

Emergency Shoulder Use Standard Operating Procedure

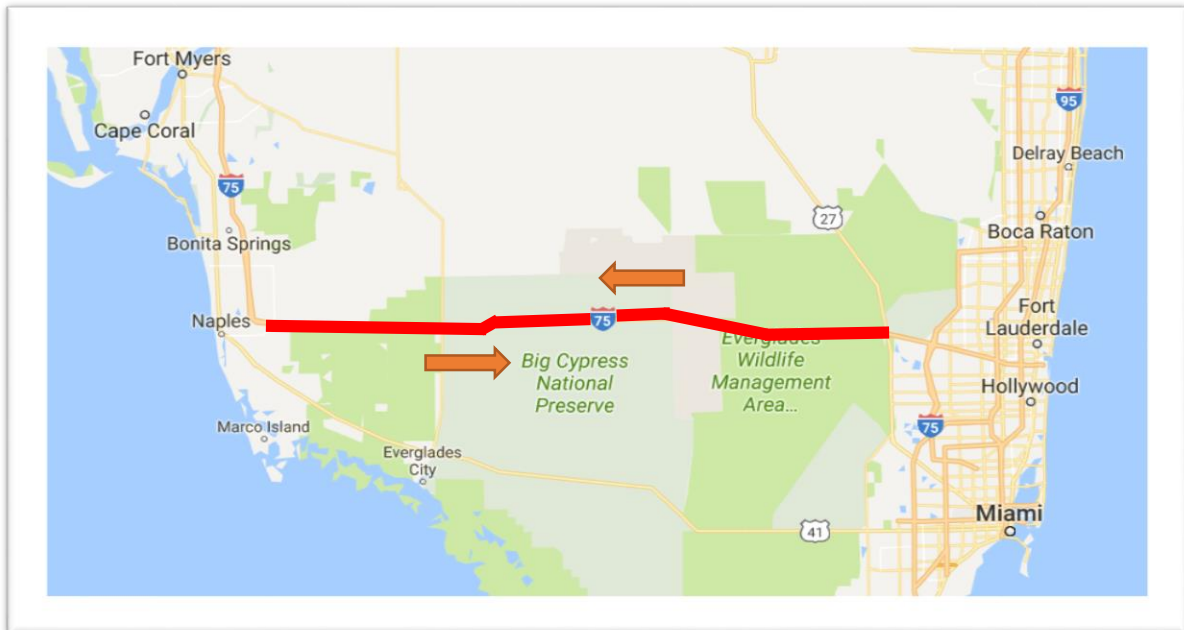
District One and District Four Partnership

I-75 (SR 93) Alligator Alley through Collier County and Broward County

Northbound Evacuation: Section 86075000, MP 18.6 (MM 24) to Section 03175000, MP 51 (MM 102)

Southbound Evacuation : Section 03175000, MP 51.9 (MM 101) to Section 86075000, MP 17.2 (MM 23)

NOTE: BEGINNING AND END POINTS ARE IN DISCUSSIONS THIS WILL ALTER THE NUMBER AND TYPE OF RESOURCES DEPLOYED



Emergency Shoulder Use Standard Operating Procedure

This Standard Operating Procedure (SOP) establishes the operations required to be prepared for and to implement Emergency Shoulder Use (ESU) as shown in the ESU Concept Plans for I-75 (SR93) Alligator Alley between Collier County and Broward County. The ESU Concept Plans were used in the development of the ESU Implementation Plans which provide greater detail on resource locations and staging areas.

The implementation of ESU requires the coordinated effort of the Stakeholders, noted as the Florida Department of Transportation (FDOT); Florida Highway Patrol (FHP)/Other Law Enforcement, Fire and EMS; Collier and Broward Counties Emergency Management Offices; Asset Maintenance Contractors; and other supporting agencies. This SOP establishes a basic concept of operations, those who may be performing this work, when the operations can be performed, where the operations will be performed, and how the operations will be performed. This SOP may be revised and the ability to adapt to actual conditions is a necessity during any emergency event.

