

STATE OF CONNECTICUT
HIGHWAY INCIDENT MANAGEMENT POLICY

History- Incident Management

On November 5, 1992, the first statewide Incident Management policy was established and approved by four (4) commissioners of state agencies to build a highway response program that would minimize the impact of traffic related incidents on Connecticut's highways. It is necessary to re-issue a revised Highway Incident Management policy to promote policy awareness not only by state agencies but to all first responders; the stakeholders who have the ability to mitigate and minimize unnecessary delays from occurring on Connecticut's highways.

Incident-caused congestion impacts:

Safety. Breakdowns, secondary accidents occurring upstream in proximity to the incident location, and debris on Connecticut's busy highways create life-threatening hazards;

Efficiency. Congestion yields effectively less capacity and reduced roadway efficiency;

Economic Growth. Decreased road capacity due to congestion adds real costs to all existing businesses and discourages future growth;

Environment. Congestion degrades the environment by increasing fuel consumption and air pollution emissions.

Incident Management Policy

In recognition of these issues and objectives, the Connecticut Department of Transportation (CDOT), the Connecticut Department of Motor Vehicles (CDMV), the Connecticut Department of Public Safety (CDPS), the Connecticut Department of Environmental Protection (CDEP) and the Connecticut Department of Consumer Protection (CDCP) agree that the implementation of a Highway Incident Management program is a top priority. Incident Management consists of a centrally organized effort focused on detecting, responding to, and clearing incidents to recover traffic flow. The Connecticut policy ensures that highway users receive the maximum possible benefit of an active highway incident management program that minimizes the impact of traffic-related incidents.

The state level incident response stakeholders of CDOT, CDMV, CDPS and CDEP are given shared responsibility and authority for implementing this policy, cooperatively and expeditiously, through a series of programmed activities. Additionally, other state agencies, such as the CDCP will, on occasion, be involved in the response to a highway incident and have on-scene functions and responsibilities. The state agencies along with the enhanced group of local agencies and organizations involved will accept and promote the concept of a team approach and will work collaboratively to achieve the overall objectives of this policy.


Several resources exist to enhance the ability to restore traffic flow in the most expeditious manner. These include the Unified Response Manual for Highway Incidents, Highway Diversion Plans, Electronic Scene Mapping and Diagramming equipment, patrol vehicle push bumpers, certified heavy-duty "recovery" wreckers, and the DOT Freeway Service Patrol (CHAMP). Incident Commanders and those agency personnel with functional on-scene management responsibilities should consider the use of these resources, to mitigate the effects of a highway incident and to promote the restoration of traffic flow in the most efficient manner possible.

Program Assessment and Accountability

The performance of the Incident Management Program will be evaluated periodically. A quantitative assessment will be undertaken to produce a report card on program performance. Weaknesses will be noted and corrective strategies formulated through the development of performance measurements. This will permit an assessment of individual events with a view towards the successful implementation of incident management strategies and plans.


A Program for the Future

It is the intent of the policy to build an integrated program that is continually improving on a daily basis through evaluation of past performance and incorporation of emerging Intelligent Transportation System (ITS) technology. The long-term objective of the policy is to achieve the combined goals of safety, efficiency, economic growth, and clean air, and therefore promote the advancement of ITS technologies to achieve improvements in highway incident management.




Ralph J. Carpenter, Commissioner
Connecticut Department of Transportation

Date: 01 Dec 2006



Leonard C. Boyle, Commissioner
Connecticut Department of Public Safety

Date: 11/9/06

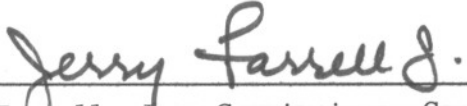


William Ramirez, Commissioner
Connecticut Department of Motor Vehicles

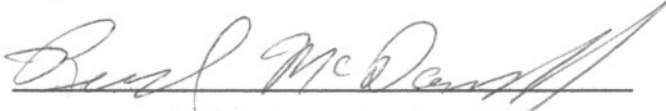
Date: 12/20/06


Gina McCarthy, Commissioner
Connecticut Department of Environmental Protection

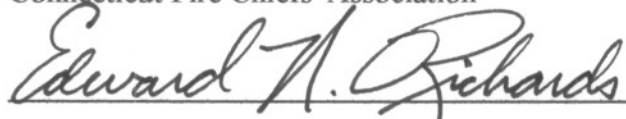
Date: 4/4/07


Jerry Farrell, Jr., Commissioner Connecticut
Department of Consumer Protection

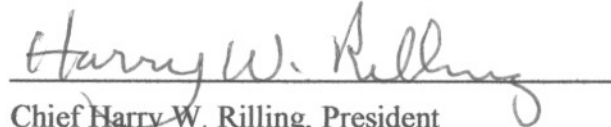
Date: 3/30/07


Chief Richard McDonough, President
Connecticut Fire Chiefs' Association


Date: 3-5-07


Chief Edward Richards, President
Connecticut Career Fire Chiefs' Association

Date: 2-13-07


Chief Harry W. Rilling, President
Connecticut Police Chiefs Association

Date: 4/2/07


James Messer, President
Towing and Recovery Professionals of Connecticut, Inc.

Date: 12/10/06