



# District 3

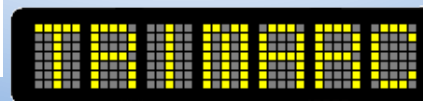
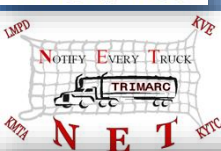
# Traffic Incident

# Management Team

2016 1<sup>st</sup> Qtr.

Tues. April 5<sup>th</sup>, 9:00 am

KCTCS State Fire/Rescue Area 4 Training Center  
825 Morgantown Road, Bowling Green KY



# **Agenda – Dec. 1, 2015**

- **Welcome / Introductions**
- **Winter 2016 review**
- **High Visibility protective apparel standard revision**
- **I-65/Parkway – plan checkup**
- **Issues / projects**
  - **Radio communications on incidents**
  - **KSP – TOC/KYTC information exchange & requests**
  - **Incident Temporary Traffic Control**
- **2016 TIM team – meeting locations, content**
- **Conclusion / Next Meeting**

# Winter 2016 Review

**2,452** miles of state-maintained road in District 3 to treat and plow including 126 miles of Interstate & Parkway.

**17,354** tons of salt

**99,900** gallons of liquid calcium chloride de-icer solution

**55,000** man-hours involving snow/ice operations & support by KYTC forces.

**2,950** man-hours contractor snow/salt equipment operations

Only full-stop of traffic flow known was morning of Jan. 26<sup>th</sup> for about 1 hour at I-65 NB 13 mm – long/steep incline, and tractor-trailers stuck blocked all NB lanes. Complicated by semi-with brake fire stopped in RH lane on SB side of barrier at same location causing 2 secondary crashes.

1/26/16 08:40 hrs Natcher Parkway EB 8 mm Warren Co

# New Hi-Visibility Safety Standard

## ANSI / ISEA 107-2015

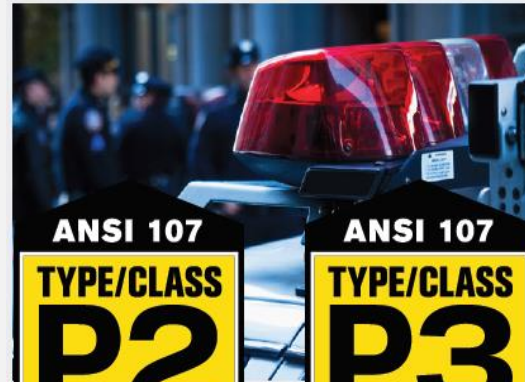
- The standard was revised to merge ANSI/ISEA 107 and ANSI/ISEA 207 to include all high-visibility safety products, including vests and accessories, under one new umbrella known as “HVSA”.
- Garment types were added to ease selection for type of use (Types: **O**ff-road, **R**oadway, and **P**ublic safety).
- To accommodate smaller-size workers, the minimum area of visible material was reduced for Type R Classes 2 and 3.
- HVSA must be clearly labeled as either “**FR**” or “**Not-FR**.” (Fire retardant)



