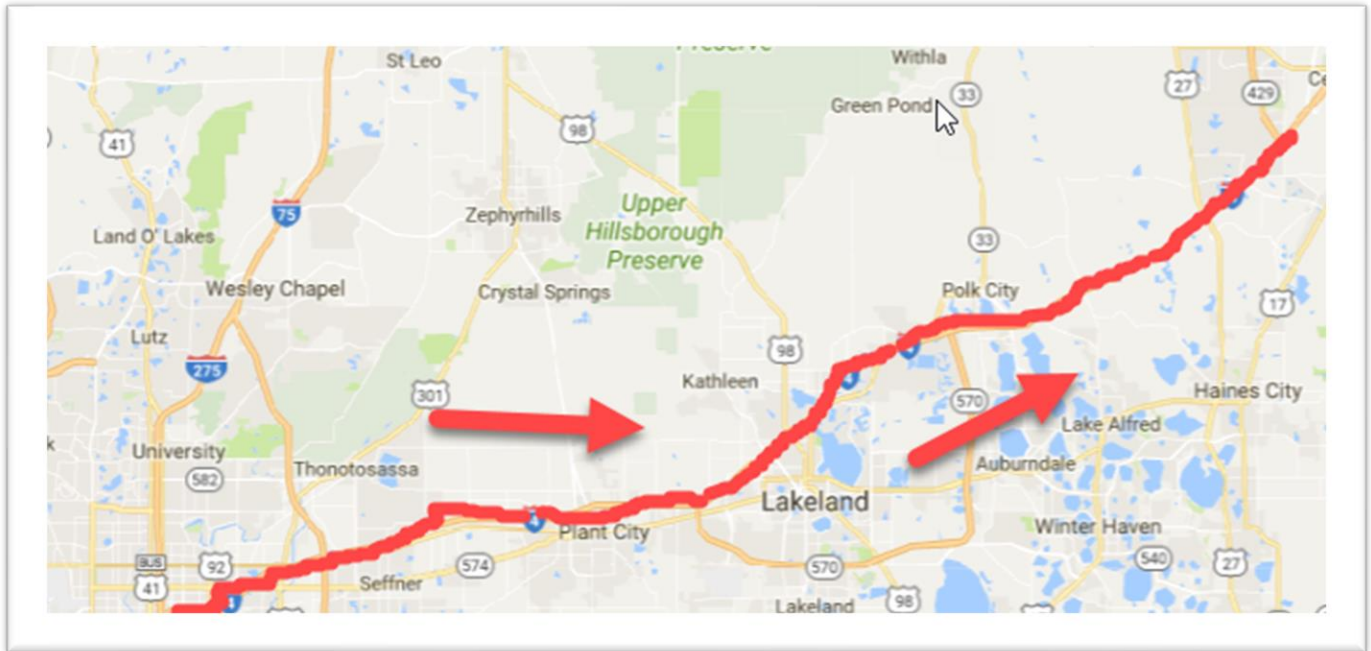




EMERGENCY SHOULDER USE STANDARD OPERATING PROCEDURE

District Seven, One and Five Partnership

I-4 Eastbound through Hillsborough, Polk and Osceola County

Section 10190000, MP 10.5 (MM 3) to Section 92130000, MP 2 (MM 60.3)

Angela Aborizk

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Emergency Shoulder Use Standard Operating Procedure

District Seven, One, and Five I-4 Corridor from MM 3 to MM 59.3

June 9, 2017

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 each corridor. The implementation of ESU requires the coordinated effort of the Florida Department of Transportation, FHP and other law enforcement agency partners, and contracting partners. This SOP establishes what operations must be performed, who will perform the operations, when the operations will 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.

Organization Structure and Communication

An Area Command is the appropriate Incident Command System (ICS) organizational structure for this SOP. Terms and concepts from the National Incident Management System (NIMS) and ICS standardized systems are used in this SOP without elaboration. Please refer to an appropriate NIMS or ICS document for further explanation of any unfamiliar terms and/or conditions.

