

2016

STILLWATER EMERGENCY TRAFFIC PLAN

Stillwater Emergency Planning Committee

The purpose of this plan is to enable response agencies to efficiently react to a traffic management emergency in the Town of Stillwater and adjacent jurisdictions. A traffic management plan is intended to identify high risk transportation corridors, identify both resources and resource gaps, and contingency plans to mitigate gaps.

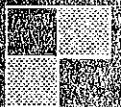


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PURPOSE

The purpose of this plan is to enable response agencies to efficiently react to a traffic management emergency in the Town of Stillwater and adjacent jurisdictions. A traffic management plan is intended to identify high risk transportation corridors, identify resources, to recognize resource gaps and develop contingency plans to mitigate gaps.

SCOPE

This plan is intended to alleviate crisis planning when a major highway is closed due to transportation accidents or weather related events closing major thoroughfares and to develop a coordination plan for management of traffic. The plan can also be initiated as a result of increased traffic being diverted through the community as a result of an incident that occurs in an adjacent jurisdiction.

HAZARD EVALUATION

Those transportation corridors in the Stillwater Community that have been identified as high risk corridors include the following:

- Route 67, west of the City of Mechanicville
 - Carries a high rate of traffic from the City of Mechanicville, the intermodal rail yard to the Route 9/Northway I-87 Corridor
- Route 4 & 32, running north/south through the Town and Village of Stillwater
 - A major north, south route through the Village and Town connecting areas of commercial development, the area's district schools and communities to the north.
- Route 9-P between the Town of Saratoga and the Town of Malta running the perimeter of Saratoga Lake
 - A limited access route serving the seasonal population in and around Saratoga Lake.
- County Routes 75 & 76, which are the major north, south, east, west routes in the center of the Town of Stillwater.
 - Major connecting routes between the City of Mechanicville and points north in the Town and from the Village of Stillwater Routes 4&32 to Route 9-P around Saratoga Lake and providing access to the Northway via, Exits 12 & 13.

STAKEHOLDERS

A large group of stakeholders have been identified and include:

- Town of Stillwater Police Department
- City of Mechanicville Police Department
- Town of Stillwater Highway Department
- New York State Police
- Saratoga County Sheriff's Department
- National Park Service Law Enforcement
- Environmental Conservation Police and DEC Spill Response
- NYS DOT
- Village of Stillwater Department of Public Works
- Saratoga County Highway Department
- Adjacent Highway Departments, Town of Saratoga, City of Mechanicville, Town of Malta, Town of Halfmoon & Town of Schaghticoke (Rensselaer Co.)
- First Response Agencies, Fire and EMS including but not limited to Arvin Hart Fire Company, Stillwater Village Fire Department, Stillwater – Malta EMS, Clifton Park-Halfmoon EMS.
- SC School District including the Transportation Department
- Local Media Outlets
- NYS Department of Transportation Traffic Management Center (COMSEC/TMC)
- Saratoga County Office of Emergency Services

IDENTIFICATION OF RESOURCES

- Refer to Appendix A, for a listing of available resources

IDENTIFICATION OF GAPS – WITH CONTINGENCY PLANS

- Gaps and contingency plans are included in Appendix B

PREPAREDNESS ACTIVITIES

- Preparedness activities shall include identification of high risk corridors and all cross roads located along those corridors that could be used to divert traffic.
- Identification of potential highway closing locations so that traffic can be diverted off the high risk corridor to other roads to achieve desired destinations.
 - Identified alternate routes must be capable of handling all types of traffic to include normal vehicular traffic plus commercial tractor trailer truck traffic.
- Insure availability of maps to indicate alternate routes
- Develop list of necessary equipment needed to close a highway and provide direction to traffic using the detour, to include barricades of all types, electronic traffic messaging signs, static sign displays, temporary lighting for control access points.
- Develop pre-incident staffing requirements to close a highway and provide direction to traffic using the detour.
- Develop contingency plans for long term and short term re-routing events by identification of usable alternate routes
- Identify potential staging areas for equipment being brought to the sight of an incident.
- Develop contingency plans where there are identified shortfalls or gaps.
- Identify jobs that need to be performed and develop job descriptions for each, use ICS field operating guide (FOG) to define and provide job descriptions
- Determine how situation reporting will be accomplished
 - Communications, to command post, planning section develops situation report, distributes to stakeholders
 - Use of command post or EOC planning section and joint
 - Develop situation report guidance document and format for reporting
 - Identify items that need to be reported
 - Guidance document lists items to be reported on
- Assign PIO, form a joint news center with other response agencies
 - Situation reporting should be coordinated with all agencies, cannot speak independently

