



# **TRAFFIC MANAGEMENT ADVISORY COMMITTEE**

Polk County Emergency Management Center & Zoom

Wednesday March 1, 2022

# Agenda

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- Introductions
- Iowa DOT 2023 Construction Updates
- Iowa DOT Towing and Recovery Incentives Program (TRIP)
- Des Moines Area 2022 Crash Characteristics Report
- Other Discussions and Community Announcements
- Adjournment

# Introductions

Please briefly introduce yourself:

- Name
- Organization



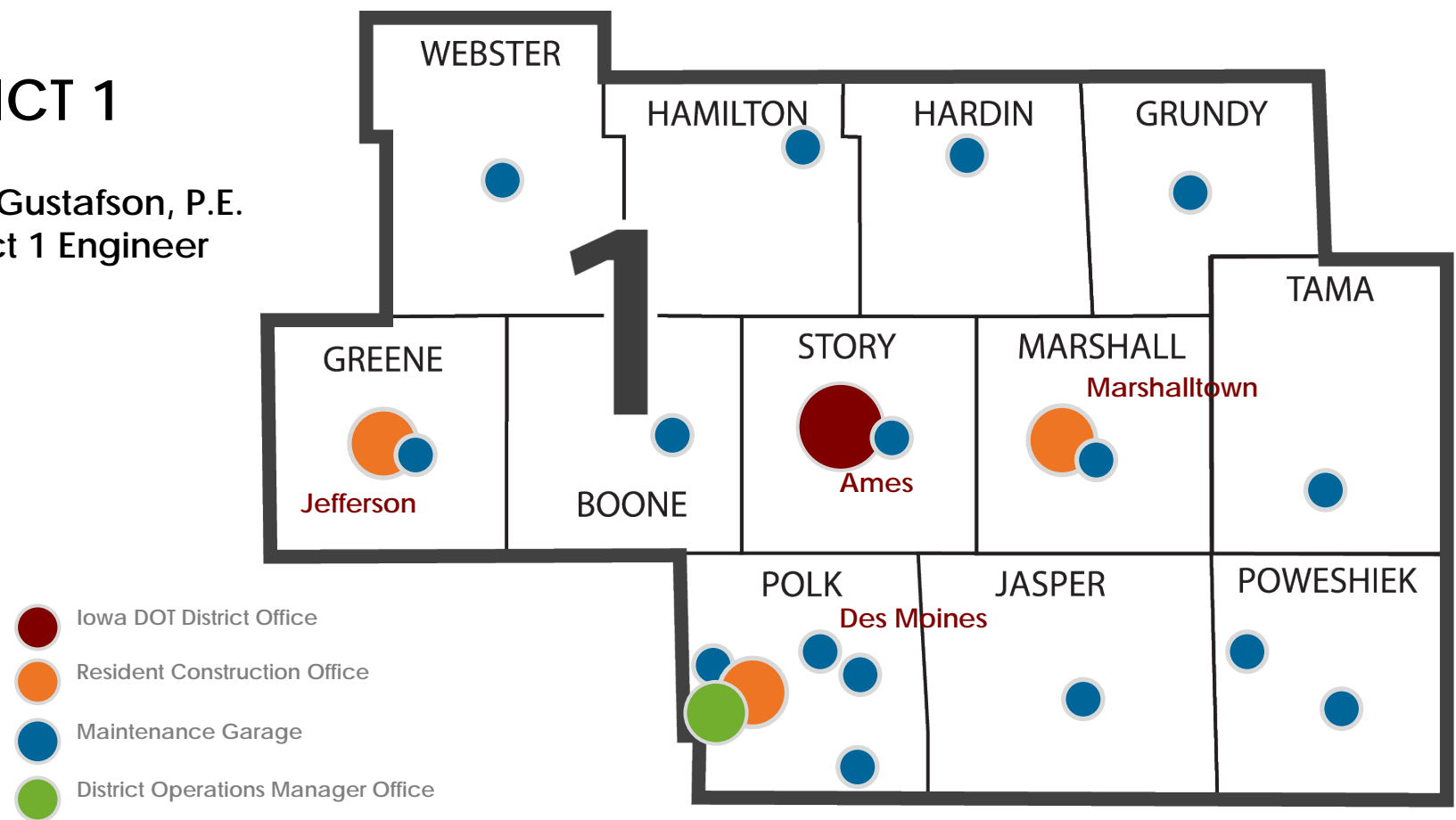
# **IOWA DOT 2023 CONSTRUCTION UPDATES**



# District 1 Projects – 2023

# DISTRICT 1

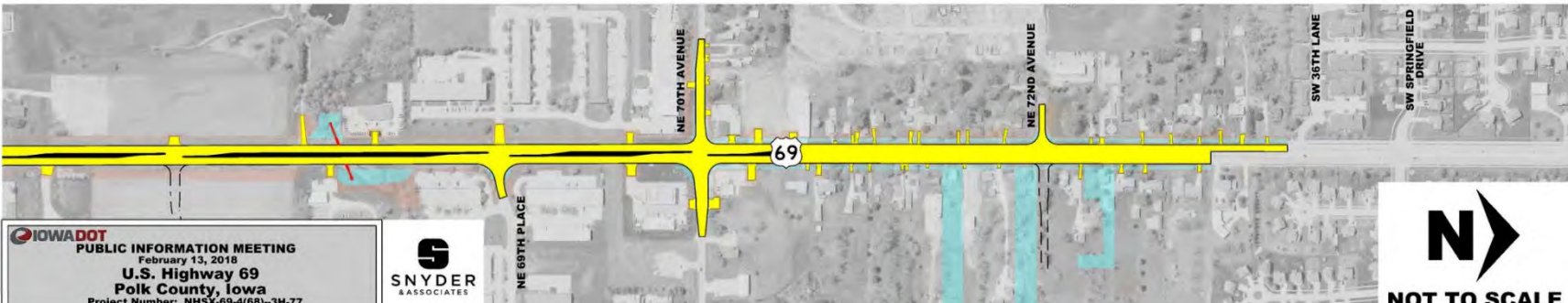
Tony Gustafson, P.E.  
District 1 Engineer



