

**TIM Coalition Meeting
Capitol Region Council of Governments
241 Main Street, Hartford, CT
Board Room, 3rd Floor
Tuesday, March 26, 2019**

ATTENDANCE

See attached Sign in sheet and roster

Approved by TIM Coalition 7/10/2019

MEETING MINUTES

The meeting was called to order at 9:40 a.m.

1) Attendee Introductions

2) Public forum- No public present

3) Post Incident Review

Gasoline Tanker catches fire on Sunday, February 17th, 2019, I-91 northbound, in Rocky Hill. Tanker parked on shoulder.

Overview of the incident was provided by Rocky Hill Fire Chief Garrahy and Lt. Eric Murray, Commanding Officer of State Police Troop H. Both provided PowerPoint slideshows to depict the events that occurred that day. The Fire Department had embedded video included as well to provide a visualization of the fire event. The presenters were asked to describe what they saw on arrival, the unit's assignment, what it did, and the outcome. Discussion following the slideshow presentation focused on being able to respond to most of these questions:

- Were there any gaps?
- Did we have the resources for conducting this event?
- Any issues with dispatch?
- Did we do all we could to make this a successful operation?
- Did we see any unsafe behaviors?
- Did our training prepare us?
- If you ran the same incident today what would be done differently?
- What needs to be fixed?
- What went well during the incident?
- What can be improved and how?

Some of the more important points were:

- Scene Management
 -) Initial response by State Police followed by Fire Department and DOT.
 -) Primary objective was to secure scene and limit potential injuries by stopping traffic. Initiated shutdown of the highway.
 -) Secondary concern was diverting of traffic and assessing whether additional roads including Orchard Street Bridge need to be closed.
 -) Additional responders called to scene included Eversource, DOT Electrical, DEEP and their contractor, Towing and Recovery, and Coast Guard

- Rocky Hill Fire Department observations and comments:
 -) Fire Chief Garrahy identified escalating issues that required Fire Department to allow fire to burn itself out. Smoke presented issues to overhead electrical transmission lines.
 - ✓ 150 feet above and 60 feet over from tanker were 3-115kv primary power lines. Heavy petroleum carbon-based smoke is highly conductive.
 - ✓ Safety of residents in Orchard Street area and in apartment complex located about 150' south of tanker and downwind to fire.
 - ✓ Uninsulated 8" natural gas main suspended under the Orchard Street bridge
 -) Fire Chief countermanded request from State Police that would have fire department access scene north of incident using closed northbound lanes. Chief indicated would place first responders on the downhill side of 8600 gallons of gasoline in tanker truck. Tanker was fully loaded.
 -) Initial size up upon arrival at scene viewing from Orchard Street overpass placed tanker 200 ft north of bridge and in the break down lane
 -) Truck's rear wheels were burning when Chief arrived to scene and was prepared to try and extinguish until the first compartment of tanker exploded as engine arrives. Fire Chief decides to let tanker burn.
 -) Fire Marshall requested evacuation of Orchard Street area and Lexington Estates because of proximity to smoke and fire. A shelter was set up at Stevens School for residents being evacuated. Sheltering protocol needs to be refined.
 -) Activated *Task Force 51* – Rocky Hill, the Berlins, Wethersfield and Cromwell fire departments participate and staff/support with apparatus and members when called upon. Task Force 51 Command post and staging area at Dakota Restaurant off Exit 24.
 -) Public Information / Media response staged at Porter Chester to handle press and inquiries from officials.
 -) Rocky Hill Fire Marshall Renstrom identified issues with runoff to nearby drainage streams and the need to address residential safety with respect to nearby townhouses.
 -) Expanded evacuation of highway 2000 ft out from incident resulting in 91 closed from x23 to x24
 -) Trucks spray water on the woods nearby to stop the fire that had started to spread to the brush along the highway.
- State Fire Marshal investigation - Not a crash, overheated brake
- DOT observations and comments provided by Manager Barry Julian, Planner Aidan Neeley and DOT Operation Center Manager Peter Silva:
 -) Highway Operations Center was involved from the start and variable message signs were activated to provide warning to traveling motorists.
 -) DOT noted there was a delay DOT to scene due to need to refit equipment already set up for snow and ice control and needed to re-rig with crash attenuators, signs, etc. and DOT was anxious to be released from scene because of impending snow and ice storm scheduled to hit that evening.
 -) Discussed options on having clean up contractors furnish traffic control during their work. The DOT did assist in traffic control and install signs and traffic control devices along with crash trucks. However, there was an impending snow and ice storm coming that night and on-site resources were

going to be needed for that event. DEEP Representative did mention there is a line item in contract for traffic control but is not used often and may be considered in future if a long-term cleanup is expected.


