



TIME Task Force Quarterly Meeting Minutes
HERO Headquarters
February 24, 2004
10:00 am - 12:00 pm

Attendees:

| Name | | Agency | Phone Number | Email |
|-----------------|------------|--|----------------|--|
| Craig | Adair | Gwinnett Police Dept | (770) 513-5042 | adairc@co.gwinnett.ga.us |
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| Dee | Carson | GDOT | (770) 387-4813 | d.carson@dot.state.ga.us |
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| Matt | Freeman | Roswell Police Department | (770) 640-4463 | mfreeman@ci.roswell.ga.us |
| Joe | Garland | GDOT | 770-532-5563 | joe.garland@dot.state.ga.us |
| Lisa Marie | Glover | Henry County | (770) 954-2400 | lglover@co.henry.ga.us |
| James | Gordon | GDOT | (404) 635-8061 | james.gordon@dot.state.ga.us |
| Mike | Hendon | URS Corporation | 678-230-7927 | mike_herndon@urscorp.com |
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| Mike | Kenn | Georgians for Better Transportation | (404) 846-2880 | mike.kenn@att.net |
| Gary | Lockridge | Dekalb Fire & Rescue | (404) 245-8128 | gglockri@co.dekalb.ga.us |
| Christine | Macaulay | PB Farradyne | (404) 364-2413 | macaulay@pbworld.com |
| Harry | Maddox | Georgia Department of Transportation | (770) 387-3600 | harry.maddox@dot.state.ga.us |
| Bob | Manning | Gwinnett County Department of Transportation | (770) 822-7460 | bob.manning@gwinnettcounty.com |
| Caroline | Marshall | ARC | (404) 463-3285 | CMarshall@atlantaregional.com |
| Meg | McClure | Marietta Police Department | (770) 794-5344 | mmcclure@city.marietta.ga.us |
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| Scott | Mohler | TransCore | (770) 246-6232 | scott.mohler@transcore.com |
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I. Welcome: Gary Millsaps

Gary welcomed everyone and commented on the positive results of the TIME Task Force. A significant improvement in cooperation and communication has been noticed since the creation of TIME. Agencies are building stronger relationships through TIME interactions and are cooperating better on accident scenes. A request for incident debriefing volunteers was also made. If anyone would like to offer an incident to debrief, please email Charlene Njoroge (Charlene.Njoroge@dot.state.ga.us). Gary also reviewed the agenda for today's meeting.

II. Subcommittee Updates: Larry Seabolt (Operations Committee)

Larry informed the group that the Operations Committee is looking to begin building the framework and having some initial policies / procedures in place before the annual meeting. Bartow and Cherokee counties have indicated they would be willing to become a test bed for the program. Also, there is additional interest from Cobb and Gwinnett counties as test beds. The committee would like a test area to work with agencies to implement, as well as evaluate, how the program / information is working. The information would allow for changes to further refine the policies. The Operations Committee would like to have the information in place and operational before the annual meeting; however, at a minimum the information will be available to take to the "test bed" by that time. Larry indicated there is a lot of work still to be done within the committee; and, different test bed areas are still being considered. Please contact Larry (lseabolt@remtech-eng.com) if your county is interested in providing a test bed area.

a) Traffic Incident Management Demonstration: John Weaver

A hands-on demonstration of highway accident clearing using one lane uprighting techniques was taught by WreckMaster, Inc on February 9, 2004. The demonstration was held at Mauldin Body Shop, Inc. in Canton, Georgia. John confirmed approximately 200 people attended this event. The total time to upright two tractor-trailers and one car was 52 minutes. The hopeful goal from this training is to raise the bar on heavy towing and recovery. Hopefully, TRAG can team with GDOT and TIME to enhance recovery, incident management and safety. A complete write-up including pictures of this event will soon be posted on the TIME website.

b) Towing and Recovery Training: Gary Millsaps

TRAG is taking the first steps to developing standards and training for towing and recovery. TIME Task Force members are urged to present ideas, support and input into developing these standards. WreckMaster is one of the few training classes to offer practical hands-on training. A perfect example of the benefits of certified training is the overturned tractor-trailer incident on I-575. When it turned over, the top and side of the truck tore out and the front axles were off the truck. After being off-loaded, the tractor-trailer was uprighted in *less than 15 minutes* because of the training the operators received from WreckMaster. This operation would usually take approximately 1 hour, but when experienced, trained operators are on the scene quick recovery is possible.

Currently it is unknown how developing a certification process for towing and recovery will come about, it may take legislative changes. Several different options will be researched and other states will be reviewed as examples for Georgia to follow. Florida currently has an incentive program to ensure quick recovery and Connecticut will soon have a program in effect. Training will eventually be offered to everyone in both the public (Fire, HAZMAT, etc) and private sector. The current level of certification offered is through a minimum test proctored at a local university. The test does not require any hands-on training and can essentially be passed by anyone. This level of certification is not enough to improve the safety of our roadways, responders and traveling motorists.

Suggestion: When submitting standards to legislature, define a difference between urban and rural areas. Also, keep in mind that technology is constantly changing and policies need to have the flexibility to change with the times.