RESPONSE ACTIVITIES

- Response plan execution
 - Mobilization of equipment and staff
 - Consider lead times for equipment and staff
 - When, how, who, what resources, where
 - Develop a staffing pattern
 - Consider relief and rotation after 4 hours at post
 - Perform and initial agency briefing for all stakeholders
- Establish coordination structure
 - Incident Command structure utilizing, Command, Operations, Logistics, Planning and Finance Administration
 - Establish geographic divisions when incident involves multiple locations within the town
 - Establish functional groups to address transportation infrastructure, emergency response and human needs.
- Establish a communications interoperability structure between diverse agencies

- Use of Command Posts and establishment of a local Emergency Operations Center (EOC) as required.
- Create staffing patterns to provide coverage during both short term and long term events.
 - Insure rotation of personnel especially under adverse conditions such as extreme heat or cold.
 - Insure that staff is provided breaks from their assigned posts utilizing a rotation schedule for rest and recovery, bathroom, feeding and hydration.
- When requesting equipment from any agency, request should describe mission, not specific equipment.
 - The requesting agency and responding agency will determine the best resources to fulfill the mission and any gaps will be addressed through contingencies.

RECOVERY ACTIVITIES

- Develop a demobilization plan for all equipment and staff associated with the response
- Debrief responders, take notes for after action report, assure any injuries are addressed and closed out, assess short term and long term mental health effects.
- Perform an after action review with all participating stakeholders, determine what went right and what went wrong, make any necessary changes to the plan
- Document and file the after action report, share with stakeholders, make any necessary adjustment to plan. Response can be counted as an exercise.
- Address any permanent infrastructure plans that are long range that can improve traffic management in the future.

APPENDIX A IDENTIFIED RESOURCES BY STAKEHOLDER

Resources specific to the diversion or closure of highways.

- **STILLWATER POLICE DEPARTMENT**
Resources; Contact the Stillwater PD with a mission request and resources as needed. Can be contacted through the County Sheriff's Dispatch.
- **TOWN HIGHWAY DEPARTMENT**
Resources; Contact the highway department with a mission request and resources as needed. Can be contact by phone.
- **VILLAGE HIGHWAY DEPARTMENT**
Resources; Contact the Village DPW with a mission request and resources as needed
Can be contacted by phone or through the village board members.
- **SCSD TRANSPORTATION DEPARTMENT**
Resources; Contact the transportation supervisor with a mission request as needed.
- **FIRST RESPONSE AGENCIES****
Arvin Hart Fire Co.
Resources: Contact the fire company through the County Fire Communications Dispatch.

Newland-Wood Fire Company
Resources: Contact the fire company through the County Fire Communications Dispatch.

*****REQUESTS FOR MUTUAL AID RESOURCES FOR FIRE OR EMS SHALL BE DIRECTED THROUGH SARATOGA COUNTY DISPATCH CENTER AND BE DIRECTED THROUGH THE POLICIES ESTABLISHED IN THE COUNTY MUTUAL AID PLAN***

- **COUNTY HIGHWAY DEPARTMENT**
Resources: Equipment and staff
Contact County OES for availability and mission assignment
- **COUNTY SHERIFF'S DEPARTMENT**
Resources: Equipment and Staff
Contact County OES for availability and mission assignment
- **NYS DOT**
Resources: Equipment and Staff
Contact County OES for co-ordination of availability and mission assignment
- **NYS POLICE**
Resources: Equipment and Staff
Contact County OEM for co-ordination of availability and mission assignment
- **ANY OUT OF COUNTY RESOURCES**
Resources: Equipment and Staff
Contact County OES for co-ordination of availability and mission assignment
- **ANY ADJACENT TOWN RESOURCES**
Contact appropriate Town Agency and/or County OES for co-ordination of availability and mission assignment

APPENDIX B IDENTIFIED GAPS WITH CONTINGENCIES

(RESOURCES WE DON'T OWN AND DEVELOP CONTINGENCIES WHICH IDENTIFY WHERE WE CAN OBTAIN GAP RESOURCES)

Traffic Management Equipment:

Donnelly Construction Inc

155 NY-67, Mechanicville, NY 12118

Phone:(518) 664-9435

Carrie Donnelly Speshock | PRESIDENT

DONNELLY CONSTRUCTION INC.

