

INTRODUCING...



Scott Yinger
Deputy Director
CHART Operations
Maryland DOT State Highway Administration
SYinger@mdot.maryland.gov

PUSH, PULL, DRAG AUTHORITY

MEMORANDUM OF UNDERSTANDING

MD/SHA-MSP "CLEAR THE ROAD" POLICY (Attachment A)

This agreement made this _____ day of _____, 2014, by and between the Maryland State Highway Administration (SHA) and the Maryland State Police (MSP) is to provide guidance for State Police and State Highway personnel in removing vehicles from roadways in certain situations to maintain a safe and orderly flow of traffic.

WITNESSETH: Whereas, the SHA is proposing to remove certain vehicles from the roadway on an urgent basis following crashes, disabled vehicles or where vehicles are abandoned and are causing a hazardous situation to exist.

1. General:

Whenever the travel lanes of a roadway are closed or partially blocked by a crash, disabled or unattended vehicle and traffic delays or safety problems may occur as a result, the SHA representative in cooperation with the trooper in charge should attempt to reopen the roadway as soon as possible ON AN URGENT BASIS. All those involved realize that public safety is the highest priority and must be maintained, especially if injuries or hazardous materials are involved. It is understood that damage to vehicles or cargo may occur as a result of clearing the road on an urgent basis. While reasonable attempts to avoid such damage should be taken, the highest priority is public safety.

2. Procedure/Requirements – SHA

A. General

The SHA representative is to assign the necessary equipment and manpower to reopen the road or lane as soon as possible.

If materials being transported are involved and displaced, the SHA will make every effort to relocate the materials in the shortest possible time, using whatever equipment is necessary. All such materials will be relocated within as close proximity to the primary incident scene as possible, but not be placed as to present a traffic hazard.

The SHA representative shall prepare a list of the personnel and equipment used and the work hours involved so that the owner of the vehicle and/or cargo can be billed for the work. Appropriate warning devices (traffic control devices, signs, arrow boards, barricades etc.) are to be placed on the scene should either damaged vehicle(s) or cargo remains adjacent to a lane or shoulder once the primary responders have completed their investigation and debris removal.

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PUSH, PULL, DRAG CAPABILITY



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PUSH, PULL, DRAG EVERYTHING



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“Upon our arrival only the left shoulder was getting by the incident, after fire board cleared we used our CHART vehicles to drag the tractor trailer over to lane 3 & 4.”

PUSH, PULL, DRAG SOP

- CHART field personnel will protect the scene with the CHART vehicle using the emergency warning lights and arrow board
- Contact the TOC/SOC
- Provide the dispatcher with the exact location
- Request back up from other CHART field personnel, law enforcement or tow service, if needed
- Provide description of vehicle, license plate number, and which lanes are blocked
- Relocate vehicle to a safe location with the assistance of other agencies, if needed

PUSH, PULL, DRAG BENEFITS

- University of Maryland provides an annual analysis of TIM effectiveness
 - <https://chart.maryland.gov/readingroom/readingroom.asp>
- 2018 Analysis Showed:
 - Incidents with CHART present cleared nearly 8 minutes quicker
 - The reduction of lane closure time prevented est. 431 secondary and 849 lane changing crashes
 - Cost savings to Maryland taxpayers in 2018 was over \$1.3 Billion
 - Delay Time Saved
 - Fuel Consumption Reduction
 - Less emissions

QUESTIONS?

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