



Traffic Incident Management (TIM) Program

TIM Program operational goals

- Relationship to TSMO Goals
 - Goal: Improve Reliability, Mobility, and Efficiency
 - Objective: Reduce the frequency of congestion or slowed traffic on the freeways and arterials in metro areas throughout Minnesota
 - Objective: Reduce incident response and clearance times in the Twin Cities and Greater Minnesota
 - Goal: Increase Safety
 - Objective: Reduce the frequency of secondary crashes and crashes related to work zones
 - Objective: Reduce responder exposure

TIM Program Strategies from TSMO Plan

- Develop Regional Traffic Incident Management (TIM) Programs
 - Improve collaboration among TIM partners
 - Establish TIM teams
 - Conduct after action reviews
 - Expand safety service patrols
 - Enhance crash reconstruction
- Develop Traffic Incident Management (TIM) Strategies for Work Zones
 - TIM response plans for specific work zones
 - Establish TIM team dedicated to work zone
 - Dedicated safety service patrols

Secondary Issues Created by Operations

- Any changes in Policy, processes, and performance
 - “Open Roads” – A statewide policy between MNDOT and State Patrol to make re-opening roads & lanes a priority.
 - “Quick Clearance” – A change in state law 169.041, applies to Metro district only, gives MSP & MNDOT additional legal force to clear obstructions promptly.
- Performance Goals:
 - Goal for Metro: Average Incident Clearance Time in 35 Minutes
 - Goal Statewide: Clear incidents from roadway in 90 minutes.

Secondary Issues Created by TIM Operations

- Expected maintenance needs and unforeseen maintenance needs
 - Metro District: 24/7 response with goal of providing initial traffic control within 30 minutes during normal business hours and 60 minutes after normal working hours. Provide heavy equipment to clear incidents.
 - Greater MN Districts: 24/7 response with goal of providing initial traffic control within 60 minutes during normal business hours and 90 minutes after normal working hours.
 - Statewide: Provided equipment, materials, and manpower to clear incidents.
 - Challenges: Postponing regular maintenance duties for incidents

Secondary Issues Created by Operations

- Any changes in Equipment utilization and coordination

Takeaways, Solutions and Lessons Learned

- Successes
 - Initial agreement along with initial training rollout
- Challenges
 - New staff are not familiar with open roads policy
 - Collecting data for performance measures
- Lessons learned
 - Need for continuous training
 - Need for continuous collaboration

Other details

- Extra slides as long as you keep your presentation to 10 minutes

Quick Clearance

MN Statutes sec 169.041, subd 5a

“DOT & MSP may move, remove, or cause to remove obstructions from road if:”

- Within Metro District 8 county area.
- Collision, accident or spilled load that blocks or aggravates an emergency on road
- MNDOT cooperates with Patrol & MSP authorized tow/recovery company.