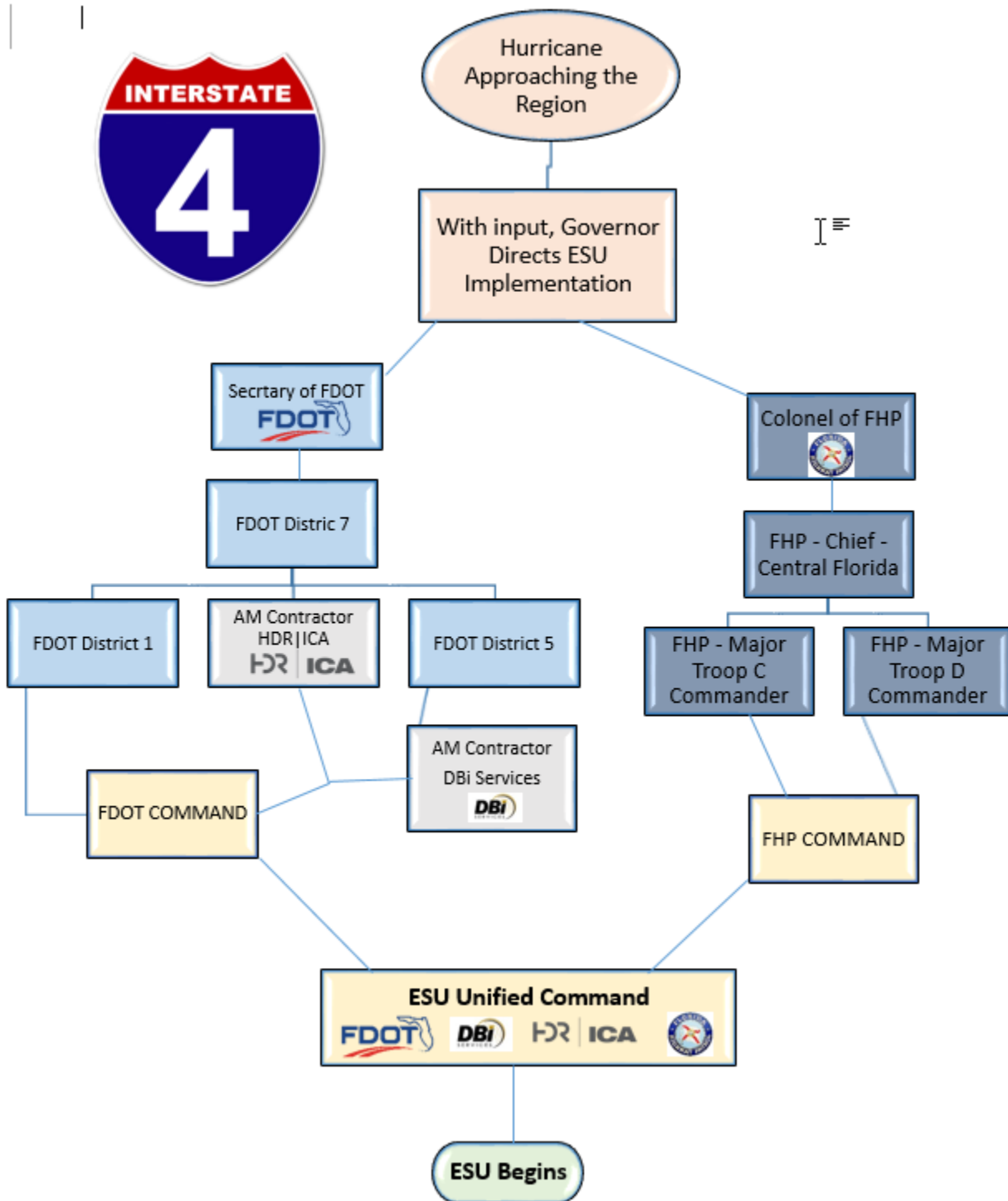
The Florida Department of Transportation (Department) and the Florida Highway Patrol (FHP) will implement Emergency Shoulder Use (ESU) following direction from the Governor or State Coordinating Officer. The Department will provide the direction to implement ESU from the State Emergency Operations Center (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.

The Area Commander (AC) is responsible for providing overall direction on pre-event preparation, ensuring that all parties perform assignments and report status as required. The District Seven Maintenance Engineer shall be designated as the AC. The District Seven Operations Section chief shall be responsible for the overall implementation of ESU along this corridor. The individuals assigned to the Operations Section Chief position are identified in the District Seven EOC Organization Chart.

There are three (3) Districts along this corridor – District Seven, One and Five. The District Maintenance Engineer will serve as the Incident Commanders (IC) for District Five. The Emergency Coordinating Officer will serve as the IC for District One.

Notifications and orders to implement will be given to the Asset Maintenance Contractors and all other personnel and Contractors deemed necessary by the District Maintenance Engineer or designee. Notification to appropriate personnel will be made via telephone, e-mail, fax, radio, etc.

Emergency Shoulder Use – Operational Flow Chart



PRIMARY NOTIFICATION

- Florida Highway Patrol (FHP) Command Center – Troop C & D
- Florida Department of Transportation – District Seven (D7), District One (D1) and District Five (D5)
- Asset Maintenance Contractors (AMC) – HDR/ICA and DBi Services
- County Emergency Management Office – Hillsborough, Polk, and Osceola
- Communications Office -News Media

CONTACT LIST

(Not for public distribution)

[illegible]

EQUIPMENT LIST

AMC has four (4) portable changeable message boards (PCMS) available for deployment. AMC will have two (2) mechanical sweepers and four (4) attenuator trucks for sweeping operations. All signs are permanent flip down signs. A traffic operations work order was executed with the AMC for the installation in accordance with their contract limits. As noted in the below sign inventory, DBi will be responsible for installing the final four signs. All others are the responsibility of HDR|ICA. Signs will be maintained in the “up” position. The signs will not have an alternative message during non-active periods.

