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

[Image of a boat on a road and a damaged vehicle]
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 “RISC”? 

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 (TIM)
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 closet qualified vendor will be requested.
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