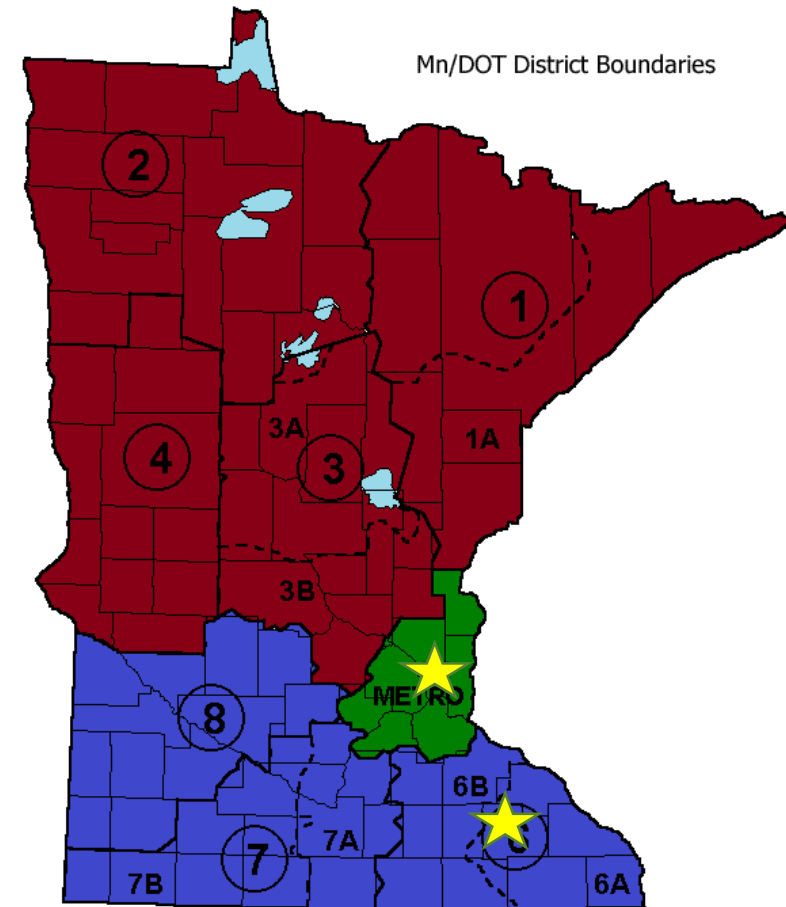
Quick Clearance cont.

And

- SP makes a “reasonable effort” to contact owner.
- DOT makes a “reasonable effort” to allow owner to arrange to remove by licensed tow service capable of safely moving.
- “...taking into account any time delay and safety issues”
- Tow charges must be “reasonable”

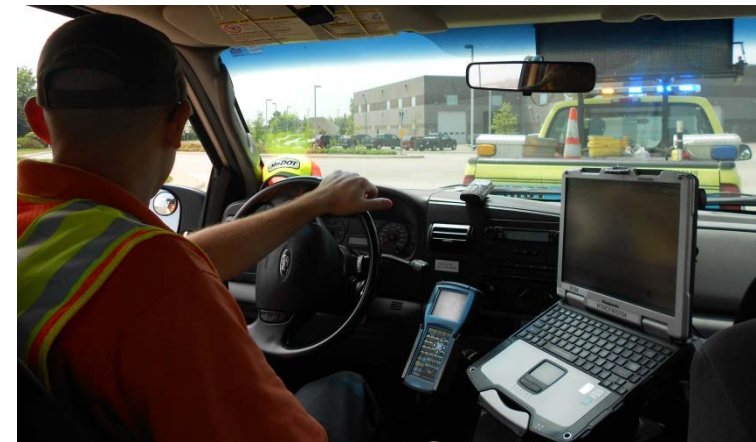
Two Operational Models

- Twin Cities Metro Area
 - MnDOT Responsibilities
 - Traffic Operations
 - Traveler Information
 - Freeway Service Patrol
 - Maintenance Dispatch
 - State Patrol Responsibilities
 - Emergency management and dispatching
- Greater Minnesota
 - State Patrol Responsibilities
 - Traveler Information
 - Maintenance Emergency Notification
 - Emergency management and dispatching