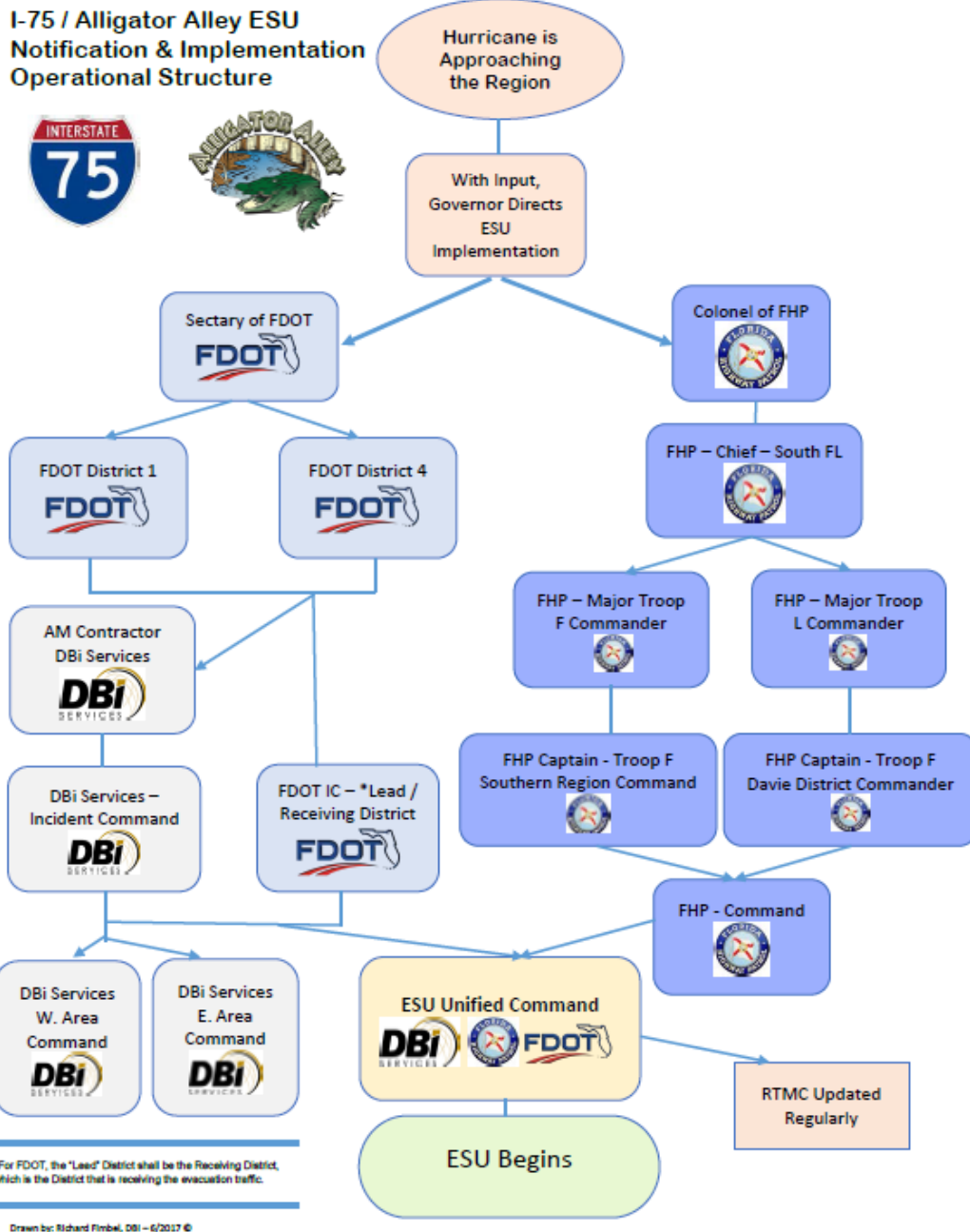
The purpose of developing, designing, and if needed, implementing the ESU plan is to serve as a tool to help evacuate a region due to or in advance of a natural or man-made disaster. It is designed to temporarily increase the roadway capacity to facilitate a quicker evacuation of the designated region, and **is intended to be a 24 hour operation**. The current ESU Concept Plans are attached in the Appendix, showing typical location for traffic control channelizing devices, Law Enforcement Officers (LEO), narrow shoulder locations and emergency crossover locations, a more detailed ESU implementation plan will be included in the Appendix after June 30th.

ORGANIZATION STRUCTURE AND COMMUNICATION

The FDOT and the FHP will implement Shoulder Use for Emergency Evacuations (ESU) following direction from the Governor or State Coordinating Officer. The FDOT will provide the direction to implement ESU from the State Emergency Operations Center (EOC) to the District EOC. FHP will provide the direction using a similar process. At that point, coordination and implementation of ESU will be at the District and Troop level. FDOT District Operations will then notify Asset Maintenance Contractor (AMC), and all other personnel and Contracts deemed necessary by the District Maintenance Engineer (DME) or designee to prepare for and implement ESU. Notification to appropriate personnel will be made via telephone and email. For FDOT, the Lead District is the Receiving District, the District that is receiving the evacuation traffic. The Lead District will handle all the coordination necessary within both Districts.

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Emergency Shoulder Use (ESU) – Operational Flow Chat



ESU EMERGENCY NOTIFICATION PROTOCOL

1. Florida Highway Patrol (FHP) Command Center – Troop F Fort Myers and Troop L Lake Worth
2. Florida Department of Transportation – District One (D1) and District Four (D4)
3. Asset Maintenance Contractor (AMC) – DBi Services LLC (DBIS)
4. County Emergency Management Office – Lee, Collier, and Broward
5. Communications Office
6. News Media

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POINT-OF-CONTACT INFORMATION

NAME	AGENCY / TITLE	OFFICE	CELL	EMAIL
Col. Gene Spaulding	FHP Director	(850) 617-2300		genespauling@flhsmv.gov
Lt. Col. Michael Thomas	FHP Deputy Director	(850) 617-2367		michaeltomas2@flhsmv.gov
Chief John Gourley	FHP South Florida Operations	(407) 264-3595		johngourley@flhsmv.gov
FHP Troop F - Fort Myers Command Center		(239) 938-1800		
Maj. John Baumann	FHP Troop F Commander	(941) 751-8356	941-266-0918	johnbaumann@flhsmv.gov
Capt. Joseph Gideons	FHP Troop F Southern Region Commander	(239) 334-1742	239-560-9975	josephgideons@flhsmv.gov
Lt. Joseph Bowers	FHP Troop F	(239) 344-1740	352-427-2778	josephbowers@flhsmv.gov
Lt. Elias Sanchez	FHP Troop F	(239) 344-1736	239-822-1720	eliassanchez@flhsmv.gov
Lt. Greg Bueno	FHP Troop F Public Affairs Officer	(239) 225-9605	239-292-4925	gregbueno@flhsmv.gov
FHP Troop L - Lake Work Command Center		(561) 357-4013		
Maj. Robert Chandler	FHP Troop L Commander	(561) 357-4040		robertchandler@flhsmv.gov
Capt. Christopher Chappell	FHP Troop L Davie District Commander	(954) 308-5913	850-544-4362	christopherchappell@flhsmv.gov
Lt. Eduardo Rivera	FHP Troop L	(954) 837-4000	786-858-5821	eduardorivera@flhsmv.gov
Sgt. Mark Wysocky	FHP Troop L Public Affairs Officer	(954) 308-5929		markwysocky@flhsmv.gov
Sgt. J.R. Wigfall	FHP Troop L Pilot	(561) 578-3275		jewrelwigfall@flhsmv.gov
Lt. James Robinson	FHP Troop L	954-308-5913	561-214-5450	jamesrobinson@flhsmv.gov
Sharon Hedrick Harris	FDOT-D1 District Maintenance Administrator	(863) 519-2315	(863) 559-0983	sharon.hedrickharris@dot.state.fl.us
Amy Perez	FDOT-D1 Deputy District Maintenance Engineer	(863) 519-2316	(863) 272-4885	amarilys.perez@dot.state.fl.us
Kevin Salsbery	FDOT-D1 Emergency Coordination Officer	(863) 519-2758	(863) 559-9460	kevin.salsbery@dot.state.fl.us
Ben Loeser	FDOT-D1 Asset Maintenance Program Manager	(941) 708-4457	(863) 279-5112	benjamin.loeser@dot.state.fl.us
Brian Bird	FDOT-D1 Project Manager - Collier & Lee	(239) 656-7800	(239) 272-7492	brian.bird@dot.state.fl.us
Zachary Burch	FDOT-D1 Government Affairs & Communications Manager	(239) 225-1950	(352) 514-8161	zachary.burch@dot.state.fl.us
.....	FDOT-D1 Director of Transportation Operations	(863) 519-2202
Mark Mathes	FDOT-D1 Traffic Operations	(863) 519-2507		mark.mathes@dot.state.fl.us
Keith Slater	FDOT-D1 District Traffic Operations Engineer	(863) 519-2494		keith.slater@dot.state.fl.us
Fort Myers Regional Traffic Management Center (RTMC)		(239) 225-1900		D1its.Supervisor@dot.state.fl.us
Fort Myers RTMC Control Room		(239) 225-1960		

