

Conference Number

800-832-0736

Room

990-1296#



# SAFETY SERVICE PATROL IDEA SHARING NETWORK

Session XIII: Debris Removal

# SAFETY SERVICE PATROL IDEA SHARING NETWORK

## Call Moderator

- Todd Leiss, TIM Coordinator, Pennsylvania Turnpike Commission

## Call Support

- Sam McClain, SafeHighways.org Consultant, Travelers Marketing
- Liz LaBelle, SafeHighways.org Project Manager, Travelers Marketing
- Niloo Parvinashtiani, Technical Services Associate, NOCoE



# WELCOME & INTRODUCTION



**Sam McClain**

SafeHighways.org Consultant

VP of Sponsorship at Travelers Marketing

[smcclain@travelersmarketing.com](mailto:smcclain@travelersmarketing.com)



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# WEBINAR ETIQUETTE

- Your phone is muted; To unmute press \*#
- If you dial in by phone, please be sure your computer speakers are off
- Please do NOT place the call on hold
- Please sign-in in the chat box with your name, organization and email
- Presentations are available to download at [www.safehighways.org/additional-resources/fhwa-safehighways-org/](http://www.safehighways.org/additional-resources/fhwa-safehighways-org/)



# PARTICIPATE IN DISCUSSION

- Following each presenter, there will be a brief opportunity to comment or ask questions
- If you are on the webinar:
  - “Raise your hand” to ask a question
  - Unmute \*# and speak up
  - Type a question in the chat box
- If you are on the phone:
  - Wait for a pause, unmute and then ask away



# OVERVIEW

- Objective of these sessions is to provide SSP managers and supervisors a forum to share best practices
- State SSP managers and FHWA Division Administrators invited to each call
- Please contact us to present on the next topic:  
[ssp@safhighways.org](mailto:ssp@safhighways.org)



# STEERING COMMITTEE MEMBERS

- Jason Josey, HERO Manager, Georgia DOT
- Todd Leiss, TIM Coordinator, Pennsylvania Turnpike Commission
- John McClellan, Freeway Operations Supervisor, Minnesota DOT



TIME (EST)	DESCRIPTION
1:00–1:05 PM	<b>WELCOME &amp; INTRODUCTION:</b> Sam McClain, SafeHighways.org Consultant/Vice President of Sponsorship
1:05-1:20 PM	<b>INDUSTRY UPDATE:</b> Jason Josey, Highway Incident Response Manager, Georgia DOT
1:20–1:25 PM	<b>THEME INTRODUCTION:</b> Todd Leiss, TIM Coordinator, Pennsylvania Turnpike Commission
1:25 – 2:45 PM	<p><b>PRESENTERS:</b></p> <ul style="list-style-type: none"> <li>▪ Tim Peck, Division Chief-Regional Operations, Maryland DOT</li> <li>▪ Sam McClain, SafeHighways.org Consultant/Vice President of Sponsorship</li> <li>▪ Owen Hasson, St. Louis District Incident Management Coordinator, Missouri DOT</li> <li>▪ Liz LaBelle, SafeHighways.org Project Manager/Vice President of Marketing and Design</li> <li>▪ Matthew Frazier, Regional Vice President and Tom Mangan, Operations Manager, AutoBase</li> </ul> <p>Questions and open discussion encouraged following each presenter.</p>
2:45 – 2:50	<p><b>SELECTION OF NEXT SESSION'S TOPIC</b></p> <p>Review and selection of the topic for next session</p>
2:50 – 3:00	<b>CLOSING REMARKS:</b> Sam McClain, SafeHighways.org Consultant/Vice President of Sponsorship



# INDUSTRY UPDATE



**Jason Josey**  
Highway Incident Response Manager  
Georgia DOT  
[jjosey@dot.ga.gov](mailto:jjosey@dot.ga.gov)



# SAFETY SERVICE PATROL INDUSTRY ASSOCIATION (SSPIA)

Presented by Jason Josey, Georgia DOT HERO Program | [jjosey@dot.ga.gov](mailto:jjosey@dot.ga.gov)





## VISION STATEMENT

To unify Safety Service Patrol Professionals across the nation through the exchange of ideas, policies, procedures, protocols and best practices of our members. The results will include: increased uniformity/continuity, increased effectiveness and improved efficiency, thereby bringing increased focus and awareness of the Traffic Incident Management career field, while enabling each SSP entity to maintain its own identity.

