

# District 3

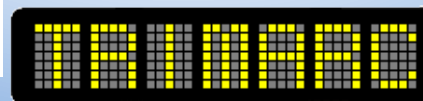
# Traffic Incident Management Team

## 2018 1<sup>st</sup> Quarter.

## January 9<sup>th</sup> - 9:00 am

## KYTC District 3 Office

## 900 Morgantown Road, Bowling Green KY



# **Tentative Agenda – January 2018**

- **Welcome / Introductions**
- **Sept. 26 Crash I-65 40 mm & TIM implications**
- **New KSP wrecker agreement & Post 3 heavy tow list**
- **Towing / Recovery traffic control**
- **Roadway cleanup after crash**
- **TIM Training in 2018**
- **2018 Snow & Ice operations**
- **Conclusion**

# Traffic Incident Management Goals

The Traffic Incident Management National Unified Goal or NUG is:

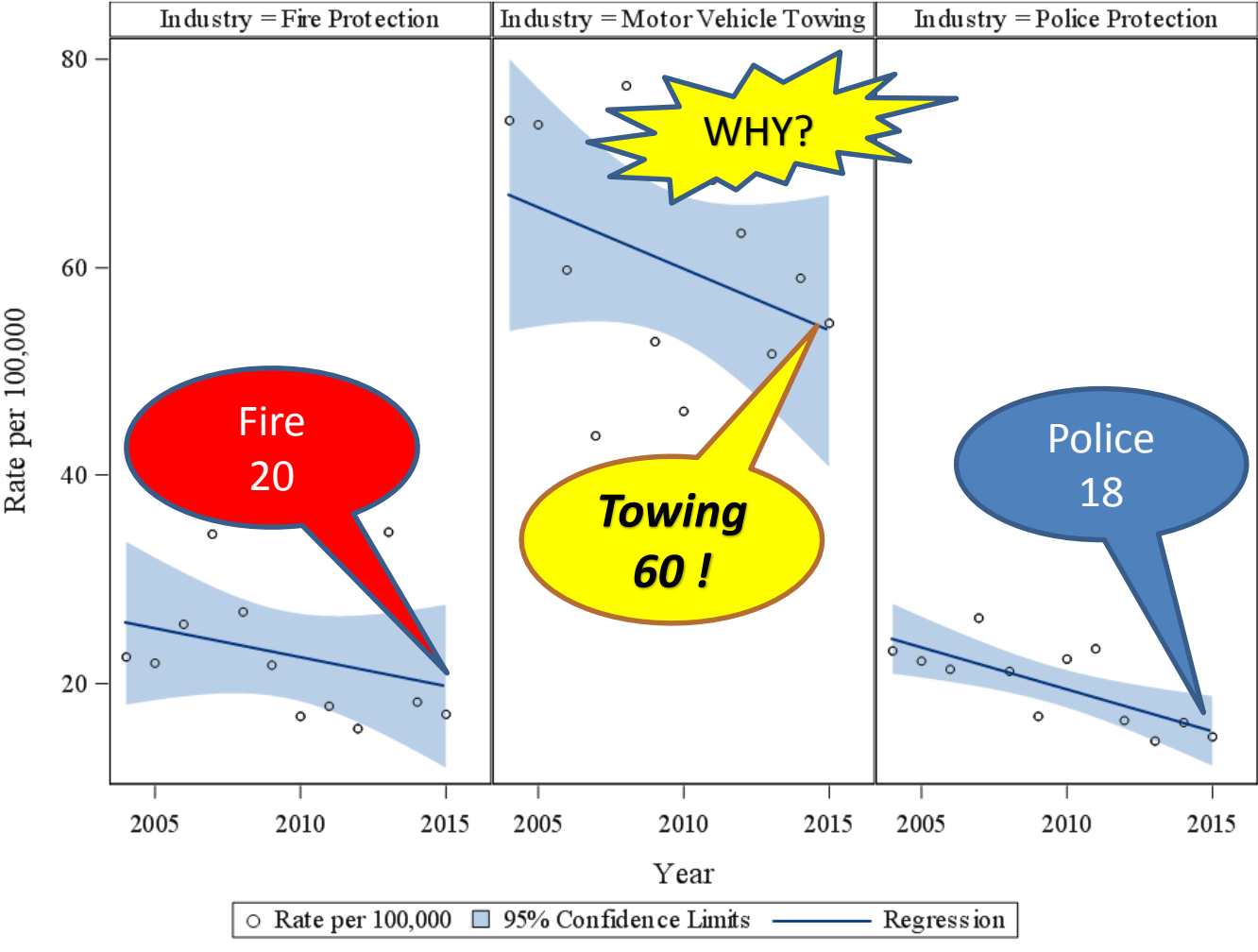
- Responder safety;
- Safe, quick clearance; and
- Prompt, reliable, interoperable communication

