



Rapid Incident Scene Clearance (R.I.S.C.)



RISC Scene



RISC Scene



Today's Training Objectives

- Overview of the RISC program
- Identify RISC communications procedures
- Identify responsibilities during RISC response
- Identify financial incentive bonus categories
- Identify RISC implementation scenarios



What is “R I S C” ?

An innovative State-wide program offering:

\$\$\$ Cash incentives to professional towing and recovery companies that can quickly respond and clear incidents involving:

- Large commercial vehicles
- Large non-commercial vehicles such as RV's or large marine vessels in transport.



Purpose & Scope

Purpose

- Safely & quickly remove major incidents from the highway with a goal of resuming normal, safe traffic operations as quickly as possible.
- Reduce the potential risk of secondary crashes

Scope

- RISC is only activated on limited access highways at this time per contract language (i.e. I-75, I-275, interchanges)
- RISC is activated when the vendor can 'rapidly' open the road using ultra-heavy-duty equipment
- Incidents involving large vehicles should NOT automatically trigger RISC



Response Partners

- Florida Highway Patrol
- The Florida Turnpike
- FDOT Motor Carrier Compliance
- Local Law Enforcement
- Local Fire and EMS agencies
- FDOT Districts and RTMCs
- Florida Independent Towing and Recovery Association
- Professional Wreckers of Florida



RISC Funding & Restrictions

- Funded for 2 years with \$2 million per year and then will be evaluated for continual funding
- Only used for incidents on limited access facilities such as the Interstate or incidents **closing** the Interstate
- Exit ramps and entrance ramps, and interchanges are included, if incident significantly impacts travel on the main line.



Why RISC?

- Standardizes vendor response requirements
- Pre-identify available equipment and vendors
- Cash incentives for safe, quick & efficient work
- Limited vendors have specialized equipment to right and remove a large, over-turned vehicle
- Delayed wrecker arrival times or inadequate types of equipment often leads to increased traffic delays and greater risk of secondary collision
- Proven results ... aligned with TIM Team strategy



Open - Roads Policy

- Quick Clearance = Reduction of exposure to responders
- Quick Clearance = Reduction in traffic queue congestion
- Quick Clearance = Reduction in secondary crashes

R I S C program is a “tool” for effective
Traffic Incident Management (T I M)



Contractor Expectations

- Maintain adequate communications equipment
- Maintain 24 hour contact information to dispatch centers / TMC personnel
- FDOT & FHP not responsible for lost work activities due to:
 - malfunctioning cell phones
 - outdated contact information
 - outdated Point of Contacts
 - missing time stamp notifications



Sharing Information

- **Either RTMC or FHP** communications center will record key **time stamps** for RISC **Given from the Contractor**
- Traffic Management Centers and TIM must have **these records All Time Stamps** to **begin coordinate** cost recovery



What makes an incident a candidate for RISC?

Incident Location

- Is the incident near or in a Major City?
- Is the incident at or near Major interstate interchange?
- Are viable alternate routes available?

Time of Incident occurrence

- Did the incident occur at or near rush hour periods?
- Is there a special event planned or occurring?
- Is it a holiday weekend?

Condition of vehicle

- Are the tires burned off?
- Is the vehicle upright?
- Has the vehicle lost its load?



RISC Vehicle Classes

- Tractor Trailer Combinations & trucks 16,000 lbs.+
 - Rollover blocking 1 or more travel lanes
 - Multiple truck crash
 - Lost load on / or affecting the travel lanes
 - Load shifted on or affecting a travel lane
 - Lost tandems or split trailer on or affecting a travel lane
 - Truck fire with tires burned off or cargo spilled
 - Major impact with or on top of:
 - barrier wall
 - guard rail
 - bridge support



Guidelines for possible RISC activation

- Motor Homes* & Motor Coaches and Busses (16 + passengers)
 - Rollover blocking 1 or more travel lanes
 - Fire with tires burned off or burned debris on the roadway
 - Major impact with or on top of:
 - barrier wall
 - guard rail
 - bridge support
- Aircraft
 - Any incident affecting the travel lanes
- Large yacht type boats

Note: any complex or extended incident where vehicles are not easily towed from the scene or are creating a traffic hazard may be candidates for using the "Vendor" as directed by the District.