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# OUR COMMITMENTS

- Be professional
  - Raise awareness and recognition
  - Adhere to industry best practices
  - Advocate for the SSP industry
-

## MISSION STATEMENT

To promote a higher level of recognition of the vital role Safety Service Patrols play keeping our roadways safe, and to improve the standardization and professionalism of Traffic Incident Management response operations across the nation.

# WHY NOW?

- Past the stage of justifying existence of SSP
  - More than 30 states have SSPs
  - More expansions and more recognition
  - National evolution from quarterly webinars
  - Maintain security in the industry
-

# FOUNDING ORGANIZATIONS





# FOUNDING MEMBERS

## **Jason M. Josey**

Highway Incident Response Manager  
HERO Commander  
Traffic Operations Division  
Georgia Department of Transportation

## **Scott Yinger**

Deputy Director, Operations  
State Highway Administration  
Office of CHART & ITS Development  
Maryland Department of Transportation

## **John McClellan**

Freeway Operations Supervisor  
Minnesota Department of Transportation

## **Jennifer Portanova**

State Traffic Systems Operations Engineer  
North Carolina Department of Transportation

## **Lacy Word**

Transportation Manager  
Tennessee Department of Transportation

## **Sam McClain**

V.P. of Sponsorship  
Travelers Marketing

## **Christine Simonton**

V.P. – Emergency Transportation Operations  
Parsons Transportation Group

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# GOALS AND EXPECTATIONS

- Share agency “best practices”
  - Create industry training standards and a professional certification
  - Establish consistency across programs
  - Allow programs to retain their individuality
  - Advocate for reasonable compensation
  - Advocate for appropriate recognition within the responder arena
  - Identify health, morale and welfare options
-

# GET INVOLVED

- **Organizational structure**
    - Funding
    - Type (501c3 vs 501c4)
    - Memberships
    - Full-time support staff
  - **Outreach**
    - State and agency contacts
  - **Communications**
    - Brandy (logo)
    - Newsletter
    - Web presence
    - Conferences
    - Regular meetings
-

# STAY INFORMED AND GET IN TOUCH

Jason Josey  
Georgia DOT HERO Program  
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Tom Clark  
Parsons  
[Thomas.clark@parsons.com](mailto:Thomas.clark@parsons.com)



# SESSION MODERATOR



**Todd Leiss**  
TIM Coordinator  
Pennsylvania Turnpike Commission  
[tleiss@paturndpike.com](mailto:tleiss@paturndpike.com)



# INTRODUCING...



**Tim Peck**

Division Chief-Regional Operations

Maryland DOT

State Highway Administration

Office of CHART & ITS Development

[tpeck@mdot.maryland.gov](mailto:tpeck@mdot.maryland.gov)



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# STIHL TSA 230 CUT-OFF MACHINE

- Lightweight portability
- Spindle locking mechanism
- Sealed belt drive
- STIHL Electric Motor
- Power Source: Battery
- Run Time (w/ AP 300): Up to 18 minutes
- Weight: 12.3 lbs



# MSA 200C-BQ CHAINSAW

- Easy start
- STIHL Quickstop®
- STIHL electric brushless motor
- Power Source: Battery
- Run Time (w/ AP 300): Up to 45 minutes





