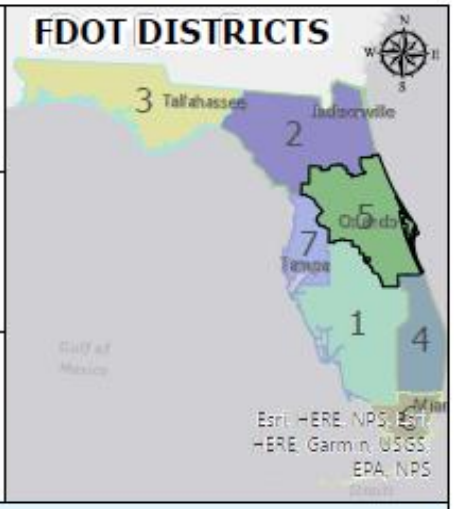
FDOT District Five

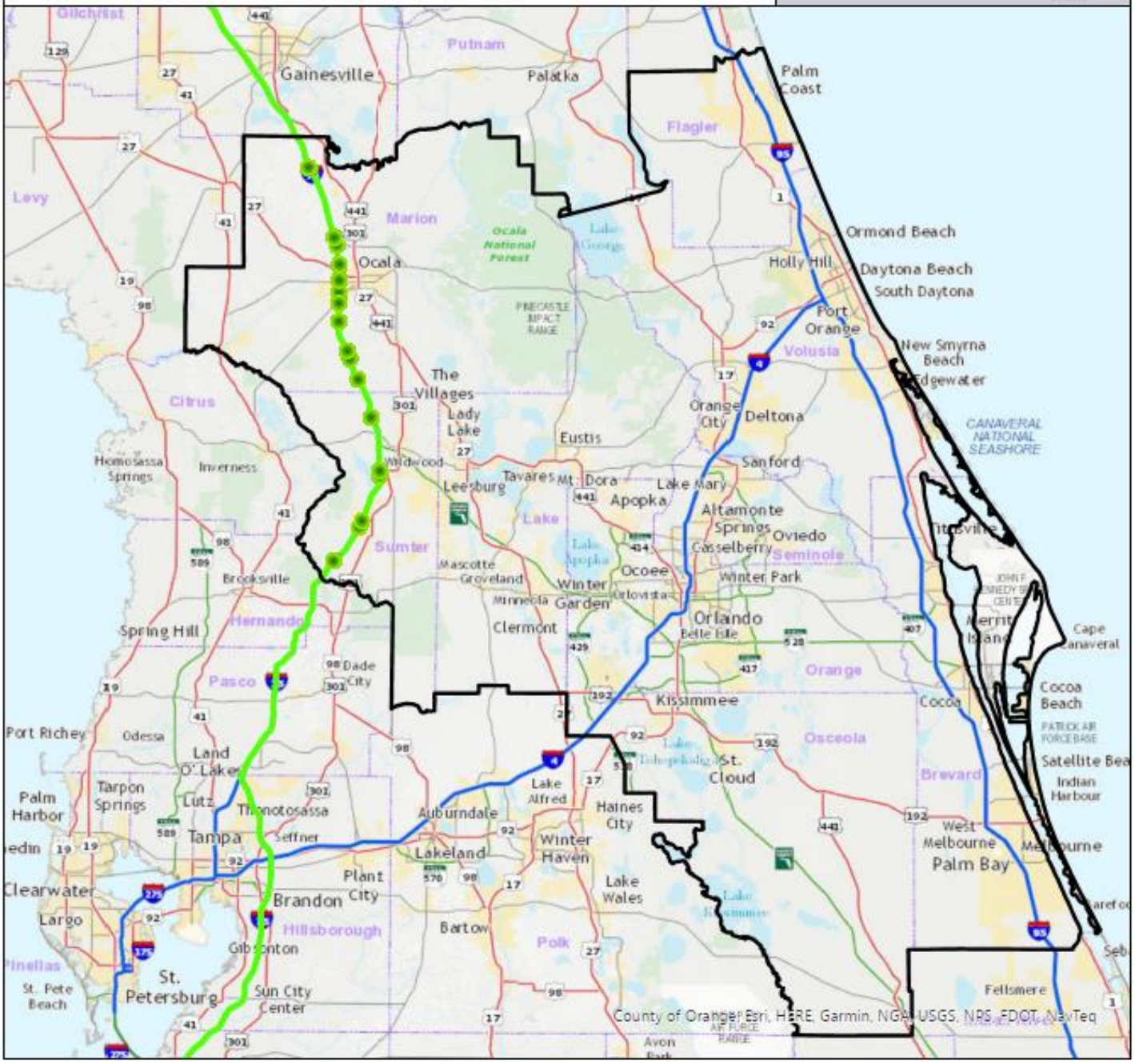
INTERSTATE 75

4/20/23

Emergency Shoulder Use Standard Operating Procedure

I-75 Northbound from Hernando-Sumter to Marion-Alachua County Line
MM 305 to MM 373





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This document (Revision 9a, 4/20/2023) is based on a previous District 5, I-75 ESU SOP and District 7, I-75 ESU SOP.

