



# RURAL INCIDENT MANAGEMENT CONCEPTS AND BEST PRACTICES

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# Urban Freeway Incident Management



- ❑ Ample Law Enforcement, Fire, EMS and Towing Resources
- ❑ Rapid Response – 2 to 8 minutes
- ❑ Quick Clearance - 30 to 60 minutes
- ❑ Multiple Detour Options
- ❑ High Percentage of Local Motorists

# Rural Freeway Incidents



- ❑ Few Law Enforcement Personnel
- ❑ Typically Volunteer Fire Departments
- ❑ Limited EMS Coverage
- ❑ Heavy Duty Towing/Recovery Equipment Often Limited
- ❑ Poor Detour Opportunities
- ❑ High Percentage of Unfamiliar Motorists

# Rural Freeway User Profile



- ❑ Vehicle approach speeds 70+ mph
- ❑ High percent of commercial traffic
- ❑ No expectation of stopping or delay
- ❑ Often mildly distracted

# Rural Incident Problems



- ❑ Freeway often closes
- ❑ Motorists stuck in queue
- ❑ Motorists initiate haphazard u-turns or cut-thru's
- ❑ Trucks detour down dead end roadways
- ❑ Freeways become small temporary communities of trapped people

# Rural Incident DOT Priorities



- ❑ Provide warning to approaching motorists
- ❑ Establish a viable detour
- ❑ Remove the trapped traffic
- ❑ Re-evaluate the traffic control as situations improve

# Advance Warning



- ▣ Provide advance warning using portable signs or message boards
- ▣ Warning placed well before decision points where possible



# Re-routing Traffic



- ❑ Detouring motorists is just as vital for the first car as the last
- ❑ Missouri's "Incident Bypass Route" signing

# Removing Trapped Traffic

- ❑ Pass by the Scene
- ❑ Controlled median U-turn
- ❑ Contra-flow on closed section



# Median U-Turn Method



- ❑ Must be done at an established crossover
- ❑ Requires lane drop in opposing direction
- ❑ Does not accommodate tractor trailers

# Contra-flow Method

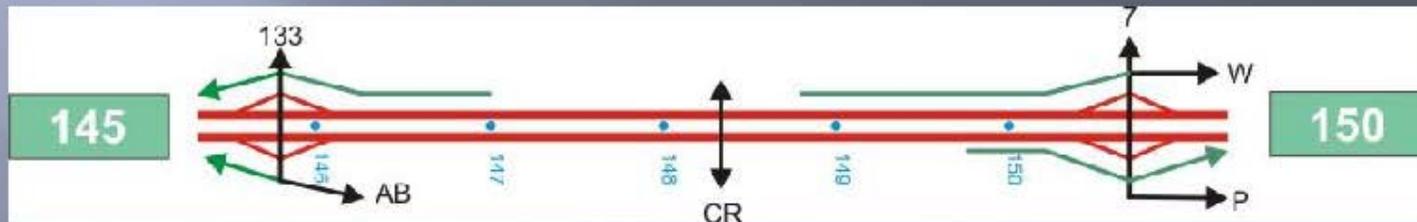


- ❑ Close highway at previous interchange
- ❑ Traffic trapped between the ramps clears first
- ❑ Traffic downstream of the on-ramp turns around
- ❑ Cars first, tractor trailers second



# Incident Pre-Plans

## I-44 D9 Plan 2A



### SITUATION

- All eastbound lanes of I-44 are closed between Route 133 & AB (Exit 145) and Route 7 & P (Exit 150)
- Traffic delays are expected to exceed one hour.
- All westbound lanes are open to traffic.

### ALTERNATE ROUTE(S)

- **ALT-1E** Eastbound traffic exit at Route 133 & AB (Exit 145), turn right and go east on Route AB for approximately 6 miles to Route 17. Turn left and go north 2 miles to I-44 (Exit 153.)
  - Total bypass length 8 miles. (See Route Map Figure 1)

# Working the Incident



- ❑ Specially equipped vehicles minimize DOT response time
- ❑ Put salvage and property rights where they belong – at the bottom of the list
- ❑ Treat the highway the same as we would a utility and get it restored as soon as possible

# Incident Response Trucks



- ❑ Dedicated 3/4 or 1 Ton Trucks
- ❑ Equipped with traffic control and other basics
- ❑ Taken home by the assigned personnel
- ❑ Located approx. every 30 miles along corridor
- ❑ Consistent operating procedures and level of service to other responders

# Large-Scale Clean-up Truck



- ❑ Roll-off truck, preferably with pup trailer
- ❑ 2 or more roll-off dumpsters
- ❑ 10 Ton+ Knuckle boom crane
- ❑ Track-type skid-steer loader with attachments

# Commercial Truck Crashes



- ❑ Truck and trailer are a loss
- ❑ Cargo is a loss
- ❑ Salvage of damaged property is not a reason to maintain a freeway closure
- ❑ Salvage and Recovery is a planned event and not an emergency

# Rural TIM Teams



- ❑ Local responders – Fire, Tow, Law Enforcement and EMS
- ❑ Quarterly meetings/debriefings
- ❑ Traffic and incident pre-plans
- ❑ Mutual Training on removal and detours
- ❑ Cross-deployment of traffic control resources

# Basic Steps



- ❑ Take inventory of your assets
- ❑ Identify detour routes
- ❑ Build relationships and communicate with Emergency Responders
- ❑ Identify expectations for quick clearance
- ❑ Be willing to participate in the solution