



Metro Atlanta

TIME
Task Force



G E O R G I A

TRAFFIC INCIDENT
MANAGEMENT (TIM)

GUIDELINES

M A R C H 2 0 1 1

DEVELOPED BY:

Delcan



The TIM Guidelines complement Georgia's Open Roads Policy

Open Roads Policies establish goals for prompt response and quick clearance of travel lanes.

Step 1: Signed commitment by GSP and GDOT leadership in support of quick clearance

Step 2: Signed by local and regional agency leadership

Step 3: Wide distribution and awareness training.

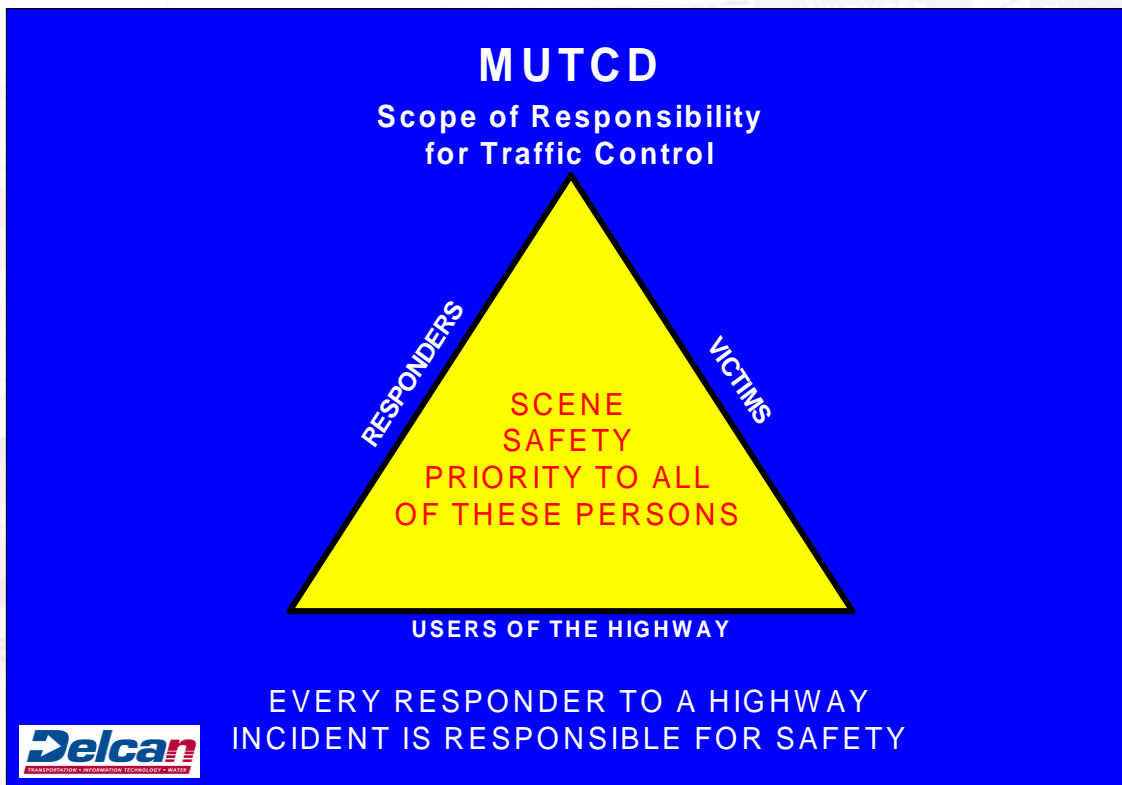


Acknowledgements

- Atlanta Fire Rescue Department
- Atlanta Regional Commission
- Bartow County TIM Team
- Cartersville Fire Department
- Delcan Corporation
- Federal Highway Administration
- Georgia AIR LIFE
- Georgia Department of Transportation (GDOT)
- Georgia Motor Carrier Compliance Division (MCCD)
- Georgia Regional Transportation Authority (GRTA)
- Georgia State Patrol (GSP)
- Georgia State Road and Tollway Authority (SRTA)
- Gwinnett County TIM Team
- Gwinnett Police Department
- Remtech Engineers
- Rural/Metro Ambulance
- Sandy Springs Fire Rescue
- The TIME Task Force