*Includes but not limited to Mobile Homes, Modular Homes, or Modular Buildings



FHP & FDOT

- FDOT Fort Myers Regional Communications Center is responsible for tracking incident times.
- **FHP / RTMC** Dispatch will communicate as much information about the incident to the contractor
 - Location
 - Vehicle Types & number
 - CVO details
 - Scene Description
 - Load Information
 - Scene Access Information



Key RISC times

State-wide program performance measurement

- Incident occurrence time detected
 - Usually a 911 call transferred to *FHP or Road Ranger or ITS tools
- Incident verification
 - Usually a Road Ranger or Trooper on-scene or ITS tools
- Incident cleared
 - Usually a Trooper on-scene



Key RISC times

Key Times for Incentive Payment

- Notification to vendor of request to activate RISC
 - 15 minutes for contractor to respond by phone and confirm RISC activation. (ETA is helpful)
- Vendor arrival on scene
 - 60 minutes to arrive on scene with 2 wreckers and MOT
 - 60 Minutes for additional Equipment
- Notice to Proceed given (NTP)
 - 90 minutes to clear all lanes “Open Roads Policy”
 - On Hold Stop time + Off Hold Re-Start Time
- Incident Scene completely cleared=
ALL LANES OPEN TO TRAFFIC (Normal Condition)



The Incident

Time Outs or Time Suspensions

- RISC clearance activities halted by a responding agency official (Fire, FHP, FDEP, FDOT...etc)
- Time is considered frozen until the situation that forced the stoppage is resolved.
- Vendor is allowed time to re-establish equipment positioning if needed, otherwise the 90 minute clock will start again from where it was originally stopped.



Rotation Lists

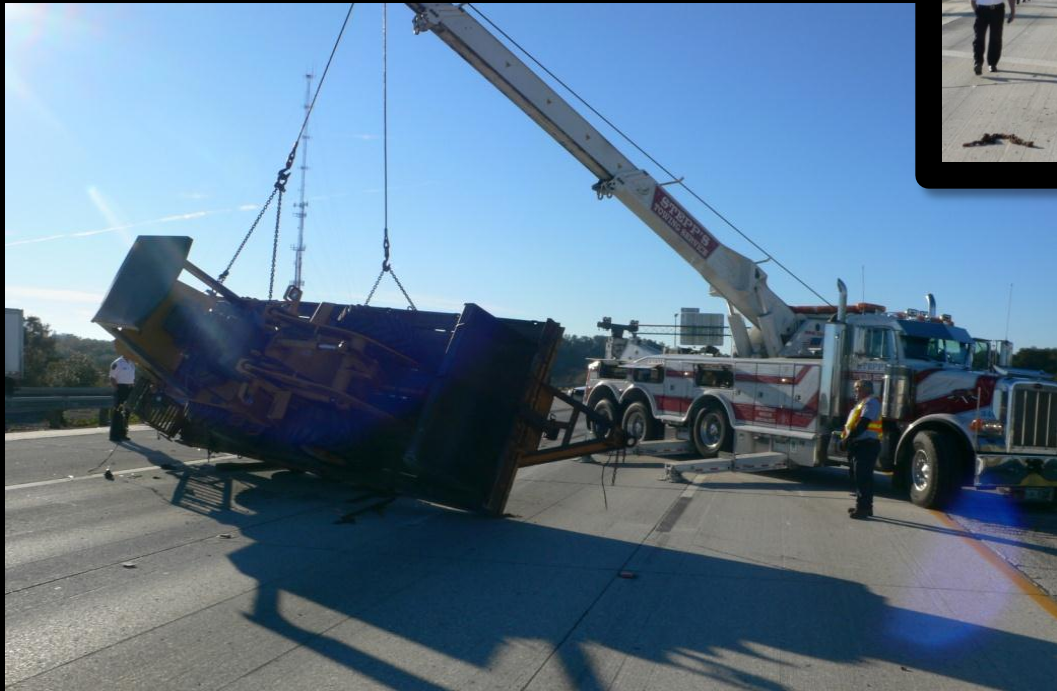
- 2 or more qualified contractors in an area
- Rotation system to maintain fairness to the contractors.
- **FHP** or **the TMC** will manage the rotation list.
- If there is only one vendor for an area and the vendor is unable to respond because of another incident; the next closest qualified vendor will be requested.



