MoDOT Incident and Emergency Management
MoDOT Incident Management

• Get the Roads Open
  • Regardless of the type of incident, getting the road open and traffic flowing again as soon as possible remains MoDOT’s primary responsibility.

• Management by Objectives
  • Objectives are communicated throughout the entire organization through the incident planning process and every day as we respond to incidents and actively build partnerships.
Incidents, Emergencies and Disasters

- Highway Incident
- Hazardous Material Spill
- Snow/Ice Storm
- Flood
Incidents, Emergencies and Disasters

(“Plan for the worst, hope for the best”)

• Large Area Release of Biological or Chemical Agent (i.e. Anthrax)
• Nuclear Power Plant Explosion
• 7.6 Earthquake in Southeast Missouri
Incidents, Emergencies and Disasters

Incident Typing: Overview

Type 1

Type 2

Type 3

Type 4

Type 5

95% of all incidents

Unit 6: Organizational Flexibility

Visual 6.19
Management by Objectives

• Leadership
• Leadership
• Leadership
Management by Objectives

- **Steps (from the Incident Command System)**
  - 1. Understand agency policy and direction
  - 2. Assess incident situation
  - 3. Establish incident objectives
  - 4. Select appropriate strategy or strategies to achieve objectives
  - 5. Perform tactical direction
  - 6. Provide necessary follow up
Management by Objectives

• Priorities
  • #1: Life Saving
  • #2: Incident Stabilization
  • #3: Property Preservation
Management by Objectives

• “Opportunity is missed by most people because it is dressed in overalls and looks like work.”
  – Tomas Alva Edison

• The real work happens;
  • by the real hard work of our field people
  • by day-to-day partnership building with our response partners
  • by active and effective leadership

• The success of MoDOT’s emergency and incident management program is due to the people that at all levels that are “putting on their overalls” and doing the hard work.
National Incident Management System (NIMS)

• NIMS is a comprehensive, national approach to incident management that is applicable to all jurisdictional levels and across functional disciplines. The intent of NIMS is to:
  • Be applicable across a full spectrum of incidents and hazard scenarios, regardless of size or complexity
  • Improve Coordination and cooperation between public and private entities in a variety of domestic incident management activities.
NIMS

• FEMA Training:
  • IS-700 National Incident Management System (NIMS), An Introduction
  • IS-100 Introduction to Incident Command System (ICS)
  • IS-200 Basic ICS
  • IS-300 Intermediate ICS
  • IS-400 Advanced ICS
  • IS-800 National Response Plan (NRP), and Introduction
ICS Organization: Review

Incident Commander

- Public Information Officer
- Safety Officer
- Liaison Officer

Operations Section
- Branches
  - Divisions
    - Strike Team
    - Task Force
  - Groups
- Air Ops Branch

Planning Section
- Resource Unit
- Demob. Unit
- Situation Unit
- Doc. Unit

Logistics Section
- Service Branch
- Support Branch
  - Commun. Unit
  - Medical Unit
  - Facilities Unit
  - Food Unit
  - Ground Support Unit

Finance/Admin. Section
- Time Unit
- Compensation Claims Unit
- Procurement Unit
- Cost Unit
MoDOT Response Structure – Central Office
Highway Incident Management

• **Goal:** Get the road open and traffic flowing again as soon as possible
• **They happen every day!**
I-44 and I-70 Corridors

- Designated staff and equipment for traffic control on rural corridors
  - Trucks equipped with traffic control and other basics
- Trailers positioned at key locations along corridor
  - Larger quantities of traffic control equipment, on-board generator, small work area, scene lighting and can double as small mobile command post
I-44 and I-70 Corridors (cont.)