# September 2017

- KSP new towing agreement mandating TIM training for all operators w/ deadline to comply end of 2017.
  - KSP Post 3 overview of basic & rotator list
- Towing operator engagement in TIM limited
- KSP Post 3 and D-3 less connected
- Uncertainty about KYTC involvement in roadway incident cleanup, clearance, and traffic control.
- TIM training challenges for tow operators – what is needed, how - classroom or online, focus limited to initial response and short/intermediate only.
- Data presented at TIM conference highlights danger to tow operators.

# Traffic Incident Management-Related Occupational Fatality Rates in the U.S., 2005-2015

Death rate per 100,000 workers



# KSP CAD# 2017-51985 9/26/2017 40.2 mm I-65 NB

- Initial crash 22:21 9/25/17, overturned T/T & spilled cargo off roadway & RH shoulder.
- KYTC not notified or requested for initial incident or cleanup.
- 3 hrs 45 minutes after initial crash:
  - RH lane blocked by KSP cruiser, middle lane by rollback tow truck, LH lane open. Skid steer, backhoe, 30 yd roll-off container and roll-off truck RH lane.
  - No other advance warning, channelizers used only KSP blue lights and roll-back wrecker amber lights.
- 02:06 9/26/17 a major secondary crash occurred resulting in a complete 2+ hour blockage of the roadway, 1 minor injury, and extensive property damage.

# After Incident -

- Wake-up call for D-3 local tow operators, KSP Post 3, and D-3. Potential for multi-fatality incident was there & it could have been prevented.
- Post 3 & D3 reformed personal relationships: CDE & IM Coordinator with Post 3 Commander & Ops. Lt.
- Post 3 implemented “rotator” sub-list for all overturned heavy trucks on I-65 & Parkways. Objective = safety for public & responders.
  - Competence / Equipment
  - Clearance time
  - Traffic impact.
- Four tow operators on the new list realized potential of this incident and formed working relationship to protect their employees.

# Initiatives

- Met with KSP Post 3 leadership to outline when/where KYTC D-3 should be involved and what we CAN do and CANNOT do.
  - If in question – get us involved
  - Not staffed to be 24/7 emergency responders, limited ability to help on short or intermediate incidents that should be handled by PD, FD, Recovery.
  - Should be involved in major incidents, but not as primary traffic control.
- Although “TIM certified” the tow operators asked D-3 for additional equipment and setup training for large incidents. We coordinated a TIM TTC demo on Nov. 14<sup>th</sup>.
  - Simulated evolution of incident on new unopened multilane road
  - Alveys, Bashams, Felts, & Walkers Towing, Alvaton Fire, SAFE Patrol, KYTC Maintenance, WCEM participating



## Incident type

## Temporary Traffic Control (TTC)

### Minor

- Clearance < ½ hr
- 0-1 lanes impacted or 1 lane only intermittently

- Minimal traffic control available during emergency / initial phase
- TTC established by initial emergency responders.
- Vehicle warning lights, position vehicle to shadow workers, warning sign (if possible)
- Advise KYTC if road facility damage – road surface, guardrail, light post, etc

### Intermediate

- Clearance ½ - 2 hrs
- Only intermittent impact > 1 lane

- Minimal traffic control available during emergency / initial phase
- TTC by initial emergency responders expanded as resources are available. Recovery operator responsible for expansion or implementing TTC if emergency responders leave scene.
- Need to add at minimum advance warning signs, and cones for merge taper and vehicle mounted traffic advisor lights
- KYTC should be advised & requested on-scene if needed