# STIHL BGA 85 BLOWER

- STIHL Electric Motor
- Two-stage axial fan
- Control lever
- Power Source: Battery
- Run Time (w/ AP 300): Up to 24 minutes
- Weight (w/ AP 300): 10.8 lbs
- Avg. Air Velocity: 104 mph



# QUESTIONS?



Tim Peck

Division Chief-Regional Operations

Maryland DOT

State Highway Administration

Office of CHART & ITS Development

[tpeck@mdot.maryland.gov](mailto:tpeck@mdot.maryland.gov)



# INTRODUCING...



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# GATOR GETTER

- Scoops up debris at fast or slow speed
- Pushes items up to a collection tray to hold it until emptied
- Collects debris sized from tire treads (gators) to dead animals (deer)



# GATOR GETTER

- Launched 2008
- Now 36", 48" and 60"
- No road shutdowns, no traffic slowdowns
- Eliminates having personnel on the roadways



# GATOR GETTER

- Intended for use with snow plow type trucks (with VALK or similar push frames)
- Will also work on  $\frac{3}{4}$  and 1-ton pick-up trucks
- "8 minutes" on/off with snow plow mount kit
- Seat height to see over Getter is key (raises up to 1 foot when not in use)



# GATOR GETTER USES

- \$17,500, plus mounting
- North Carolina DOT and Missouri DOT have tested it





# QUESTIONS?

For more information, contact: 800-522-4980

**Sam McClain**

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# INTRODUCING...



Owen Hasson (St. Louis, MO)  
Incident Management Coordinator  
Missouri DOT

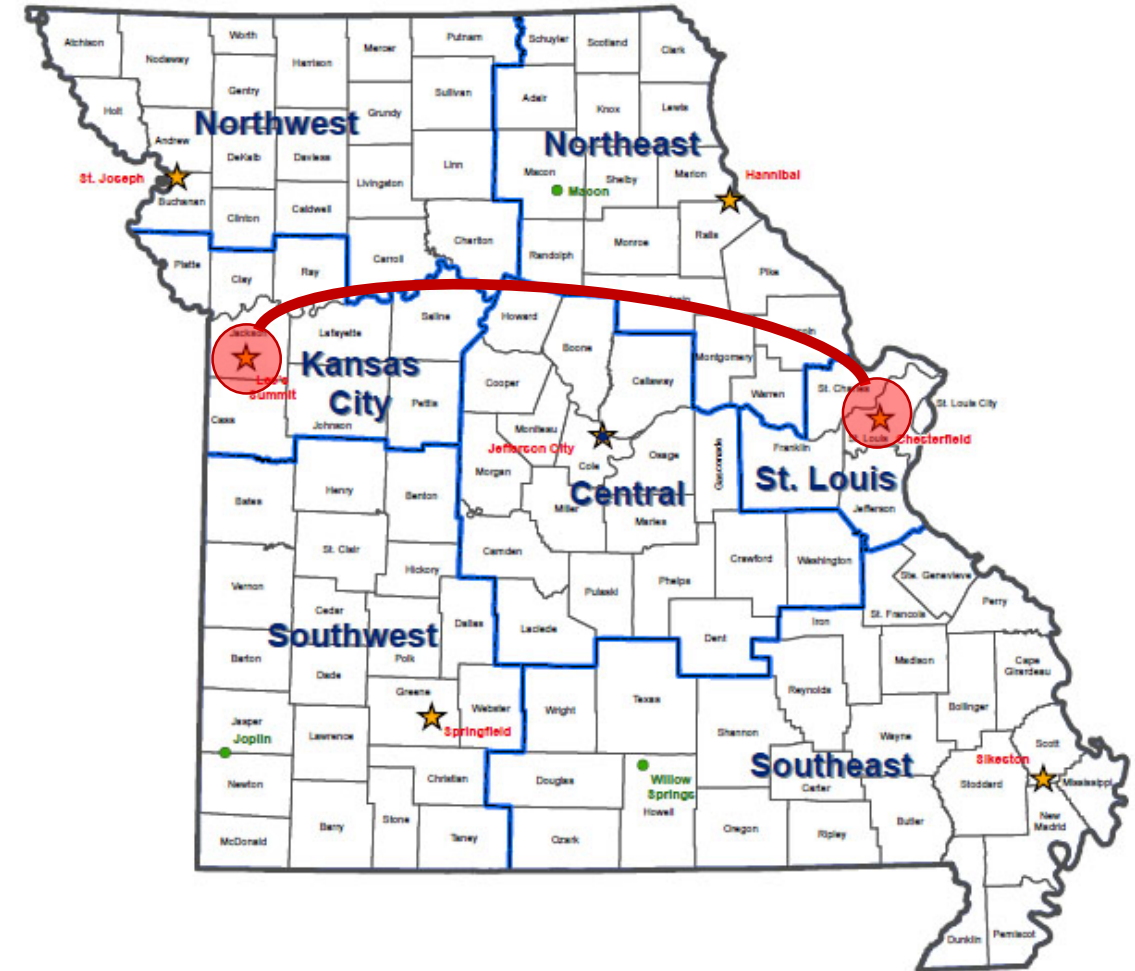
[owen.hasson@modot.mo.gov](mailto:owen.hasson@modot.mo.gov)



