable median barriers work as a retrofit on existing, wide, relatively flat median areas and are also effective on sloped terrain. They generally cost less to install than other barrier systems and repair and maintenance costs are easily offset by their life saving and injury-reducing benefits.

In Naples, Florida there was a recent failure of a cable barrier system along Alligator Alley. This type of cable barrier system was designed and installed to reduce the drivers from losing control of their vehicles and crashing into the nearby canals. The system, installed parallel to canals running alongside Interstate 75, has successfully kept vehicles out of the water about 81 percent of the time during the most recent five-year period for which the Florida Department of Transportation (FDOT) has data. Of the 112 crashes involving the system between 2007 and 2011, vehicles have blasted through the cables 14 times. Another seven vehicles have flipped over the cables and missed the system entirely. However, not all of the reported information was negative. Debbie Tower, a spokeswoman with the FDOT, stated that the \$4.2 Million system which was installed in 2004 has cut down on fatalities on Alligator Alley and generally has been successful. Between 1995 and 2000, an average of three people died each year from crashes into the canals. From 2007 to 2011 there were two fatal crashes in the canals, according to FDOT. "We're pleased that the system has been effective in many, many situations," Tower said, "but certainly no one wants to see one crash, one injury or one fatality".<sup>(2)</sup> Median crosses usually occur if the median itself is greater than thirty feet wide, but normally these crash statistics are under-reported due to the way the reporting officers record the incidents on the crash reports.

While cable median barriers have low installation costs, there are also additional cost associated with crashes that result in damage. Even though the cost of a crash is generally low, the system receives some damage from even slight hits, and needs to be repaired to provide optimum performance. Also, even low tension cables do not always go down on impact. It is more likely that high tension cable will go down after a hit. In addition, when several posts are hit during a single crash, the cable barrier may then be vulnerable to crossovers until the damaged section is repaired. Several proprietary high-tension cable designs are now available, that can withstand multiple hits. The increased use of cable barriers in relatively wide medians where a barrier is warranted will decrease the number of severe cross-median crashes. Cable barriers are cost effective because they are relatively inexpensive compared to other types of barriers. They also perform better than other barriers when installed on the moderately sloping terrain common to many existing medians. The goal is for every state to review its median crossover crash history to identify locations where median barriers may benefit safety and to implement appropriate construction projects that use cable median barriers where appropriate.<sup>(3)</sup>



- (1) American Association of State Highway and Transportation Officials (AASHTO). AASHTO Technology Implementation Group. Cable Barrier System. Retrieved March 10, 2013 from: <http://tiq.transportation.org/Pages/CableMedianBarrier.aspx>
- (2) Carpenter, Jacob. NaplesNews.com. FDOT: Fatal crash through Alligator Alley cable barrier system an anomaly. Retrieved March 10, 2013 from: <http://www.naplesnews.com/news/2013/feb/03/fdot-fatal-crash-through-alligator-alley-cable/>
- (3) U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA) Research and Technology. Cable Median Barriers. Retrieved March 10, 2013 from: <http://www.fhwa.dot.gov/research/deployment/cable.cfm>

Article by Scott Agans, Metric Engineering, Inc.

**T I M TEAM WEBSITE!**

[www.swfitim.org](http://www.swfitim.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.*