
SECTION H

TYPICAL WRECKERS AND EQUIPMENT USED AND INCIDENT
MANAGEMENT

TRANSPORTATION EMERGENCY

HEAVY RESCUE RECOVERY AND LIGHTING UNIT

1987 Ford with Utility body (Photo J & K)

PNEUMATIC

- 1- Engine driven Air Compressor with receiving tank, regulator and hose reel.
- 1- 100,000 lb. Air Bag lifting set w/dual controls
- 2- Air Impact Metal Cutter
- 1- Air Impact Wrench (3/8" Drive)
- 1- Air Drill w/carbide hole saws
- 1- Kinnman Air Cushion Recovery Set (Photo L)

ELECTRIC

- 1- 7000 Watt Generator (110 & 220v)
- 2- 500 Watt Quartz Floodlights w/stands & ext. cords
- 3- 1500 Watt Quartz Floodlights w/stands & ext. cords
- 1- Electric Reciprocating Saw
- 1- Electric Chain Saw (2hp., 14" bar)
- 2- 500 Watt Incandescent Portable Work Light
- 3- 6v Battery Hand Lanterns

FIRST AID

- 1- Fully Equipped Medical Trauma Case
- 3- Full Back Boards
- 2- Short Spine Boards
- 3- Aluminized Rescue Blankets
- 2- Self Contained M.S.A. Breathing Tanks
- 2- Acid Suits

HYDRAULIC

- 1- RS-10 Extrication Set w/HYD. Spreader & Wedge
- 1- 20 ton Hyd. Pump w/Rams & Accessories
- 2- 20 ton Hyd. Vehicle Jack
- 1- Hurst "Jaws of Life" Rescue Tool w/Spreader & Cutter
- 2- Hurst Hydraulic Rescue Rams

OTHER

- 1- 12" Electric Circular Rescue Saw
- 1- Oxygen – Acetylene Cutting Touch
- 2- 2000 lb. Cable Hand Winch
- 2- 20 lb. "Purple K" Fire ext.
- 3- 2 1/2 Gal. Pressurized Water ext.

HAND TOOLS

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|---------------------|--------------------------|---------------|
| Forcible Entry Bars | Rope | Axe |
| Pry Axe | Wood Cribbing | Sledges |
| 36" Bolt Cutter | Brake Release Tools | Shovel |
| Chains | Air Craft Shears | Wrecking Bars |
| Safety Goggles | Hearing Protectors | Screwdrivers |
| | Handsaws, Wrenches, etc. | Pliers |

HOW THEY OPERATE

We have listed some of the more common types of incidents encountered by Emergency Traffic Patrol Minutemen on the Chicago Freeways and a brief explanation of how they would each be handled.

1. STALLED VEHICLE ON A SHOULDER WITH DRIVER PRESENT

EPV would stop behind the vehicle and inquire as to the problem. If it appears to be a major mechanical problem like a slipping transmission or blown engine the driver would be transported to the nearest exit with a telephone to make his own arrangements for a tow or call State Police for a tow from the rotation list. However, if the disability was something less serious like a broken water hose, flat tire, dirty fuel filter or empty gas tank an attempt would be made to correct the problem, even temporarily to get the motorist off the freeway under his own power. Minutemen are instructed to try not to spend more than 15 or 20 minutes with these 10-46's. The goal is to get the motorist and his vehicle off the facility.

2. STALLED CAR BLOCKING A LANE OF PAVEMENT OR RAMP (driver present)

The Minuteman would pull the EPV behind the car, instruct the driver of his intentions to push him out of danger to a shoulder. The motorist would be told to close his hood, put the car in neutral, unlock his steering wheel and listen to the instructions given to him via the EPV's P.A. system.

Once the vehicle was safely on the shoulder the Minuteman would assist as needed. This procedure also holds true to flat tires even if the motorist is a bit reluctant to drive on a flat. Minutemen are prohibited from working on vehicles while on the PVT, except if the tire has already been removed. The above procedure applies only to cars, EPV's are prohibited from pushing any type of truck, all trucks will be towed off.

3. ABANDONED VEHICLES BLOCKING A LANE OF PAVEMENT OF RAMP

The Minuteman would quickly pull in front of the abandoned unit hook onto it as fast as fast as possible. Release the brakes if it is a truck and drag it to a shoulder.

Obviously there may be some damage to the vehicle during this relocation but the safety of our employee and other highway users is of prime concern.

Dispatcher giving a description of the vehicle, plate number and location it was towed to. This information is relayed to the police at once.