# REDUCING RISK AND EXPOSURE



- One of the three objectives in the National Unified Goal (NUG) is Safe, Quick Clearance.
- In an effort to reduce exposure to traffic and the risk of being struck, MoDOT regions looked at various strategies to accomplish those goals.
- The urban areas of Kansas City and St. Louis implemented two similar tactics.



# REDUCING RISK AND EXPOSURE



- January 1st–July 15th 2019: 1,604 debris calls in St. Louis Region



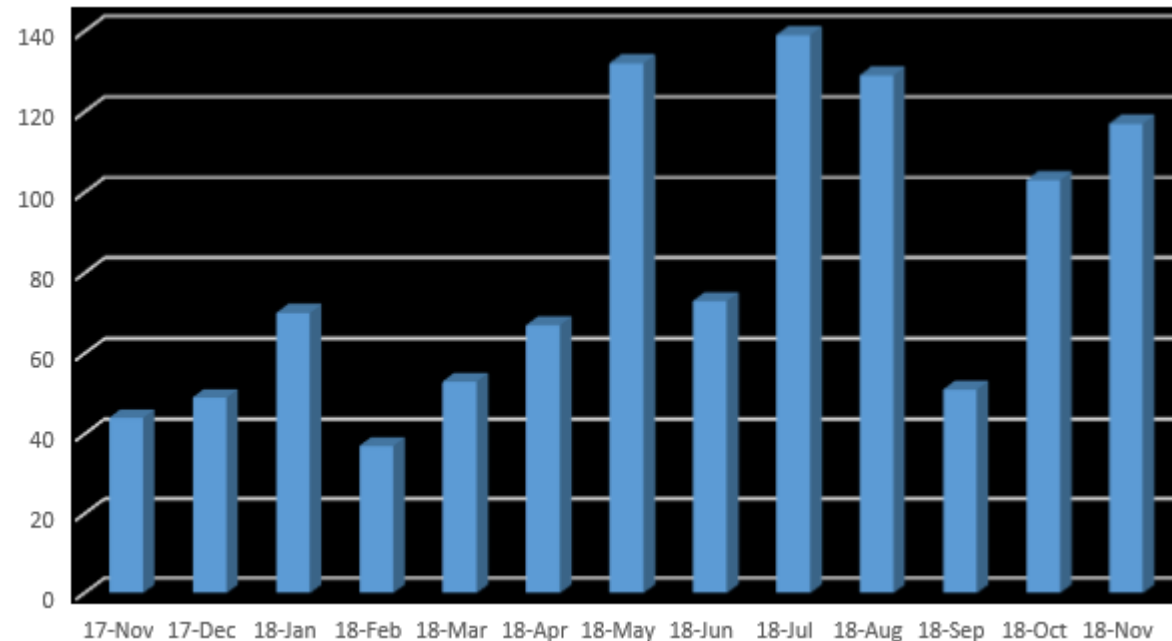
# REDUCING RISK AND EXPOSURE: JAWS



November 2017–November 2018

- Total Emergency Response Debris Incident: 1,575
- JAWS Debris Incidents: 1,064

Total JAWS Incidents by Month





# JAWS UNIT: DROP-DOWN SKID PLATE

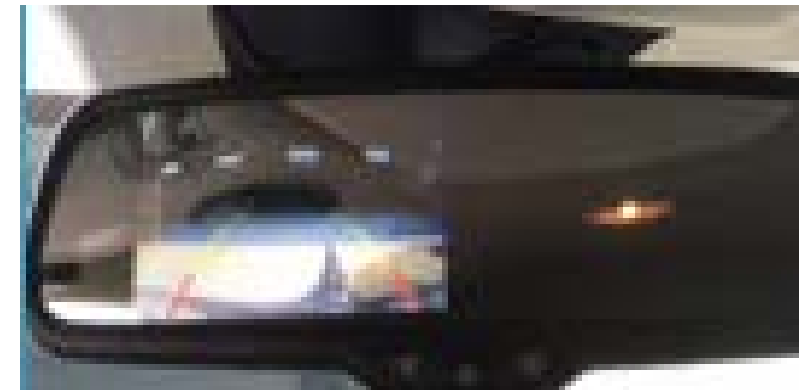


The JAWS unit is equipped with a drop down skid plate to remove debris from lanes of traffic.



# JAWS: HOW TO USE IT

- Electronic switch inside the cab indicates when the device is in the up or down position.
- Controlled with a joystick; similar to inside a truck's cab for snow plows.
- Forward-facing camera, installed in the rear view mirror, allows the operator to see the debris and ensure it's being pushed off the roadway.
- Floating unit means no snagging on bridge joints, rumble strips or drain inlets.





# ST. LOUIS: UNDERBODY DEBRIS REMOVAL

- Similar to an underbody “snow” plow used on heavy snow removal fleets
- Lighter, and uses thick rubber with steel frame reinforcement
- Located in front of the vehicle’s front tires
- Deployed to relocate basic debris from out of travel lanes to the shoulder or safer location



# DEBRIS REMOVAL

- Debris (tire treads, dead animals, gravel, etc.) are used to clear clogged storm drains during heavy rain downpours.
- Eliminates the need for operators to be outside of the truck relocating lane blocking roadway debris.
- Reduces exposure time to traffic.
- Expedites removal of debris, reducing traffic impact.



# QUESTIONS?



Incident Management Coordinators

Missouri DOT

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# INTRODUCING...



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# ROAD RAKE

- A trailer with a brush system
- Pushes material onto a conveyor, which lifts the debris into a bin for disposal
- Trailer easily picks up items while in motion
  - Mattresses, ladders, tires and wheels
- Typically operates on the freeway network
  - Closing lanes would cause significant safety issues and delays
  - Road Rake eliminates the need to close lanes



