Driving Indiana’s Economic Growth
Purdue Road School 2007

**Incident Management**

**Challenges**

- and -

**Solutions**
“The BEST Incident Management Plan is to reduce the risk of incidents occurring in the first place!”

What is Incident Management?

It is a Pre-Planned and Coordinated programmed effort to detect and remove incidents and restore roadway capacity as quickly and safely as possible.

The incident management process:
- Detection
- Verification
- Response
- Site Management
- Clearance
What is an IM Strategic Plan?

A plan that establishes the framework for a systematic multi-agency effort to improve the management of roadway incidents. By reducing the time spent on any of the five phases - there is an opportunity to reduce the risk that “road closures” or “restricted traffic” present to the drivers.

Benefits of Inter-Agency Coordination

- Institutional bonding
- Better Communications
- Rapid coordinated responses
- Appropriate resources assigned
- Responder safety improvements
- Maximizing safe traffic flow
- Quick clearance - reduced risk time!
- Experience gained applied in future
Incident Management Facts Considered
Super’70 Workzone 2007

- Indiana - 10th state in nation for fatalities in work zones
- 2002 half of all police, firefighters, and EMS fatalities occurred in transportation related incidents
- #1 work zone crash - rear end collisions (Secondary crashes)

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Super’70 represents flagship for Major Moves
Largest single construction project for INDOT approaching $180 Million Dollars
INDOT’s approach for Super’70 was to establish an Incident Response Team & coordinated interagency ops plan
- Centralize communications thru TMC
- Coordinate response efforts thru TMC
- Critique incidents to improve responses

24-hour State Police Enforcement
- Increased Patrols during rush hours
- Increased Patrols during 1st two weeks
- Increased Patrols - Phase 2 in 1st two weeks

Increase wrecker Patrols during rush hours
- 2 wreckers provided 24 hours
- 3rd wrecker during rush hours

“Moveable Barrier Wall” = >throughput
- Originally all exits/entrances closed
- Modified plans to allow some exits open

Truck restrictions >26,001 pounds GVWR
- No vehicles w/ trailers
Super'70 - Work Zone - 2007

Communications:
- 800 MHz radios
- Command Channel - patch all agencies
- Provide portable 800 MHz to wreckers
- TMC handles all radio traffic
- TMC monitors NEXTEL w/ contractors
- Dedicated telecommunications operator during rush hours on Monday-Friday

Restrictions:
- Enforcement of 45 mph
- Enforcement of truck restrictions
- Judicial & Media outreach campaigns
- ISP issuing citations - no warnings
- Moveable barrier wall changed twice daily @10a/10p
- Camera video available to agencies responding
- Enforcement activity audited
- Crash data tracked & plotted
Super’70 - Work Zone - 2007

**Work Zone “Metrics”:**
- Crashes - Fatal, PI, PD (reduce)
- Closures - total, partial, length of
- Incidents - number of
- Towed vehicles/obstacles
- ISP Activity, # Trooper hours worked
- Media information flow timely
- [ ~ # lane miles available...? ]

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**Incident Management Plan - Benefits**

- **Improved Safety:**
  - Incident Responders
  - Construction Workers
  - Drivers & Traveling Public
- **Improved interagency coordination**
- **Improved communications**
- **Improved future procedures/responses**
- **Improved media relationships**
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