Emergency Shoulder Use Standard Operating Procedure

DISTRICT FIVE I-75 CORRIDOR: HERNANDO|SUMTER TO MARION|ALACHUA COUNTY LINE

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 Northbound between MM 305 in Sumter County to the Marion County Line MM 373, totaling 68 miles. The implementation of ESU requires the coordinated effort of the Florida Department of Transportation (Department), Florida Highway Patrol (FHP) and other law enforcement agency partners, and contracting partners. This SOP establishes what operations must be performed and by whom, when the operations will be performed, where the operations will be performed, and how the operations will be performed. This SOP may be revised. The ability to adapt to actual conditions is a necessity during any emergency event.

The purpose of 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 and **is intended to be a 24-hour operation.** The current ESU Concept Plans show the typical location for traffic control channelizing devices, Law Enforcement Officers (LEO), narrow shoulder locations and emergency crossover locations. It is possible that the plan may be implemented in conjunction with neighboring Districts Seven and Two. In those cases, close coordination will be required.

ORGANIZATION STRUCTURE AND COMMUNICATION

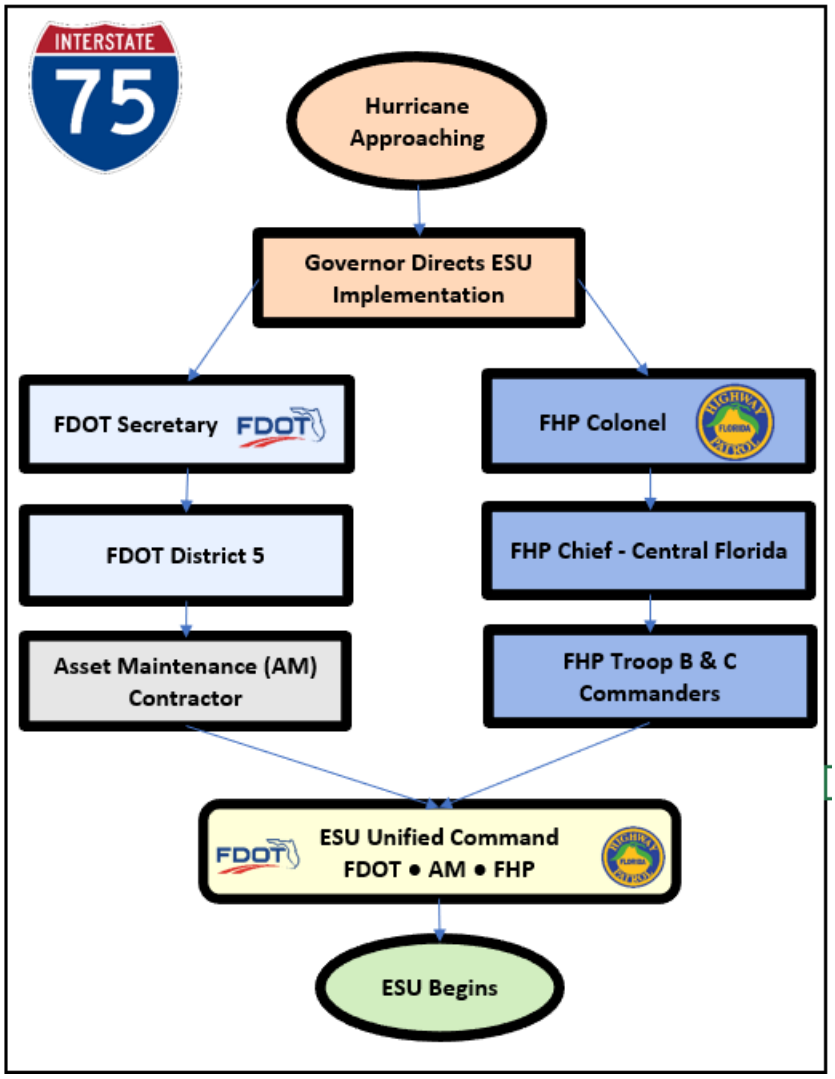
An Area Command is the appropriate Incident Command System (ICS) organizational structure for this SOP. Terms and concepts from the National Incident Management System (NIMS) and ICS standardized systems are used in this SOP without elaboration. Please refer to an appropriate NIMS or ICS document for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

The Department and the 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 Five Maintenance Engineer shall be designated as the AC. The District Five 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 Five EOC Organization Chart.