RISC Scene



RISC Scene



RISC Scene

I-75 Northbound before I-4

*Flatbed with Caterpillar equipment overturned blocking
3 lanes*

Response time: 12 minutes

Clearance Time: 22 minutes

Total lane closure time: 50 minutes



The Incident

- FHP or FDOT decides to activate RISC
 - 60 minute clock for \$600 incentive begins
 - If RISC is activated and arrives on scene within 60 minutes they receive \$600 arrival incentive; unless given Notice to Proceed.
- No time window between arrival of vendor and Notice to Proceed
- Responsible party may request their own towing service
 - If the requested service provider can arrive and clear the scene in an expedited manner, they are allowed to do so.
- **FHP or FDOT may stop work & direct the removal of a non-RISC vendor** if vendor is unable to properly handle the incident and RISC vendor will be given Notice to Proceed.



The Incident

- Notice to proceed:
 - Investigating law enforcement or FDOT permits incident clearance activities to begin
 - contractor has 90 minutes to clear the travel lanes and/or shoulders
 - After 90 minutes, contractor loses the incentive but not assessed liquidated damages.
 - After 180 minutes contractor assessed liquidated damages
- Incident cleared
 - All evidence of the incident is removed from the roadway and shoulders.



Initial Response

- In most instances, FHP or local law enforcement will control the scene
- Consider best placements for response vehicles
- Establish MOT with available resources
- Consider alternate routes / detours
- Activate ITS for advance traveler warning - FDOT
- Note times and number of lanes impacted
- Note potential HAZMAT situations
- Consider need for RISC activation



Required Vendor Equipment

1. One 50-Ton hydraulic, extendable, fixed boom, ultra-heavy duty recovery wrecker (100,000 lbs. rating)
 - under reach tow unit with a capacity of 50,000 lbs.
2. One 35 ton capacity heavy duty type wrecker
 - Mobile cranes are allowed if equipped for crash recovery

One of these units must be a Rotator type wrecker.



Required Vendor Equipment

3. Support vehicle with enclosed or utility body (or trailer)
 - Roof mounted **DOT** approved arrow board
 - stocked with traffic control devices
(signs, sign stands and cones etc.)
4. Heavy-duty skid steer loader with bucket, broom, and fork attachments. (considered as extra equipment)



Additional Equipment

- Request when:
 - Vehicle loses its load
 - Unless load can be replaced onto original trailer
 - Vehicle not capable of normal towing, once righted
 - vendor needs extra equipment to prevent further roadway damage
 - there is significant crash debris
- Contractor receives \$600 incentive when FDOT or FHP requests additional equipment and the equipment arrives on scene (60 min).
- Once equipment is utilized in the response, the incentive payment is increased to \$1000



Required Subcontractor Services

- Additional Trucks & Heavy Equipment Requirements
 - 1 Tandem axle *tractor* with a sliding fifth wheel
 - 1 Rubber tired, articulated, heavy construction *end loader* with a minimum 2 yard bucket
- A **Maintenance of Traffic (MOT)** Contractor to provide & set up FDOT compliant work zone traffic controls including a Worksite Traffic Supervisor.



Required Subcontractor Services

- A **Disposal Company** that can deliver dumpsters or hoppers for crash debris, fire debris and/or spilled non-hazardous cargo to the scene of an incident.
- A **Vacuum /Suction Service** for off loading or recovering spilled grains, powders, plastic pellets, etc



Hazardous Materials

Non-cargo hazardous materials/vehicle fluids

- Use State of Florida Incident Vehicle Spill guidelines
 - Materials included in guidelines are: oil, transmission fluid, diesel fuel /gasoline, anti-freeze and brake fluid.
- Clean-up of these materials can be handled by on scene personnel.