The TIM Guidelines highlight MUTCD-required roles for every responder in Georgia





The Guidelines include proven street-level tips for:

- Responding to vehicle fires
- Foolproof push bumper use
- Dealing with vehicle fluid spills
- Creating helicopter landing zones
- Disciplined use of emergency lights



TIM Guidelines Roadmap

Section 1

- Introduction and purpose

Section 2

- National TIM programs
- Existing Georgia programs, statutes, and codes

Section 3

- Traffic incident management process
- Incident types & classifications

Section 4

- Stakeholder responsibilities

Section 5

- Responder safety

Section 6

- Emergency temporary traffic control
- Safe vehicle placement

Section 7

- Incident actions
- Managing roadway incidents safely and quickly



Section 1: Introduction

Purpose

- To establish standard recommendations for traffic incident management and operations
- To provide standard guidelines to improve responder and motorist safety by efficiently clearing incident scenes



Section 1: Introduction

Intended Audience

Primary Responders

- Law enforcement
- Fire & Rescue personnel
- GDOT personnel
- Local DOT or Public Works
- Emergency Medical Services (EMS)
- Towing and recovery personnel
- 911 dispatch & TMC operators

Support Responders

- Medical Examiner/coroner
- Toll operators
- Environmental (EPD)
- HAZMAT mitigation agents
- Georgia Emergency Management Agency (GEMA)



Section 2: Georgia TIM Foundation

National and Statewide Initiatives

- Federal Highway Administration (FHWA)
- National Incident Management System (NIMS)
- National Traffic Incident Management Coalition (NTIMC)
 - The National Unified Goal (NUG)



Section 2: Georgia TIM Foundation

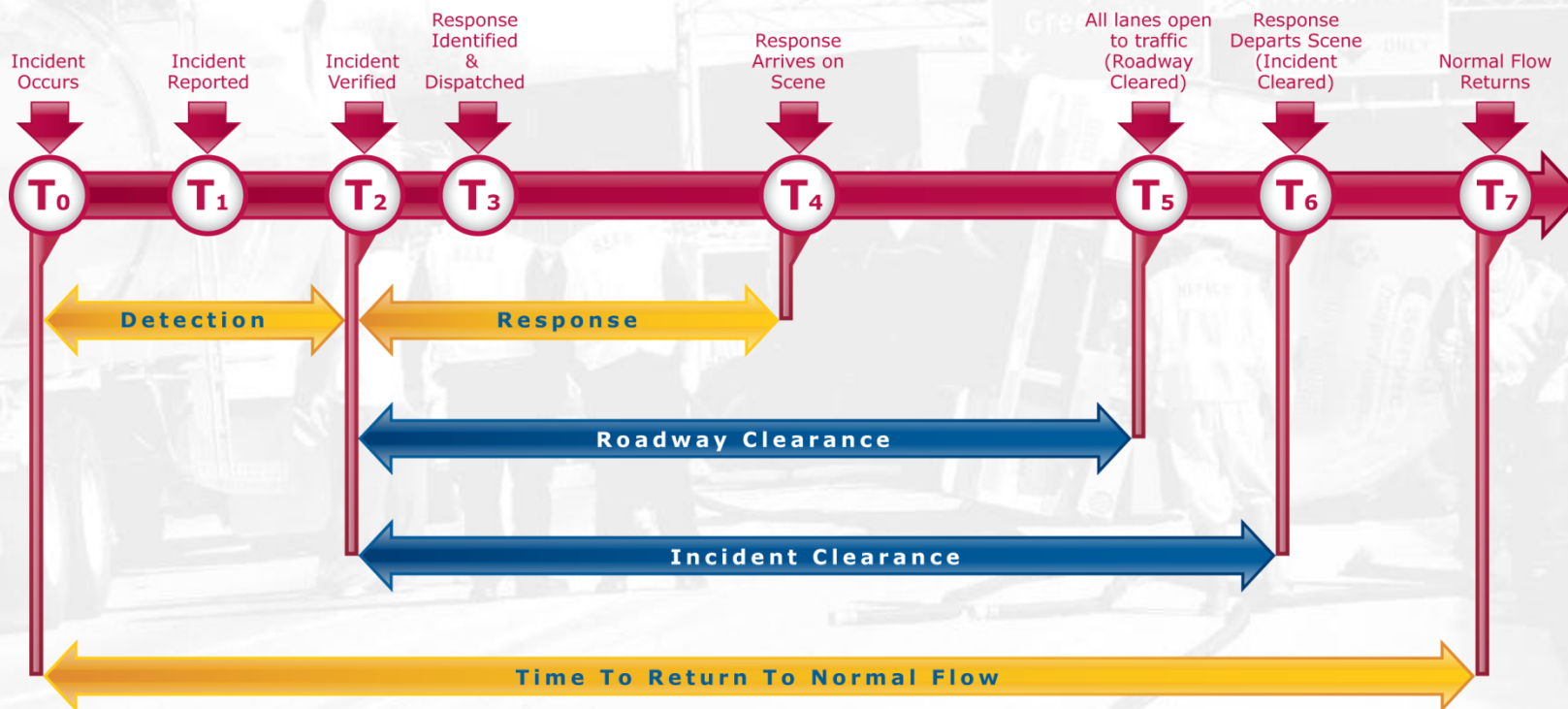
Existing Georgia Policies, Programs, and Statutes