Summary of Sign Quantities	HDR	DBi	
Portable Changeable Message Sign (PCMS)	2		
NO TRUCKS OR BUSES ON SHOULDER	24	1	
LEFT SHOULDER OPEN FOR USE	20	1	
END SHOULDER USE		1	
END SHOULDER USE 1 MILE		1	
SHOULDER NARROWS 1/2 MILE	5		
SLOW DOWN SHOULDER NARROWS	5		
Total Devices	56	4	60

County	Section	Mile Post	Mile Marker	Type	Message	Placement	DMS
Hillsborough	10190000	10.036	2.5	PCMS	LT SHLDR OPEN 1/2 MILE / NO TRUCKS OR BUSES	1/2 mile from beginning of ESU	
Hillsborough	10190000	10.286	2.75	Sign	NO TRUCKS OR BUSES ON SHOULDER	1/4 mile from beginning of ESU	
Hillsborough	10190000	10.536	3	PCMS	LT SHLDR OPEN FOR USE / NO TRUCKS OR BUSES	At beginning of ESU	
Hillsborough	10190000	11.22	4.1	Sign	NO TRUCKS OR BUSES ON SHOULDER	4000' from beginning of narrow	3.7
Hillsborough	10190000	11.505	4.4	Sign	SHOULDER NARROWS 1/2 MILE	2500' from beginning of narrow	
Hillsborough	10190000	11.789	4.711	Sign	SLOW DOWN SHOULDER NARROWS	1000' from beginning of narrow	
		11.978	4.9		Beginning of 2 mile Narrow	N/A	
Hillsborough	10190000	12.5	4.75	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	
Hillsborough	10190000	12.228	5	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	
Hillsborough	10190000	15.07	7.75	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	6.7
Hillsborough	10190000	15.32	8	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	6.7
Hillsborough	10190000	16.47	9.5	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	9.1
Hillsborough	10190000	16.72	9.75	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	9.1
Hillsborough	10190000	18.405	10.6	Sign	NO TRUCKS OR BUSES ON SHOULDER	4000' from beginning of narrow	
Hillsborough	10190000	18.655	10.65	Sign	LEFT SHOULDER OPEN FOR USE	East of Interchange; North side; 2500' after merge	
Hillsborough	10190000	18.69	10.9	Sign	SHOULDER NARROWS 1/2 MILE	2500' from beginning of narrow	
Hillsborough	10190000	18.974	11.211	Sign	SLOW DOWN SHOULDER NARROWS	1000' from beginning of narrow	11.4
		19.163	11.4		Beginning of 150' narrow	N/A	
Hillsborough	10190000	20.392	13.0	Sign	NO TRUCKS OR BUSES ON SHOULDER	4000' from beginning of narrow	
Hillsborough	10190000	20.677	13.3	Sign	SHOULDER NARROWS 1/2 MILE	2500' from beginning of narrow	
Hillsborough	10190000	20.961	13.611	Sign	SLOW DOWN SHOULDER NARROWS	1000' from beginning of narrow	
		21.15	13.8		Beginning of 570' narrow	N/A	
Hillsborough	10190000	21.7	14.4	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	
Hillsborough	10190000	21.95	14.65	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	
Hillsborough	10190000	23.959	16.1	Sign	NO TRUCKS OR BUSES ON SHOULDER	4000' from beginning of narrow	
Hillsborough	10190000	24.244	16.4	Sign	SHOULDER NARROWS 1/2 MILE	2500' from beginning of narrow	
Hillsborough	10190000	24.528	16.711	Sign	SLOW DOWN SHOULDER NARROWS	1000' from beginning of narrow	
		24.717	16.9		Beginning of 540' narrow	N/A	

Hillsborough	10190000	25.14	17.5	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	17.5
Hillsborough	10190000	25.39	17.75	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	17.5
Hillsborough	10190000	27.29	19	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	
Hillsborough	10190000	27.54	19.25	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	
Hillsborough	10190000	28.98	21.4	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	21.4
Hillsborough	10190000	29.23	21.65	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	21.4
Hillsborough	10190000	30.45	22	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	
Hillsborough	10190000	30.7	22.25	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	
Polk	16320000	0.17	25.75	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	24.5
Polk	16320000	0.42	26	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	24.5
Polk	16320000	1.45	27	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	25.6
Polk	16320000	1.7	27.25	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	25.6
Polk	16320000	3.43	28.75	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	
Polk	16320000	3.68	29	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	
Polk	16320000	5.56	31	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	29.8
Polk	16320000	5.81	31.25	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	29.8
Polk	16320000	7.118	32.6	Sign	NO TRUCKS OR BUSES ON SHOULDER	4000' from beginning of narrow	
Polk	16320000	7.368	32.756	Sign	LEFT SHOULDER OPEN FOR USE	East of Interchange; North side; 2500' after merge	
Polk	16320000	7.403	32.9	Sign	SHOULDER NARROWS 1/2 MILE	2500' from beginning of narrow	
Polk	16320000	7.687	33.211	Sign	SLOW DOWN SHOULDER NARROWS	1000' from beginning of narrow	
		7.876	33.4		Beginning of 450' narrow	N/A	
Polk	16320000	8.87	34.2	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	33.1
Polk	16320000	9.12	34.45	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	33.1
Polk	16320000	12.77	38.1	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	
Polk	16320000	13.02	38.35	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	