• Incident By-Pass Signing
  • Interstate traffic can exit to another pre-determined route and return to the interstate by-passing the incident.
  • To be used by the public on their own or can be engaged by emergency responders as a detour around an interstate incident.
  • Currently installed for evaluation in two locations
Urban Incident Management
St. Louis and Kansas City Metro Areas

- Motorist Assist Freeway Service Patrol have designated patrol routes during peak traffic periods
- Emergency Response Crews handle off-peak hours to maintain effective 24/7 coverage
- I-64 Traffic Response Arterial Service Patrol is a partnership between MoDOT and St. Louis County to aid in incident management during the reconstruction of I-64.
Partnerships

- MoDOT and MSHP work together at the local MoDOT District/MSHP Troop level to get the road open quickly
- MoDOT, MSHP, and Local Law Enforcement Partners hosted a Highway Incident Management Summit, Fall 2007
  - Focus on improving incident management on Missouri’s two major interstate corridors
    - I-70 and I-44
  - Improve partnerships with law enforcement stake holders
    - 60 officers from 28 different agencies

Kansas City Police Department
St. Louis Metropolitan Police Department
St. Louis County Police Department
Springfield Police Department
MoDOT has provided MSHP with new robotic total station equipment. This allows quicker scene reconstruction and greatly reduces the duration of closures needed for those reconstructions.

Responder Safety is one of the biggest priorities not only for MoDOT but also for our Law Enforcement partners. MoDOT is working with the Law Enforcement Traffic Safety Advisory Council (LETSAC) to distribute more than 4,000 Class II High Visibility safety vests to our Law Enforcement partners in Missouri.
Situational Awareness

- MoDOT has two 24/7 Traffic Management Centers (TMC) that provide 24 hour customer service and Department awareness
  - St. Louis Gateway Guide
    - St. Louis Urban Area
    - I-44 Corridor
  - Kansas City Scout
    - Partnership with KDOT
    - Kansas City Urban Area
    - I-70 Corridor
Situational Awareness (cont)

• MoDOT has established a 24/7 Central Office Emergency Operations Center
  • Maintains Department priorities
  • Minimal staff, expands with need
  • Conducts conference calls with other effected agencies and MoDOT districts as needed
  • Serves as a single point of contact for the State Emergency Management Agency (SEMA) and the Missouri Information Analysis Center (MIAC)
Public Information Outreach

- Permanent Dynamic Message Signs (DMS) to relay real time information to travelers
  - strategically located at 47 major interchange decision points
- E-Updates
  - E-mail alerts about major incidents to local media outlets and partners such as SIRIUS and XM Satellite Radio
  - E-mail alerts to major Commercial Motor Carrier partners providing real time incident information.
Public Information Outreach (cont)

- MoDOT Traveler Information Map
  - “One Stop” for Traffic Impacts
    - Work Zones
    - Incidents
    - Winter Road Conditions
    - Flooding
  - Built on MoDOT TMS
Major Snow Storm
12-15-07

Road Closed
Interstate 44
Laclede County
Road closed due to winter weather.
Road reported closed at 07:05 PM on 12/15/07.
Road closure estimated to last 8 hours, ending on 15-DEC-07.
Flooding 6-27-08

Des Moines And Mississippi River At Alexandria
Road closed due to flooding since 12-JUN-08.
Tracker

- D-Tracker Measures
  - I-44 Total Incident Lane Closure Minutes
  - I-70 Total Incident Lane Closure Minutes
  - Involvement in Emergency and Disaster Response
  - Completion of NIMS Training Classes
MoDOT has responded to at least 10 Type 1/Type 2 events in the last 2 years in addition to the smaller incidents that occur every day.
Tracker

• Tracker Measures
  • Average Time to Clear Traffic Incident
  • Average Time to Clear Traffic Backup from Incident
  • Number of Customers Assisted by the Motorist Assist Program
  • Percent of Motorist Assist Customers Who are Satisfied with the Service.
Cultural Change Required!

Teleconference King Award
Don Hillis

Thank goodness for the mute button!

Pete Rahn, MoDOT Director
May 15, 2007

MoDOT

Not On My Watch Award
Don Hillis

For wanting to know when the smallest snowflake lands on the lowest-volume road in the wee-est hours of the night...in case you get a call from Pete or Kevin stuck in traffic.

Kirk Juranas, District Engineer

5-11-2005
QUESTIONS?

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Are We Ready?

(Great Mississippi River Flood of 1927)