Notifications and orders to implement will be given to the Asset Maintenance Contractors (AMC) 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 B & C*
- *Florida Department of Transportation – District Five (D5)*
- *Asset Maintenance Contractors (AMC) – Oasis Landscape Services, Inc.*
- *County Emergency Management Office – Sumter, Marion*
- *Communications Office – News Media*

EQUIPMENT LIST

All signs are permanent flip down signs. A traffic operation work order was executed with the AMC for the installation in accordance with their contract limits. As noted in the below sign inventory, Asset Maintenance Contractors will be responsible for installing the signs. Signs will be maintained in the "up" position. The signs will not have an alternative message during non-active periods.

Summary of Sign Quantities	
DYNAMIC MESSAGE SIGNS	4
NO TRUCKS BUSES OR TRAILERS	15
LEFT SHOULDER OPEN FOR USE	7
Total Devices	*26*

See Attachment B for the road sign table.

There are two (2) patrolling Emergency Assist Vehicles (EAVs). There are ten (10) interchanges. The rest areas at MM(s) 307 & 345 will remain open. There are no pinch points or narrow shoulder locations, and no ramp closures are planned.

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 (Blue Skies)	Responsible Party	Timeline	Quality Control
Verify that all ITS are functioning	RTMC	June 1	Traffic Operations
Inspect/Install Permanent Signs	AM Contractor	Installation planned to start by July 1	Department AM Contract Manager & Inspector
Ensure temporary signs and PCMS Equipment are available and ready	AM Contractor	Prior to June 1	Department AM Contract Manager & Inspector
Check shoulder conditions to ensure that drop off standards are meeting MRP requirements	AM Contractor	Prior to June 1	Department AM Contract Manager & Inspector
Check for potholes and repair to meet MRP requirements	AM Contractor	As needed prior to June 1	Department AM Contract Manager & Inspector
Remove Vegetation to meet MRP requirements	AM Contractor	Quarterly and immediately prior to implementation of ESU	Department AM Contract Manager & Inspector
Remove Litter to meet MRP criteria along the entire corridor. (Include excess debris under guardrail)	AM Contractor	June 1st & Aug 15th	AM Contractor, Department AM Contract Manager & Department Inspector
Remove Encroachments to meet MRP requirements	AM Contractor	Quarterly and immediately prior to implementation of ESU	Department AM Contract Manager & Inspector
Sweep the Shoulders to remove all loose materials and small debris	AM Contractor	Monthly during hurricane season. Immediately prior to implementation of ESU	Department AM Contract Manager & Inspector
Ensure Guardrail meets MRP criteria along the entire corridor	AM Contractor	June 1st & Aug 15th	AM Contractor, Department AM Contract Manager & Department Inspector
Ride the Corridor	AM Contractor & Department Staff	Prior to June 1 and immediately prior to implementation of ESU	Department AM Contract Manager & Inspector
Coordinate with FHP	AM Contractor & Department Staff	Prior to June 1	DME
Coordinate with Local Agency Partners	AM Contractor & Department Staff	Prior to June 1	DME

Coordinate with Social Media, Local News Partners	Communications Office	Prior to June 1 and immediately prior to implementation of ESU	DME
Schedule and hold exercises for coordination efforts with adjacent Districts, FHP, and Asset Maintenance Contractors.	AM Contractor, FDOT and FHP	Exercise as needed.	DME
Monitor upcoming and on-going construction work.	AM Contractor & Department Staff	Prior to and throughout Hurricane season	Department AM Contract Manager and Inspector
Coordinate with Decision Makers	DME	On-Going	DME