Hazardous Materials Cargo

- Require specialized response activities including: protective gear, special handling precautions, additional protective measures including evacuations.
- Incident is likely to require significant time to clear
- RISC vendors are not HAZMAT clean-up contractors.
- **Responsible party requirements**



Subcontractor Services

- A **Trucking or Transport company** that can provide dump, refrigerator or flat bed trucks and trailers.
- A **Construction Crane Rental Company** - 50 ton or larger mobile cranes.
- A source of bulk sand available 24 / 7



Subcontractor Services

- 1 Tilt bed, hydraulic, lowboy semi-trailer
 - Landoll or equivalent
 - with a 35 ton capacity, 48 ft. bed
 - and a 20,000 lb. winch with 75 ft. of 5/8" cable



Cost Recovery

- FDOT claims process will require
 - Contractor invoices
 - Event timeline (**Time Stamps**)
 - Crash report from Law Enforcement Agency
 - Crash case number
 - Digital Photographs from contractor
(w/Date stamp)



Liquidated Damages

- Vendor has not completed removal and clearance of vehicles, non-hazardous cargo, debris and vehicle fluids **180 minutes** after Notice to Proceed
- All travel lanes and/or shoulders are not open
 - flat rate of \$600 is assessed against the Vendor at the discretion of the authorized FDOT representative
 - Additional \$600 assessed for each additional hour
 - or \$10 per minute until roadway is completely open to traffic
- Exceptions:
 - Hazardous Material cargo
 - damage to the roadway infrastructure which prohibits reopening the travel lanes



Summary

- Accuracy of recorded times (Time Stamps) are important
 - contractors incentives
 - FDOT will attempt to recover costs from responsible party
 - Documentation will be reviewed and possibly refuted, should the responsible party question the RISC times.
- Program performance
 - reduction of incident clearance times



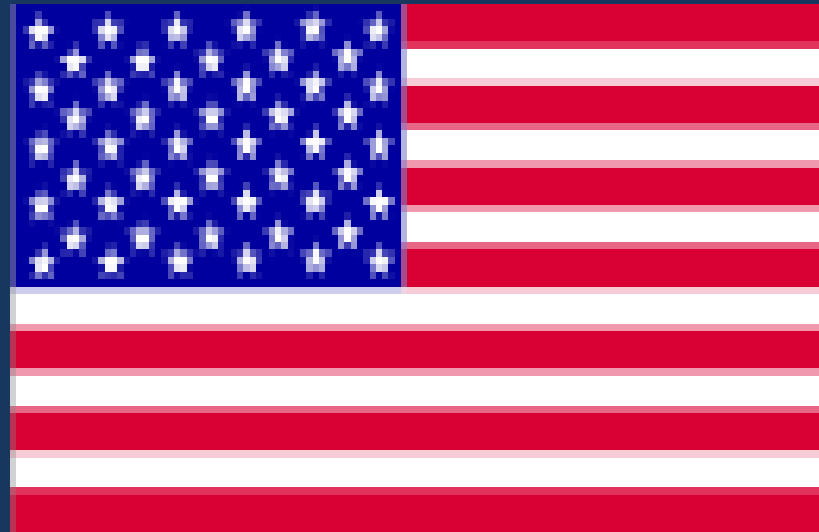
Summary

RISC Program

- Incentive payments based on vendor promptness & accuracy
- Investigating officers: “Time Stamping” discrete events during incident response is extremely helpful.
 - Arrival of RISC vendor on scene
 - Notice to Proceed given
 - Travel lanes and shoulders-(FDOT District 2 only) cleared



Questions



- http://www.dot.state.fl.us/trafficoperations/Traf_Incident/pdf/2010_2011AnnualRISCRReport_FINAL.pdf