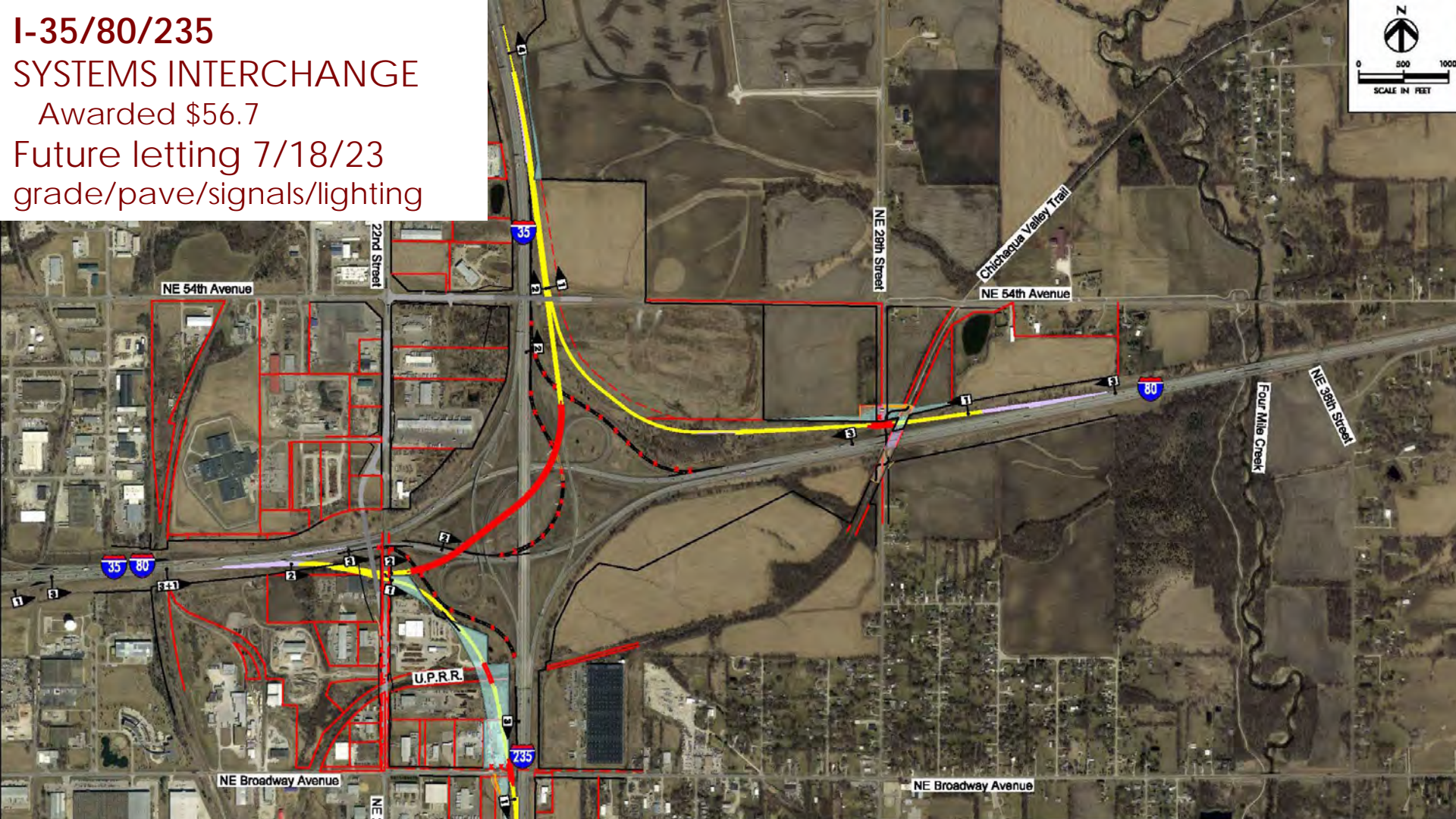
# ON-GOING



U.S. 69  
CAPACITY &  
RECONSTRUCTION



**I-35/80/235**  
**SYSTEMS INTERCHANGE**  
Awarded \$56.7  
Future letting 7/18/23  
grade/pave/signals/lighting

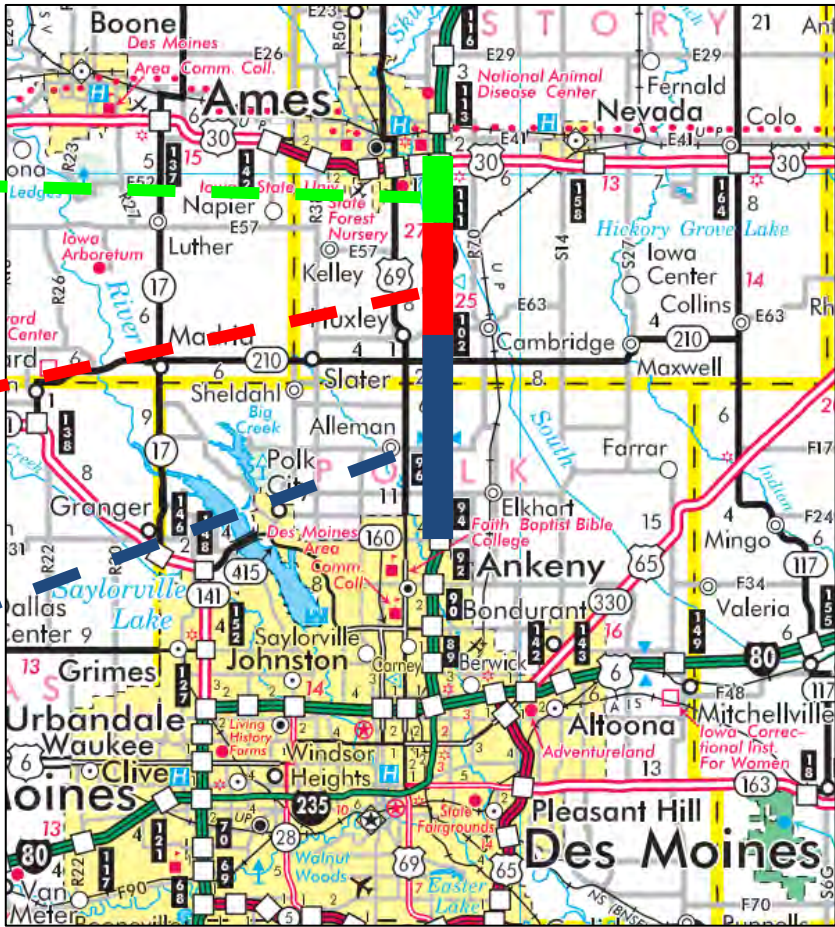


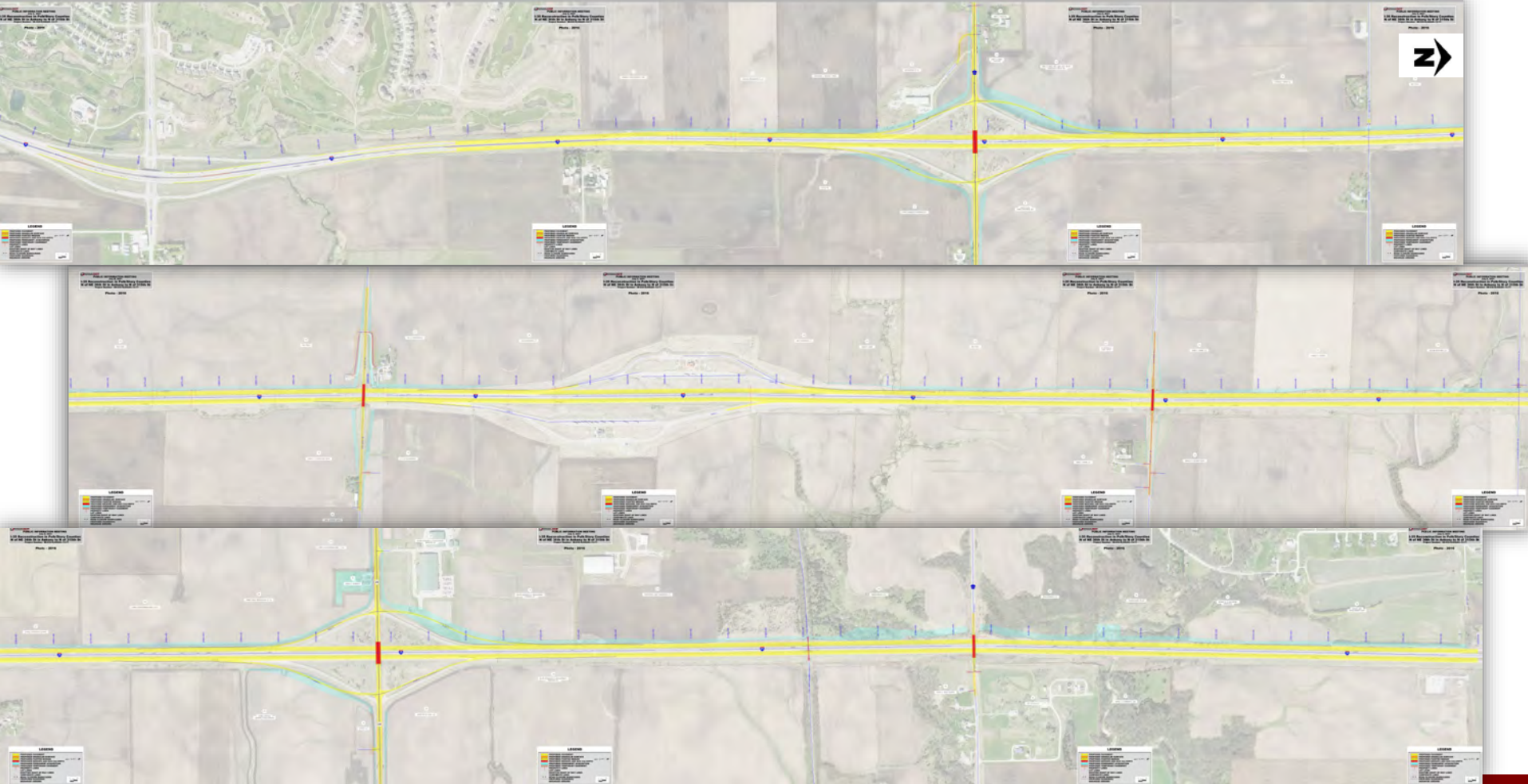
# I-35 – Six laning 36th St. to Ames

**Programmed**  
2027 \$4.9M ROW

**Not Programmed**

**Programmed**  
2023 \$67.3M ROW - bridge – grading - signs  
2024 \$38.2M paving  
2026 \$67.2M grade/pave  
2027 \$1.1M erosion control