PRE-IMPLEMENTATION OPERATIONS UNDER PENDING GRAY SKIES

Pre-Implementation Operation Activity (Pending Gray Skies)	Responsible Party	Location	Timeline (When)	Timeline (How Long)	Quality Control
Verify that all ITS are functioning	RTMC	Along the corridor	5 to 7 days out		Traffic Operations
Pre-Storm Meeting with AM Contractor	FDOT		5 to 7 days out		Department
Remove Vegetation to meet MRP criteria adjacent to ESU (including vegetation under guardrail)	AM Contractor	Entire Corridor Length	7 to 5 days out	2 days	Department AM Contract Manager & Inspector
Remove Litter to meet MRP criteria along the entire corridor. (Include excess debris under guardrail)	AM Contractor	Entire Corridor Length	7 to 5 days out	2 days	Department AM Contract Manager & Inspector
Ensure Guardrail meets MRP criteria along the entire corridor	AM Contractor	Entire Corridor Length	7 to 5 days out	2 days	Department AM Contract Manager & Inspector
Remove Encroachments to meet MRP requirements	AM Contractor	Entire Corridor Length	7 to 5 days out	3 days	Department AM Contract Manager & Inspector
Number of EAV's and staging locations will be shown in the AM Contractor Emergency Plan	AM Contractor	As defined along corridor	2 days out for notification to AM contractor for EAV support		DME
Deploy Portable Changeable Message Signs	AM Contractor	Per plan & SOP Attachment B sign table	Implementation of ESU is anticipated	6 hours	Department AM Contract Manager &

Sweep the shoulders to remove all loose materials and small debris	AM Contractor	Entire Corridor Length	Implementation of ESU is anticipated	2 days	Department AM Contract Manager &
Notify FHP for removal of Abandoned Vehicles	AM Contractor / FHP	Entire Corridor Length	Implementation of ESU is anticipated	8 – 12 hours	Department AM Contract Manager &
Ride the Corridor	AM Contractor & Department Staff	Entire Corridor Length	Implementation of ESU is anticipated	4 hours	Department AM Contract Manager &
Coordinate with FHP, D7 and D2 staffs	AM Contractor & Department Staff	Entire Corridor Length	Implementation of ESU is anticipated	On-Going	DME
Coordinate with Local Partners	AM Contractor & Department Staff	Entire Corridor Length	Implementation of ESU is anticipated	On-Going	DME
Coordinate with Social Media, Local News Partners	Communications Office	Entire Corridor Length	Implementation of ESU is anticipated	On-Going	DME

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 Department, FHP, 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 PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS): Asset Maintenance Contractors will transport the PCMSs to the designated locations and set up according to standards. The PCMS panels shall display the message “Drive Safely” 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 Department facilities. Additionally, there may be fuel tankers positioned at strategic locations along the route if determined necessary.

EQUIPMENT STAGING SITES: Equipment and supplies will be maintained and provided by the Asset Maintenance Contractor. 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: Emergency Assistance Vehicles (EAV) shall patrol the roadway and will be used to remove and restore disabled vehicles to remove and transport motorists of disabled vehicles to the nearest commercial facility to ensure the free flow of traffic as much as possible. Motorists should be advised by news media to have a full tank of fuel prior to entering the interstate.

EMERGENCY MEDICAL SERVICES: Emergency Medical Services (EMS) will be advised upon the implementation of ESU operations. Due to the shoulders for evacuation, there may be a need to pre-stage emergency equipment.

ARTERIAL ROADWAY SUPPORT: The District 5 Integrated Corridor Management (ICM) teams have an extensive network of enhanced traffic signal plans to improve efficiency of arterial roadways that run parallel, or near parallel, to major interstates throughout the District. These arterial roadways can provide additional relief of heavily congested interstate corridors during Emergency Shoulder Use (ESU). The D5 ICM teams will monitor traffic conditions during ESU operations and coordinate with relevant personnel from District 5, Florida's Turnpike, their contractors, FHP, and/or local stakeholders for any necessary adjustments to traffic control or traffic signal timing plans to improve the safety and efficiency of evacuation efforts. (See ATTACHMENT E: US 301 FLUSH PLAN).

COMMUNICATIONS: District Five EOC will serve as the central point of coordination Communication will be maintained throughout pre-implementation operations under pending gray skies with the following:

Florida Highway Patrol
FDOT Central Office
Asset Maintenance Contractor / Roadside Assistance Services Contractor
FDOT Communications Office
FDOT District(s) 2 & 7

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 north to south, the asset maintenance contractors shall implement ESU within 4 hours after the order has been given and will coordinate their placements and timing of PCMSs with District 2 and 7 staff as directed.

Asset Maintenance Contractors will closely coordinate their efforts to ensure that the shoulders are not opened to traffic prior to the shoulders being cleared by both contractors. Once Asset Maintenance Contractors has flipped all their signs, they will program the appropriate message on the PCMS and open the shoulder to traffic.