Polk	16320000	16	41.4	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	40.3
Polk	16320000	16.25	41.65	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	40.3
Polk	16320000	18.96	44.25	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	42
Polk	16320000	19.21	44.5	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	42
Polk	16320000	20.9	46.5	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Rest Area; North side; 1000' after merge	
Polk	16320000	21.15	46.75	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	
Polk	16320000	22.9	48.25	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	48.7
Polk	16320000	23.15	48.5	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	48.7
Polk (DBi)	16320000	29.783	55.25	Sign	NO TRUCKS OR BUSES ON SHOULDER	East of Interchange; North side; 1000' after merge	53.2
Polk (DBi)	16320000	30.033	55.5	Sign	LEFT SHOULDER OPEN FOR USE	.25 miles after above	53.2
Osceola (DBi)	92130000	1.000	59.3	Sign	END SHOULDER USE 1 MILE	1 mile from end	
Osceola (DBi)	92130000	2.000	60.3	Sign	END SHOULDER USE	at end of ESU	

ANNUAL PREPAREDNESS OPERATIONS UNDER BLUE SKIES

The Preparedness Operations phase considers what tasks need to occur prior to Hurricane Season each year. All Maintenance Contractor activities will be performed to MRP standards per their contracts. The status of all tasks will be discussed at the monthly progress meetings and included in the contractor's monthly activity report.

Pre-Implementation Operation Activity	Responsible Party	Timeline
Quality Control: Department Asset Maintenance (AM) Contract Manager & Inspector		
Install Permanent Signs	AMC	June 30
Ensure PCMS are available and ready	AMC	June 1
Check shoulder conditions to ensure that drop off standards are met	AMC	June 1
Check for pot holes and repair	AMC	As needed prior to June 1
Remove Vegetation encroachments	AMC	Quarterly and immediately prior to implementation of ESU
Remove Encroachments	AMC	Quarterly and immediately prior to implementation of ESU
Sweep the Shoulders	AMC	Monthly during hurricane season. Immediately prior to implementation of ESU
Ride the Corridor	AMC & FDOT	Prior to June 1 and immediately prior to implementation of ESU
Quality Control: District Emergency Operations Coordinator		
Coordinate with law enforcement agencies	AMC & FDOT	Prior to June 1
Coordinate with Local Agency Partners	AMC & FDOT	Prior to June 1
Coordinate with Social Media, Local News Partners	FDOT Communications Office	Prior to June 1 and immediately prior to implementation of ESU
Establish Emergency Transport Crews	FDOT	Prior to June 1
Coordinate with Decision Makers	FDOT	On-Going
Update the contact list in this plan	FDOT	Prior to June 1

PRE-IMPLEMENTATION OPERATIONS UNDER PENDING GRAY SKIES

Pre-Implementation Operation Activity (Pending Gray Skies)	Responsible Party	Location	Timeline (When)	Timeline (How Long)
Quality Control: Department AM Contract Manager & Inspector				
Deploy Portable Changeable Message Signs	AMC	Per Plans & SOP Equipment List	Implementation of ESU is anticipated	2 hours
Sweep the Inside and Outside Shoulders	AMC	Entire Corridor Length	Implementation of ESU is anticipated within 24 hours	10 hours
Remove Abandoned Vehicles	Contractor / FHP	Entire Corridor Length	Implementation of ESU is anticipated within 24 hours	8 – 12 hours
Ride the Corridor	AMC & FDOT	Entire Corridor Length	Implementation of ESU is anticipated within 24 hours	4 hours
Quality Control: District Emergency Operations Coordinator				
Coordinate with law enforcement agencies	AMC & FDOT	Entire Corridor Length	Implementation of ESU is anticipated	On-Going
Coordinate with Local Agency Partners	AMC & FDOT	Entire Corridor Length	Implementation of ESU is anticipated	On-Going
Coordinate with Social Media, Local News Partners	FDOT Communications Office	Entire Corridor Length	Implementation of ESU is anticipated	On-Going
Coordinate with Decision Makers	Emergency Operations Coordinator	Entire Corridor Length	Implementation of ESU is anticipated	On-Going

PUBLIC INFORMATION: FHP and FDOT Communications Offices will constantly provide updated information to radio, TV, news media, and local authorities, prior to, during, and after the operation. This will be accomplished by the preparation of news releases and dissemination to appropriate news media on a timely basis.

The Traffic Management Center (TMC) will post messages on the Dynamic Message Signs (DMS) signs and 511.

LOGISTICS: The implementation of ESU requires a coordinated effort between the FDOT, Florida Highway Patrol, and county and local officials. The TMC will keep the District EOC informed of traffic conditions and assist with coordination of Road Ranger response efforts.

DEPLOY THE PCMS: HDR|ICA will transport the PCMSs to the designated locations and set up according to standards. The PCMS panels shall be turned away from traffic and the operation of the unit including the appropriate message will be re-checked.

REFUELING SITES FOR STATE VEHICLES: Fuel for state vehicles will be obtained at commercial gas stations or at local FDOT facilities. Additionally there may be fuel tankers positioned at the eastbound and westbound weigh stations in Hillsborough County if determined necessary.

EQUIPMENT STAGING SITES: Equipment and supplies will be maintained and provided by the Asset Maintenance Contractors. Once information is received that ESU procedures are to be implemented, the equipment will be transported by the Asset Maintenance Contractor to the traffic post, etc. to await deployment.

DISABLED VEHICLES AND MOTORISTS OF DISABLED VEHICLES: Existing Road Ranger services will continue. The Road Ranger contractor will extend hours and personnel as requested by the FDOT. The request should be sent to the Road Ranger Contract Managers listed in the contacts list. The Road Ranger contractor is unable to provide towing for disabled vehicles. If this type of service is needed it will be requested through the FHP rotation or FDOT (ERAS) contract support.