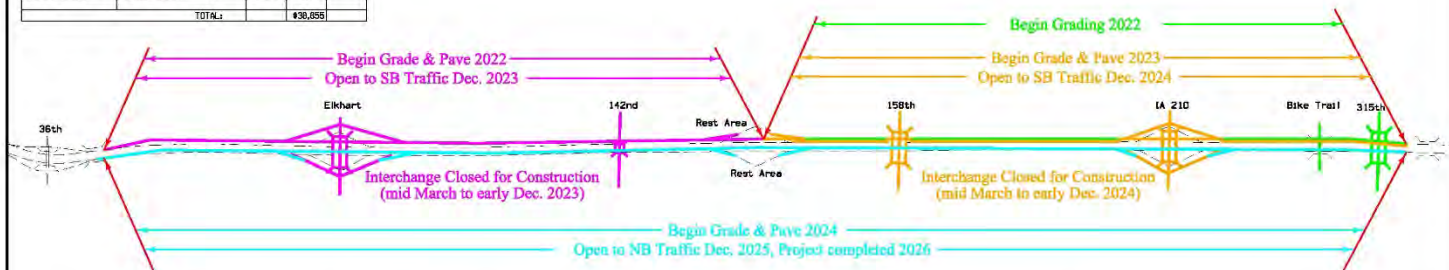


Section 1 - SB G&P (FY 2023-2024)				
4.2 miles				
North of NE 36th St. in Ankeny to 0.9 mi. North of Co. Rd. R56/NE 142nd Ave.				
to North of 315th St. (SB)				
ROW	Item	Fiscal Year	Program Estimate	Awarded Amount
ROW	IM-035-4(24)P&E--03-22	2022	\$4,000	
ITS INTEGRATION	IM-035-4(24)P&E--03-22	2022	\$10	
ITS INFRASTRUCTURE	IM-035-4(24)P&E--03-22	2022	\$170	
ITS EQUIPMENT	IM-035-4(24)P&E--03-22	2022	\$400	
GRADE & PAVE	IM-035-4(24)P&E--03-22	2022	\$25,310	
RCB	IM-035-4(24)P&E--03-22	2022	\$650	
BRIDGE (C&G)	IM-035-4(24)P&E--03-22	2022	\$2,721	
TRAFFIC SIGNS	IM-035-4(24)P&E--03-22	2022	\$1,911	
TOTAL:			\$30,855	

Section 2 - SB Grade only (FY 2023)				
5.8 miles				
0.9 mi. North of Co. Rd. R56/NE 142nd Ave. to North of 315th St. (SB)				
ROW	Item	Fiscal Year	Program Estimate	Awarded Amount
GRADING	IM-035-4(25)G&E--03-22	2022	\$5,881	
RCB (TRAIL)	IM-035-4(25)G&E--03-22	2022	\$2,170	
BRIDGE (C&G)	IM-035-4(25)G&E--03-22	2022	\$3,957	
TOTAL:			\$11,968	

Section 3 - SB G&P (FY 2024-2025)				
5.8 miles				
0.9 mi. North of Co. Rd. R56/NE 142nd Ave. to North of 315th St. (SB)				
ROW	Item	Fiscal Year	Program Estimate	Awarded Amount
GRADE & PAVE	IM-035-4(24)G&E--03-22	2024	\$23,954	
BRIDGE (C&G)	IM-035-4(24)G&E--03-22	2024	\$2,245	
TRAFFIC SIGNS	IM-035-4(24)G&E--03-22	2024	\$57	
TOTAL:			\$26,256	

Section 4 - NB G&P (FY 2025-2026)				
9.2 miles				
North of NE 36th St. in Ankeny to North of 315th St. (NB)				
ROW	Item	Fiscal Year	Program Estimate	Awarded Amount
GRADE & PAVE	IM-035-4(25)G&E--03-22	2025	\$54,831	
RCB	IM-035-4(25)G&E--03-22	2025	\$10	
TRAFFIC SIGNS	IM-035-4(25)G&E--03-22	2025	\$111	
EROSION CONTROL	IM-035-4(25)G&E--03-22	2025	\$1,240	
TOTAL:			\$56,192	





Current Project Estimate:						
ROW	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27
GRADE & PAVE	4.0	26.3	24.0	64.0		
GRADING		8.1				
BRIDGES		4.9	4.5			
STRUCTURES		4.0		0.6		
ITS		0.7				
IWZ		0.8				
LIGHTING		0.1	0.1	0.1		
TRAFFIC SIGNS		1.9	0.1	1.0		
EROSION CONTROL						1.2
PROGRAMMED TOTALS	4.0	49.8	28.7	65.7		1.2
GRAND TOTAL	148.4					

Notes:  
All costs are in \$1,000,000

#### CORRIDOR INFORMATION

ROW:	No. of Parcels	Total Acres	No. of Relocations
Section 1	XX	XX	XX
Section 3	XX	XX	XX
Section 4	XX	XX	XX

Traffic:	2016 ADT	2045 ADT	2045 % TRUCKS
Polk Co.	45,000	103,000	20%
Story Co.	32,000	70,500	22%

				<b>LEGEND</b> SECTION 1 SECTION 2 SECTION 3 SECTION 4		<b>LOCATION DESCRIPTION</b> From N. of NE 36th St. in Ankeny to N. of 315th St.		<b>POLK/STORY I-35</b> P.E. Number: IM-035-4(309)95-13-77	
FILE NO.	ENGLISH	DESIGN TEAM		COUNTY	PROJECT NUMBER		SHEET NUMBER		

# I-80 Capacity Improvement GPP to JCP (\$57M 2023-2026)



## 2023 3R Projects

Route	Location	Work
Polk IA 141	IA 44 to I-35/80	HMA Resurfacing w/ Scarification
Dallas/Boone IA 210	IA 141 to 0.2 mi. N. of Woodward	HMA Resurfacing w/ Scarification
Greene US 30	W. Of IA 25 to E. of IA 4	CIP Recycling & HMA Resurfacing
Hamilton US 69	Jct. IA 175 in Jewell N. to US 20	CIP Recycling & HMA Resurfacing
Boone US 30	W. Of R18 to E. of IA 17	Microsurfacing
Polk US 69	Autumn Crest Drive to 118 <sup>th</sup> Ave	HMA Resurfacing w/ Scarification
Boone IA 930	US 30 to Story County Line	CIP Recycling & HMA Resurfacing
Hardin US 20	South Fork Iowa River to US 65 (WB)	HMA Resurfacing

# Upcoming

## District 1 - 2023-2027 Iowa Highway Program

(as approved by the Iowa Transportation Commission June 15, 2022)

# IOWA

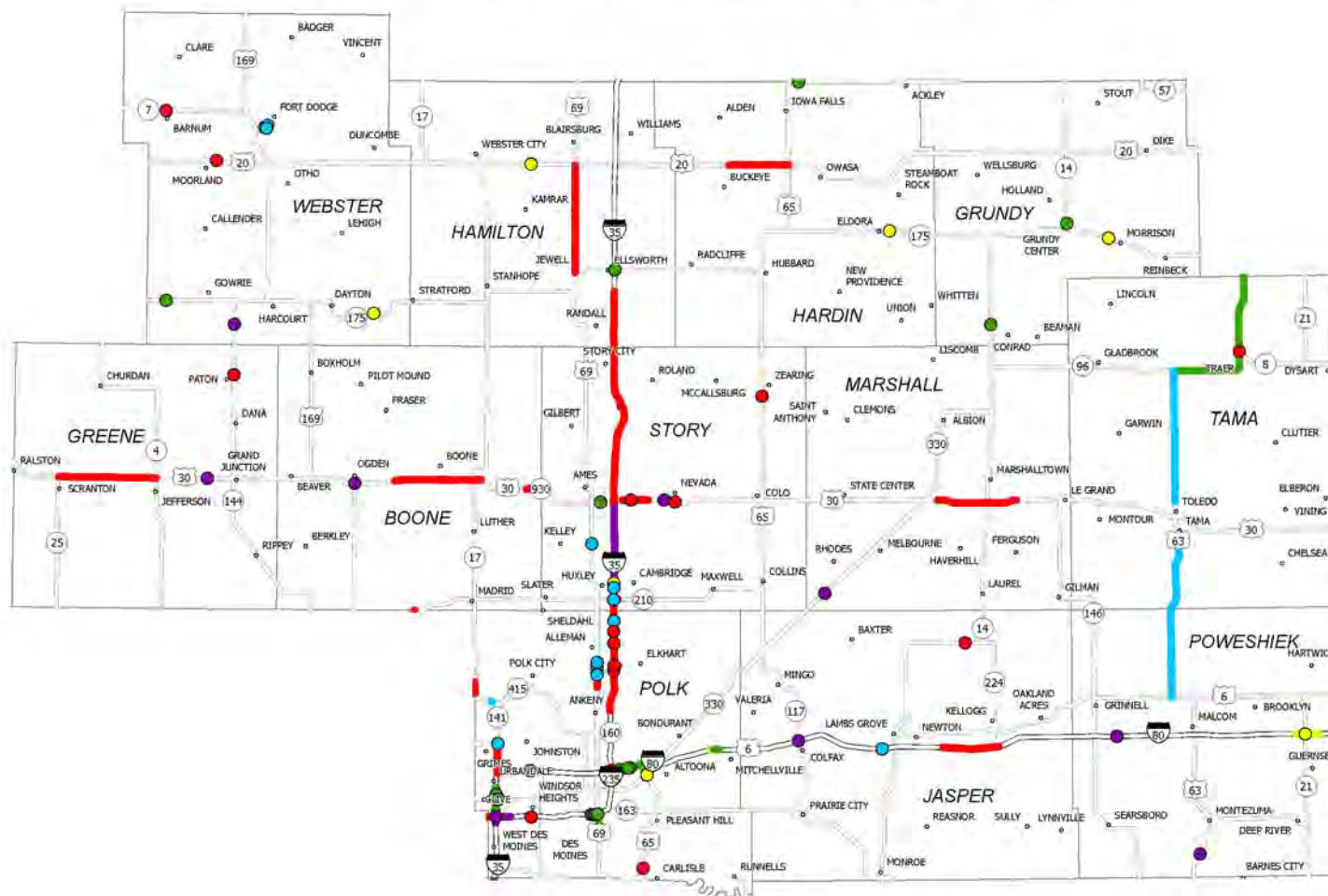
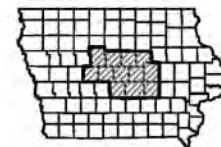
STATE HIGHWAY MAP