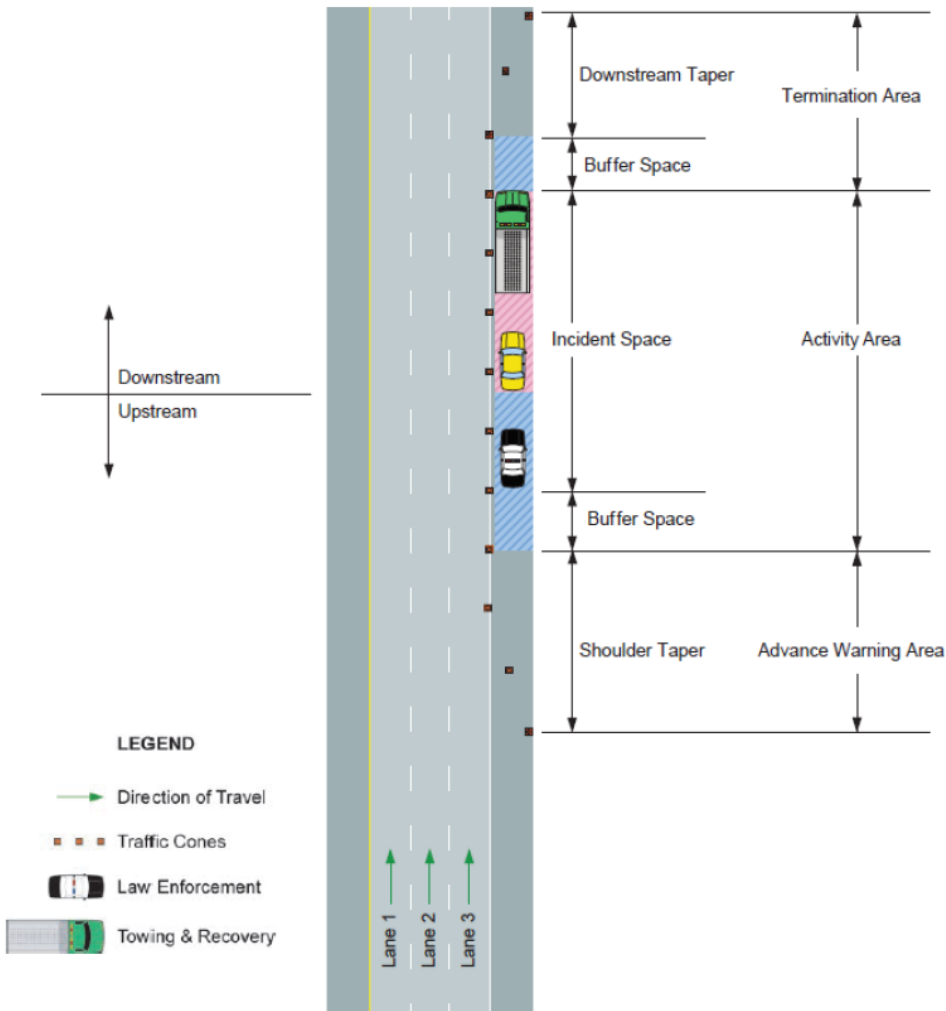
### Major

- Clearance > 2hrs
- 2 or more lanes impacted

- TTC must expand to approach MUTCD standard
- TTC transitioned to Recovery / Cleanup contractor as emergency responders leave scenen.
- Need to add cones for merge taper, activity area, advance warning signs, and arrow panel / directional to merge
- KYTC must be requested to scene as part of Unified Incident Command to support Recovery / Cleanup TTC and/or detour.

### Long-Term > 12 hrs

- TTC must meet full MUTC Work Zone standard
- KYTC integrated into Unified Incident Command structure for incident



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Initial / Minor or intermediate  
 TTC established by emergency responders and uses whatever is available.  
 Vehicle warning lights, position vehicles to shadow workers, use advance warning sign if available.  
 Expand as resources are available