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Robbie Brown	FDOT-D1 ITS Operations Manager	(239) 225-1901	(239) 745-5490	robbie.brown@dot.state.fl.us
Chris Williams	FDOT-D1 TIM Road Ranger Project Manager	(239) 225-1915	(239) 322-0127	chris.williams@dot.state.fl.us
Renee Daniels	FDOT-D1 RTMC Manager	(239) 225-1902	(813) 399-1751	renee.daniels@dot.state.fl.us
Morteza Alian	FDOT-D4 District Maintenance Engineer	(954) 777-4449	(954) 218-4511	morteza.aliان@dot.state.fl.us
Kelley Hall	FDOT-D4 Deputy Maintenance Engineer	(954) 777-4205	(954) 303-7792	kelley.hall@dot.state.fl.us
William Wang	FDOT-D4 Deputy District Maintenance Administrator	(954) 777-4203	(954) 868-8578	william.wang@dot.state.fl.us
Anthony Puccio	FDOT-D4 Emergency Management Coordinator	(954) 777-4537	(954) 914-2213	anthony.puccio@dot.state.fl.us
Wilfredo Acevedo	FDOT-D4 Asset Maintenance Program Manager	(954) 777-4313	(954) 249-7628	wilfredo.acevedo-diaz@dot.state.fl.us
Mark Plass, P.E.	FDOT-D4 Traffic Operations Engineer	(954) 777-4351	(954) 249-7628	mark.plass@dot.state.fl.us
Chi-yu Sheu	FDOT-D4 Maintenance Contracts	(954) 776-4300	(954) 295-5579	chi-yu.sheu@dot.state.fl.us
Chuck McGinness	FDOT-D4 Public Information Officer	(954) 777-4302		chuck.mcginness@dot.state.fl.us
Broward Regional Traffic Management Center (RTMC)				
Broward RTMC Control Room		(954) 847-2785		
Daniel Smith	FDOT-D4 ITS Operations Manager	(954) 847-2633	(954) 295-2582	daniel.smith@dot.state.fl.us
Nicole Forest	FDOT-D4 Freeway Operations Manager	(954) 847-2631		nicole.forest@dot.state.fl.us
Dee McTague	FDOT-D4 RTMC Manager	(954) 847-2790	(954) 691-5340	dmctague@smartsunguide.com
Richard Fimbel	DBIS Emergency Manager	(239) 229-0682	(239) 229-0682	rfimbel@dbiservices.com
Alex Demarco	DBIS Regional Manager	(239) 223-4113	(239) 223-4113	ademarco@dbiservices.com
Samantha Manning	DBIS I-75 Ultra Project Manager	(239) 671-6751	(239) 671-6751	samantha.manning@dbiservices.com
Carlos Hernandez	DBIS Assistant Project Manager ZONE C SUPERVISOR	(239) 940-9935	(239) 940-9935	carlos.hernandez@dbiservices.com
Uriel Garcia	DBIS Highway Operation Manager ZONE D SUPERVISOR	(239) 633-9073	(239) 633-9073	ugarcia@dbiservices.com
Tom Curran	DBIS Facility Operation Manager	(239) 339-7392	(239) 339-7392	thomas.curran@dbiservices.com
Reggie Faust	ZONE B SUPERVISOR	(239)349-6021	(239)349-6021	
Gerald Kleynhans	DBIS Area Manager – Broward ZONE A SUPERVISOR	(954) 444-1090	(954) 444-1090	gkleynhaus@dbiservices.com
Earl Stults	DBIS Area Manager - Collier	(239) 898-8375	(239) 898-8375	earl.stults@dbiservices.com
Vacant - <i>contact Hwy Ops Mgr.</i>	DBIS Area Manager - Lee & Charlotte	(239) 633-9073	(239) 633-9073	ugarcia@dbiservices.com
Virgil Wooten	DBIS Area Manager - Sarasota & Manatee	(941) 809-6210	(941) 809-6210	virgil.wooten@dbiservices.com

