

TDOT Incident Management/Maintenance

- Support MOU between DOT and Safety by
 - Participating in unified command
 - Being proactive in safe quick clearance
 - Commit resources depending on the time/availability of resources from recovery

Secondary Issues Created by Operations

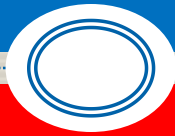
- Balancing the timeline for repairs what has to be done in the incident phase to what can be scheduled
- Two things under development
 - Clarification of “maintenance” employees role in rural incidents
 - Formalizing/Standardization of TDOT’s role with a SOG covering from accident, initial reporting, incident response, thru the final recovery stage

Takeaways, Solutions and Lessons Learned

- Implementation is robust, comprehensive, and effective
- Rural incidents have a challenging dynamic between managing the incident and completing tasks
- Dump Trucks as screens, sometimes light is all that is needed, asking a rock quarry to help because it was saved 30-45 minutes
- Relationships are priority, success over time is more important than single incident outcome

Traffic Incident Management Training

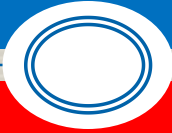
- Support Interdisciplinary TIM Training through the Regional TIM committees with involvement from District Maintenance Staff
- Provide hands on training for District Maintenance staff.
- Provide advanced TIM training to District Maintenance leadership to develop a common understanding of TDOT's roles as it relates to incident response in Tennessee.



At this crash, the southbound lanes were closed because the victim would have been clearly visible to traffic. TDOT just happened to have several dump trucks in the area working on the slide so they were brought down and used as a screen which allowed us to open 1 SB lane.



THINK OUTSIDE THE BOX



At this crash, two school buses hit head on, involving fatalities, requiring an extensive investigation, TDOT supplied supplemental lighting and two lowboys to haul both buses minimizing degradation of evidence



Ask other agencies what support is needed

BEST PRACTICES/LESSONS LEARNED



- TDOT must have a representative on scene actively working with other agencies to have a voice in how an incident plays out
- We can and should use any equipment/resources available to us if it will reduce the overall clearance time for an incident
- With few exceptions, lanes should not be blocked for the off-loading of cargo
- If wreckage is clear of the roadway, recovery work should be done at night, scheduled