**Type 0**  
Off-Road Use (Class 1 only)



**Type R**  
Roadway Use (Class 2 & Class 3)



**Type P**  
Public Safety (Class 2 & Class 3)

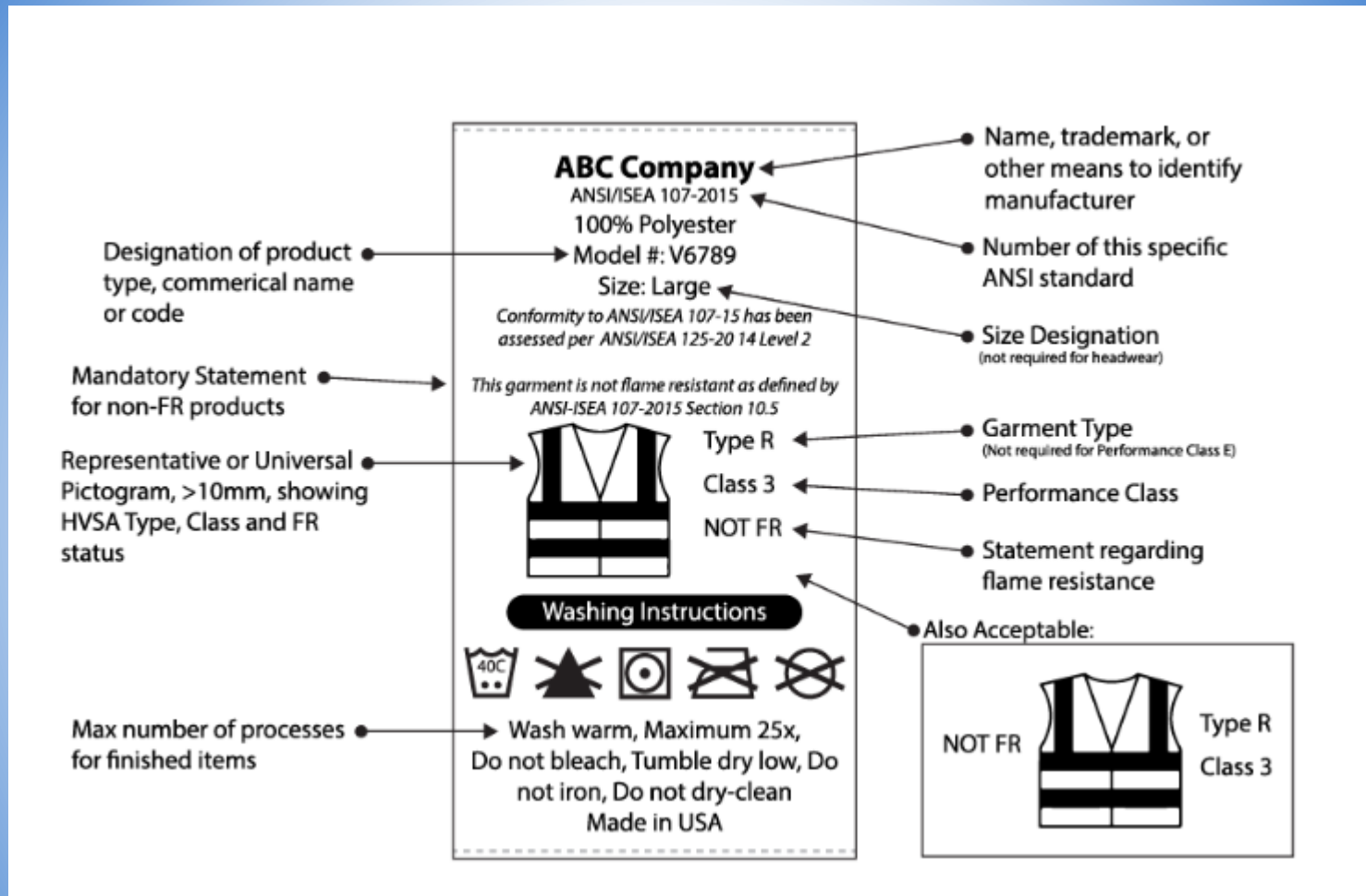


MUTCD & OSHA require minimum Type R2 (Class 2) for roadway usage.



Add Class E pants to R2/P2 vest to make R3/P3.

# Labeling Standard



- Label must be permanently sewn in garment to be valid as approved.

# I-65/Parkway Incident Plan

- Have there been any incidents that utilized the new detour plan or the pre-installed detour signs?
- If yes – any problems?
- If no – did something prevent it from being used?



# Incident Radio Comms

- Simpson, Barren Co: direct link in place, known coverage issue around Park City.
- Warren: WCSO patch through is available when requested by phone to WCSO. Need WCFD awareness.
- Metcalfe: radio programming needed.
- Butler: TBD
- All need to be tested monthly.



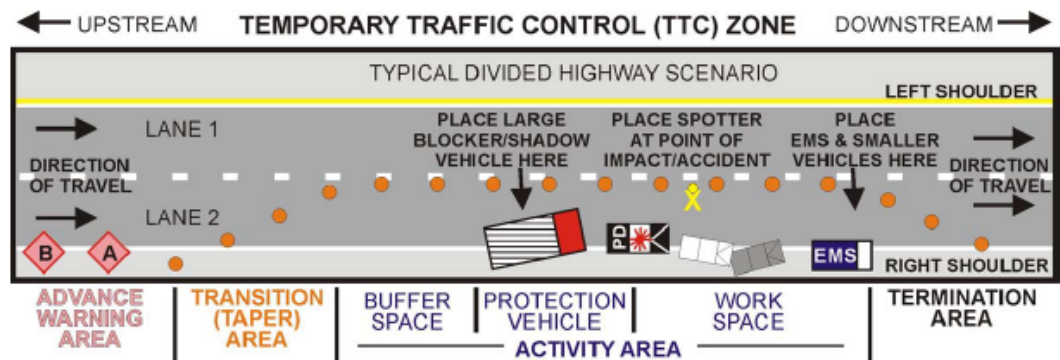
# TOC/KYTC Communications

- Continuing with direct notification to KYTC Maintenance contacts (per list) for all issues other than MAs.
- Motorist Assists (MAs) to TOC for SAFE response.
- Recent issues?
- Continue as-is?