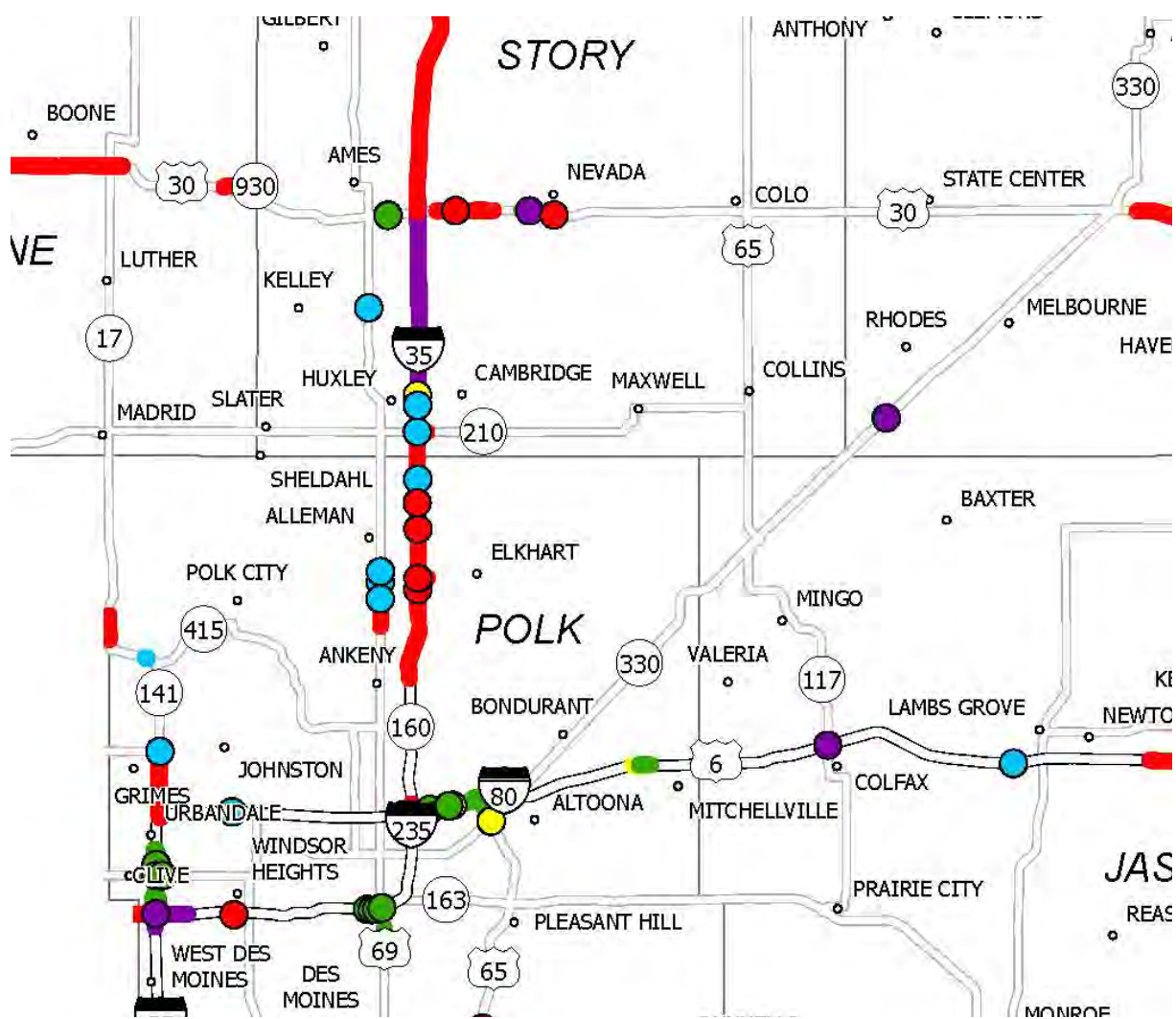
Structure Highway

- |        |   |
|--------|---|
| ● 2023 | — |
| ● 2024 | — |
| ● 2025 | — |
| ● 2026 | — |
| ● 2027 | — |

Tony Gustafson  
District 1 Engineer  
1020 S. Fourth St.,  
Ames, IA 50010  
515-239-1635



- Notes:
- Does not include minor right of way, erosion control, patching, bridge washing or other minor projects
  - Only the first year of multiyear projects is shown
  - Most safety and noninterstate pavement resurfacing projects are identified for only the first year. Therefore, few projects of that type are shown for years 2024 through 2027
  - Map is subject to change and is not to scale
  - For more information, see [iowadot.gov/program\\_management/Five-Year-Program](http://iowadot.gov/program_management/Five-Year-Program)



# I-80 Capacity Improvement NEMM to US 65 (\$64.2M 2025-2026)



# I-35

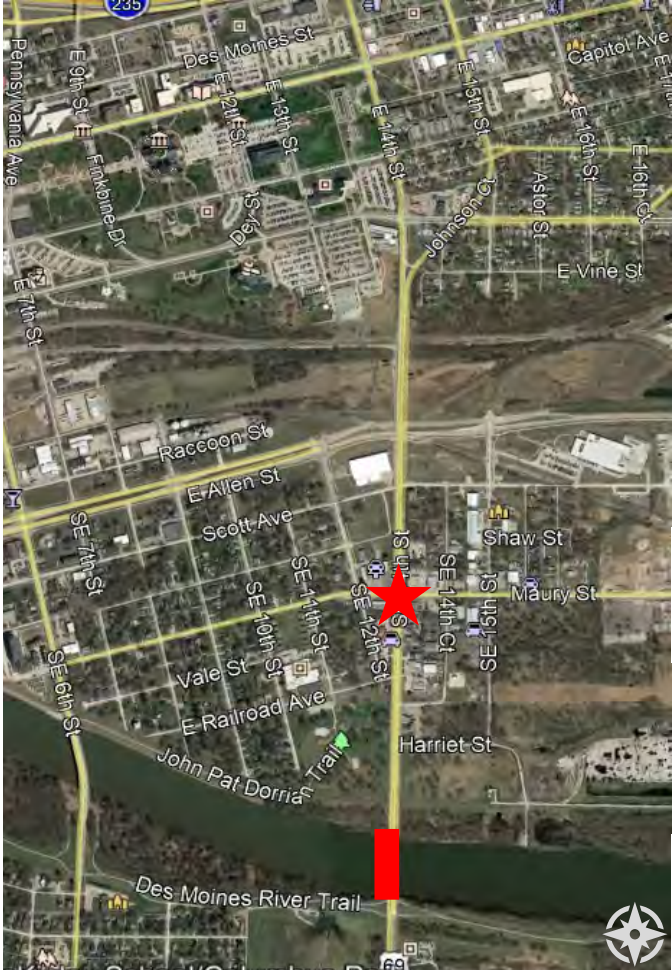
## U.S. 30 to Skunk River



# I-35/80 – U.S. 6 INTERCHANGE (IJR Approved) (\$90M programmed 2024-2027)



# US 69 Improvements



US 69 at Maury St.  
(\$900K +state share)