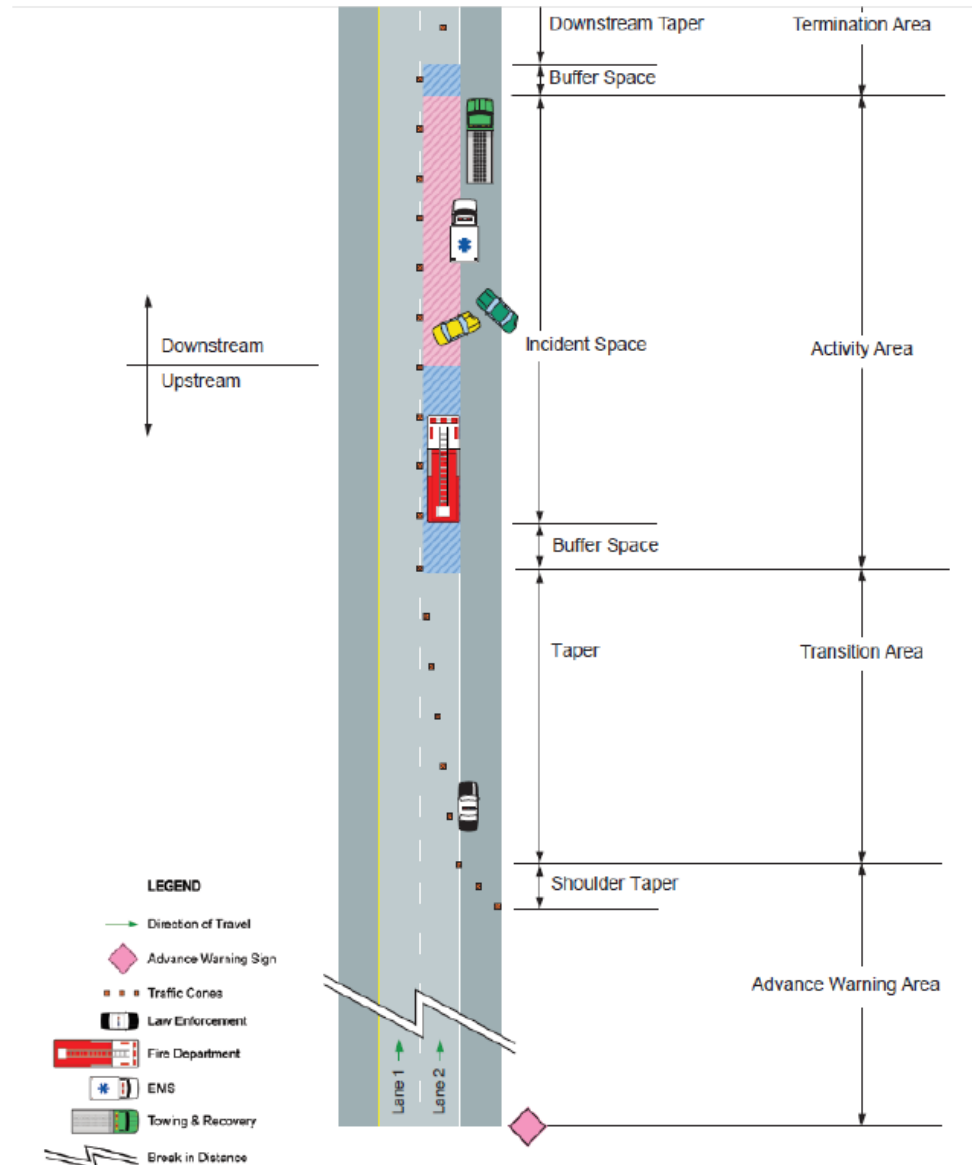
**Figure 6.8 - Shoulder Closure TIMA Example**  
*(Diagram Not to Scale)*

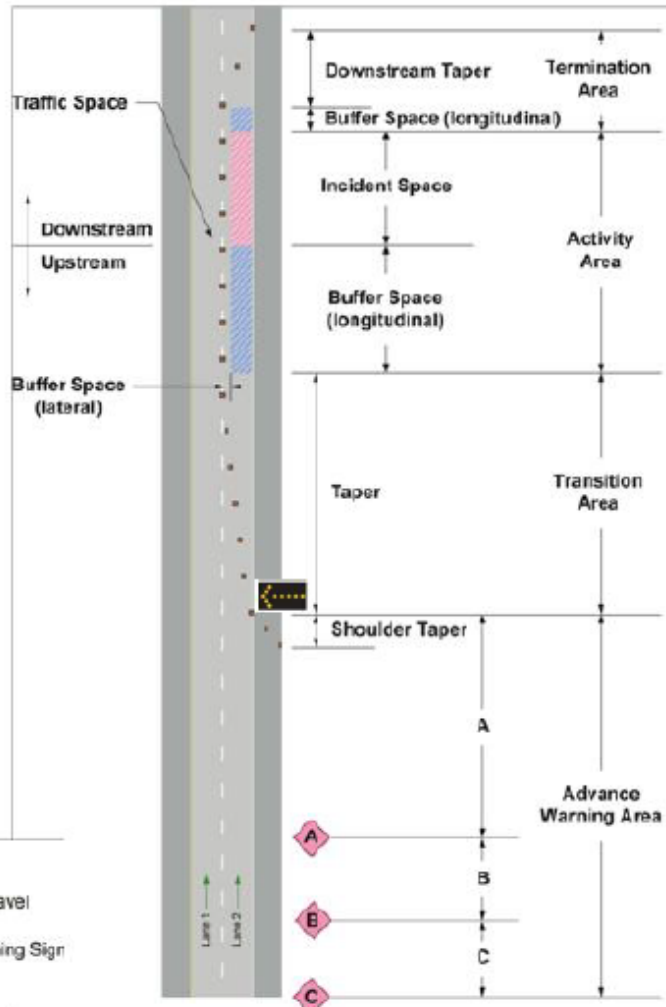
Expansion - Minor or intermediate with traffic lane involved