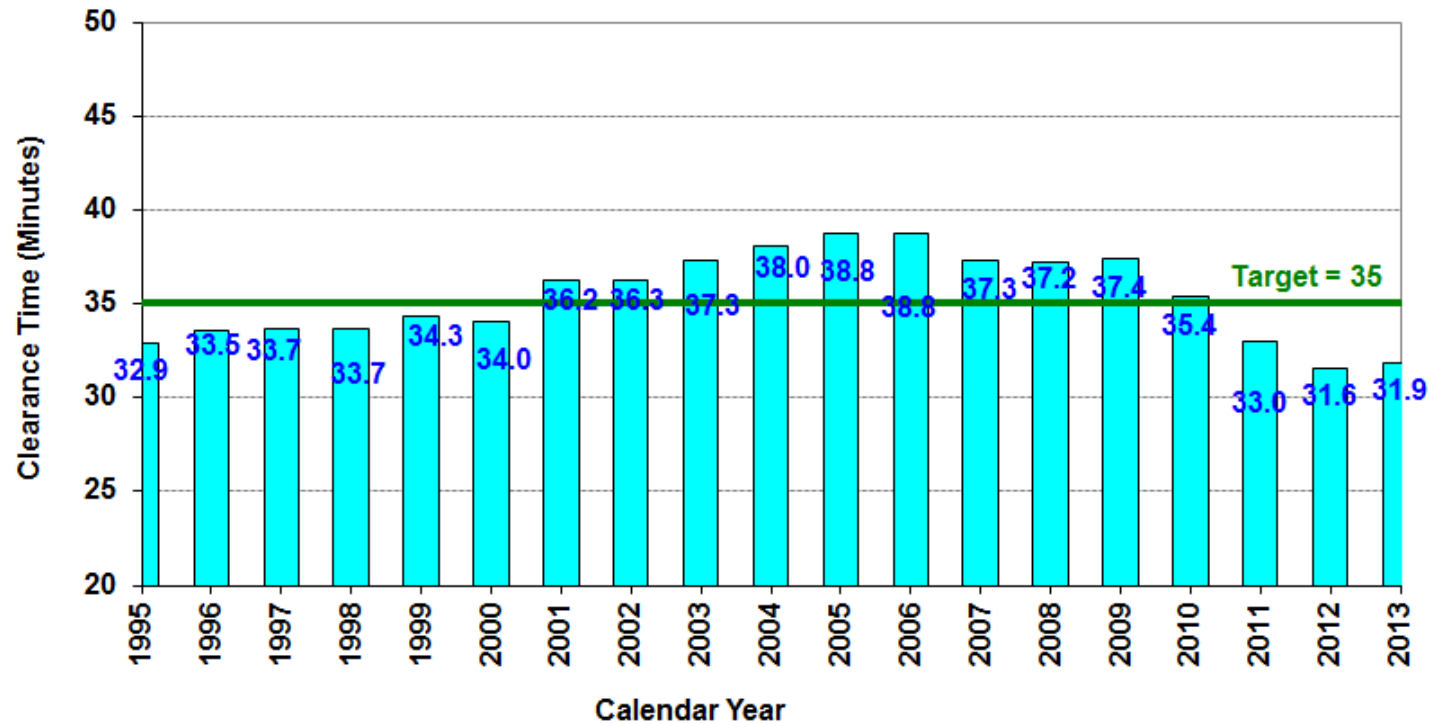
FIRST - Freeway Incident Response Safety Team

- Twin Cities Metro Freeways
- 8-11 Routes
- 250 Miles
- DOT owned vehicles and DOT employees
- B:C Ratio = 15:1