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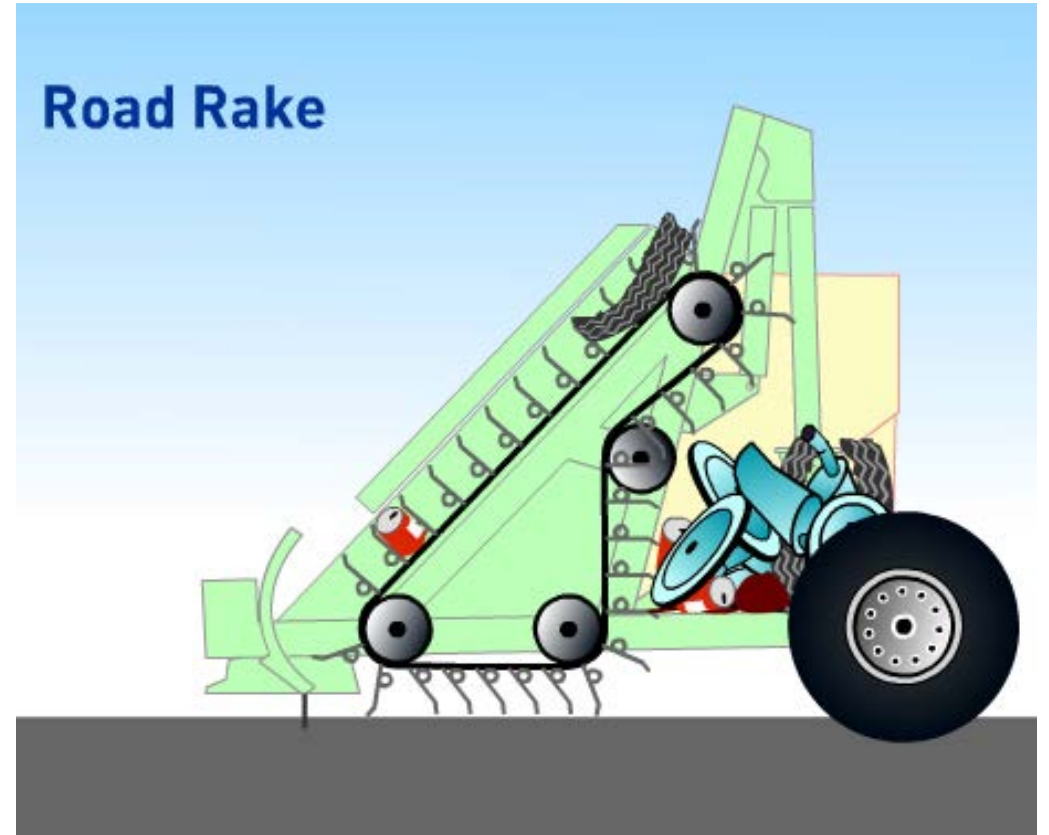
# ROAD RAKE MODELS

- Model 200
  - Independently-powered
  - Lifts up to 1900 lbs of debris in the hopper to dumping height
  - Pairs with any truck that weighs more than 1-ton and has a pintle hitch
- Model 200T
  - Truck-powered by rear remote hydraulic valves



## HOW IT WORKS (MODEL 200)

- Operated electronically by one person from the cab of the towing unit
- Uses caster tires to follow pavement
- Gutter brushes pull material to tines
- Stainless steel tines mounted on a bar flight conveyor
- Tines lift and elevate the unwanted debris to the hopper, which can be hydraulically raised and dumped



# TECHNICAL SPECIFICATIONS

- Dimensions: 8'5" H x 8'4" W x 15' 8" L
- Weight: 6,460 lbs
- Dumping Height: 8'7"
- Hopper Capacity: 4 cu. Yards
- Cleaning Speed: 1-18 mph
- Highway Speed: 55 mph



# QUESTIONS?

For more information, visit:

<http://www.hbarber.com/LitterCollection/RoadRake/default.html>

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# INTRODUCING...



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# QUESTIONS AND ANSWERS

Share your experiences, best practices and questions with our audience.



# SURVEY FOR NEXT SESSION'S TOPICS

- Emergency Response Classification
- Working with Other First Responders
- Standard Operating Procedures
- Performance Measures
- Training
- Push/Pull Drag Method
- Funding
- Safety Service Patrol Technologies
- Other (Enter in Chat Window)



# FEEDBACK SURVEY

Tell us what you think and how we can improve:

<http://www.safehighways.org/fhwa-ssp-meeting-survey/>





# CLOSING REMARKS

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