In addition an Emergency Roadside Assistance Services (ERAS) contract will be used to remove and restore disabled vehicles to travel and transport motorists of disabled vehicles to ensure the free flow of traffic as much as possible.

The Department shall provide a minimum of twenty-four (24) hours notification to the Contractor with event details and reporting instructions as defined in the scope of services. If we do not have adequate lead time to execute specific contracts or supplemental agreements in support of ESU operations we plan to provide emergency patrols and transport of people and pets, using in-house department resources. We are also prepared to utilize Rapid Incident Scene Clearance (RISC) contracts and department heavy equipment to clear larger crashes or other travel lane blockages.

**PREPARE EMERGENCY TRANSPORTATION AND EVACUATION OF PEOPLE AND PETS VANS
(ALSO, D7 ROAD RANGERS)**

- Assign a minimum of four (4) crews responsible for providing emergency transportation and evacuation of people and pets on twelve (12) hour shifts.
 - Transport crews shall be available around the clock. Personnel may be requested from any of the three (3) impacted Districts.
- If necessary, rent vans utilizing the Departments Enterprise rental contract
- Load and otherwise prepare the transport vans.
- Preparatory actions should be completed within one (1) day.

SWEEPING OPERATIONS: HDR|ICA will start the operations from the west and will terminate at the east end of the E-7H52 Limits. DBi will begin operations at the beginning of their contract limits and end at MM 60. Sweeping operations will consist of two (2) mechanical sweepers and four (4) attenuator trucks. One mechanical sweeper will start on the inside shoulder followed by two attenuator trucks. Once the inside shoulder operation has completed a 2 mile stretch the second mechanical sweeper will begin sweeping the outside shoulder with two shadow trucks following. Index 619 Work on Shoulder will be the basis of the Maintenance of Traffic (MOT).

COMMUNICATIONS: Communications in this operation is crucial. Telephones (cellular and hard-wired), radio and email will be the means of communications between agencies and contractors. Contact information is provided beginning on page two (2) of this plan.

IMPLEMENTATION OPERATIONS

Upon notification to implement ESU with confirmation through the District Secretary, the AC will begin notifications and direct the Operations Section Chief to begin implementation. Working from east to west, the asset maintenance contractors shall implement ESU within 12 hours after order has been given.

HDR|ICA and DBi will closely coordinate their efforts to ensure that the shoulders are not opened to traffic prior to the shoulders being cleared by both contractors. HDR|ICA will start the operations from the east end of the E-7H52 limits and will terminate at the west. Once HDR|ICA has flipped all of their signs, their Project Manager will contact DBi's Project Manager to insure that all of the signs within DBi's project are ready to initiate the ESU. DBi will begin operations at MM 60 and end at the beginning of their contract limits. HDR/ICA will then turn on the PCMS and open the shoulder to traffic using an HDR/ICA vehicle to begin the emergency shoulder running. DBi sign responsibilities are identified in the equipment list on page 6.

Implementation Operations	Responsible Party	Location	Timeline (When)	Timeline (How Long)
Quality Control: Department AM Contract Manager & Inspector				
Sweep the Inside and Outside Shoulders	AMC	Entire Corridor Length	Implementation of ESU (If not completed during pre-implementation operations)	10 hours
Flip Signs *east to west	AMC	Per Plans and SOP Equipment List	Implementation of ESU	2 hours
Set and display messages on Portable Changeable Message Signs	AMC	Per Plans & SOP Equipment List	Implementation of ESU	1 hour prior
Ride the Corridor	AMC & FDOT	Entire Corridor Length	Implementation of ESU	4 hours prior
Quality Control: District Emergency Operations Coordinator				
Coordinate with law enforcement agencies	AMC & FDOT	Entire Corridor Length	Implementation of ESU	On-Going during Implementation of ESU
Coordinate with Local Agency Partners	District EOC	Entire Corridor Length	Implementation of ESU	On-Going during Implementation of ESU
Coordinate with Social Media, Local News Partners	FDOT Communications Office	Entire Corridor Length	Implementation of ESU	On-Going during Implementation of ESU
Coordinate with Decision Makers	FDOT	Entire Corridor Length	Implementation of ESU	On-Going during Implementation of ESU

Quality Control: Department AM Contract Manager				
Positioning of LEO & Emergency Assistance Vehicles	FHP & ERAS Contractor	Entire Corridor Length (see Attachment A)	Implementation of ESU	On-Going during Implementation of ESU
Deployment of Road Rangers and/or Roadside Assistance	Road Rangers and/or ERAS Contractor	Entire Corridor Length	4 to 8 hours prior to Implementation of ESU	On-Going during Implementation of ESU

SET-UP

The District Seven EOC will serve as the central point of coordination for implementation of internal resources. Coordination beyond our own assets will take place at the County Emergency Operations Centers via the Department Representative.

DEPLOY RESOURCES: The order to deploy personnel and equipment resources will be given by the AC at least 12 hours prior to beginning the ESU. When the order to deploy is given, the Operations Chief will task the Asset Maintenance Contractors to deploy resources. These resources will then be deployed to their locations. Set-up time is estimated at 12 hours.