Implementation Operations	Responsible Party	Location	Timeline (When)	Timeline (How Long)	Quality Control
Flip down permanent signs *north to south	AMC	Per Plans and SOP Equipment List	Implementation of ESU	2-hour prior	Department AM Contract Manager & Inspector
Set and display messages on Portable Changeable Message Signs & DMS	AMC	Per Plans & SOP Equipment List	Implementation of ESU	1-hour prior	Department AM Contract Manager & Inspector
Ride the Corridor	AMC & FDOT	Entire Corridor Length	Implementation of ESU	4 hours prior	Department AM Contract Manager & Inspector
Coordinate with law enforcement agencies	AMC & FDOT	Entire Corridor Length	Implementation of ESU	On-Going during Implementation of ESU	DME
Monitor ITS for any adjustments needed	FDOT	Entire Corridor Length	Prior to and during Implementation of ESU	On-Going during Implementation of ESU	DME
Positioning of LEO and EAV	LEO & AMC / Pre-Event Coordinator	Entire Corridor Length	Implementation of ESU	On-Going during Implementation of ESU	DME and Contract Manager
Deployment of Roadside Assistance	AMC	Entire Corridor Length	Implementation of ESU	On-Going during Implementation of ESU	DME and Contract Manager
Coordinate with Local Agency Partners	District EOC	Entire Corridor Length	Implementation of ESU	On-Going during Implementation of ESU	DME
Coordinate with Social Media, Local News Partners	FDOT Communications Office	Entire Corridor Length	Implementation of ESU	On-Going during Implementation of ESU	DME
Coordinate with Decision Makers	FDOT	Entire Corridor Length	Implementation of ESU	On-Going during Implementation of ESU	DME

SET-UP

The District Five EOC will serve as the central point of coordination. Communication will be maintained throughout the ESU with the following:

Florida Highway Patrol
Florida Department of Transportation Central Office
Asset Maintenance Contractor / Roadside Assistance Services Contractor
FDOT Communications Office
FDOT District 7
FDOT District 2

DEPLOY RESOURCES: The order to deploy personnel and equipment resources will be given by the AC. When the order to deploy is given, the Operations Chief will task the AMC to deploy resources. The AMC will deploy resources to their designated locations immediately upon notification. Set-up time is estimated at 12 hours

VERIFY DEPLOYMENT: Contractors and FHP will notify the District Five Operations Chief when resource deployment 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.

The positioning of FHP or other Law Enforcement and the Emergency Assistance Vehicle (EAV) are identified in the typical layout plan sheet as shown below. EAV staging and quantities will be implemented as determined by the contractor per the ERAS scope of services.

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. Interchange areas will be monitored and ramps will be closed by FHP and/or other law enforcement agencies when deemed necessary.

EMERGENCY RESPONSE: Emergency response vehicles will utilize the outside paved shoulders and crossovers to respond to emergency situations. Crossovers are listed on sheets five (5) 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 Emergency Roadside Assistance Services Contractor (ERAS) Contractor and will use the available shoulders and median strip to respond to the crash scene.

RAMP/LANE CLOSURES: There are no planned ramp closures currently. If an incident occurs requiring ramp or lane closures, law enforcement will request Department 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.

WEIGH STATION CLOSURES: Following the issuance of the Governor's Executive Order and upon issuance of the Secretary's Emergency Order, the Weigh Stations will suspend normal operations to support the ESU. The facility will remain staffed to ensure access to the facilities, if needed, for emergency responders and evacuees.

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.

Post Implementation Operations	Responsible Party	Location	Timeline (How Long)	Quality Control
Demobilization of Motorist Assistance Contractors	Road Rangers and/or ERAS Contractor	Entire Corridor Length	On-Going during Post-Implementation of ESU	Department Road Ranger Contract Manager
Monitor ITS for Any Changes	FDOT	Entire Corridor Length	On-Going during Post-Implementation of ESU	DME
Coordinate with Local Agency Partners	AMC & FDOT	Entire Corridor Length	On-Going during Post-Implementation of ESU	DME
Coordinate with Social Media, Local News Partners	FDOT Communications Office	Entire Corridor Length	On-Going during Post-Implementation of ESU	DME
Coordinate with Decision Makers	FDOT	Entire Corridor Length	On-Going during Post-Implementation of ESU	DME

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.

WHEN TO TERMINATE OPERATION: The traffic volume and speeds will determine the duration of the ESU Operations. When it is apparent that traffic in the northbound lanes is flowing smoothly and the volume is not as great as to create bottlenecks, the Department in coordination with the SEOC, Central Office, D2, D7, FHP and County EOC will assess the information and make a determination to terminate ESU operations

The FHP Troop B and C Commanders will be notified via their chain of command that the Department is ready to cease operation of the I-75 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.