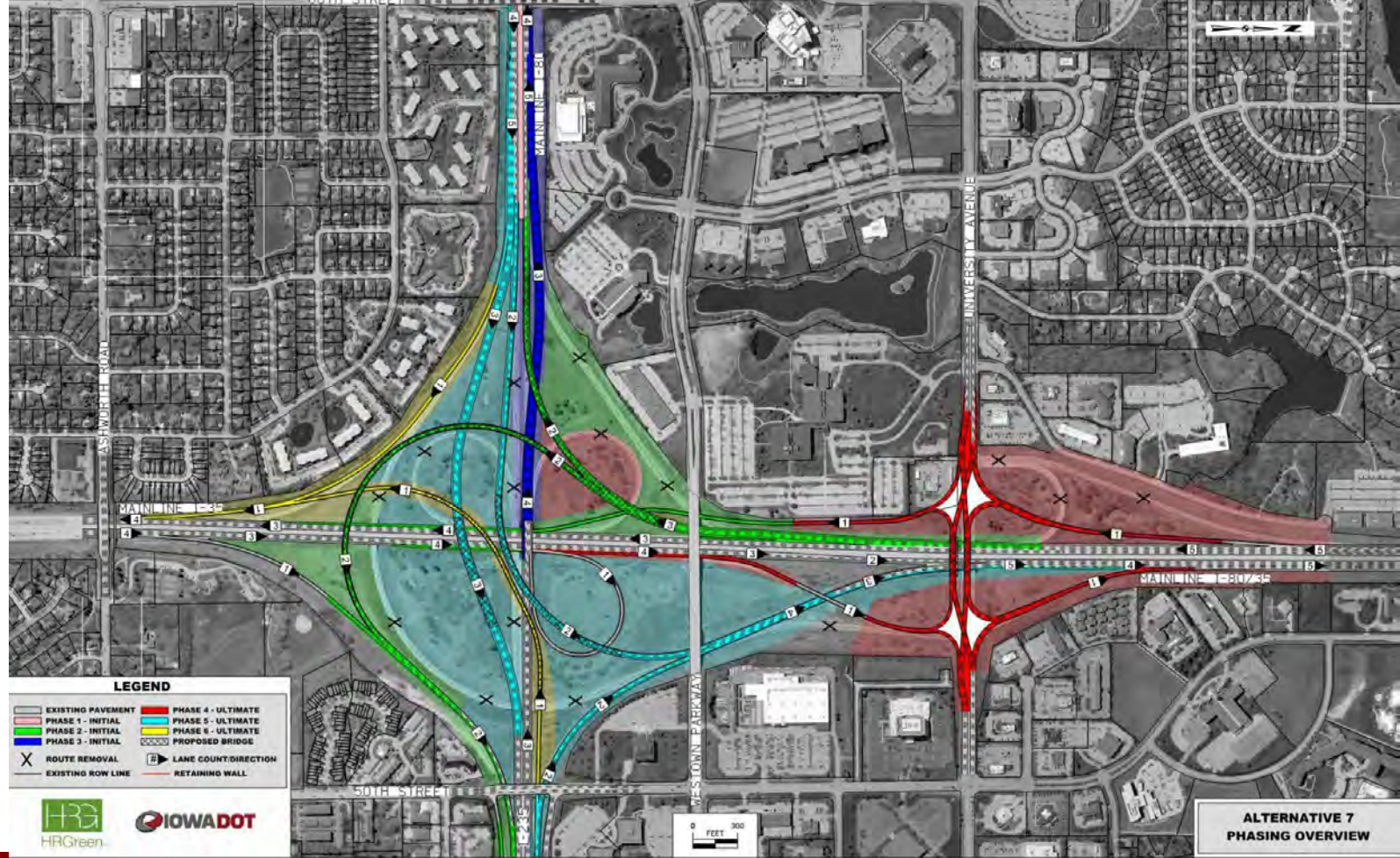
US 69 over DSM River  
(\$23 M 2026)

I-35/80/235

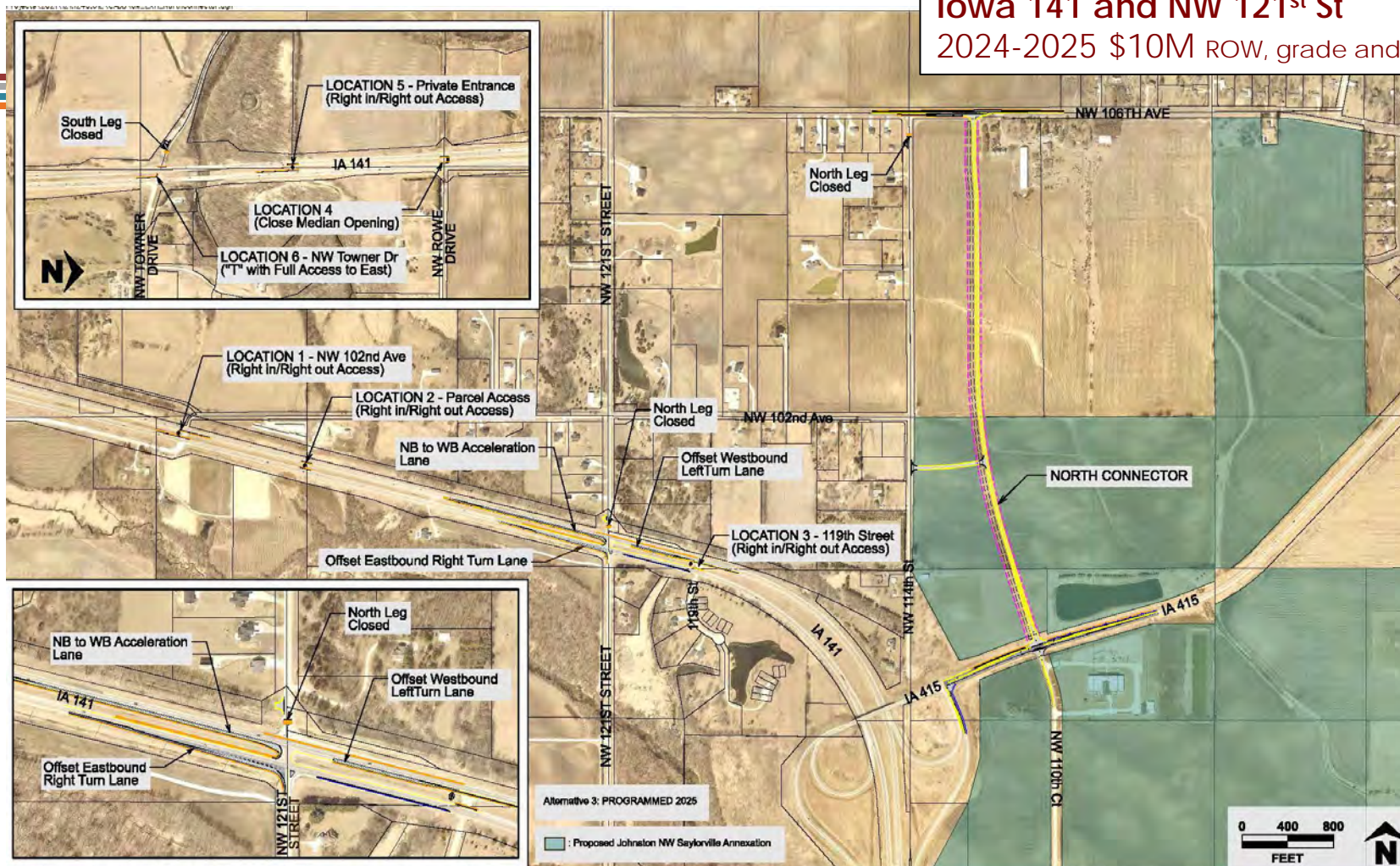
SWMM

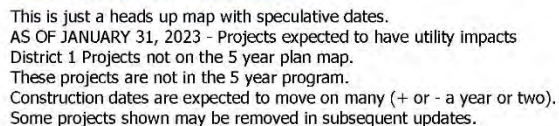
\$36M 2027

Grading, paving, bridge



2024-2025 \$10M ROW, grade and pave



IOWA  
STATE HIGHWAY MAP

Ally Smyth  
Assistant District Engineer  
1020 South 4th Street  
Ames, IA 50010  
515-239-1039  
allison.smyth@iowadot.us





# Thank you

# **IOWA DOT TOWING AND RECOVERY INCENTIVES PROGRAM (TRIP)**



Towing Recovery Incentive Program  
(TRIP)

## What is TRIP?

1

Iowa's TRIP will provide monetary incentives for the quick clearance of large commercial vehicle incidents in designated areas.

2

TRIP is designed for safe, quick clearance of commercial vehicle incidents to reduce congestion, crashes and secondary incidents and improve incident management.

3

TRIP guidelines ensure proper heavy-duty equipment are dispatched to large commercial vehicle incidents that have a significant impact on major interstate traffic.

# TRIP Clearance Times

		TRIP Activation		No TRIP Activation	
		Semi/Crash		Semi/Crash	
<u>Year</u>	<u>Month</u>	<u>Duration</u>	<u># Incidents</u>	<u>Duration</u>	<u># Incidents</u>
<b>2021</b>	December	57 min	2	4 hr 54 m	97
<b>2022</b>	January	1 hr 21 m	2	5 hr 16 m	115
<b>2022</b>	February	46 min	1	1 hr 25 m	82
<b>2022</b>	March	2 hr 12 m	2	2 hr 20 m	105
<b>2022</b>	April	50 min	1	2 hr 51 m	71
<b>2022</b>	May	59 min	2	2 hr 40 m	70
<b>2022</b>	June	2 hrs	1	1 hr 42 m	73
<b>2022</b>	July	50 m	1	2 hr 2 m	68
<b>2022</b>	August		0	2 hr 2 m	78

# Requirements

## 6. EQUIPMENT AND VEHICLE REQUIREMENTS

This section details the equipment requirements for wrecker and recovery trucks.

