Alternate Routing for Traffic Incidents — Smarter, Quicker, Cheaper!

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Outline

• Alternate Route Development
• Operations Guide
• Best Practices
• Interactive Mapping
• Conclusions
Why An Alternate Route Guide?

- Each year dozens of incidents occur on Wisconsin’s interstate freeways
- Cause major backups on the Interstate
- Traffic randomly detours and chokes local roads and streets
- Secondary crashes not uncommon
Why an Alternate Route Guide?

Wisconsin Alternate Routes
Why an Alternate Route Guide?

I-43 between Milwaukee and Green Bay

Wisconsin Alternate Routes
Why An Alternate Route Guide?

• Major incidents on I-90/94 in recent winters.
• Severe back-ups, cars and families stranded.
• Major political fallout.
• Needed easy to use, accessible alternate route plan for rural corridors.
• Limited budget.
Alternate Route Selection Criteria

- Select most direct route that carries traffic in same general direction
- Select route that can carry interstate traffic
  - Height restrictions, OS/OW Vehicles
- Use state highways whenever possible
- Minimize routes with multiple signals
- Minimize routes through residential and school areas
- Minimize routes with 90 degree turns
- Minimize the length of route segments
**Stakeholder Coordination**

– Law Enforcement and Emergency Responders
– Municipalities - PW and PD
– Counties - Highway and Sheriff
– Local Government Officials
– WisDOT Staff
– FHWA
– Miscellaneous (towers, etc.)
– Done ahead of alternate route need
**Alternate Route Inventory Process**

- Performed by Contract and DOT staff
- Inventory Sheets
- Drive and Evaluate Routes
- Photo Documentation
- Determine Best Alternative
- Meet with DOT, City, County, Emergency Responders for Input
- Finalize Alternate Route Selection
- Determine Devices/Signs/Personnel to Deploy
Operations Guide

• Identifies proper emergency contact procedures
• Illustrates location of all existing roadside infrastructure
• Illustrates location of devices to be deployed
• Provides messages to be displayed on portable DMS
Electronic Version

• Document on CD
• For MDTs in Emergency Responder Vehicles
NOTIFICATIONS

HIGHWAY COMMANDER DESIGNATES DISPATCH CENTER TO:
• Contact the following agencies and personnel:
  - Wisconsin State Patrol (Fond Du Lac)
    (608) 986-4711
  - Brown County Dispatch Center
    (920) 391-2426
  - Green Bay Traffic Operations Center (CTOC)
    (920) 317-7002
• Note: Governments use only - not for public distribution
  • Inform town
  • Incident location
  • Alternate Route being implemented
  • Any additional details
  • Inform local media outlets of roadway closure

ACCTIONS

WISCONSIN STATE PATROL (FOND DU LAC)
• Send out Traffic monitors & escort
• EXIT 173 - P1: Close SB US 41
• EXIT 170 - P2: Close WB US 41
• EXIT 173 - P1: Close EB of ramp to SB US 41
• EXIT 170 - P2: Close WB of ramp to SB US 41

BROWN COUNTY SHERIFF'S DEPARTMENT
• Provide traffic control at the following intersections:
  • EXIT 173 - US 41 and County M
  • Other locations along Alternate Route as necessary

BROWN COUNTY HIGHWAY DEPARTMENT
• Provide traffic control equipment to assist law enforcement at all closed posts
• Deploy and assure 2 PCMs on SB US 41
• Program PCMs as shown on map
• Distribute traffic control devices to relieve law enforcement directing traffic

ROUTE DESCRIPTION

If southbound US 41 is closed between EXITS 172 and 173, all traffic should take EXIT 172 (County W). Turn LEFT on County M and proceed EAST to County SS, TURN RIGHT on County SS and proceed SOUTH to County HS, TURN LEFT on County HS and proceed SOUTH to southbound US 41.

October 2006
CONTACT INFORMATION

WisDOT SOUTHWEST REGION CONTACT
JEFF GUSTAFSON
Phone: (608) 243-3369
Fax: (608) 246-5383
E-mail: jeffrey.gustafson@dot.state.wi.us

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Fax: (630) 241-6107
E-mail: mzadel@tollway.state.il.us
RESOURCES

UNITED STATES

1. CHEMTREC®, a 24-hour emergency response communication service, can be reached as follows:
   CALL CHEMTREC® (24 HOURS)
   1-800-425-9300
   (Toll-free in the U.S., Canada, and the U.S. Virgin Islands)
   For calls originating elsewhere:
   703-527-3087 (Collect calls are accepted)
   or
   2. CHEMTEL INC., a 24-hour emergency response communication service, can be reached as follows:
   CALL CHEMTEL (24 HOURS)
   1-800-228-3024
   (Toll-free in the U.S., Canada, and the U.S. Virgin Islands)
   For calls originating elsewhere:
   813-288-0355 (Collect calls are accepted)
   or
   3. INFOtrak, a 24-hour emergency response communication service, can be reached as follows:
   CALL INFOTRAC (24 HOURS)
   1-800-518-5003
   (Toll-free in the U.S., Canada, and the U.S. Virgin Islands)
   For calls originating elsewhere:
   303-823-2000 (Collect calls are accepted)
   or
   4. JBC COMPANY, a 24-hour emergency response communication service, can be reached as follows:
   CALL INFOTRAC (24 HOURS)
   1-800-658-8346
   (Toll-free in the U.S., Canada, and the U.S. Virgin Islands)
   For calls originating elsewhere:
   560-668-9703 (Collect calls are accepted)