- Georgia Code 32-6-2: Authority Tow Law
- Georgia Code 40-6-275: Steer It and Clear It Law
- Georgia Code 40-6-16: Move Over Laws
- Georgia Code 40-11-3: Abandoned Vehicle Law
- Georgia Code 40-6-276: Roadway Debris Removed by Towers
- TIME Task Force
- Open Roads Policy
- Towing & Recovery Incentive Program (TRIP)
- Southern Traffic Incident eXchange (STIX)
- Georgia NaviGator
- 511 Traveler Information



Section 3: Incident Management Process

Traffic Incident Management Timeline





Section 3: Incident Management Process

Incident Types/Classifications

- Major (more than 2 hours)
- Intermediate (30 minutes – 2 hours)
- Minor (less than 30 minutes)



Section 3: Incident Management Process

Priorities at an Incident Scene

1. Life safety
2. Incident Stabilization
3. Protection of Property



Secondary incidents frequently involve responders.



Safety must be the first priority throughout the incident.



Section 4: Stakeholder Responsibilities

Each stakeholder has different roles and responsibilities during the traffic incident management process.

Section 4 outlines the responsibilities of each stakeholder in the traffic incident timeline.



Section 5: Responder Safety

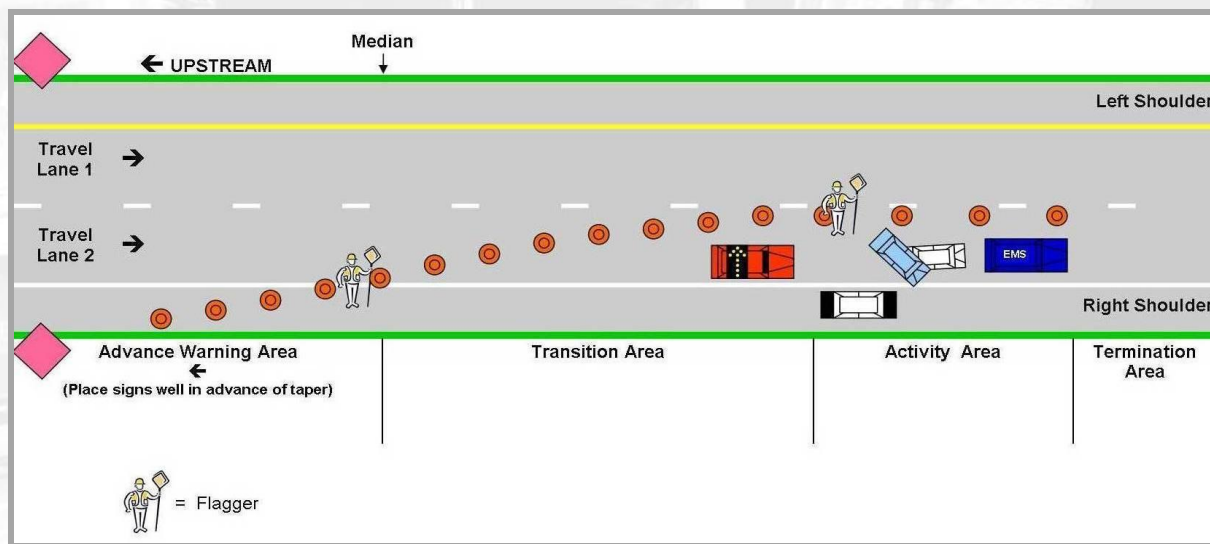
- General Responder Safety
- Personal safety items
- High-visibility apparel/safety vest