PO BOX 150, 155 ROUTE 67, MECHANICVILLE, NY 12118

P: 518.664.9435 F: 518.664.1601

CELL: 518.376.1538 24 hour contact number

carrie@donnellyconstruction.net | www.donnellyconstruction.net

Route 67 from Route 9 to Route 4 & 32 Intersection (Main Street)

- Knapp Road travels northwest not t/t friendly
- Farley Road travels northwest t/t friendly to Coldspring to Cordero
- Sawmill Hill Road travels northwest not t/t friendly
- George Thompson Road travels northwest alternate to Co 76 north or west
- County Route 75 travels northwest difficult left for t/t
- Route 4 & 32 travels northwest and southwest acceptable truck route

Route 4 & 32 from Price Chopper Plaza, to 4 & 32 Split in Bemis Heights

- Best Ave to Champlain Ave, detour, west
- Halfway House Road to Brickyard detour, west
- Burns Bridge Rd to Railroad detour, west
- Campbell to Kellogg detour, west
- Lansing to Kellogg detour, west
- Park to Lake St detour west
- Lake St/Co 76 to Co 75 or 9P detour, west
- School to Palmer detour (not t/t friendly) west
- Stillwater Bridge Road to Wash Co Rt 113 or State Route 40, east
- Ten Broeck to Colonial Detour, west
- Stratton Lane to Colonial Detour, west
- Route 32 to Route 32 north Route 423 west

Route 4 Continuation to Schuylerville

- Wrights Loop work around east not t/t friendly
- Through National Park to State Route 32, not t/t friendly
- River Road, to Route 4 work around, east
- Ensign Lane to River Road work around, not t/t friendly
- Wilbur Road east to River and west to State Route 32
- Hanehan Road to west to State Route 32
- County Route 69 west to State Route 32
- State Route 32 west at Route 4 in Schuylerville

Route 32 Continuation to Schuylerville

- Mungerhill Road work around back to State 423 west
- Battlefield Road, east to Rout 4, not t/t friendly
- County Route 71 West to County Route 70 and on to Saratoga Lake Route 9
- Wilbur Road east to Route 4
- Duell Road, east to Route 4, utilizes narrow town roads
- County 69 east to Route 4
- County 67 West to State Route 29
- County 68 west to County 67 to State Route 29
- Casey Road east to State Route 4 utilizing narrow town roads

County Route 75 from Route 67 (Saratoga Ave) to State Route 423

- Hulin Street west to Stillwater Ave , not t/t friendly
- Bancroft Street, northwest, through dense subdivision
- Battery Blvd, east, through dense subdivision back to Co 75
- Cavalry Course, east back to Co 75 through dense subdivision

- Graves Road west to George Thompson Road southeast or north west, on narrow town roads
- McDermott/VaNess, west or east over narrow town roads
- Jolly Road east to Flike Road to Co 76 or McDermott to Co 75 or east to Route 4 over narrow town roads
- Intersection of Co 76, east to State Route 4, west to State Route 9-P
- Dead ends into State Route 423, east to State Route 4, west to State Route 9-P

County Route 76 from Route 4 & 32 to Route 9-P

- Park Ave, sectional detour route back to State Route 4&32
- Kellogg Road, south
- High Street, sectional detour to Center Street, note dead end
- Flike Road, South to VanNess Road
- Dunn Road, East to Colonial to State Route 4 & 32
- Blizzard Road, Northeast to State Route 423
- Co Route 75, main north south route
- Meehan Road, south to State Route 67
- Brightman Road, North to State Route 423
- Grace Moore Road, North to Luther to State Route 9-P or to State Route 423
- Whitney Road (through sub division) back to Co Rt 76, and Whitney Road South (through subdivision) to Cold Springs Road
- State Route 9-P

Route 9P from intersection with Brown Road to Intersection with County Rt 76

(all private roads, most of which are dead ends are excluded)

- Luther Road East
- State Route 423 East
- Brown Road, East (narrow Town Roads)