Integration of the Incident Command System (ICS) Protocol for the SCDOT

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Objective and Scope

• Primary objective: Reduce traffic congestion
  – Efficient interagency communication
  – Individual agency efficiency
  – Ensure correct use of ICS protocol

• Scope: I-26 corridor between Charleston and Columbia
FHWA Best Practices

• Used to address gaps
• Example: Lack of CCTV cameras
A Closer Look...

Fire Department or SCHP
Incident Command

- emergency dispatch response
- emergency vehicle tracking data
- incident status
- decision support information
- emergency dispatch requests
- suggested route

Tow Company

Existing
# Wrecker Regulation Improvements

<table>
<thead>
<tr>
<th></th>
<th>SCDOT Regulations</th>
<th>WSDOT (MIT)</th>
<th>GDOT (TRIP)</th>
<th>FDOT (RISC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specialized wrecker list for quick clearance?</td>
<td>No</td>
<td>Major Incident Tow</td>
<td>Towing &amp; Recovery Incentive Program</td>
<td>Rapid Incident Scene Clearance</td>
</tr>
<tr>
<td>Separate list for each wrecker category?</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Additional training or equipment required?</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Required wrecker business hours?</td>
<td>8:30 A.M. - 5:00 P.M. Monday - Friday</td>
<td>24/7 7 days a week</td>
<td>24/7 7 days a week</td>
<td>None Established (assume standard 8:00A.M.-5:00P.M. M-F)</td>
</tr>
<tr>
<td>Can passing wrecker respond to accident?</td>
<td>No; not unless contacted by SCHP</td>
<td>Yes; wrecker would be on a route during peak traffic</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Time allocation wrecker has to arrive on scene?</td>
<td>45 minutes</td>
<td>15 minutes (business hours)</td>
<td>45 minutes (business hours)</td>
<td>60 minutes</td>
</tr>
<tr>
<td>Total Time allocation for wrecker to clean area?</td>
<td>None Established</td>
<td>90 minutes</td>
<td>90 minutes</td>
<td>90 minutes</td>
</tr>
<tr>
<td>Incentive Bonus?</td>
<td>None</td>
<td>$2,500</td>
<td>$2,500 standard + $1,000 equipment bonus = $3,500 total</td>
<td>$2,500 standard + $600/$1000 equipment bonus = $3,500 total</td>
</tr>
<tr>
<td>Minimum wrecker requirements?</td>
<td>One Class A, B, or C wrecker</td>
<td>Two Class C wreckers</td>
<td>Two Class C wreckers and a support vehicle</td>
<td>One Class C wrecker</td>
</tr>
<tr>
<td>Reimbursement for services not rendered?</td>
<td>None</td>
<td>$600</td>
<td>$600</td>
<td>$600</td>
</tr>
<tr>
<td>Penalized for excessive cleanup time?</td>
<td>No</td>
<td>No</td>
<td>$600 flat or $600/hr</td>
<td>$600/hr</td>
</tr>
</tbody>
</table>
Benefit Cost Analysis

Evaluation of the Towing and Recovery Incentive Program

– PBS&J
Next Step

• Further Development
• Refinement
• Feedback
Thank you!