III. Debriefing

a) I-85 Northbound just North of SR 20: Bob Manning (Gwinnett County DOT)

On Friday, February 13 at 3 pm a mother was driving with a 3 month child in the backseat and a 3 yr old in the front seat. She turned around to deal with the child in the backseat and in doing so went into the median of I-85, crossing both Northbound (NB) and Southbound (SB) lanes. She was then hit by a tractor-trailer on the car's passenger side and dragged 50-75 feet. The car disengaged into the median and the truck lay in the 2 SB lanes. Responding equipment was staged in the left NB lane because the tractor-trailer blocked the SB lanes. Traffic was directed onto the shoulder of the SB lane and one NB lane was kept open. The responding officer immediately called for HERO assistance, however was told no HEROs were available. Bob then called Gary and requested HEROs sent to the scene to help direct traffic. Two HEROs soon arrived on the scene and directed traffic in both the SB and NB lane. Incident Management delays occurred because: HERO units initially were not available and traffic was shut down too early waiting on life flight. The helicopter took 10-15 minutes to arrive on the scene.

Lesson Learned: Do not shut down the flow of traffic until the helicopter is in sight.

The situation went smoothly because: HEROs were able to assist at the scene and the truck was able to be towed to the shoulder allowing SB lanes to open quickly. Unfortunately, the accident resulted in a child (3 month) fatality. The total incident duration time was 1.5-2 hours. NB lanes opened around 4:15pm and SB lanes opened around 5 pm.

Q: Coroner? The coroner transported the child to the hospital by ground. The child was pronounced dead at the hospital.

Q: Any other jurisdictions needed to be notified? Gwinnett County usually has back-ups in that particular area, so the responders are aware of situations. However, the TMC put information on the CMSs.

Q: If there is an accident outside the normal jurisdiction, should Gary personally be called for HERO assistance? No, call the TMC and the proper procedure will be handled. The dispatchers will contact the HERO supervisors according to procedure. District Maintenance is also a resource available through the DOT.

Q: In respect to life flight, when should traffic be stopped? It only takes 30 seconds to 1 minute to stop traffic, therefore before stopping traffic have either a visual of the helicopter or a verbal ETA.

b) I-20 Eastbound and Westbound at GA 13, Carroll County: Capt. O'Neal (GSP)

A fatality accident occurred at approximately 1 am on I-20 Eastbound. The driver of a tractor-trailer fell asleep, struck a bridge and burst into flames. The interstate was closed for several hours because of the safety of the bridge. Both eastbound (EB) and westbound (WB) lanes were closed and detour routes were established for traffic flow. The trailer was unloaded, which resulted in an investigation as to why the truck quickly ignited in flames. The district maintenance engineer was on the scene assisting in traffic control by setting up detour routes. Several motorists were calling because the incident was close to the Alabama line and people were traveling for work in the morning. The WB lane was opened at 8 am and the EB lane was opened later in the day. Overall, incident management went well on the scene.

Q: Detours? The state has pre-established detour routes for the interstate; however, there are not pre-determined routes for state routes or local roads. Dan Colvin (GDOT) is working on getting detour information to everyone; however, efforts between the local police and state should be established to develop local detour routes. In addition, the maintenance department has all available resources and equipment needed for proper detour routes.

Q: Could anything have been done to decrease the call volume of the motorists? People wanted to know the circumstances of the accident, even though they saw the CMSs. Not much can be done when people want to know specifics of an accident. Motorists were calling *DOT, GSP and 911. Luckily, there is good communication between the two jurisdictions.

Gary told the group to be prepared to receive a letter in the mail next week asking for contact information from different jurisdictions. A cross-jurisdictions map will be developed including equipment resources and contact information.

IV. Break & Introductions

V. “Steer It Clear It” Law: Mike Keen (Georgians for Better Transportation)

Georgians for Better Transportation (GBT) partnered with the Governor’s Office of Highway Safety (GHS) to apply for a grant to ultimately enhance safety and reduce congestion. A grant was awarded to promote a media campaign for the “Steer It Clear It” Law. A television commercial and six radio spots were developed to promote the safety law. A press conference was held on February 23, 2004 to release the announcement of the media campaign. The campaign will run for 6 months in hopes of receiving positive feedback on impacting public safety. Currently, the law only applies to multi-lane highways, but hopefully an amendment will be passed to include all Georgia highways. Not obeying the “Steer It Clear It” Law is actually a misdemeanor in the state of Georgia. After the results from the campaign are determined, a future strategy will be considered for the “Steer It Clear It” Law.

Q: What happens when there is an accident in which not enough evidence is available for the responding officer to determine what happened? This is a challenge that needs to be coordinated between the GHS and the state police. Mike will send an email to begin addressing this issue with GHS.

Q: When will the media campaign start? Commercials will begin this week.

Q: Can CMSs help relay the message? Yes, there should be a future coalition between GDOT.

Q: When should GDOT get involved? Currently this is a pilot program within GHS, if it is accepted the program will probably be expanded. Hopefully, the results will be positive and future safety programs will be developed to mitigate congestion.

Q: What about promoting the “Move Over” Law? This is a great suggestion, this will be looked into. There is plenty of federal funding available for this, it just needs to be applied for.

For more information on the “Steer It Clear It” Law logon to Georgians for a Better Transportation www.g4bt.com

For more information on the Press Conference and to hear the commercial logon to http://www.ciprg.com/ss/new_detail.asp?A15xi_IdKey_h=10017&Client=gbt

VI. Annual Meeting: Mshadoni Smith (FHWA)

- The annual meeting will be in late September
- TIME is accepting sponsorships to fund the annual meeting
- Please expect sponsorship forms/applications in the mail soon
- Awards will be given at the annual meeting for the best incident management scene

Next Quarterly Meeting: May 25, 2004 @ 10 a.m.

Location: TBD