The positioning of FHP or other Law Enforcement and the Emergency Assistance Vehicle (EAV) are identified in the typical layout on plan sheet number 5. Two FHP Officers will be staged, one at each fixed location, to maintain and monitor traffic. EAV staging and quantities will be implemented as determined by the contractor per the ERAS scope of services.

VERIFY DEPLOYMENT: Contractors and FHP will notify the District Seven Operations Chief when verification is complete.

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.

PREPOSITION THE EMERGENCY TRANSPORTATION AND EVACUATION OF PEOPLE AND PETS VANS

- Preposition the transport vans.
- Transport crews shall be available around the clock to provide transportation and evacuation support as needed until directed otherwise by the AC or Operations Chief.
- This should be completed within one (1) hour.

SHELTER LOCATIONS NEAR THE ROUTE: All shelters are not automatically activated for each possible emergency. Shelters are opened as they are needed. **Do not proceed to any shelter until it has been confirmed that it is open and operating.**

Hillsborough County

- Armwood High School – 12000 E. US Highway 92, 33584
- Burnett Middle School 1010 N Kingsway Road, 33584
- Strawberry Crest High School – 4691 Gallagher Road, 33527
- Cork Elementary School – 3501 Cork Road, 33565
- Tomlin Middle School - 501 Woodrow Wilson Street, Plant City, FL 33563
- Simmons Career Center – 1202 W. Grant Street, Plant City, FL 33563
- Marshall Middle School – 18 S. Maryland Ave., Plant City, FL 33563

Polk County

- R. Bruce Wagner Elementary School, 5500 Yates Rd., Lakeland
- McKeel Academy of Technology, 1810 W. Parker St., Lakeland (Special Needs)
- Polk County Health Department, 1255 Brice Blvd., Bartow (Special Needs)
- Tenoroc High School, 4905 Saddle Creek Road, Lakeland
- Lake Region High School, 1995 Thunder Rd., Eagle Lake (Pets)
- Chain of Lakes Elementary School, 7001 Hwy. 653, Winter Haven
- Donald Bronson Community Center, 124 Bronson Trail, Polk City
- Ridge Community High School, 500 Orchid Dr., Davenport – (Primary and Special Needs)
- Citrus Ridge Academy, 1775 Sand Mine Rd., Davenport

Osceola County

- Kissimmee Middle School, 2410 Dyer Blvd. , Kissimmee, FL - (Pets)

DURATION

MONITORING OPERATIONS: During this operation, FHP and other law enforcement units and the District EOC will continually monitor the traffic flow. Any bottlenecks or traffic difficulties will be promptly and appropriately dealt with.

EMERGENCY RESPONSE: Emergency response vehicles will utilize the outside paved shoulders and crossovers to respond to emergency situations. Crossovers are listed on sheet four (4) of the concept plan. If necessary, air-evacuations may be utilized for injuries and medical emergencies.

CRASH CLEARANCE: Crashes will be cleared off the roadway as expeditiously as possible. If the vehicle can be driven or able to be pushed, it will be moved off the roadway as far as possible. Wreckers will be called from the wrecker rotation list or ERAS Contractor and will use the available shoulders and median strip to respond to the crash scene.

RAMP/LANE CLOSURES: If an incident occurs requiring ramp or lane closures, law enforcement will request FDOT resources for MOT support via the RTMC. A Road Ranger will provide initial support until the Asset Contractor can respond. Per the Road Ranger contract, they should not be on scene for more than an hour. The Asset Contractor will respond as soon as possible with the appropriate MOT to meet the needs of the incident as defined in their established contractual requirements.

POST-IMPLEMENTATION OPERATIONS

The following will take place upon the determination to end ESU Operations. Time required to remove the ESU devices from the time the decision is made to cease ESU = 4 hours

THE OPERATION WILL TERMINATE PRIOR TO TROPICAL STORM FORCE WINDS TO ALLOW FOR TRAFFIC ON THE ROADWAY TO CLEAR AND FOR PERSONNEL TO SEEK SHELTER.

Post Implementation Operations	Responsible Party	Location	Timeline (How Long)
Quality Control: Department AM Contract Manager & Inspector			
Reset Flip Panels	AMC	Per Plans and SOP Equipment List	4 hours
Remove Portable Changeable Message Signs	AMC	Per Plans & SOP Equipment List	2 - 3 hours
Ride the Corridor	AMC & FDOT	Entire Corridor Length	4 hours
Quality Control: Department Road Ranger Contract Manager			
Demobilization of Motorist Assistance Contractors	Road Rangers and/or ERAS Contractor	Entire Corridor Length	On-Going during Suspension of ESU
Quality Control: District Emergency Operations Coordinator			
Coordinate with Local Agency Partners	AMC & FDOT	Entire Corridor Length	On-Going during Suspension of ESU
Coordinate with Social Media, Local News Partners	FDOT Communications Office	Entire Corridor Length	On-Going during Suspension of ESU
Coordinate with Decision Makers	FDOT	Entire Corridor Length	On-Going during Suspension of ESU

WHEN TO TERMINATE OPERATION: The traffic volume and speeds will determine the duration of the ESU Operations. Coordination with the SEOC, Central Office, and County EOCs is required prior to termination of operations

The AC or Operations Chief shall inform the FHP Troop C and D Commanders that we're ready to cease operation of the I-4 ESU.