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Collier County Emergency Management		(239) 252-3600		
Broward County Emergency Management		(954) 831-3900		
Broward County Fire / Rescue	Station 106, MM 35 Rest Area - Alligator Alley	(954) 325-1984		
Lourdes Daniels	Anchor Towing of Broward - Road Ranger Assistance	(954) 436-9238		call4tow@comcast.net
Kevin Daugherty	FDOT-D1 Contract T1658 Project Administrator	(239) 985-7853	(239) 940-9541	kevin.daugherty@dot.state.fl.us
Khosrow Farhadtooski	D1 Contract T1A16 Project Administrator	(239) 234-5655		kfarhadtooski@jmt.com
Dan Dan Zhao	D1 Contract T1A16 Contract Support Specialist	(239) 234-5655		dzhao@jmt.com
Eliode Joseph	D1 Contract T1A16 Project Oversight	(239) 985-7866		eliode.joseph@dot.state.fl.us
Franklin Wagoner	D1 AMC Broadspectrum Project Manager - Collier	(239) 234-6500		frank.wagoner@broadspectrum.com
Rob Chandler	D1 Contract T1644 Program Manager	(863) 553-7000		robert.chandler@atkinglobal.com
Nazario Ramirez	D4 AMC Jorgensen Project Manager - Broward	(954) 626-3590	(954) 654-9846	nazario_ramirez@royjorgensen.com
Simon Castro	D4 AMC Jorgensen Regional Manager - Broward	(954) 626-3590	(954) 914-0074	simon_castro@royjorgensen.com
Eliode Joseph	FDOT MM63 NB Rest Area Project Oversight	(239) 985-7866	(239) 272-7217	Eliode.Joseph@dot.state.fl.us
James Jeffers	CEI PA MM63 NB Rest Area	(813) 435-2608	(954) 980-7242	JJeffers@acp-fl.com
Charles Wilson	Contractor for MM63 Rest Area	(561) 588-2027	(561) 346-1472	CWilson@westconstructioninc.net

EQUIPMENT LIST

AMC has portable changeable message boards (PCMS) in inventory statewide, seven (7) of the aforementioned PCMS will be committed to the I-75 Alligator Alley ESU. AMC will have a skid steer equipped with a sweeper attachment staged in both Broward and Collier County and others can be available from other nearby AMC projects. All of the channelizing devices and the two (2) skid steers with broom attachments needed for this ESU are within the AMC's local office inventory.

The corridor already has appropriate signage at the Recreational Access Areas and will not need to be acquired. The quantities below are what remains to be installed (including the 20' spacing of channelizing devices).

Northbound Description	Quantity
Channelizing Devices	1107
Portable Changeable Message Boards	8
ESU Signage	53
Light Towers	2

Southbound Description	Quantity
Channelizing Devices	915
Portable Changeable Message Boards	9
ESU Signage	49
Light Towers	2

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All signs are permanent flip signs, provided by the AMC. A traffic operations work order will be executed with the AMC. The signs will not have an alternative message during non-active periods.

Until such time the SR 29 interchange lighting project is installed and operational, the AMC will provide 2 light towers to be utilized at the SR 29 interchange ramp merge points. These light towers are within the AMC's local office inventory.

This plan assumes the installation of the permanent signs on the right shoulder of I-75 Alligator Alley Corridor from MM 24 to MM 102 for Northbound ESU and from MM 101 to MM 23 for Southbound ESU. If storm is approaching and it is anticipated the ESU will be activated, AMC will order pink mesh temporary signs for quick deployment, if permanent signs have not been installed. Arrangements for the fabrication of temporary signs have been negotiated with a vendor which will produce and deliver signs within 36 hours.

SUMMARY OF ESU PERMANENT SIGN QUANTITIES

SIGN DESCRIPTION	NORTHBOUND	SOUTHBOUND
BEGIN RIGHT SHOULDER USE	1	1
CONTINUE SHOULDER LANE USE	8	7
END RIGHT SHOULDER USE	1	1
END RIGHT SHOULDER USE 1/2 MILE	1	1
END SHOULDER USE	1	1
END SHOULDER USE 1 MILE	1	1
END SHOULDER USE 1/2 MILE	1	4
EXITING TRAFFIC USE SHOULDER	5	8
NO TRUCKS OR BUSES ON SHOULDER	8	10
ON RAMP TRAFFIC USE SHOULDER	8	1
RAMP TRAFFIC USE RIGHT LANE	2	4
REC AREA CLOSED	2	3
RIGHT LANE TRAFFIC USE SHOULDER	1	1
RIGHT SHOULDER OPEN FOR USE	4	1
SHOULDER NARROWS 1/2 MILE	3	3
SHOULDER TRAFFIC USE RIGHT LANE	1	1
SLOW DOWN SHOULDER NARROWS	3	1
USE RIGHT SHOULDER 1 MILE	1	0
USE RIGHT SHOULDER 2 MILES	1	0
Total	53	49