TTC established by emergency responders and uses whatever is available.

Vehicle warning lights, position vehicles to shadow workers

Expand as resources are available – additional cones & advance warning signs added.





Major (>2 hr) Incident

TTC must approach MUTCD requirements for work zone

Towing/Recovery assumes responsibility for TTC (may have assistance from KYTC)

Require

1. Advance warning signs x3
2. Arrow panel at beginning of merging taper
3. For 2 lane closure need highway dept assistance & equipment

Vehicle warning lights, position vehicles to shadow workers



| Speed (mph) | Advance Warning Area                       |       |       |                               | Transition Area             |       |   |                       |  | Activity Area    | Termination Area | Cone Spacing (ft) |
|-------------|--|-------|-------|-------------------------------|-----------------------------|-------|---|-----------------------|--|------------------|------------------|-------------------|
|             | Advance Warning Sign Minimum Distance (ft) |       |       |                               | Recommended Lengths (ft)    |       |   |                       |  | Downstream Taper |                  |                   |
|             | A  | B     | C     | Cumulative Total <sup>1</sup> | Shoulder Taper <sup>2</sup> | Taper | Distance Between Tapers (longitudinal) <sup>3</sup> | Buffer (longitudinal) |  |                  |                  |                   |
| 70          | 1,000                                      | 1,500 | 2,640 | 5,140                         | 280                         | 840   | 1,560   | 645                   |  | 80               |                  |                   |

# Now & future

- KYTC D-3 has NOT withdrawn from responding to any incident we are requested on nor refused to do TTC for incidents (don't believe rumors!).
- We are just being realistic about what we CAN do and trying to be good stewards of our budget by not taking on other agencies responsibilities.
- Engage major tow operators, KSP & local EM to engage local SO & PD and tow operators to encourage TIM over next 2-3 months.
- Continue to assist & support tow operators as they assume more TTC responsibility. Work as a Team – all of us.
- Need additional support from KTRA, KSP & KYTC in encouraging competency and equipment qualifications for towing operators statewide.

# TIM Training – 2018

Herb Hendrickson –KYTC West Region IMC

- TIM Training for Responders
- TIM Instructor Training – Update
- TIM Instructor Training - New



# Roadway cleanup

## Who is responsible for roadway cleanup?

### **189.754 Removal of injurious substance from highway.**

Any person removing a wrecked or damaged vehicle from a highway shall remove any glass or other injurious substance dropped upon the highway from such vehicle.