PUBLIC INFORMATION: Prior to the termination of the ESU, the Communications Office will notify the media that the operation is going to be terminated and give them the time of termination.

CEASE EMERGENCY PATROLS AND EMERGENCY TRANSPORTATION AND EVACUATION OF PEOPLE AND PETS

- The AC or Operations Chief shall direct these crews to stop providing service to motorists unless they are actively providing service, responding to a service call, or come across a stranded motorist on their way to their next task.

RECOVER AND STORE EQUIPMENT: All deployed resources will be recovered or restored by the appropriate agency and stored.

Last Revision: July 7, 2017

**I-4 Emergency Shoulder Use for Evacuations
Standard Operating Procedure**

Attachment A – LEO Staging Location Cards



Hillsborough County, I-4 Mile Marker 2.5

I-4 eastbound—left shoulder, east of US 41

**Traffic heading eastbound on I-4, Shoulder open
for use in 1/2 mile**

**One Emergency Assistance Vehicle at this loca-
tion (optional)**

[Latitude 27.96849](#)

[Longitude -82.40075](#)

During I-4 SUEE Operations:

**Two LEO's will stage at this location. LEO will
maintain and monitor traffic**

Detail Sheet #5

**I-4 Emergency Shoulder Use for Evacuations
Standard Operating Procedure**

Attachment A – LEO Staging Location Cards



Osceola County, I-4 Mile Marker 60

I-4 eastbound—left shoulder, east of SR 429

Traffic heading eastbound on I-4. End Shoulder Use

Latitude 28.28644

Longitude -81.58898

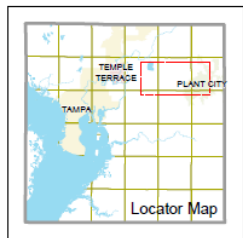
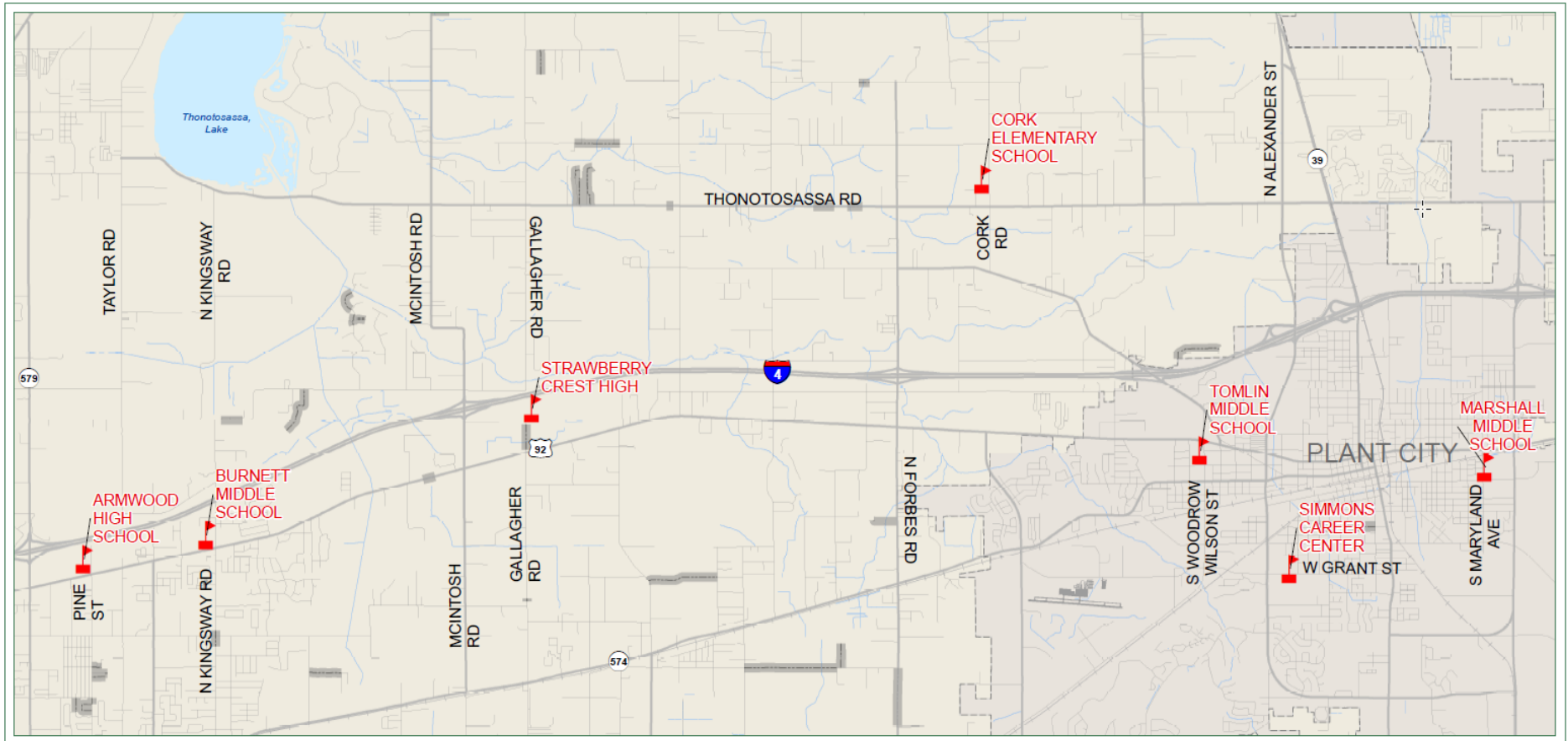
During I-4 SUEE Operations:

Two LEO's will stage at this location. LEO will maintain and monitor traffic

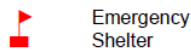
Detail Sheet #5

I-4 Emergency Shoulder Use for Evacuations Standard Operating Procedure

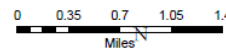
Attachment B – Shelter Maps



Legend



Emergency
Shelter



Hillsborough County Emergency Shelters Interstate 4 Corridor

Development & Infrastructure Services

NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

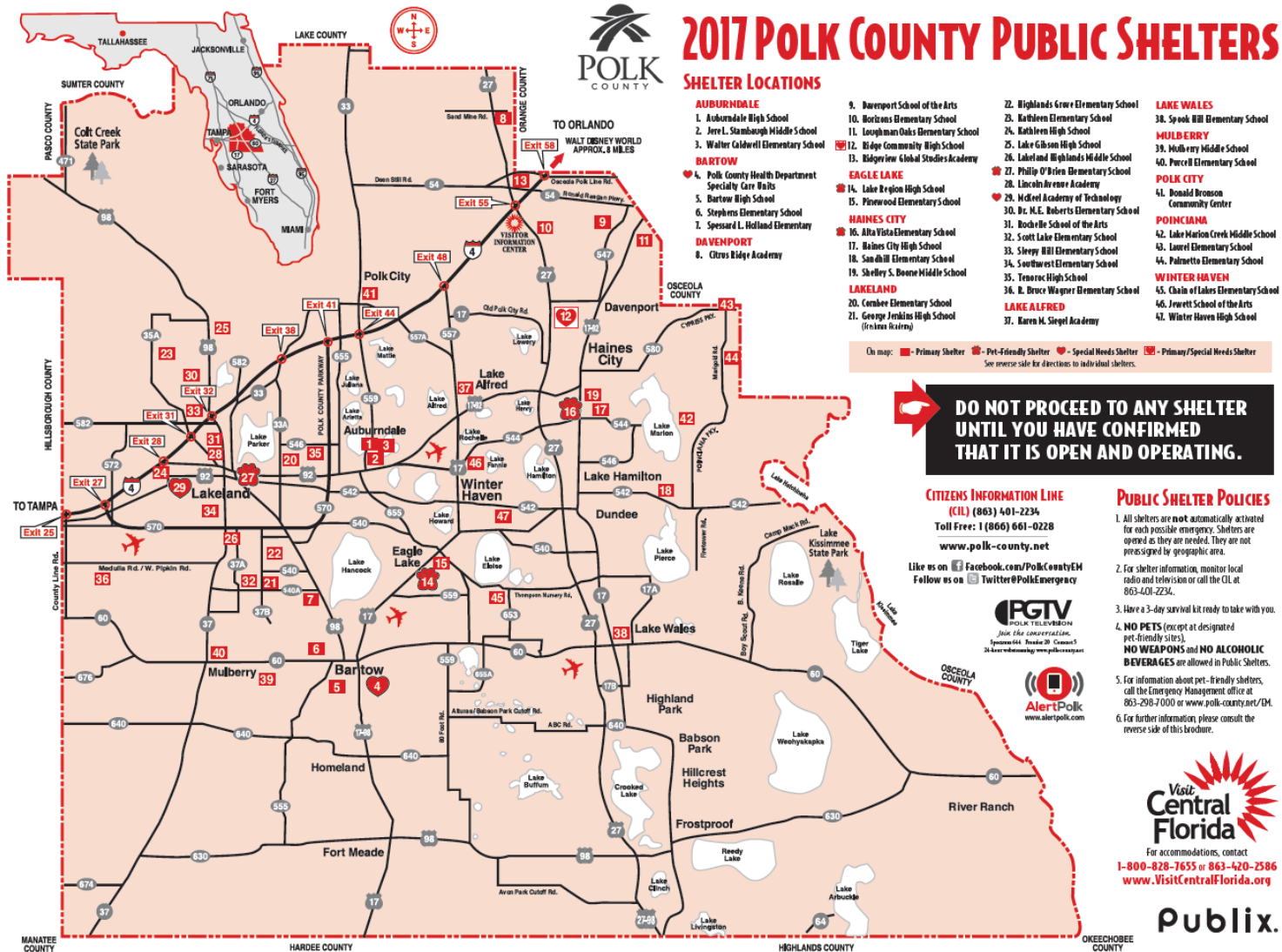
SOURCE: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded deeds, plats, and other public records; it has been based on BEST AVAILABLE data.

Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map.

Date: 05/31/2017 Path: C:\CPL\Emergency Management\Emergency_Shelters\I4 Corridor\Emergency Shelters - Interstate 4 Corridor.mxd

I-4 Emergency Shoulder Use for Evacuations Standard Operating Procedure

Attachment B – Shelter Maps



I-4 Emergency Shoulder Use for Evacuations
Standard Operating Procedure

Attachment B – Shelter Maps

LOCATIONS MAP

