

Unified Response Manual Background



IBI GROUP
CTDOT
URM Background
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URM BACKGROUND

History

- In the 1990s, regional traffic incident management teams (South Western RPA, CRCOG) were initiated
- In the 2000s, the Statewide Incident Management Task Force (SIMTF) was formed
- The SIMTF generated several recommendations to improve incident response and management throughout CT, one of which was the creation of a Unified Response Manual (URM)

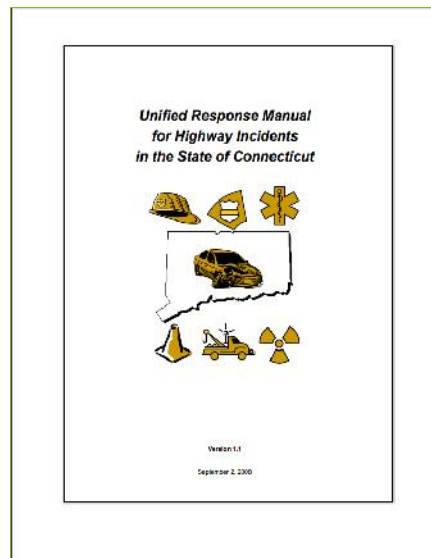
History

- IBI Group developed the draft URM
- Designed as a flipbook that could fit in glove compartment
- Steering committee included representatives from: transportation, law enforcement, fire and rescue, RPAs/COGs, emergency/homeland security, towing & recovery
- URM was adopted in 2008
- Funding provided by South Central Regional COG, FHWA, CTDOT
- Assigned to DEMHS for distribution & maintenance

Intended Use of URM

A Field Reference

- To enhance interagency coordination
- Among first responders
- At traffic incident scenes
- On limited-access highways
- In Connecticut



The URM:

- Summarizes UC, ICS, and other useful incident management principles
- Describes an incident classification scheme
- Describes operational considerations for first responders
- Describes available resources and terminology
- Is consistent with NIMS and NUG
- Includes relevant statutes and references for field use.

The URM does not:

- Replace existing policies and procedures
- Substitute for agency-specific training or manuals
- Recommend a one-size-fits-all approach to incident response and management

Why a URM?

- Reduce potential for confusion and conflict among responding agencies
- Improve interagency communication and coordination
- Serve as a field reminder of available resources, terminology, and key considerations
- Support more efficient allocation of resources to incident scene
- Support incident management training activities
- Support incident management goals of:
 - Improving safety of incident responders
 - Reducing potential for secondary incidents
 - Reducing delay on the transportation system

The URM Outline

INTRODUCTION

- 1.1 PURPOSE
- 1.2 OVERVIEW
- 1.3 INTENDED USE
- 1.4 COORDINATION
- 1.5 INCIDENT COMMAND
- 1.6 INCIDENT CLASSIFICATION

OPERATIONAL CONSIDERATIONS

- 2.1 INITIAL APPROACH
 - 2.1.1 PERSONAL SAFETY
 - 2.1.2 INCIDENT SIZE-UP
 - 2.1.3 PERSONAL INJURY/FATALITY
 - 2.1.4 POTENTIAL CRIME SCENE
- 2.2 EMERGENCY MANAGEMENT ACTIONS
- 2.3 RECOVERY ACTIONS



The URM Outline

AGENCY ACTIONS

- 3.1 LAW ENFORCEMENT
 - 3.1.1 FIRST ON THE SCENE
 - 3.1.2 JOINING AN ESTABLISHED COMMAND
 - 3.1.3 INCIDENT MANAGEMENT ACTIONS
- 3.2 FIRE AND RESCUE
 - 3.2.1 FIRST ON THE SCENE
 - 3.2.2 JOINING AN ESTABLISHED COMMAND
 - 3.2.3 INCIDENT MANAGEMENT ACTIONS
- 3.3 EMERGENCY MEDICAL SERVICE
 - 3.3.1 FIRST ON THE SCENE
 - 3.3.2 JOINING AN ESTABLISHED COMMAND
 - 3.3.3 INCIDENT MANAGEMENT ACTIONS
- 3.4 TRAFFIC CONTROL/TRANSPORTATION
 - 3.4.1 FIRST ON THE SCENE
 - 3.4.2 JOINING AN ESTABLISHED COMMAND
 - 3.4.3 INCIDENT MANAGEMENT ACTIONS
- 3.5 TOWING AND RECOVERY
- 3.6 ENVIRONMENTAL PROTECTION
- 3.7 MEDICAL EXAMINER

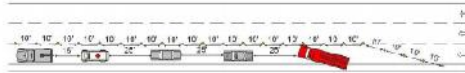


Source: I-95 Corridor Coalition Quick Clearance Toolkit

The URM Outline

POST-INCIDENT CONSIDERATIONS
SUMMARY OF DUTIES AND RESPONSIBILITIES
APPENDICES:

- A. ACRONYMS
- B. NIMS-COMPLIANT, TYPICAL INCIDENT COMMAND SYSTEM
- C. APPLICABLE STATE STATUTES: MOVE IT, GOOD SAMARITAN, ETC.
- D. HIGHWAY INCIDENT MANAGEMENT POLICY, 2007
- E. QUICK CLEAR POLICY, 1995
- F. TEMPORARY TRAFFIC CONTROL DEVICES
- G. HAZMAT RECOGNITION CHECKLIST
- H. GUIDELINES FOR ESTABLISHING CONTROL ZONE & VEHICLE POSITIONING
- I. T.R.A.A. TOWING GUIDE
- J. LIST OF DIVERSION ROUTE PLANS
- K. AAR FORMS
- L. CONTACT INFORMATION
- M. SPACE TO TAKE NOTES



Thank you!