**Effective:** July 15, 1980

**History:** Created 1980 Ky. Acts ch. 49, sec. 5, effective July 15, 1980.

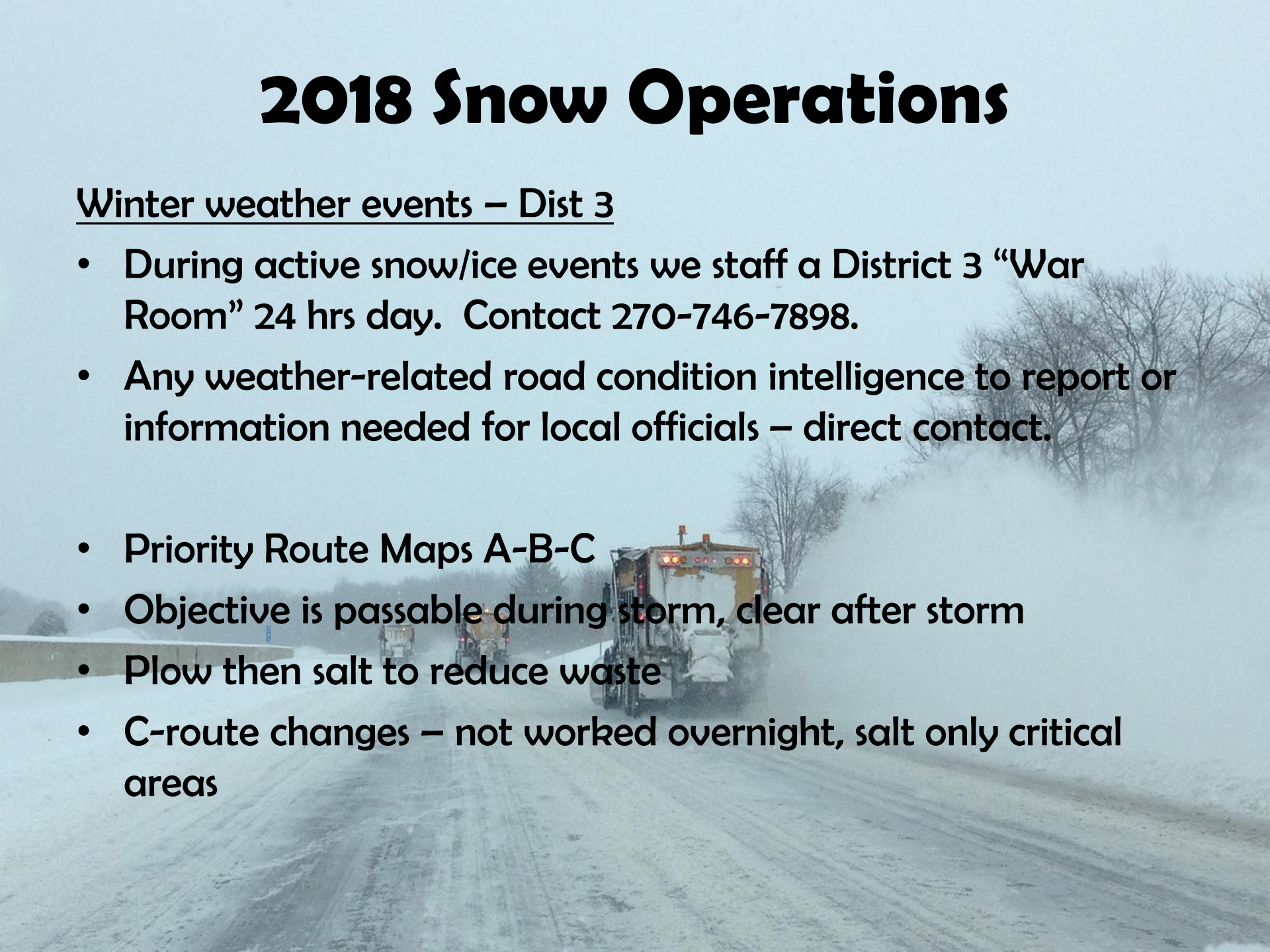
- Enforcement is at discretion of law enforcement on scene.
- KYTC crew assistance is available but has limitations
  - 2 hr minimum to mobilize for lane closure setup
  - Very limited supply of oil dry, some salt, no sand
  - Non-urgent and/or off-roadway cleanup subject to permitting and delay for safety of traffic.



# 2018 Snow Operations

## Winter weather events – Dist 3

- During active snow/ice events we staff a District 3 “War Room” 24 hrs day. Contact 270-746-7898.
- Any weather-related road condition intelligence to report or information needed for local officials – direct contact.
- Priority Route Maps A-B-C
- Objective is passable during storm, clear after storm
- Plow then salt to reduce waste
- C-route changes – not worked overnight, salt only critical areas