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NORTHBOUND EQUIPMENT PLACEMENT LOCATIONS

PANEL DESCRIPTION	DIRECTION	SIDE	MILE MARKER	LOCATION
USE RIGHT SHOULDER 2 MILES	NB	RT	21	MAINLINE
USE RIGHT SHOULDER 1 MILE	NB	RT	22	MAINLINE
NO TRUCKS OR BUSES ON SHOULDER	NB	RT	23	MAINLINE
END RIGHT SHOULDER USE 1/2 MILE	NB	RT	24	MAINLINE
END RIGHT SHOULDER USE	NB	RT	24	MAINLINE
SHOULDER TRAFFIC USE RIGHT LANE	NB	RT	24	MAINLINE
RIGHT LANE TRAFFIC USE SHOULDER	NB	RT	24	MAINLINE
BEGIN RIGHT SHOULDER USE	NB	RT	24	MAINLINE
NO TRUCKS OR BUSES ON SHOULDER	NB	RT	26.6	MAINLINE
SHOULDER NARROWS 1/2 MILE	NB	RT	26.6	MAINLINE
SLOW DOWN SHOULDER NARROWS	NB	RT	26.6	MAINLINE
CONTINUE SHOULDER LANE USE	NB	RT	31	MAINLINE
EXITING TRAFFIC USE SHOULDER	NB	RT	35	MAINLINE
NO TRUCKS OR BUSES ON SHOULDER	NB	RT	35	MAINLINE
SHOULDER NARROWS 1/2 MILE	NB	RT	35	MAINLINE
ON RAMP TRAFFIC USE SHOULDER	NB	RT	35	ON RAMP
ON RAMP TRAFFIC USE SHOULDER	NB	RT	35	ON RAMP
REC AREA CLOSED	NB	RT	35	REST AREA
SLOW DOWN SHOULDER NARROWS	NB	RT	35	MAINLINE
RIGHT SHOULDER OPEN FOR USE	NB	RT	35	MAINLINE
NO TRUCKS OR BUSES ON SHOULDER	NB	RT	35	MAINLINE
CONTINUE SHOULDER LANE USE	NB	RT	38	MAINLINE
NO TRUCKS OR BUSES ON SHOULDER	NB	RT	47.7	MAINLINE
SHOULDER NARROWS 1/2 MILE	NB	RT	47.7	MAINLINE
SLOW DOWN SHOULDER NARROWS	NB	RT	47.7	MAINLINE
EXITING TRAFFIC USE SHOULDER	NB	RT	49	MAINLINE
CONTINUE SHOULDER LANE USE	NB	RT	49	MAINLINE
ON RAMP TRAFFIC USE SHOULDER	NB	RT	49	ON RAMP
ON RAMP TRAFFIC USE SHOULDER	NB	RT	49	ON RAMP
NO TRUCKS OR BUSES ON SHOULDER	NB	RT	49	MAINLINE
RIGHT SHOULDER OPEN FOR USE	NB	RT	49	MAINLINE
REC AREA CLOSED	NB	RT	51	MAINLINE
CONTINUE SHOULDER LANE USE	NB	RT	51	MAINLINE
EXITING TRAFFIC USE SHOULDER	NB	RT	63	MAINLINE
CONTINUE SHOULDER LANE USE	NB	RT	63	MAINLINE
ON RAMP TRAFFIC USE SHOULDER	NB	RT	63	ON RAMP
ON RAMP TRAFFIC USE SHOULDER	NB	RT	63	ON RAMP

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RIGHT SHOULDER OPEN FOR USE	NB	RT	63	MAINLINE
NO TRUCKS OR BUSES ON SHOULDER	NB	RT	63	MAINLINE
CONTINUE SHOULDER LANE USE	NB	RT	70	MAINLINE
EXITING TRAFFIC USE SHOULDER	NB	RT	80	MAINLINE
CONTINUE SHOULDER LANE USE	NB	RT	80	MAINLINE
ON RAMP TRAFFIC USE SHOULDER	NB	RT	80	ON RAMP
ON RAMP TRAFFIC USE SHOULDER	NB	RT	80	ON RAMP
NO TRUCKS OR BUSES ON SHOULDER	NB	RT	80	MAINLINE
RIGHT SHOULDER OPEN FOR USE	NB	RT	80	MAINLINE
END SHOULDER USE 1 MILE	NB	RT	101	MAINLINE
EXITING TRAFFIC USE SHOULDER	NB	RT	101	MAINLINE
CONTINUE SHOULDER LANE USE	NB	RT	101	MAINLINE
END SHOULDER USE 1/2 MILE	NB	RT	101	MAINLINE
RAMP TRAFFIC USE RIGHT LANE	NB	RT	101	ON RAMP
RAMP TRAFFIC USE RIGHT LANE	NB	RT	101	ON RAMP
END SHOULDER USE	NB	RT	101	MAINLINE

SOUTHBOUND EQUIPMENT PLACEMENT LOCATIONS

PANEL DESCRIPTION	DIRECTION	SIDE	MILE MARKER	LOCATION
USE RIGHT SHOULDER 2 MILES	SB	RT	103	MAINLINE
USE RIGHT SHOULDER 1 MILE	SB	RT	102	MAINLINE
ON RAMP TRAFFIC USE SHOULDER	SB	RT	101	ON RAMP
ON RAMP TRAFFIC USE SHOULDER	SB	RT	101	ON RAMP
NO TRUCKS OR BUSES ON SHOULDER	SB	RT	101	MAINLINE
END RIGHT SHOULDER USE 1/2 MILE	SB	RT	100	MAINLINE
END RIGHT SHOULDER USE	SB	RT	100	MAINLINE
SHOULDER TRAFFIC USE RIGHT LANE	SB	RT	100	MAINLINE
RIGHT LANE TRAFFIC USE SHOULDER	SB	RT	100	MAINLINE
BEGIN RIGHT SHOULDER USE	SB	RT	100	MAINLINE
EXITING TRAFFIC USE SHOULDER	SB	RT	80	MAINLINE
CONTINUE SHOULDER LANE USE	SB	RT	80	MAINLINE
ON RAMP TRAFFIC USE SHOULDER	SB	RT	80	ON RAMP
ON RAMP TRAFFIC USE SHOULDER	SB	RT	80	ON RAMP
NO TRUCKS OR BUSES ON SHOULDER	SB	RT	80	MAINLINE
RIGHT SHOULDER OPEN FOR USE	SB	RT	80	MAINLINE
CONTINUE SHOULDER LANE USE	SB	RT	70	MAINLINE
EXITING TRAFFIC USE SHOULDER	SB	RT	63	MAINLINE