### 50 TON WRECKER

- Hydraulic, extendable, fixed boom, ultra heavy duty Recovery Truck
- A boom structural rating (SAE) of 100,000 lbs.
- A minimum of two planetary or worm drive winches with a minimum of 200 ft. of  $\frac{3}{4}$ " wire rope each
- The boom shall extend a minimum of 150" beyond the tailgate (level)
- The boom shall elevate to a working height of 250" (@ 30 degrees) minimum
- The truck chassis shall be a minimum of 62,000 lbs. GVW
- The unit shall be equipped with a hydraulic, extendable under reach tow unit with a capacity of 50,000 lbs. (retracted)

OR

### 40 TON ROTATOR

- A boom structural rating (SAE) of 80,000 lbs.
- A minimum of two planetary or worm drive winches with a minimum of 200 ft. of  $\frac{3}{4}$ " wire rope each
- The boom shall extend a minimum of 240" beyond the tailgate (level)
- The boom shall elevate to a working height of 360" (@ 50 degrees) minimum
- The truck chassis shall be a minimum of 62,000 lbs. GVW
- The unit shall be equipped with a hydraulic, extendable under reach tow unit with a capacity of 30,000 lbs. (retracted)

## 5. CRITERIA FOR ACTIVATING TRIP

**TRIP should ultimately be activated based on the judgment of on-scene responders. TRIP could be activated for other incidents not listed below.**

### **Truck Tractor Semi-Trailer Combinations (DOT Class 8)**

- Rollover blocking any of the travel lanes
- Multiple truck crash
- Jack-knifed and not drivable
- Lost load on or affecting the travel lanes
- Load shifted on or affecting a travel lane
- Lost tandems or axle or buckled trailer on or affecting a travel lane
- Truck fire with tires burned off or cargo spilled
- Major impact with guard rail, bridge support or structure on top of a barrier wall

### **Trucks over 26,000 lbs. and 'Bobtail' Tractors (DOT Class 7 or 8)**

- Rollover blocking any of the travel lanes
- Lost load on or affecting the travel lanes
- Load shifted on or affecting the travel lanes
- Lost tandems or front axle
- Truck fire with tires burned off or cargo spilled
- Major impact with a guard rail, bridge support or structure on top of a wall

### **Large Motor Homes (40ft plus) and Motor Coaches (DOT Class 5 or 6)**

- Rollover blocking any of the travel lanes
- Fire with tires burned off
- Major impact with a guard rail, bridge support or structure on top of a wall

### **Busses (16 passenger or more, DOT Class, 6, 7 or 8)**

- Rollover blocking any of the travel lanes
- Crash with multiple injuries
- Fire with tires burned off or burned luggage on the roadway
- Major impact with a guard rail, bridge support or structure on top of a wall

### **Trucks towing loaded equipment trailers or cargo trailers**

- Rollover blocking any of the travel lanes
- Lost load / equipment blocking any of the travel lanes
- Major impacts with safety appurtenance

### **Aircraft**

- Any incident involving an aircraft on the Interstate System

## TRIP in Central Iowa

## Scene Pictures



## Scene Pictures



## TRIP in Central Iowa

## Scene Pictures



**Event Type 2 – Successful TRIP Tow**

Iowa DOT agrees to pay an **Incentive Payment of \$2500** if:

1. The COMPANY is contacted by the Iowa DOT TMC, mobilizes, and arrives at the crash scene with required equipment and personnel within:
  - 45 minutes between 5:30 AM and 7:00 PM Monday – Friday
  - 60 minutes anytime outside of these time and day boundaries

**AND**

2. The COMPANY has completed the removal and clearance of all crash scene vehicles, cargo, debris and non-hazardous vehicle fluids from all travel lanes and opened them to traffic within **90 minutes** after the official notice to proceed (NTP) was given by the Incident Commander.

**AND**

3. Have the approval of the on-scene Incident Commander verifying conditions 1 and 2 above were met.

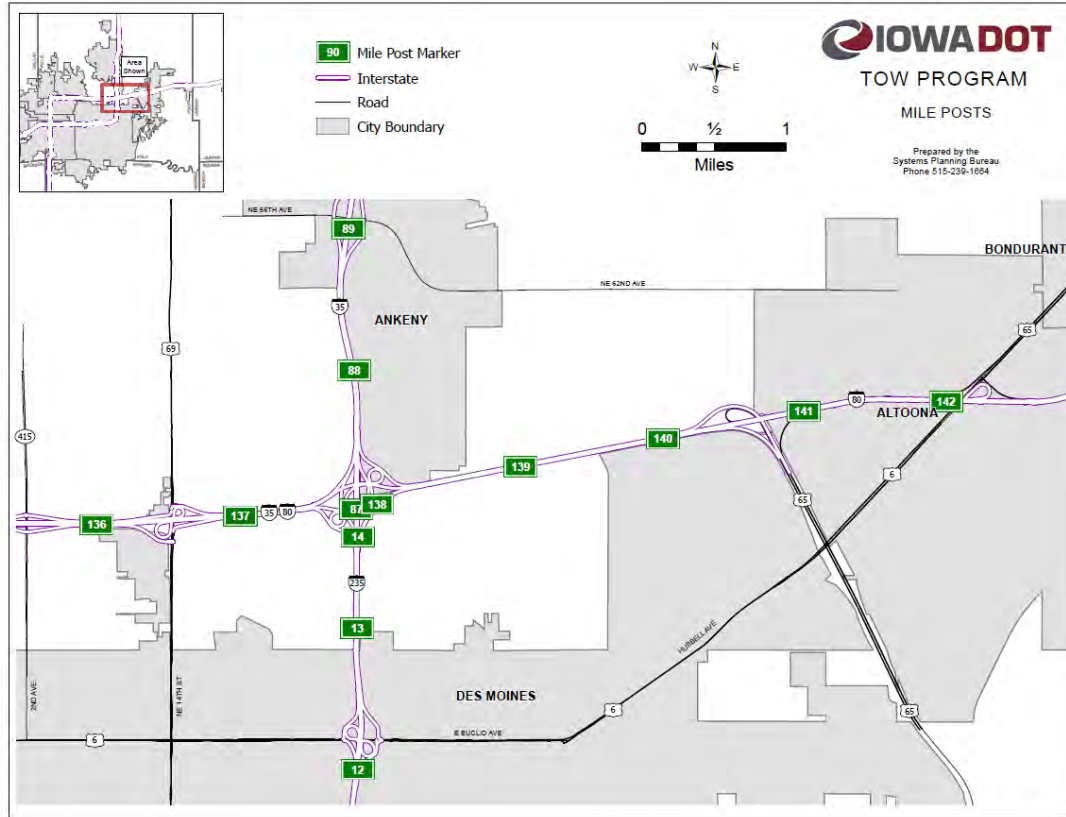
If any additional special equipment were needed and coordinated with the on-scene Incident Commander and arrives on-scene within the required response time, an additional **\$1,000** would be offered for a **Maximum Incentive Payment of \$3,500** for one TRIP incident.

**Note:** ISP will report NTP and “all lanes open” times thru their dispatch. The COMPANY will also report these times to the TMC to ensure accuracy.

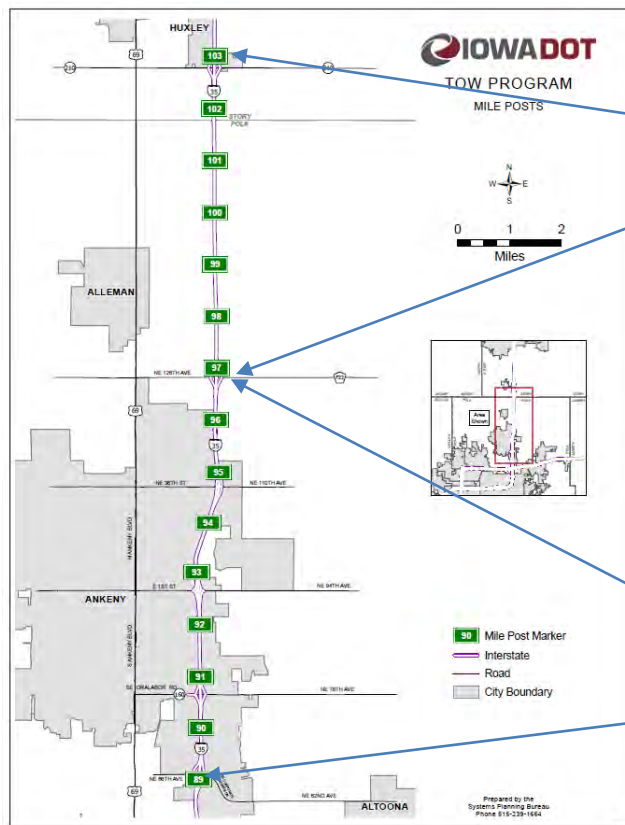


# TRIP Maps: NE Mixmaster

HMS Jake  
Bennett



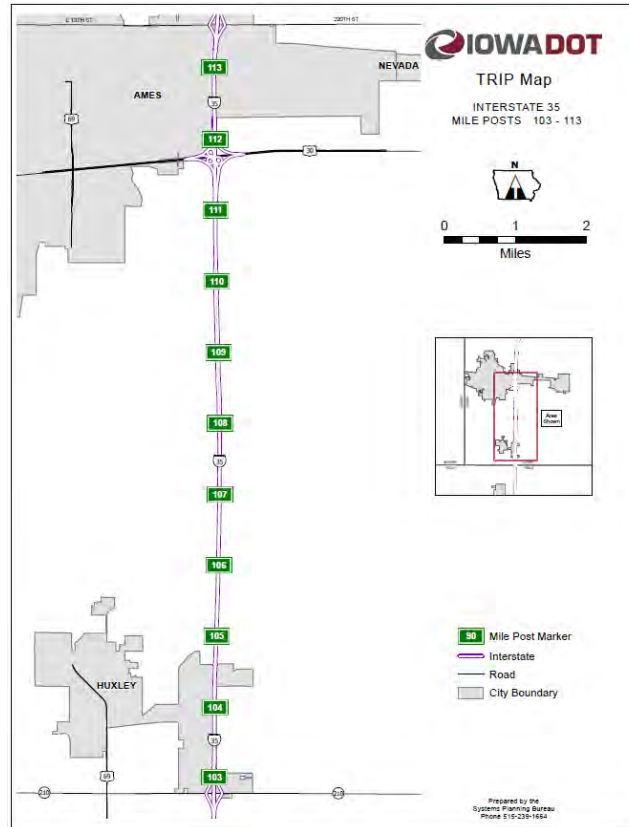
# TRIP Maps: I-35 (Polk County)



