



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 – 10<sup>th</sup> 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**



## Super'70 -Work Zone- 2007

- 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 1<sup>st</sup> two weeks



## Super'70 -Work Zone- 2007

- Increase wrecker Patrols during rush hours
  - 2 wreckers provided 24 hours
  - 3<sup>rd</sup> 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



## Super'70 -Work Zone- 2007

### ■ 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...? ]



## 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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