# Incident Traffic Control

– “Visor card” reference & checklist

- Scene protection
- Duration estimate
- Initial actions
- Incident checklist



INCIDENT MAGNITUDE			ADVANCE WARNING AREA		TRANSITION AREA	
MAGNITUDE	DURATION	STEPS TO TAKE	SPEED	SIGN DISTANCE	TAPER LENGTH	TYPICAL #CONES
Minor	<30 Minutes	<ul style="list-style-type: none"> <li>Notify TOC if incident is on roadway where a minor delay can create significant traffic impact</li> <li>Establish Advance Warning Area and other TTC Components as time/personnel permits</li> </ul>	40	A 350	320 ft.	8
Intermediate	30 minutes - 2 hours	<ul style="list-style-type: none"> <li>Notify Transportation Operations Center (TOC)</li> <li>Establish TTC Components</li> <li>Consider DOT Response</li> </ul>	55	A 750	660 ft.	16
Major	2+hours	<ul style="list-style-type: none"> <li>Notify Transportation Operations Center (TOC)</li> <li>Request DOT Response Early</li> <li>Establish Full Work Zone (Same as Non-Emergency)</li> </ul>	65	A/B 1000/1500	780 ft.	18

RULES OF THUMB: 1. Travel lanes numbered from left-to-right. 2. Skip line is 10 ft. long with 30 ft. between skips. Taper cones at start of each skip line (40 ft.). 3. Length of Advance Warning Area = 8 x Roadway MPH. Use 12x factor for rural roads due to limited sight distance. Sign distance is from start of taper/transition.



**ResponderSafety.com**  
EMERGENCY RESPONDER CHECKLIST

*Safe and Effective Traffic Control is the Responsibility of On-Scene Responders:  
Communicate-Coordinate-Cooperate*

### INITIAL ACTION ITEMS: (Within first 15 minutes)

- Estimate magnitude/expected duration of incident
- Estimate vehicle queue (backup) length
- Establish Incident Command/Unified Command Post
  - o Assign Traffic Control Officer
- Identify the need for and request secondary response agencies: TOC, HazMat, Towing/Recovery, DPW, DOT, Accident Reconstruction, Medical Examiner, etc.
- Set-up appropriate TTC Components based on estimates. Upgrade TTC every 15 minutes.
- Set initial taper in direction of traffic travel
  - o Remove taper in opposite direction of traffic travel

### CONSIDERATIONS:

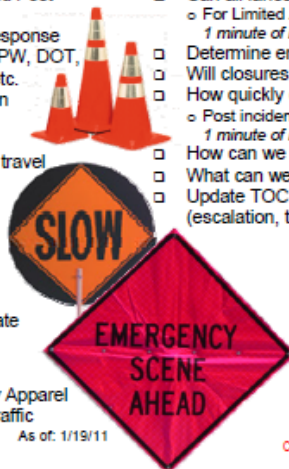
- Time of the incident and amount of traffic congestion
- Can vehicles be moved from roadway? *Steer it. Clear it.*
- Can all lanes remain open?
  - o For Limited Access Highways:
    - 1 minute of lane closure = 1 mile of backup
- Determine emergency vehicle access route(s)
- Will closures create backups on other roadways?
- How quickly can lanes reopen? Minimize on-scene time.
  - o Post incident Recovery:
    - 1 minute of initial delay = 8 minutes to return to normal traffic
- How can we avoid secondary accidents?
- What can we do to make the scene SAFER?
- Update TOC periodically and as incident changes (escalation, termination, etc.)

### VEHICLES:

- Limit number of responding vehicles
- Stage unnecessary vehicles off roadway
- Park ALL vehicles on same side of roadway
- Position apparatus to protect responders
- Minimize emergency lighting
- Create work area large enough to accommodate apparatus and responders SAFELY!

### PERSONNEL:

- ALL responders Identifiable & in High Visibility Apparel
- Always: Be alert - Minimize exposure - Face traffic
- Place spotter at incident scene



As of: 1/19/11

**Emergency Responder Safety Institute**

sponsored by the:  
**Cumberland Valley Volunteer Firemen's Association**

[www.cvfa.org](http://www.cvfa.org)  
[www.respondersafety.com](http://www.respondersafety.com)

COURTESY OF: [www.nitcc.org](http://www.nitcc.org) and [www.tigerschmittendorf.com](http://www.tigerschmittendorf.com)



## FHWA National TIM Responder workshops via UK TC upcoming :

- April 19, 2016: Elizabethtown
  - Session 1: 8 am-12 noon
  - Session 2: 1 pm – 5 pm

Workshop is free – open to anyone

<http://www.kyt2.com/training/event/traffic-incident-management>

Megan Perrin 859-257-7405 or [megan.perrin@uky.edu](mailto:megan.perrin@uky.edu)

# 2016 Meetings

Share information / educate other team members on what is new or important for your role in Incident Management.

**\*\*\*\*IM Team is ALL of us not just KYTC \*\*\*\***

Increase participation from & value to “missing” partners – how?

Location rotating Bowling Green, Glasgow & Franklin?

# **Other Team / Meeting Issues?**

**Neighboring TIM groups -**

- District 4 E'town TIM**
- TN DOT**

# TIM Resources



[www.timnetwork.org](http://www.timnetwork.org)

**RESPONDERSAFETY**  
.com

[www.respondersafety.com](http://www.respondersafety.com)



# D-3 Traffic Impact Updates

Most current information is always available  
from PIO Wes Watt via



@KYTCDistrict3



kytcdistrict3

# Next Meeting

## Tues. June 7th, 2016

### *Glasgow*



**UK Extension Service, 1463 West Main Street**

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



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