State Truck Assignments

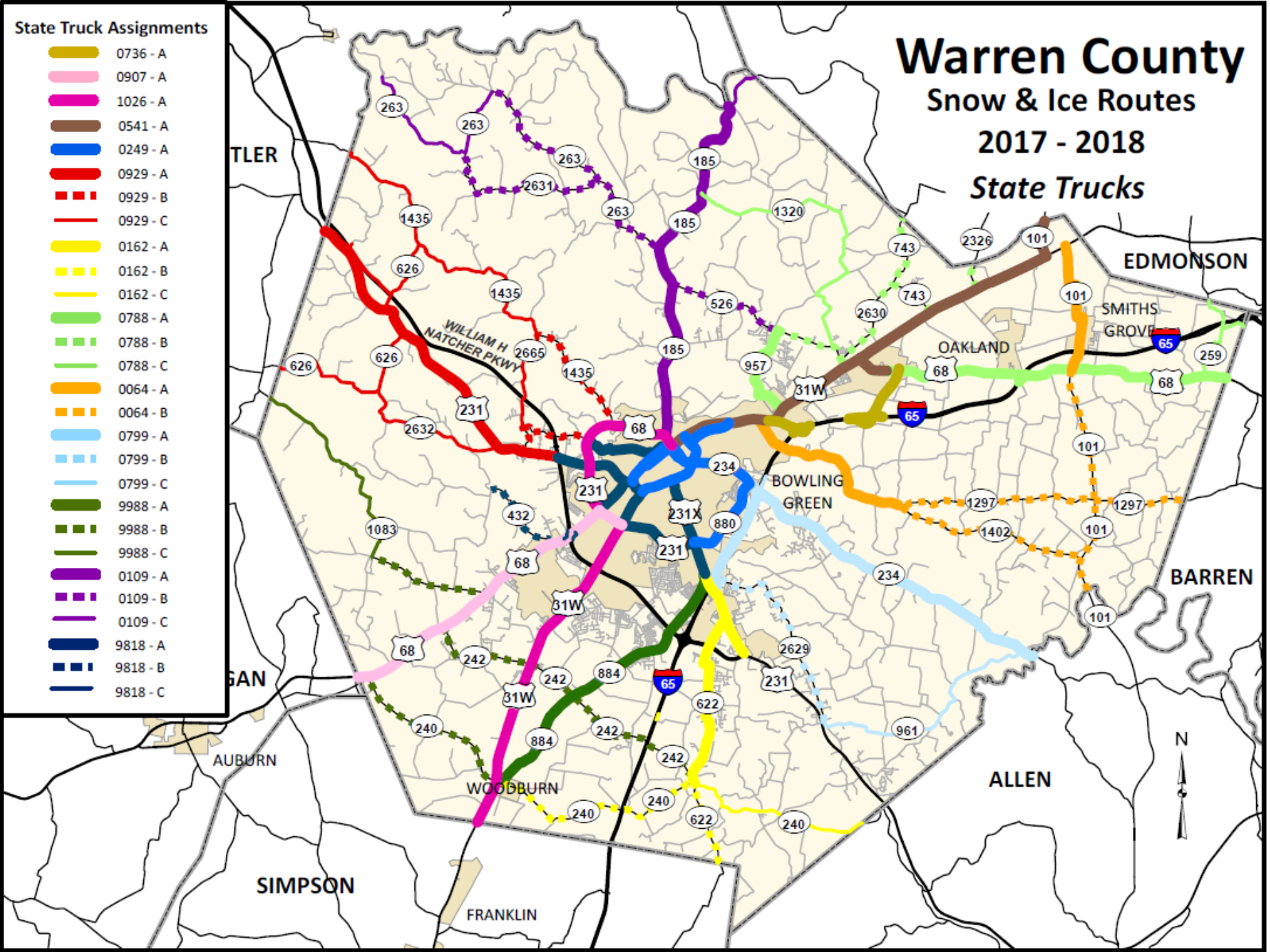
-  0736 - A
-  0907 - A
-  1026 - A
-  0541 - A
-  0249 - A
-  0929 - A
-  0929 - B
-  0929 - C
-  0162 - A
-  0162 - B
-  0162 - C
-  0788 - A
-  0788 - B
-  0788 - C
-  0064 - A
-  0064 - B
-  0799 - A
-  0799 - B
-  0799 - C
-  9988 - A
-  9988 - B
-  9988 - C
-  0109 - A
-  0109 - B
-  0109 - C
-  9818 - A
-  9818 - B
-  9818 - C