The emergency response information services shown above have requested to be listed as providers of emergency response information and have agreed to provide emergency response information to all users. They maintain periodically updated list of state and Federal radiation...
RESOURCES

Incident Debriefing Checklist (pg. 1 of 2)

Incident Planning/Debriefing Checklist

This checklist is provided to assist emergency responders and others responsible for attending to emergency traffic incidents. The checklist is intended to cover issues that may be encountered during an incident and to assist in writing an incident report. While this checklist includes several topic areas, it is not a comprehensive list capable of identifying every possible situation. This checklist should be filled out by the Incident Commander and shared with Jeff Gustafson, WSDOT Southwest Region, at 608-266-5303.

I. Incident Details
   - Type of incident:
     - Haz Mat
     - Truck Rollover
     - Multi-car pile-up
     - Other

II. Staffing
   - How many people were initially assigned to the scene?
   - Types of people dispatched to the scene? Please include the number of people responding and the arrival time at the scene.

<table>
<thead>
<tr>
<th>Number of People Responding</th>
<th>Arrival Time</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>County Sheriff's Office</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fire</td>
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<tr>
<td></td>
<td></td>
<td>Multi-County Medical</td>
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<td></td>
<td>County Highway Department</td>
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<td>Municipal Public Works</td>
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<td></td>
<td>WSDOT</td>
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<td></td>
<td></td>
<td>Other</td>
</tr>
</tbody>
</table>

[Table continues...]

[Checklist continues...]
RESOURCES

1987 Edition

CHAPTER 61: CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS

Section 614. General

Support:

Whatever the acronym “TTC” is used in this Chapter, it relates to “temporary traffic control.”

Standards:

The overall design of traffic control measures should be in accordance with the guidelines provided in the MUTCD. The General Standards section outlines the overall design requirements for traffic control measures.

Support:

This section provides guidance on the selection and application of temporary traffic control measures. It includes information on the selection of appropriate control devices, the establishment of control zones, and the coordination of traffic control with emergency response agencies.

Resources:

This section provides a list of resources available for further information on traffic control measures. It includes links to online resources, publications, and industry associations.

This completes the resources available in the MUTCD Chapter 61 on traffic control through traffic incident management areas.
RESOURCES

TRAAN VEHICLE IDENTIFICATION GUIDE®

CLASS 1 = LIGHT-DUTY = 9,000 lbs. or less GVW

CLASS 2 = LIGHT-DUTY = 9,001 - 10,000 lbs. GWV

CLASS 3 = MEDIUM-DUTY = 10,001 - 14,000 lbs. GVW

CLASS 4 = MEDIUM-DUTY = 14,001 - 15,000 lbs. GVW

CLASS 5 = MEDIUM-DUTY = 15,001 - 19,000 lbs. GVW

CLASS 6 = MEDIUM-DUTY = 19,001 - 26,000 lbs. GVW

CLASS 7 = HEAVY-DUTY = 26,001 - 38,000 lbs. GVW

CLASS 8 = HEAVY-DUTY = 38,001 lbs. or more GVW

Information Needed To Correctly Dispatch Towing and Recovery Units:

- VIN/Make model and vehicle identification number
- License plate number
- Owner's name
- Contact information
- Description of damage
- Location of vehicle
- Type of incident
- Information about the driver (if available)
- Any other relevant details

Note: Always verify the information before dispatching the towing and recovery unit.
RESOURCES

Helicopter Landing Procedures (pg. 1 of 2)

UW Med Flight
LANDING ZONE SAFETY INFORMATION

000-000-0000

Landing Zone Flight
(000) 000-0000

Landing Zone Information

1. Location (town, intersection, landmark, etc.)

2. Commander: Should be familiar with the area and have good communication skills. Commander is responsible for LZ once established. Helix will control entry to LZ. Should make himself known to pilot after landing.

3. LZ Selection, Protection, and Monitoring: 100 ft x 100 ft. The landing zone is a circular area 100 ft in diameter. The area should be relatively flat, free of debris, litter, traffic signs, or other obstructions. Identify all hazards and obstacles within a 500 ft radius of the LZ. Communicate hazards to pilot before landing. Keep everyone out of the LZ once established. Units should remain in their aircraft. No smoking or open flame source within 50 ft of the aircraft.

4. Pilot may decide not to use LZ due to hazards seen from the air or other concerns.
Best Practices

• Engage stakeholders early in the process
• Keep alternate routes short and easy to implement
• Field verify routes
• Utilize alternate routes sparingly
• Meet regularly to update guides and provide training
• Hold debrief meetings after major incidents
• Provide permanent signing
Cost Savings

• Utilize Combination of Consultant and Public Agency Staff
  – Cost Savings and Staff Utilization

• Create a Process for Determining Routes and Inventory
  – Save Time

• Use Lower Cost Graphics Personnel
  – Faster and Better
Conclusions

• Proactive not Reactive
• Reduce Secondary Crashes
• Reduce Incident Duration
• Keep People and Freight Moving
• Effectively Allocate Staff and Equipment
• Lower Cost to Produce
• Usable Alternate Route Guide
Further Information

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