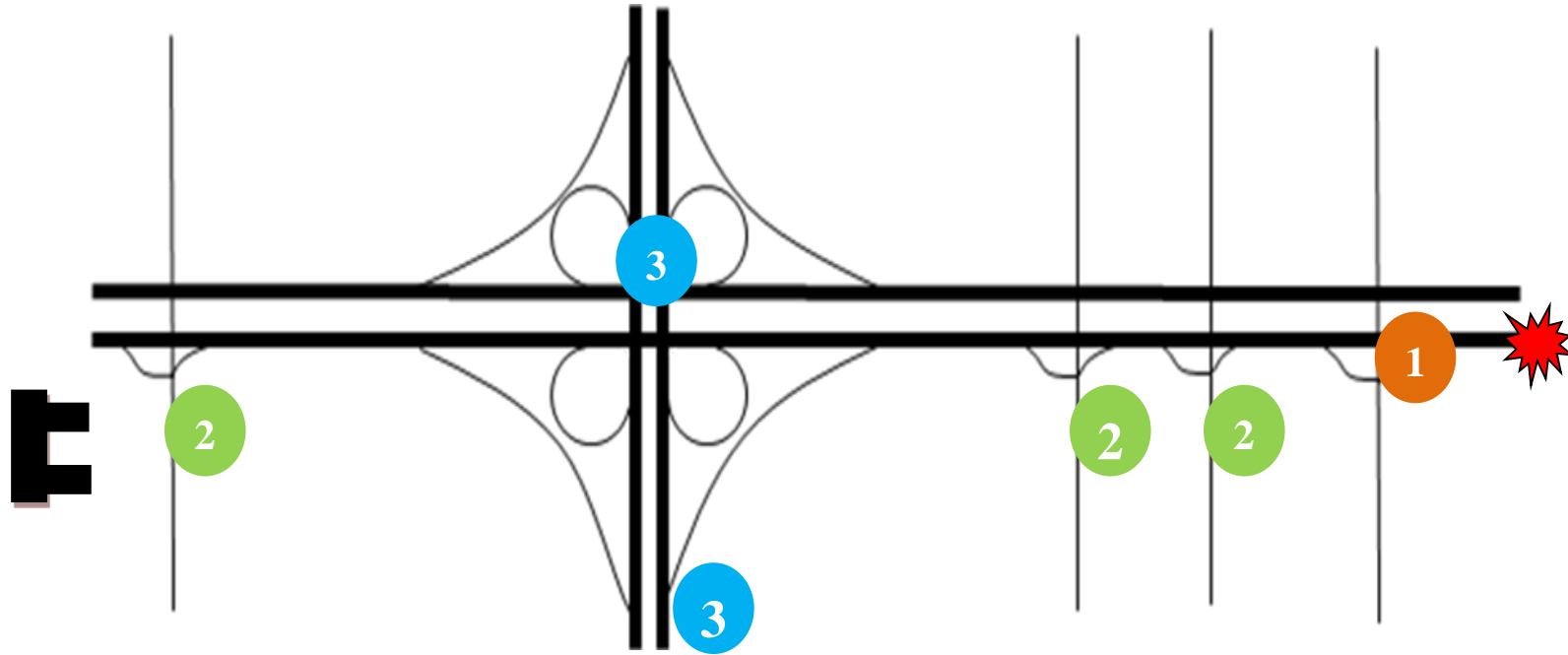
Performance Measures (Measures, data & analytics, & utilization)

Average Clearance Time for Urban Freeway Incidents



Systems & Technology

- Computer Aided Dispatch (CAD)
 - Deployed in 2008
 - Improved communications with MSP and RTMC Dispatch
 - Data tracking
- ARMER Radio System
 - Shared 800 mHz radio system
 - Improved communications with MSP and Metro Maintenance



- 1 Hard Closure at immediate upstream intersection on-ramp (close) & off-ramp (detour to nearest ramp) (1 unit/lane)
- 2 High Priority Soft Closure at On-Ramps (1-2 units/location)
- 3 Lower Priority Soft Closure at On-Ramps(1-2 units/location)

Road Closure Plans

Incident Location: I-35W SOUTHBOUND between I-94 and 31st St



Closure Priority	Description	Location	Number of Units
★	Incident Location	SB I-35W between I-94 and 31 st St	-
1	Hard Closure	Mainline SB I-35W at Exit to Hiawatha	2 units
		On-ramp from 4 th Ave to SB I-35W	2 units
		On-ramp from 12 th St to SB I-35W	3 units
		On-ramp from WB I-94 to SB I-35W	1 unit
2	Soft Closure	-	-
3	Soft Closure	-	-
Total Number of Units			8 units
Other Actions		Post Message to DMS at: <ul style="list-style-type: none"> • SB I-35W prior to Washington Ave (V35WS0) • WB I-94 prior to 20th Ave (V94W09) • EB I-94 prior to Penn Ave (V394E12) • EB I-94 prior to Louisiana Ave (V394E09) • SB I-94 prior to Broadway Ave (V94E06) 	

Alternate Routes

- Routes
 - I-94 in Districts 3 and 4
 - I-35 in District 6
- Alternate Route Signing
- Detour Route Maps
- Coordination with Locals Agencies