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CONTINUE SHOULDER LANE USE	SB	RT	63	MAINLINE
ON RAMP TRAFFIC USE SHOULDER	SB	RT	63	ON RAMP
ON RAMP TRAFFIC USE SHOULDER	SB	RT	63	ON RAMP
RIGHT SHOULDER OPEN FOR USE	SB	RT	63	MAINLINE
NO TRUCKS OR BUSES ON SHOULDER	SB	RT	63	MAINLINE
EXITING TRAFFIC USE SHOULDER	SB	RT	49	MAINLINE
CONTINUE SHOULDER LANE USE	SB	RT	49	MAINLINE
ON RAMP TRAFFIC USE SHOULDER	SB	RT	49	ON RAMP
ON RAMP TRAFFIC USE SHOULDER	SB	RT	49	ON RAMP
NO TRUCKS OR BUSES ON SHOULDER	SB	RT	49	MAINLINE
RIGHT SHOULDER OPEN FOR USE	SB	RT	49	MAINLINE
NO TRUCKS OR BUSES ON SHOULDER	SB	RT	47.7	MAINLINE
SHOULDER NARROWS 1/2 MILE	SB	RT	47.7	MAINLINE
SLOW DOWN SHOULDER NARROWS	SB	RT	47.7	MAINLINE
CONTINUE SHOULDER LANE USE	SB	RT	38	MAINLINE
NO TRUCKS OR BUSES ON SHOULDER	SB	RT	35.6	MAINLINE
SHOULDER NARROWS 1/2 MILE	SB	RT	35.6	MAINLINE
SLOW DOWN SHOULDER NARROWS	SB	RT	35.6	MAINLINE
EXITING TRAFFIC USE SHOULDER	SB	RT	35	MAINLINE
CONTINUE SHOULDER LANE USE	SB	RT	35	MAINLINE
ON RAMP TRAFFIC USE SHOULDER	SB	RT	35	ON RAMP
ON RAMP TRAFFIC USE SHOULDER	SB	RT	35	ON RAMP
RIGHT SHOULDER OPEN FOR USE	SB	RT	35	MAINLINE
NO TRUCKS OR BUSES ON SHOULDER	SB	RT	35	MAINLINE
CONTINUE SHOULDER LANE USE	SB	RT	31	MAINLINE
NO TRUCKS OR BUSES ON SHOULDER	SB	RT	26.6	MAINLINE
SHOULDER NARROWS 1/2 MILE	SB	RT	26.6	MAINLINE
SLOW DOWN SHOULDER NARROWS	SB	RT	26.6	MAINLINE
END SHOULDER USE 1 MILE	SB	RT	23	MAINLINE
SHOULDER TRAFFIC MUST EXIT	SB	RT	23	MAINLINE
END SHOULDER USE	SB	RT	23	MAINLINE

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EARLY PRE-IMPLEMENTATION OPERATIONS (BLUE SKIES)

Early Pre-Implementation is the phase that considers what tasks need to occur prior to Hurricane Season and just before the area is threatened by a storm.

Early Stage Pre-Implementation Activities	Assigned	Timeline
Fabrication of permanent ESU signage	FDOT	July
Modification and installation of permanent ESU signage	AMC	August
Ensure State Contracts are active or being procured prior to ESU implementation (Asset Maintenance, Road Rangers, and Emergency Roadside Assistance)	FDOT	January 30*
Ensure availability and readiness of PCMS equipment	AMC	June 1
Ensure unpaved shoulder conditions are in compliance	AMC	June 1
Inspect pavement conditions and correct as needed	AMC	Quarterly
Remove vegetation encroachments	AMC	Quarterly
Sweep paved shoulder	AMC	Quarterly
Corridor drive-thru	FDOT, AMC	April 15
ITS "Shared Systems Test" between District 1 and District 4	FDOT	June 1
Provide updated AMC contact information	AMC	June 1
Hold "Turn Page" Meeting with all Stakeholders	FDOT	June 1

*For the 2017 season, the Emergency Roadside Assistance Services contract will not be executed prior to June 1st.

FDOT and AMC will ride the corridor together by April 15th to assess shoulder conditions and determine if conditions are suitable for ESU. Those items identified by FDOT as deficient in relation to successful implementation of the ESU will be addressed by the AMC prior to June 1st.

Three to five days before the storm is projected to impact the area, the AMC will evaluate the corridor (Corridor Drive Thru #1) and consider the need to remove vegetation, sweep via mechanical broom and repair the shoulder in the direction of the ESU (both shoulders). Throughout the season, if there are staff changes, AMC will notify the FDOT of new contact information.

PRE-IMPLEMENTATION OPERATIONS (GRAY SKIES)

Time needed to prepare from the notification of the decision to activate the ESU = 12 hours (daylight operation) or 15 hours (nighttime operation)

NOTE: If permanent sign installation has not been completed and temporary pink mesh signs need to be deployed, 4 hours will need to be added to the above referenced time for the Pre-Implementation Operations phase.

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Pre-Implementation is the phase that considers what tasks need to occur to deploy and stage on the roadside. Time to accomplish Pre-Implementation may be impacted by time of day, traffic at the time of implementation, and amount of permanent signs installed.

ESU PRE-IMPLEMENTATION OPERATIONS (GRAY SKIES)				
Activity	Start Time	Duration	Responsible Party	Confirmed By
Stage PCMS and cones to designated areas	Initial Notification	12 to 15 Hours*	AMC	FDOT
Remove abandoned vehicles	Initial Notification	On Going	FHP	FDOT
Zone Drive-Thru - to insure all equipment is being properly staged	After zone resources staged	1/2 hours conducted simultaneously	AMC Zone Supervisor/Area Commander	FDOT

* 12 Hours for Daylight set and 15 hours for Overnight Set

STAKEHOLDER COORDINATION:

The Lead District will set up teleconference number to be used throughout the ESU and send out call-in phone number to stakeholders. Conference calls will be set up after incident briefings or every 2-4 hours as needed.

ROAD RANGERS:

Two (2) additional Road Rangers will need to be scheduled for implementation phase.

ROADSIDE ASSISTANCE FOR EVACUEES:

Road Rangers will continue to serve the entire corridor in both directions (ESU lanes and normal operating lanes) with additional staffing for the activation. Road Rangers will run the assigned circuit and address disabled vehicles encountered, as well as dispatched locations from the RTMC. Road Rangers will provide fuel for those vehicles that run out of gas. Road Rangers cannot provide towing and pushing.