POST EVENT OPERATIONS

Post Event Operations	Responsible Party	Location	Timeline (How Long)	Quality Control
Reset Flip Panels	AMC	Per Plans and SOP Equipment List	4 hours	Department AM Contract Manager & Inspector
Remove Portable Changeable Message Signs	AMC	Per Plans & SOP Equipment List	2 - 3 hours	Department AM Contract Manager & Inspector
Ride the Corridor	AMC & FDOT	Entire Corridor Length	4 hours	Department AM Contract Manager & Inspector

RECOVER AND STORE EQUIPMENT: All deployed resources will be recovered or restored by the AM Contractor.

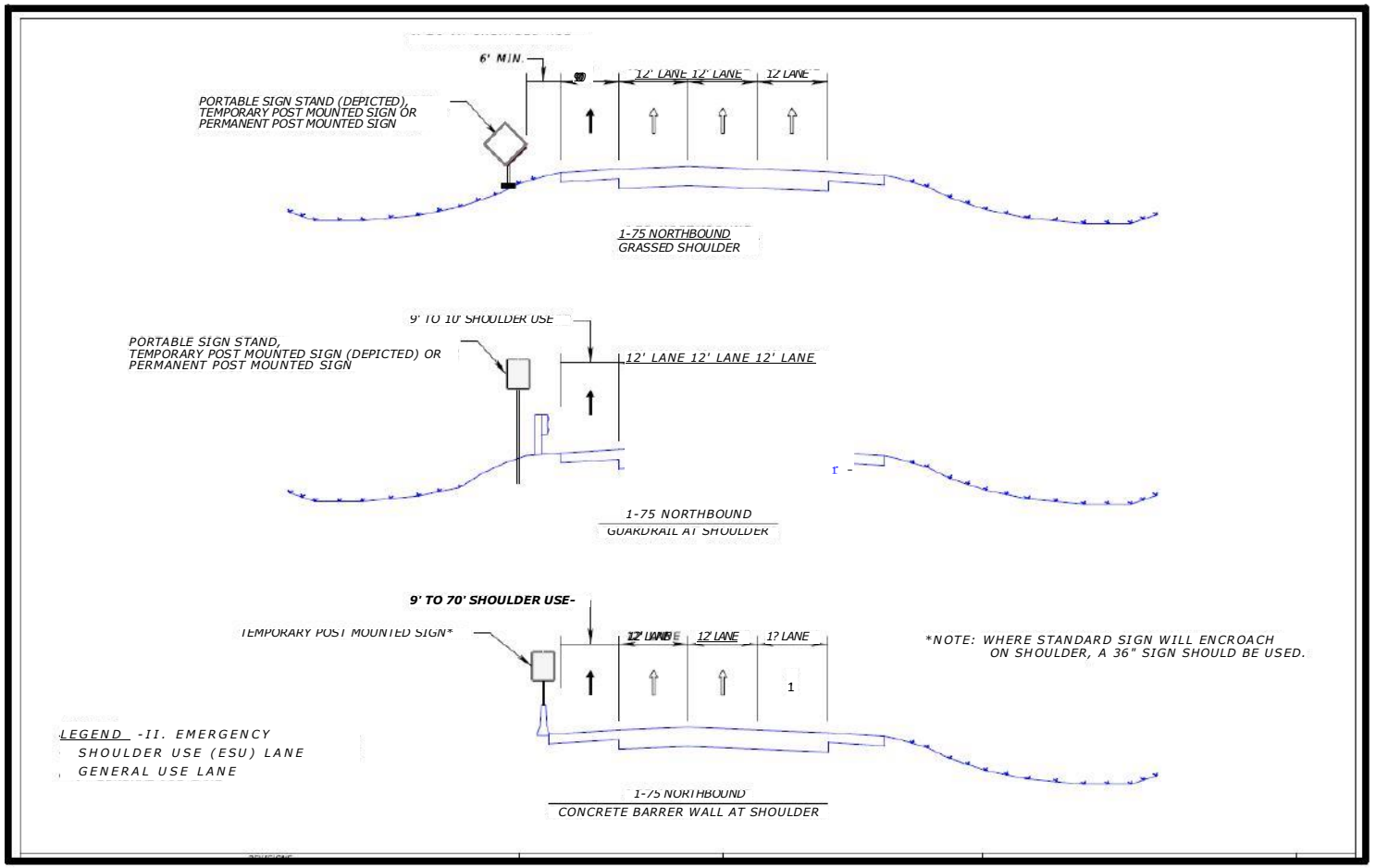
ATTACHMENT A: LIST OF ACRONYMS

- AC Area Command
- AMC Asset Management Contractor
- DME District Manager Engineer
- DMS Dynamic Message Signs
- EAV Emergency Assistance Vehicle
- EOC Emergency Operations Center
- ERAS Emergency Roadside Assistance Service
- ESU Emergency Shoulder Use
- FDOT Florida Department of Transportation
- FHP Florida Highway Patrol
- ICM Integrated Corridor Management
- ICS Incident Command System
- ITS Intelligent Traffic System
- LEO Law Enforcement Officer
- MOT Maintenance of Traffic
- MRP Maintenance Rating Program
- NIMS National Incident Management System
- PCMS Portable Changeable Message Signs
- RISC Rapid Incident Scene Clearance
- RRSP Road Ranger Service Patrol
- RTMC Regional Transportation Management Center
- SOP Standard Operating Procedure
- TIM Traffic Incident Management
- TMC Traffic Management Center

ATTACHMENT B: SIGN TABLE

Road	County	Mile Marker	Placement Note	Message
I-75, N.B.	Marion	MM 368.4	3620 Preset 10	LEFT SHOULDER OPEN FOR USE
I-75, N.B.	Marion	MM 368.2	3610 Preset 10	NO TRUCKS OR BUSES ON SHOULDER
I-75, N.B.	Marion	MM 358.2	3500 Preset 10	LEFT SHOULDER OPEN FOR USE
I-75, N.B.	Marion	MM 358.1	3500 Preset 10	NO TRUCKS OR BUSES ON SHOULDER
I-75, N.B.	Marion	MM 354.3	3450 Preset 11	LEFT SHOULDER OPEN FOR USE
I-75, N.B.	Marion	MM 354.2	3450 Preset 10	NO TRUCKS OR BUSES ON SHOULDER
I-75, N.B.	Marion	MM 352.2	3440 Preset 11	LEFT SHOULDER OPEN FOR USE
I-75, N.B.	Marion	MM 352.1	3440 Preset 10	NO TRUCKS OR BUSES ON SHOULDER
I-75, N.B.	Marion	MM 350.5	3420 Preset 10	LEFT SHOULDER OPEN FOR USE