4. PEDESTRIANS

EPV's stop and pick up pedestrians, they are instructed to transport them to the nearest safe location off the Freeway, usually the next exit. If the pedestrian or hitchhiker does not cooperate the I.D.O.T. Dispatcher will call for a Trooper.

5. DEBRIS

Here are four frequent debris incidents:

- A) Debris on a shoulder, household furniture or wood pallets for example. I.D.O.T. Dispatcher contacts our Maintenance Yard for it's pick-up and disposal.
- B) Debris on the pavement, like a large truck tire or a car hood: An EPV would be called to remove object from the payment. The Minuteman would call for help with traffic and it would be placed on the shoulder and a call into the Maintenance Yard for later disposal. This also applies to 10-45's.
- C) Sludge; almost once a week we get a sludge type of material spilled onto the expressway. It usually comes from the Sanitary Districts pond in McCook. We have found that the best way to handle is to scrape up as much as possible and apply large amounts of sand and let traffic run on it until it dries.
- D) Truck lost its load; when this type of call comes in the first EPV of Police Unit should give the I.D.O.T. Dispatchers a description of the load so the proper equipment and personnel can be deployed. These are some of the incidents we encountered recently:

Steel Coils	Gravel	Water Pipes
Concrete Blocks	Metal Shavings	Live Chickens
Turkey Parts	Cabin Cruisers	Garbage
Cattle	Yard Tractors	Drums of Un-
	Tubs of Cheese	Known Chemical
	Plastic Pellets	Sunflower Seed

6. MINOR P.D. ACCIDENTS

The Minuteman would call for a Trooper and then h would instruct the drivers to drive their vehicles onto a shoulder.

or off onto a frontage road and exchange information and or wait for police. If the vehicles are not driveable the EPV would tow them off.

The Minuteman would then sweep up the accident debris and open the traffic lanes as quickly as possible. All badly wrecked or burned vehicles are towed off the freeway to frontage roads immediately to reduce lingering congestion due to gapers.

7. P.I. ACCIDENTS

The Minuteman would call for a Trooper and a fire ambulance. He would render aid to injured persons as persons as needed and wait for the ambulance. When all injured parties are removed he would than clear the roadway.

8. MAJOR TRUCK ACCIDENTS

The traffic stream on the Chicago Freeway System has an unusually high percentage of trucks, in some cases three times higher than the truck to car ratio of other urban systems.

To handle the frequent truck accidents IDOT takes a very aggressive posture in its response to the clearance of major truck accident scenes.

The first unit on the scene is the key person. He must analyze the incident and advise all other responding agencies what is involved. The priority items to us are; exact location, lanes blocked, number of vehicles, any hazardous cargos, injured person, fuel spilled and are they upright or overturned?

With this information given, the proper equipment can be deployed and the Media and Highway Advisory Radio broadcasts can alert motorists to avoid adding to the back-up. Just as in the case of an auto accident, vehicles won't be moved until injured parties have been extricated and it has been determined that there are no hazardous materials involved.

If a truck is overturned many factors will be reviewed to decide if it can be dragged off the travel lanes or uprighted. If it must be uprighted it will be done loaded. IDOT will not keep lanes blocked for companies to unload their cargos. In most cases this may cause some minor additional damage but the damage is minimal compared to the damage suffered to the truck when it rolled over at highway speed.

The wreckage is then towed completely off the freeway to the first exit to reduce the lingering effect of gapers and additional traffic delays while private tows pick up the vehicles.

EXPRESSWAY MILEAGE AND USE WITHIN CHICAGO

DAILY VEHICLE TRIPS

<u>*EXPRESSWAY</u>	<u>**DAILY VEHICLE TRIPS</u>
Dan Ryan	436,000
Kennedy	406,000
Stevenson	193,000
Eisenhower	189,000
Calumet	123,000
I-57	55,00
Edens	48,000
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TOTAL	1,450,000

* Chicago Skyway and Lake Shore Drive not included

** Bases on average trip length of 7.0 miles

NEW EMERGENCY TRAFFIC PATROL FACILITY STATUS

The two phase project will construct a 60,000 square foot facility including a two story administrative area, a parts and supply warehouse and a vehicle repair shop. The main garage will be capable of housing 60 trucks including our large crash cranes and recovery units.

The project is into its second year. Phase I was completed in February and bids have been received for the second phase which also includes the gas station and parking lot.

The construction schedule calls for completion of the project in the spring of 1992.