The Emergency Roadside Assistance Services contract staff will be located in the RTMC working with the dispatcher to mobilize the pre-staged crews to the site of disabled vehicles. That staff will be required to report to the RTMC within 6 hours of notification to activate the ESU.

VEHICLE REMOVAL:

Emergency Declaration is required to accomplish vehicle removal. FHP has indicated they may not be able to be present to tag the vehicle.

COMMERCIAL AND OTHER LARGE VEHICLE RESTRICTIONS:

Due to the shoulder widths, large commercial trucks and other large vehicles will be required to stay on the mainline. District Freight Coordination and District Permits will be notified to communicate with industry contacts.

STAGING LOCATIONS:

Upon notification that ESU Implementation is forthcoming, the AMC will provide transport of assigned equipment to predetermined staging locations along the corridor (Zone A- Zone D). Crews will set up PCMS where message cannot be visible to motorists. Priority of deployment will be based on the direction of the evacuation.

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For northbound evacuations, crew prioritized deployment will be Zone D, Zone C, Zone B, and Zone A. For southbound evacuations, crew prioritized deployment will be Zone A, Zone B, Zone C, and Zone D.

Post / MM	Individuals Per Post	Zone Command	Area Command	IC
MM 23 - SR-27	1	Zone A	East Area Command	DBi Incident / Operation Commander
MM 25 - Toll Plaza	2			
MM 31	1			
MM 35 EB - N. Side	1	Zone B		
MM 35 WB - S. Side	1			
MM 38	1			
MM 47.5 -	1	Zone C	West Area Command	
MM 49 - Snake Rd	1			
MM 51 - Rec	1			
MM 63 - RA	2	Zone D		
MM 72 - Rec Area	1			
MM 80 - SR-29	1			
MM 101 - CR- 951	2			

DEBRIS REMOVAL:

When AMC identifies debris on the ESU (or other lanes of I-75 within the Alligator Alley corridor), the AMC Zone Leader will be contacted to respond or dispatch a mechanical broom if needed, depending on what the debris is.

FUEL:

FDOT District One Logistics Chief will set up and activate the local contract for fuel based on the State Master Fuel Contract. Fuel tanker/dispenser will be set up at MM 63 in parking area near EB off ramp. This fuel is intended to be for State Vehicles, Emergency Responders and Road Rangers, if local fuel is not available.

MEDIA:

FHP and FDOT Communication Office will maintain a continuous flow of information to the media.

IMPLEMENTATION OPERATIONS (ACTIVATE)

Time needed to activate the Implementation after pre staging = 30 minutes

Implementation is the phase that assumes all pre-implementation tasks have been accomplished, equipment has been pre-staged and law enforcement is present.

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ESU IMPLEMENTATION OPERATIONS (Activation)				
Activity	Start Time	Duration	Responsible Party	Confirmed By
FHP/Other Law Enforcement Agency, EAV (Emergency Assistance Vehicles) and Road Ranger are arriving at assigned deployment locations	ESU Operations & MOT deployment can commence as soon as FHP/Other Law Enforcement Agency arrives at assigned positions		FHP/Other Law Enforcement Agency	FHP/Other Law Enforcement Agency
Place channelizing devices, flip ESU signage open, & activate PCMS for evacuating traffic	As soon as Law Enforcement is present and activation is approved - MOT deployment will begin*	30 Minutes for Complete Deployment	AMC	FDOT

COMMAND POST:

The location of the command post for the implementation will vary dependent upon the direction of the evacuation. Decision makers for FHP, FDOT and the AMC will be co-located at the Command Post to ensure tasks are coordinated. Monitoring of the ESU will be via FHP/Other Law Enforcement Agency, AMC, FDOT, Road Rangers, and Emergency Roadside Assistance staff staged along the corridor and RTMC's monitoring ITS cameras. Communication to the District 1 and 4 EOCs will occur on a continual basis and situation reports provided by AMC as required.

If the evacuation is Northbound, FDOT District One is the receiving district and will be the FDOT Lead District. The Command Post for this Northbound ESU will be the SWIFT Sunguide Center at I-75 and Daniels Parkway Interchange in Ft. Myers. 2nd Floor Conference Room will need to be set up with 6 work stations on one side and conference table with polycom phone on the other for briefings. Lead District will set up teleconference number to be used throughout the ESU and send out number to stakeholders.

If the evacuation is Southbound, FDOT District Four is the receiving district and will be the FDOT Lead District. The Command Post is at FDOT Traffic Management Center located at 2300 Commercial Drive in Ft. Lauderdale. The Command Post will house FHP Command Staff, FDOT staff along with the AMC IC. Others involved in the ESU operation, will be working from and providing information from there designated field location or at the District Four TMC.

SET UP FOR TRAFFIC CONTROL DEVICES:

Once all FHP/Other Law Enforcement arrive at their posts, signs can be flipped, PCMS turned, and cones set up. After the devices are set in field, the RTMC can set their DMS messages.

RTMC/ROAD RANGERS:

Disabled vehicles will need to be removed as expeditiously as possible, by means of towing and/or being pushed off to the shoulder if necessary. The Emergency Roadside Assistance Services contractor will be used and if needed the tow companies from the FHP Wrecker Rotation List will be contacted. Stranded motorists will be given the option to be transported by the Emergency Roadside Assistance Contractor to the nearest Rest Area and/or

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Shelter. County EOC will be contacted to seek direction on what location to transport stranded motorists. Possible locations are listed below

Shelter Name	MM #	Shelter Location
Golden Gate High School	101	2925 Titan Way Naples
Gulf Coast High School	111	7878 Shark Way Naples

CROSSOVER LOCATIONS:

FHP confirmed all emergency responders, AM Contract staff, FDOT, Road Rangers, and Emergency Roadside Assistance staff may use existing crossovers and travel lanes to get to DAV's and respond to incidents during this ESU operation.