I-75, N.B.	Marion	MM 350.1	3410 Preset 10 (Back Side)	NO TRUCKS OR BUSES ON SHOULDER
I-75, N.B.	Marion	MM 345.5	3381 (TPAS) Preset 10	NO TRUCKS OR BUSES ON SHOULDER
I-75, N.B.	Marion	MM 341.2	3330 Preset 11	LEFT SHOULDER OPEN FOR USE
I-75, N.B.	Marion	MM 341	3330 Preset 10	NO TRUCKS OR BUSES ON SHOULDER
I-75, N.B.	Marion	MM 338	3310 Preset 10	NO TRUCKS OR BUSES ON SHOULDER
I-75, N.B.	Sumter	MM 331.3	3240 Preset 10	NO TRUCKS OR BUSES ON SHOULDER
I-75, N.B.	Sumter	MM 323.5	3140 Preset 11 (Back Side)	NO TRUCKS BUSES OR TRAILERS
I-75, N.B.	Sumter	MM 322.8	3140 Preset 10 (Back Side)	LEFT SHOULDER OPEN FOR USE
I-75, N.B.	Sumter	MM 315.2	3070 Preset 10 (Back Side)	NO TRUCKS BUSES OR TRAILERS
I-75, N.B.	Sumter	MM 314.8	3060 Preset 10	LEFT SHOULDER OPEN FOR USE
I-75, N.B.	Sumter	MM 309	3020 Preset 10 (Back Side)	NO TRUCKS BUSES OR TRAILERS
I-75, N.B.	Sumter	MM 308.8	3010 Preset 10	LEFT SHOULDER OPEN FOR USE

ATTACHMENT C: SIGN AND LEO LOCATION EXAMPLE



ATTACHMENT D: PRECAUTIONS FOR SAFETY SERVICE PATROLS (during Pandemic)

General Guidance

- Practice proper hand hygiene by promptly washing your hands or using hand sanitizer after physically interacting with others.
- If washing your hands, please do so for at least 20 seconds with soap and warm water.
- Avoid touching your face (eyes, nose, and mouth).
- Cover your mouth and nose with your bent elbow or tissue when you cough or sneeze. Make sure to dispose of the tissue immediately.
- Avoid close physical contact with others, including shaking hands and hugging.
- Maintain at least six (6) feet distance between yourself and anyone who is coughing or sneezing, when possible.
- Promptly disinfect your gear after physical contact with any individual.
- Keep an adequate supply of disinfectant wipes and hand sanitizer in an easily accessible place while on-duty.
- Wear a mask when assisting motorists and properly dispose after use.
- Educate yourself and participate in training on the use of Personal Protective Equipment (PPE) for respiratory protection, if available.
- Ensure only trained personnel wearing appropriate PPE have contact with individuals who have or may have COVID-19.
- Seek medical care if you have a fever, cough or difficulty breathing.