- State Police observations and comments:
 -) Issues with Dispatch - Should have known to shut highway down in both directions
 -) Lost track of driver at initial contact at arrival to scene. No one was looking for him for a bit
 -) Desk should have had driver get further away from tanker.
 -) Needed to shut down 24s/b on ramp sooner.
 -) Sgt Gunn of Troop H was supervising officer and noted the extent of Troop H personnel deployed. Sgt Gunn and Lt Murray noted that this incident required holdover of shift personnel to provide continued coverage to the Troop H area of responsibility. Upside that incident occurred on a Sunday, with good weather conditions, reduced other troop incident responses.
 -) State Police closed I-91 in both directions initially and coordinated traffic control with Fire Department and DOT.
 -) Median turn around was used to release vehicles caught between I-91 north exit 23 off ramp and closure point. Rerouted onto southbound lanes of I-91.
- DEEP observations and comments:
 -) DEEP Haz Mat Supervisor John Aceto and Jeff Chandler who were the responding personnel, provided overview of the hazardous material spill issue and remediation required.
 -) Coast Guard alerted. Concern with impact to stream and distributary to Connecticut River. (Molten aluminum, fuel and contaminant runoff).
 -) Slope stabilization after removal of contaminated materials.
 -) HazMat Control and Clean up by DEEP contractor that brought in excavator, dumpsters, loader, and vac truck
 -) Cut power for illumination and company on scene checking for fiber optic cables so could begin excavation
 -) Soil contamination around the area.
- Towing and Recovery contractor was on scene and coordinated effort with other responders to remove remains of the tanker safely.
- While this incident did not involve commodities requiring the response of the Consumer Protection, representatives from the DCP Food Emergency/ Highway Response Unit were present and provided overview of their duties and responsibilities.
- Additional discussion with Betty Morris, NC CT EMS Council and Stacey Durante, DPH, OEMS provided overview of Emergency Response vehicles and routing issues/ needs. Multiple dispatch points may have slowed communication process between responders (Dispatchers- Fire, CSP, 911, DOT Ops center). Didn't get notification until late. EMS participation in diversionary routing discussions would be beneficial.

- It was noted that there was excellent coordination between responding agencies and personnel. Better inter-operable communications were noted.
 - Good roundtable discussion with respect to additional issues or requirements if situation had escalated.
 - Terri Thompson noted the value of AAR and offered that the Coalition should take advantage of AAR to refine response techniques.
 - Copies of the presentations are being posted to website due to size.
- 4) Approval of November 20, 2018 meeting minutes. Motion to approve by Betty Morris and second by Stacey Durante. Vote for approval - Unanimous
- 5) Open Business – None noted
- 6) ACTION ITEMS CARRYOVER AND NEW (*)
- a. Updating of Diversion Plans received by CTDOT and schedule stakeholder meetings.
 - b. Update and Review City of Hartford Diversion Plans – sent to City of Hartford PD and DPW, CSP
 - c. Updating of the Unified Response Manual Draft version – sent to members
 - d. Performance Measures- data collection and setting of targets
 - Secondary Crashes
 - Responder Struck
 - Time for Roadway to Clear
 - Time for Incident to Clear
 - e. CTDOT update policies on quick clearance and incident management.
- 7) Adjournment - The meeting was adjourned at 12:20 pm

Copies of meeting minutes, presentations and other information from meeting are available for download on CRCOG's website at <http://crcog.org/event/greater-hartford-tim-coalition-meeting-2/>

Information provided in Portable Document Format (PDF)

Minutes Prepared and Distributed by



Terri Thompson
Traffic Incident Management Planner
TIM Coalition Chair

Electronic Distribution

Meeting Attendees and

the following members not in attendance:

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