COUNTY	MILE POST	MILE MARKER	LENGTH
Collier	45.513	97	24
Collier	41.325	92	24
Collier	37.889	89	24
Collier	26.039	77	24
Collier	22.186	73	23
Collier	7.945	59	23
Collier	1.297	52	43
Broward	38.864	44	37
Broward	36.657	42	37
Broward	31.148	37	37
Broward	28.479	34	32
Broward	24.524	30	37
Broward	19.546	25	48

RTMC/TRAFFIC OPERATIONS:

In cooperation with County EOC, the FDOT Traffic Operations of the Lead District will provide volumes and speeds on the ESU and show a comparison to normal traffic flows for situation reports.

TRAFFIC CONTROL DEVICE ACTIVATION:

The AMC will deploy crews along the corridor to serve four (4) zones throughout the duration of the ESU. Activation of the signs will be done once FHP/Other Law Enforcement arrives at their posts. Corridor Drive-Thru #2 will be performed by AMC and FDOT to confirm all equipment has been properly deployed. FDOT staff will be allowed to ride with FHP Supervisor as long as waivers are signed.

DEBRIS REMOVAL:

When AMC identifies debris on the ESU (or other lanes of I-75 within the Alligator Alley corridor), the AMC Zone Leader will be contacted to respond or dispatch a mechanical broom if needed, depending on what the debris is.

EMERGENCY RESPONSE:

Mile marker 63 Rest Area is equipped with a helipad to accommodate air evacuations for medical emergencies. DAV's will need to be removed as expeditiously as possible. They will be towed away, pushed over into a nearby break in guardrail depending on the degree of damage and volume of incidents. Depending on the situation and approval by FDOT, DAV's can also be removed to the closest Recreation Area or Rest Area Parking lot in order to

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keep the entire roadway clear of potential distractions. DAV Parking Areas have been identified in the ESU plans for reference. The Recreation and Rest Area locations for Northbound and Southbound ESU Operations are as follows:

Northbound ESU Disabled Vehicle Parking Areas

Toll Plaza	MM 25
Recreation Area*	MM 31
Rest Area/Recreation Area*	MM 35
Recreation Area*	MM 38
Recreation Area*	MM 70

Southbound ESU Disabled Vehicle Parking Areas

Recreation Area	MM 70
Rest Area	MM 40
Rest Area/Recreation Area*	MM 35
Recreation Area*	MM 32
Toll Plaza	MM 25

*Accommodates longer length vehicles

The Emergency Roadside Assistance Services contractor will be used solely. The stranded motorists will be given the option to be transported by the Emergency Roadside Assistance contractor to the Rest Area and/or nearest Evacuation Shelter.

In the event the Emergency Roadside Assistance Services contract is not awarded or will not be able to serve in the event of the ESU implementation, District 4 has a Van Service Contract (expires May 2019) and a Motorist Assistance Contract (expires September 11, 2017) that can be used. In addition, the Collier County Emergency Management Director has committed two passenger transportation vehicles such as school board buses and/or Vans for Special Needs passengers.

Incidents requiring response from Fire or EMS will be dispatched as normal based on incident type and location. The Greater Naples Fire District provides emergency response and emergency medical services from their stations located at MM 63 and near MM 101. EMS will be staging an ambulance at MM 63 for rapid response. The Broward Sherriff - Fire / Rescue will provide emergency response services from their stations located at MM 35 and from MM 23 in Broward County.

ROADSIDE ASSISTANCE FOR EVACUEES:

Road Rangers will continue to serve the entire corridor in both directions (ESU lanes and normal operating lanes) with additional staffing for the activation. Road Rangers will run the assigned circuit and address disabled vehicles encountered, as well as dispatch locations assigned by the RTMC. Road Rangers will provide fuel for those vehicles that run out of gas. Road Rangers cannot provide towing and pushing.

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The Emergency Roadside Assistance Services contract staff will be located in the RTMC working with the dispatcher to mobilize the pre-staged crews to the site of disabled vehicles. That staff will be required to report to the RTMC within 6 hours of notification to activate the ESU.

SUPPLEMENTAL RESOURCES:

Any coordination beyond FDOT assets, for implementation of the ESU, should be done at and through the County EOCs where the decisions on evacuations will be made.

MEDIA:

FHP and FDOT Communication Offices will maintain a continuous flow of information to the media.

POST-IMPLEMENTATION OPERATIONS

Time required to remove the ESU devices from the time the decision is made to cease ESU = 3.5 hours

Post-Implementation Operations is the phase in which the decision has been made to cease the ESU and the equipment, motorists and staff are removed from the corridor.

ESU CONCLUSION OPERATIONS				
Activity	Start Time	Duration	Responsible Party	Confirmed By
Remove channelizing devices, close ESU signage, & turn off and remove PCMS	Device removal will begin as soon as official notification is received - Device pick-up & removal begins at the entrance point of ESU Operations	2 Hours	AMC	FDOT
Conclude operations of all additional Road Ranger & other Emergency Assistance Vehicles	Upon Notice	1 Hour	Road Rangers	FDOT
Final Corridor Drive-Thru #3- to insure all equipment has been removed from the roadway	As soon as all MOT and PCMS units have been removed from the roadway	1.5 Hours	AMC Zone Supervisor and Area Command	FDOT

TERMINATE OPERATION:

Coordination with the SEOC, Central Office, and County EOCs is required prior to termination of operations. State EOC will provide the official notification to the Lead District DME that the ESU is to be terminated. The District EOC will in turn contact the AMC Operation Commander to inform the field staff to terminate the ESU.

Emergency Roadside Assistance Services contract will deploy one last van to pick up any stranded motorists as a final opportunity to offer services prior to ending the ESU.

MEDIA:

FHP and FDOT Communication Offices will maintain a continuous flow of information to the media, advising upon termination of the ESU.