Interaction with Motorists

- Wear masks as recommended by Centers for Disease Control (CDC) guidance, during all interactions during a shift to limit the amount of exposure with motorists.
- Approach motorists only from the passenger side window, unless a non-traffic side approach is warranted.
- Insist motorists stay in their vehicles.
- Instead of allowing a motorist to use the cell phone, make the call for them or allow the motorist to speak via speaker phone while maintaining a safe distance of at least 6 feet.

Transporting Motorists

- Call EMS/EMTs if the motorist has any medical emergency. Symptomatic and Asymptomatic COVID-19 is in itself not a medical emergency.
- Do not transport motorists except in emergency cases.
- Should you need to provide transport, wear a mask at all times and do not use recirculating (max) air conditioning until the passenger has exited the vehicle and a full wipe-down has been completed.
- Where the motorist vehicle is in a safe position, have drivers and passengers wait in vehicles for rides, particularly in inclement weather.
- Provide a protective block and traffic control while motorists wait for a ride.

Equipment/Cleaning

- Always use Personal Protective Equipment (PPE), if available.
- Conduct intensive vehicle cleanings before, during and after every shift.
- Wear masks as recommended by CDC guidance and ensure proper training for wearing masks.

- Clean SLERS communications equipment in accordance with Technical Services Memorandum(s) 42-05B & 42-07A.
- Each Road Ranger should have cleaning materials and hand sanitizer with them at all times.
- Sanitize any equipment that's frequently touched.
- Crack windows during downtime to air vehicles.
- Use fresh air circulation instead of recirculating A/C setting.
- Use FDOT procedures on how best to clean/disinfect SLERS radios.

Shift Practices

- Some patrol shifts have decreased or modified due to staffing or traffic demands.
- Some dispatch employees may work remotely.
- Patrol drivers may hold meetings over the phone or radio rather than in person.
- The requirement to disseminate brochures, Move It cards, etc. have been suspended until further notice.

Work-Home Practices

- Change out of uniform at the end of a shift immediately after returning home prior to interacting with family members.
- Practice good hygiene upon entering the home to include washing hands, changing clothes, etc.
- Keep field uniform and shoes away at an isolated space before entering in the main living space.

ATTACHMENT E: US 301 FLUSH PLAN

District 5 Hurricane Preparedness — ESU Arterial Management Plan

As part of District 5's hurricane preparedness efforts, the I-75 Integrated Corridor Management (ICM) consultant team has prepared arterial management support plans to assist with heavy volumes of northbound traffic during evacuations. The team has identified and prepared a traffic signal flush plan along US 301, from SR 44 to CR 466, which provides maximum green time for traffic exiting or diverting off of the Turnpike for an alternate northbound route. The plan can be implemented remotely from the District 5 Regional Transportation Management Center, where the I-75 ICM consultant team will be providing around-the-clock monitoring and traffic management before, during, and after any Emergency Shoulder Use (ESU) activation.

The signalized intersections along this route are listed below.

Timing Corridor ID	Intx SL	Status?	Intersection List	Intersection ID
--	1	ONLINE	US 301 at CR 44	18008
	2		US 301 at CR 44A	18009
	3		US 301 at CR 466A (Cleveland Ave.)	18010
	4		US 301 at CR 462 (East)	18011
	5		US 301 at CR 466	18013

ESU Preparedness Checklist for I-75 ICM Consultant Team

Pre ESU:

1. **Assess connectivity and remote functionality of all ESU-related traffic control devices, including traffic signals**
2. **Review deployed traffic signal plans for accuracy**
    a. **Ensure plans are deployed on the appropriate signals and that no unexpected changes have been made to the database that might disrupt or prevent implementation**
3. **Monitor traffic conditions and advise appropriate District 5 Traffic Operations personnel, FHP, and local law enforcement of concerns that might warrant implementation of traffic signal flush plans in advance of the ESU activation**

During ESU:

1. **Continue to monitor traffic conditions and advise appropriate District 5 Traffic Operations personnel, FHP, and local law enforcement of issues or changes in patterns that warrant further action**
2. **Coordinate expedited response with local emergency responders to ensure the US 301 corridor remains clear of lane blocking events**

Post ESU:

1. **When traffic conditions warrant, notify appropriate District 5 Traffic Operations personnel, FHP, and local law enforcement of the intent to restore normal signal operations**
2. **Deactivate the northbound flush plan for the US 301 corridor**