HMS from F22 to  
103 Scott  
Robinson 515-  
290-2105

HMS from 89  
to F22 Jake  
Bennett 515-  
520-7780

# TRIP Map: I-35 (Story County)

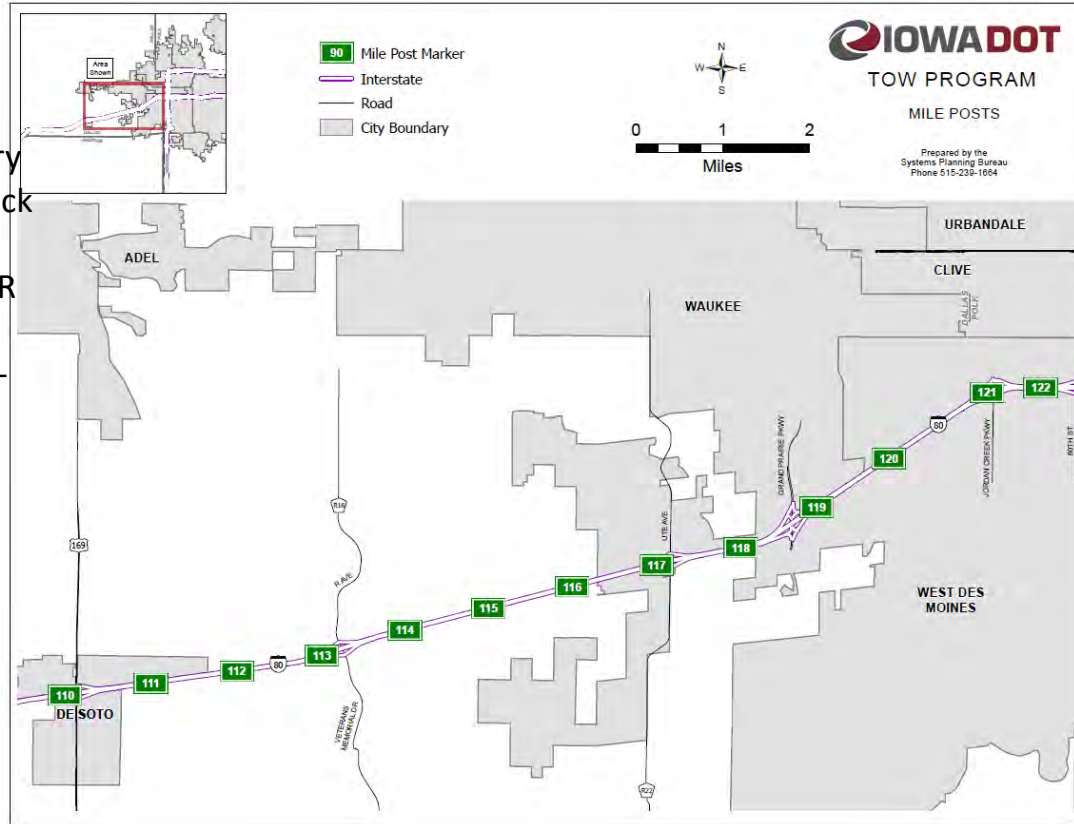


HMS Scott Robinson



## TRIP Maps: I-80

HMS Cory  
Kirkpatrick  
MP 110-  
120.8 (RR  
Bridge)  
515-250-  
3376



HMS Jim  
Scott RR  
Bridge  
East 515-  
669-0945

## Activation Process

- Incident command on scene determines it meets TRIP requirements
  - Maintenance, Trooper, Deputy
- Notification made to Des Moines State Radio (DMSR)
  - Checks StatusBoard for which tow company is at top of list and activates them
  - Notifies TMC via MACH or phone
  - DMSR keeps track of time stamps, sends to TMC and Ashley.

## Enrolled Tow Companies

- Central Iowa Towing
- Roy's
  - If Roy's is activated, they need to respond and same for CIT. One company cannot replace the other.
- Hanifen's
- Mad J's

A decorative graphic consisting of three horizontal lines in blue, white, and blue, located to the left of the section header.

## TRIP in Central Iowa



TRIP will benefit emergency responders, and the traveling public, by facilitating the quick clearance of large commercial vehicle incidents, resulting in a reduction of congestion and secondary incidents. Quick lane clearance and the reduction of congestion will significantly reduce the delay costs to the traveling public and the freight industry.

Ashley Hochberger  
TMC and Highway Helper Program Manager  
Iowa DOT - Traffic Operations Bureau  
[Ashley.Hochberger@iowadot.us](mailto:Ashley.Hochberger@iowadot.us)  
515-290-2864

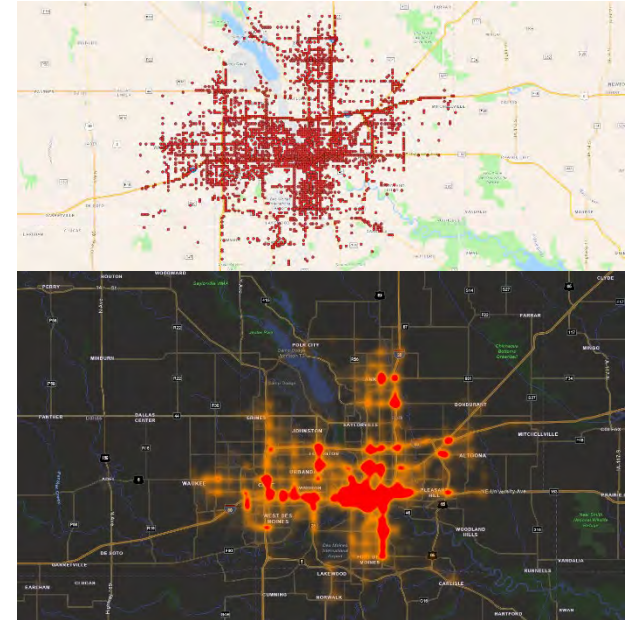


# **DES MOINES AREA 2022 CRASH CHARACTERISTICS REPORT**

# 2022 Crash Characteristics Report

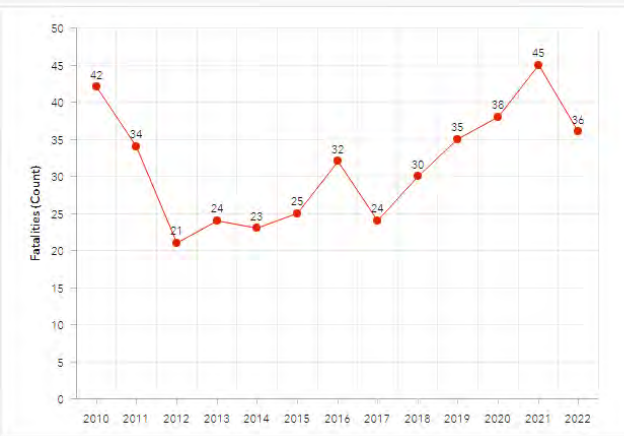
In 2022 in the Des Moines metro area

- 11,578 total crashes
  - 35 fatalities
  - 203 serious injuries
  - 43 non-motorized fatalities and serious injuries
    - 5 fatalities
    - 38 serious injuries

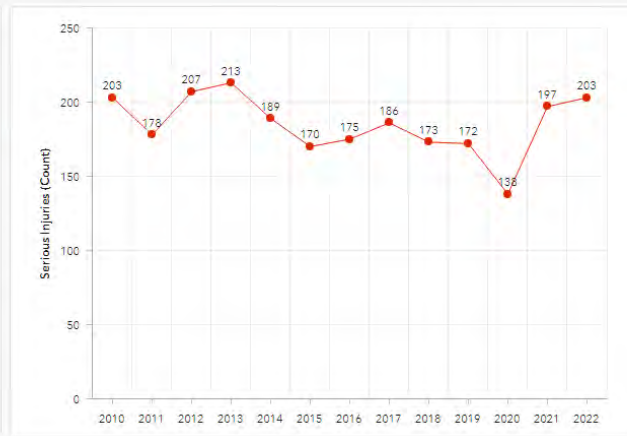


# 2022 Crash Characteristics Report

## Fatalities



## Serious Injuries



## Non-motorized Fatalities & Serious Injuries



# 2022 Crash Characteristics Report: Fatalities

## Who

- 74.2% of drivers were male; 24.2% were female
- 51.6% of drivers were in their 20s (24.2%) or 30s (27.4%)
- 36.7% of occupants did not use any occupant protection