# Warren County

## Snow & Ice Routes

### 2017 - 2018

#### State Trucks



**Contract Truck Assignments**

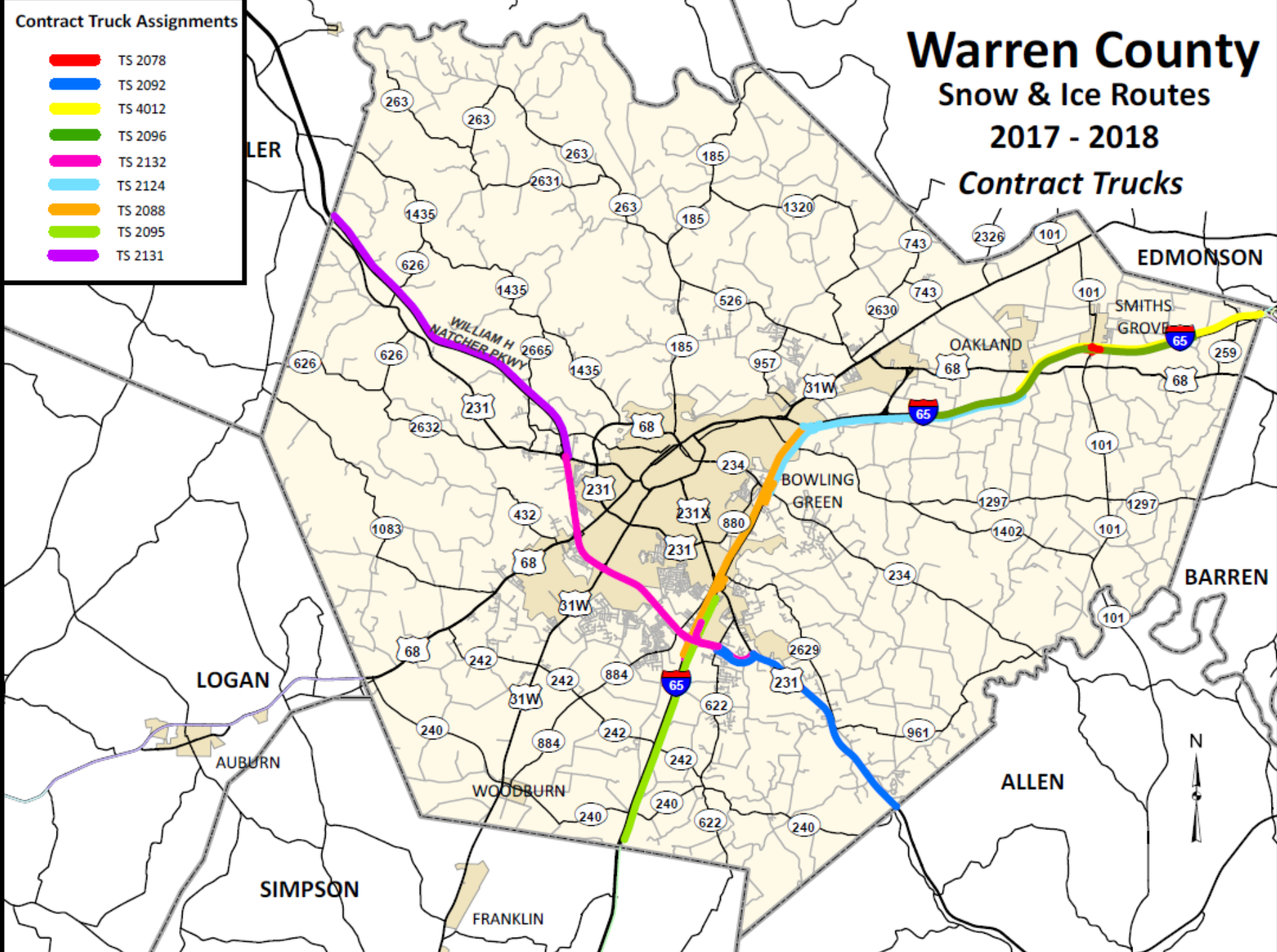
- TS 2078
- TS 2092
- TS 4012
- TS 2096
- TS 2132
- TS 2124
- TS 2088
- TS 2095
- TS 2131

# Warren County

## Snow & Ice Routes

### 2017 - 2018

#### Contract Trucks





Ky.gov An Official Website of the Commonwealth of Kentucky

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TRAFFIC & ROADWAY Information  
Know before you go.  
Check out GoKY for traffic alerts, construction activity, and roadway weather conditions.  
Goky.ky.gov

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Download the free Waze app for real-time traffic information and navigation

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# Next Meeting

## April 10<sup>th</sup>, 2018

### *KYTC District 3 Office*



Presentations & other D-3 IM Team files can be found at  
<http://transportation.ky.gov/District-3/Pages/TIM.aspx>



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