

INTRODUCING...



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METHODS USED BY TDOT 'HELP'... ALL OF THE ABOVE!

- Push
- Pull
- Hybrid Push/Drag
- Drag
- All methods have an application



PRIORITIZING METHODS



1. BE THE SAFEST.

- Safety of ALL INVOLVED should be considered.
- Safety should always trump Quick Clearance. If it can't be done Safely, Don't Do it.

2. Be the most practical.

- Practical applications applied with consideration given to the end goal.
- Consider the need; Consider it done.

3. Be done with DUE REGARD.

- Done in a reasonable manner that anyone with the same task, training, and equipment, would do it under the same circumstances.



LIABILITY. REMOVAL LAW... TCA CODE 54-16-113



54-16-113. Removal of vehicles, spilled cargo or other personal property.

(a) The department of safety, department of transportation, or local law enforcement agency may immediately remove or cause to be removed any wrecked, abandoned, unattended, burned or partially dismantled vehicle, spilled cargo or other personal property from the roadway of a controlled-access highway if the vehicle, cargo or personal property is creating an obstruction or hazard to traffic because of its position in relation to the highway, as determined by authorized officers or employees of the department or agency.



LIABILITY... AS STATED IN TCA 154-16-113.



- (1) Any liability of the department of safety or the department of transportation for damage to vehicles or cargo resulting from removal pursuant to this section shall be determined in accordance with title 9, chapter 8, part 3.
- (2) Any liability of local law enforcement agencies for damage to vehicles or cargo resulting from removal pursuant to this section shall be determined in accordance with the Tennessee Governmental Tort Liability Act, compiled in title 29, chapter 20, part 1.



TDOT TRAINING PRACTICES



- Push Bumper Training
 - Task specific training on utilizing the push bumper to push disabled vehicles to safer locations, following set criteria.
- On-The-Job Training
 - 120-150 hours as a ride along Operator
 - Trained on recognition of the need for, and practice of, relocating vehicles utilizing a variety of methods.
- Vehicles can include CMV's, heavy, medium, & light duty trucks, passenger vehicles and motorcycles.



TDOT TRAINING PRACTICES



- No prior experience requirements
- All Operators trained in relocating disabled and/or damaged vehicles
- Skilled, experienced Operators, or Operators that have received additional training (such as Wreck Master), train others
 - No current level limits the Operators as to the type of method utilized
 - More experienced and skilled Supervisor and/or Operators will be dispatched to assist less skilled Operators
- Trained to avoid damage to vehicles whenever possible
- Trained to communicate Damage Claim assistance to the motorist and Supervisors



DEALING WITH RELUCTANT MOTORISTS



- Be calm, assertive, and confident
- Fully communicate with the motorist on a solid approach to relocate the vehicle utilizing the safest, shortest, and least damaging method with the proper equipment and technique
- Mutually agree upon the approach with full consideration given to the safety of the Operator, the motorist, other responders, and the public.
- Remember every situation is different and the approach has to be matched to the situation
- Do not force the approach.



DEALING WITH RELUCTANT MOTORISTS



- Frequency of damage is minimal when having to pull a vehicle with full resistance.
- Pre-existing damage is a factor.
- “Risk vs. Reward” philosophy plays a part also.



EQUIPMENT USED



- Grade 80 alloy tow chain 6' length J-Hook w/chain hook
- Grade 80 alloy 48" length J-Hook Bridle Set
- 3" x 25' Tow Strap w/loop ends 20,000 lb. rating
- Truck Mounted 1/2" rubber padded Push Bumper
- Additional Grade 80 alloy Tow chains w/chain hooks
- Mini J-hook cluster sets (asst.)
- 12,000 lb. planetary Winch (Electric)
- Tow Hitch w/ Receiver, 2" ball and locking latch



EQUIPMENT USED



SPECIAL CONSIDERATIONS



There are times when a vehicle requires being relocated/moved for FD/EMS to gain access to a patient. This is an example of one, moved under the direction of FD/EMS allowing quicker access to a patient with minor injuries after the vehicle came to rest against the median barrier wall. (Note the yellow edge line.)



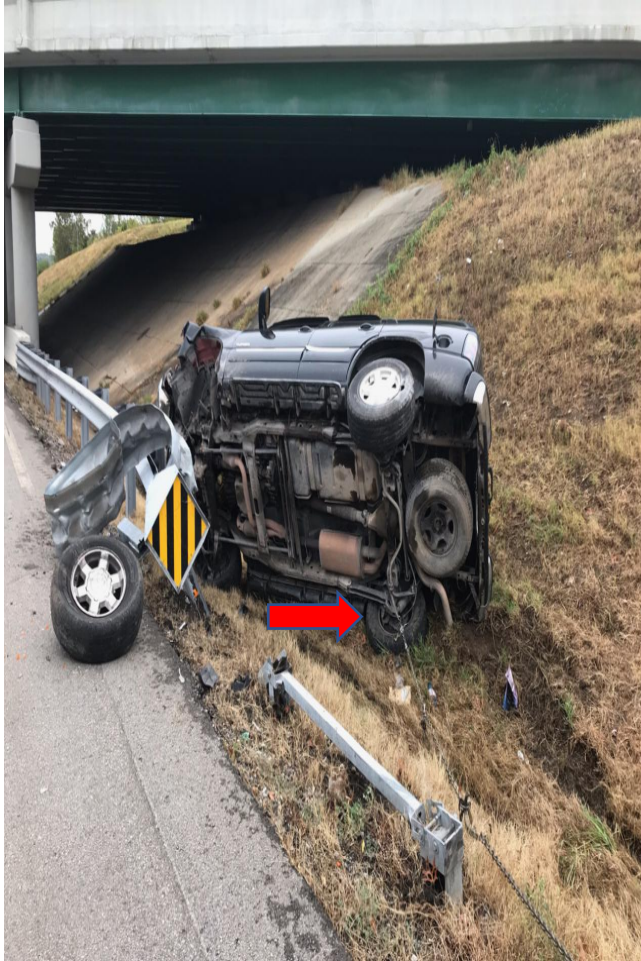
SPECIAL CONSIDERATIONS



Another situation that required a vehicle to be moved away from a wall for FD/EMS to access a patient on the passenger side of this vehicle. This tactic was implemented by the Senior FD Officer on scene and the task was carried out by the 'HELP' Operator under the direction and guidance of FD/EMS personnel. Patient care was expedited, and resulted in a quicker clearance time overall and reduced the time responders were required to be on scene.



RECOVERY AND REPOSITIONING OF VEHICLES/TOW PREP



- Recovering vehicles back to the roadway and repositioning them for towing
- Reduces overall clearance time of incidents (less exposure for responders)
- Reduces need for blocking additional lanes once towing/recovery arrives
- Accomplished with same equipment, but requires a stronger skill set, and experience





NEW FROM \$419

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STATISTICS 2019



Number of Vehicles Relocated Jan. 1 2019 to Present Day by Region:

TOTAL STATWIDE	9,466
REGION 1 (KNOXVILLE)	1,211
REGION 2 (CHATTANOOGA)	1,573
REGION 3 (NASHVILLE)	5,249 (AVG 14.4 DAILY)
REGION 4 (MEMPHIS)	1,433



STATISTICS 2019



Number of Lane Blocking Incidents Jan. 1 to Present day by Region:

TOTAL STATWIDE	42,212
REGION 1 (KNOXVILLE)	2,834
REGION 2 (CHATTANOOGA)	11,775
REGION 3 (NASHVILLE)	24,970 (AVG 68.4 DAILY)
REGION 4 (MEMPHIS)	2,633



QUESTIONS?

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