Section 6: Emergency Temporary Traffic Control and Scene Safety

Temporary Traffic Control (TTC) at a Traffic Incident Management Area (TIMA)



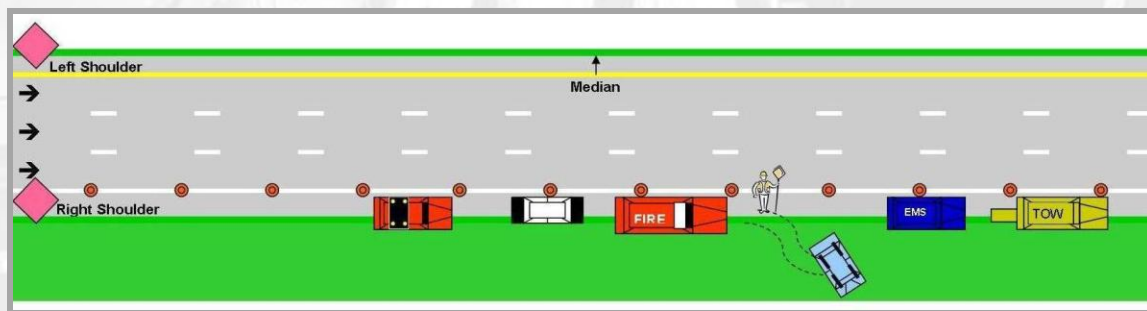
Components of a TIMA



Section 6: Emergency Temporary Traffic Control and Scene Safety

Safe Vehicle Placement

- Non-blocking incidents
- Lane blocking incidents

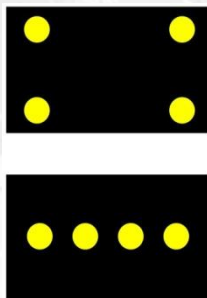


Example of a non-blocking incident with multiple responders



Section 6: Emergency Temporary Traffic Control and Scene Safety

- Arrow Panel Use & Traffic Cone Placement
 - Arrow Panel
 - Traffic Cone Placement for Lane-Blocking Incidents





Section 6: Emergency Temporary Traffic Control and Scene Safety

- Scene Lighting
- Emergency Light Use





Section 6: Emergency Temporary Traffic Control and Scene Safety

- Positive Traffic Control
- Advance Warning and Queue Protection
 - Advance Warning Signs
 - Portable Changeable Message Signs
 - Changeable Message Signs





Section 6: Emergency Temporary Traffic Control and Scene Safety

- Dismantling the Incident Scene
- Helicopter Landing Zones





Section 7: Incident Actions

- Abandoned Vehicles
- Disabled Vehicles
 - Relocating Vehicles from Hazardous Locations
 - Safe and Damage-Free Push Bumper Use
- Traffic Crashes
 - Working with Other Responders
 - Relocating Crash Vehicles Prior to Wrecker Arrival
 - Vehicle Fires
 - Truck Crashes



Section 7: Incident Actions

- Vehicle Fluid Spill Mitigation
- Incidents Involving Hazardous Materials
- Removing Debris Not Resulting from a Traffic Crash
- Road Closures and Detours



List of Appendices

- A. Revisions Form
- B. TIME Task Force
- C. DRAFT Georgia Open Roads Policy
- D. AIR Debrief Form
- E. High Occupancy Toll (HOT) Lanes in Metro Atlanta
- F. TRAA Vehicle Classifications
- G. MUTCD 6E: Flagger Control
- H. MUTCD 6I: Control of Traffic Through Traffic Incident Management Areas



TIM Teams

- Dramatically improve coordination and communication among responders
- Support creation of a statewide network of teams

Metro Atlanta needs additional teams throughout the 13-county region.





Conclusion

Implementation and widespread use of the Georgia TIM Guidelines will improve responder and motorist safety, as well as increase traffic mobility.

Your support is vital to the success of this effort.



Open Discussion Encouraged

Become part of the solution!

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