## What

- 34.8% of the vehicles were passenger cars, 18.2% sport utility vehicles (SUVs), and 18.2% motorcycles
- 33.3% of the fatal crashes were single vehicle non-collisions, 27.8% were broadside (front to side) collisions, 13.9% were head on (front to front) collisions, and 13.9% were rear end (front to rear) collisions

## When

- 16.7% of the fatal crashes occurred in July, 11.1% in June, 11.1% in August, and 11.1% in October
- 19.4% of the fatal crashes occurred on a Tuesday, 16.7% on a Sunday, and 16.7% on a Friday
- Fatal crashes happened most between 4 PM to 6 PM (19.4%), 6 PM to 8 PM (16.7%), 10 PM to 12 AM (16.7%), 2 AM to 4 AM (13.9%), and 2 PM to 4 PM (13.9%)

## Where\*

- 86.1% of the fatal crashes occurred on the roadway
- 47.2% of the fatal crashes occurred at intersections (22.2% at four-way intersections, 19.4% at T-intersections, and 5.6% at other intersections)

## Why

- 19.4% of the fatal crashes were caused by vehicles running off the road and 8.3% ran traffic signals
- 13.9% of the fatal crashes involved alcohol at or above the statutory limit

# 2022 Crash Characteristics Report: Serious Injuries

## Who

- 64.7% of drivers were male; 34.2% were female
- 23.9% of drivers were in their 20s, and 18.0% of drivers were in their 30s
- 13.8% of the people involved in serious injury crashes did not use any occupant protection

## What

- 32.4% of the vehicles were passenger cars, 29.6% sport utility vehicles (SUVs), 13.4% four-tire light truck (pick up), and 13.0% motorcycles
- 44.6% of the serious injury crashes were single vehicle non-collisions, 21.0% broadside (front to side) collisions, and 13.1% were rear end (front to rear) collisions

## When

- 14.3% of the serious injury crashes were in June and 14.3% in October
- 19.6% of the serious injury crashes were on Saturdays, 19.0% on Sundays, and 16.1% on Thursdays
- Serious injury crashes occurred mostly between 2 PM to 4 PM (14.9%) and 4 PM to 6 PM (17.9%)

## Where\*

- 85.1% of the serious injury crashes occurred on the roadway
- Serious injury crashes occurred at four-way intersections (27.4%) and T-intersections (11.9%)

## Why

- 10.2% of the serious injury crashes were caused by failure to yield the right of way when making a left turn, 8.4% from exceeding the authorized speed, and 8.4% from running off the road to the right
- 5.4% of the serious injury crashes were under the influence of alcohol/drugs/medications

# 2022 Crash Characteristics Report: Non-motorized Fatalities and Serious Injuries

## Who

- 57% of drivers were female; 41% were male
- 56.8% of drivers were in their 20s (35.1%) or 30s (21.6%)
- 75.6% of non-motorists were pedestrians and 19.5% were pedalcyclists

## What

- 40.9% of the vehicles were passenger cars, 34.1% sport utility vehicles (SUVs), and 11.4% four-tire light truck (pick up)
- 68.2% of vehicles were moving straight

## When

- Non-motorized fatal and serious injury crashes occurred most in the months of June (19.5%), April (17.1%), August (12.2%), and October (12.2%)
- Non-motorized fatal and serious injury crashes occurred mostly on Sundays (22%), Fridays (22%), Wednesdays (17.1%), and Thursdays (17.1%)
- Non-motorized fatal and serious injury crashes occurred mostly between 2 AM and 4 AM (14.6%), 2 PM and 4 PM (12.2%), 4 PM and 6 PM (12.2%), 8 PM and 10 PM (12.2%), and 10 PM and 12 AM (12.2%)

## Where\*

- 95.1% of the non-motorized fatal and serious injury crashes occurred on the roadway

## Why

- The major causes of the non-motorized fatal and serious injury crashes were no improper action (24.4%), unknown (19.5%), or other (12.2%)
- Non-motorist contributing circumstances involved with non-motorized fatal and serious injury crashes were unknown (19.5%), no improper action (19.5%), darting/dashing (14.6%), and improper crossing (12.2%)

## **OTHER DISCUSSIONS AND COMMUNITY ANNOUNCEMENTS**

# Iowa DOT SHSP Survey

Iowa DOT is updating its Strategic Highway Safety Plan (SHSP) and is gathering input on safety emphasis areas.

Please complete the 6-question survey or pass along to others.



<https://www.surveymonkey.com/r/iowaSHSP>

# ISU InTrans MDST Monthly Highlights

Theresa Litteral at Iowa State University (ISU) Institute for Transportation (InTrans) will be providing monthly updates.

March 2023 Highlights include:

- Leader Spotlight
- Crash Data
- Research Highlights
- Funding Resources
- Upcoming Meetings

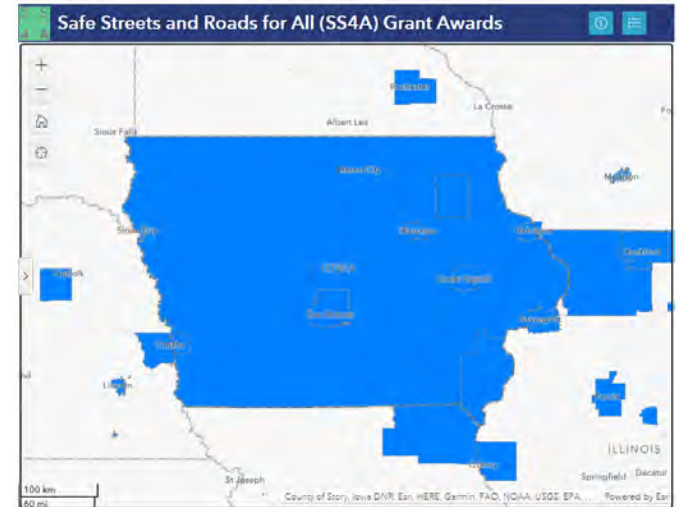


# Safe Streets and Roads for All (SS4A) Funding

The Des Moines Area Metropolitan Planning Organization (MPO) and the Central Iowa Regional Transportation Planning Alliance (CIRTPA) received a \$1 million planning grant from the Safe Streets and Roads for All (SS4A) Grant Program of the U.S. Department of Transportation (U.S. DOT).

The SS4A Grant Program was established in the Bipartisan Infrastructure Bill to support the department's National Roadway Safety Strategy and a goal of zero deaths and serious injuries on the nation's roadways. This discretionary program will provide \$5 billion to \$6 billion in grants over the next five years.

The \$1 million grant will be used locally to develop Comprehensive Safety Action Plans for the Des Moines Area MPO and CIRTPA. The plans will have a total \$1.2 million budget. A Comprehensive Safety Action Plan is a requirement for subsequent rounds of funding through the SS4A Grant Program.



# Electric Vehicles for Emergency Response Webinar

Hear how Madison Fire Department, Bellevue Police Department, and Newton Police Department are leading the Midwest (and the nation) in using the **first** electric fire pumper truck, electric police cruiser, and electric police motorcycle for their operations. This webinar is a continuation of the MPO EV Workshop series.

Wednesday March 1, 2023

1 PM

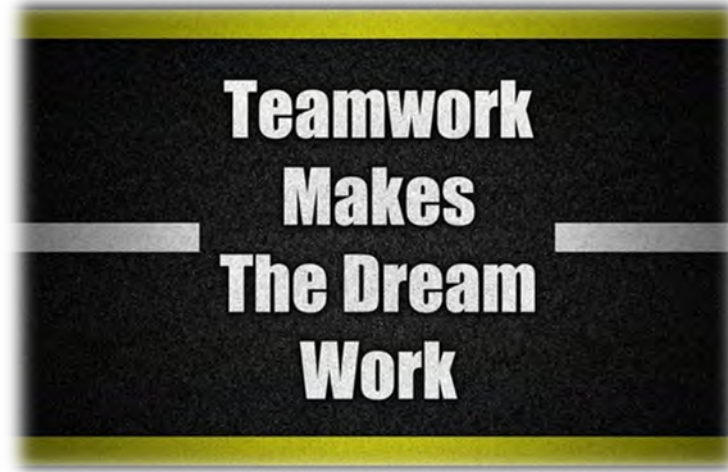
<https://us02web.zoom.us/j/85471174311>



# Community Updates

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What's happening in your community?



# Next Meeting



**Wednesday June 7, 2022**

**10 AM**

**Hybrid Meeting**

Please feel free to send me any meetings ideas or topics!

