INSIDE:
State and local police are implementing traffic diversion plans for Interstates 91 and 84. For the full story and a sample diversion plan, see pages 2 and 3.

REGIONAL RADIO PROPOSAL
The proposal to fill gaps in a regional incident management radio system is nearing completion. The Capitol Region Council of Governments has acted on a request by the Capitol Region Chiefs of Police Association to seek funding to replace and relocate its RAFS repeater on Jon Tom Hill in Glastonbury to a more productive tower. Other components of the proposal include upgrading the RAFS repeater at Talcott Mountain, replacing the NCC-EMS repeater at Jon Tom Hill, and providing portable radios to fire officials acting as incident coordinators on scene.

In developing the proposal, Tom Ganley and Karen Olson, both of CRCOG, met with State police, ConnDOT communications personnel, and a representative of the firm presently responsible for maintenance of the existing radio equipment. A survey of area fire departments was also undertaken assess the need for the portable radios.

Note to fire departments: there is still time to send in your response. Call Karen Olson at CRCOG if you have misplaced your letter.

CRCOG expects to have the final draft proposal ready for review by CRCOPA, NCC-EMS, and ConnDOT by the end of June. It will then be officially submitted to ConnDOT for response. Final approval will require support by ConnDOT, the Federal Highway Administration and the CRCOG Policy Board.

NOTIFICATION - A SUCCESS STORY
During a Steering Committee meeting late last year, ConnDOT representative Jim Mona mentioned that DOT would soon formalize its highway incident notification procedures. When officials expect that a highway will be closed for longer than 5 minutes, local towns will be automatically notified of the closure.

Hugo S. Costa, Jr., Assistant Director of NCC-EMS, requested that his agency be added to the list of those notified by Conn-DOT. NCC-EMS is a clearinghouse for ambulance services in the greater Hartford area. Information about highway closures would be useful not only to ambulances responding to the incident but also to ambulances travelling through the impacted areas on other emergency missions.

Mr. Costa recently reported that the new notification procedures are working well. In the first two months of implementation, ambulances made use of highway closure information on at least four occasions. They adjusted their routes around the affected area, saving precious minutes during emergency responses.

This is one example of how increased communication can result in better and more efficient operations. If you have a problem, solution, or question about incident management, please let us know. Steering Committee members are listed on page three of this newsletter.
**DIVERSION PLANS IMPLEMENTED**

On June 1, State and local police will implement Traffic Diversion Plans for I-84 and I-91. The plans designate pre-approved diversion routes for traffic that must be diverted off the highway and onto local roads during major incidents on the Interstates.

Developed by the Connecticut Department of Transportation-Highway Operations, with input from local police, State police, and the Incident Management Steering Committee, the plans cover every exit on I-91 between Wallingford and Enfield and every exit on I-84 between Plainville and Union.

Jim Mona of ConnDOT’s Highway Operations Division distributed the plans to police officials on May 19. Each local police department received the color plan sheets for diversion routes through their towns. State Police Troops C and H were provided a complete set of sheets.

A reduced, black and white copy of a sample diversion plan is shown to the right and on the next page. The highway segment is identified in the upper right corner. Each sheet shows the actual mapping of the diversion route as well as requirements for local police manpower, diversion route signs and traffic signal control. Separate truck routes are shown if required. Emergency contacts and their phone numbers are listed.

The diversion of traffic away from a major highway incident allows for more efficient response operations at the scene of the incident. These preplanned diversion routes mean that one less critical decision will have to be made at the time of the incident.

State and local police expect to implement these plans by June 1.

---

**Notice**

Now, no time will be wasted at the scene of an incident deciding where to detour traffic and how to avoid unsuitable roads.
Members of the Steering Committee are listed below.

**State Police**
Lt. Louis Lapatruce, Troop C, 870-9500  
Lt. Gregory Senick, Troop H, 534-1000

**Local Police**
Lt. Anthony Camilleri, Hartford, 722-6138  
Chief Daniel Copping, Plainville, 747-1616  
Chief James Strillacci, West Hartford, 523-5203

**Towing Services**
Towing & Recovery Professionals of CT, Tim Vibert, 677-9074

**Local Fire Departments**
Chief Edward Richards, Enfield, 745-1878  
Chief David Dagon, East Hartford, 528-4171

**Regional Planning Agencies**
Capitol Region Council of Governments  
Tom Maziarz, Karen Olson, 522-2217

**Emergency Medical Services**
North Central Connecticut EMS Council, Inc.  
Hugo S. Costa, Jr., 769-6055

**State Agencies**
Department of Environmental Protection  
Don Burton, 424-3377

**Towing Services**
Towing & Recovery Professionals of CT, Tim Vibert, 677-9074

**Questions or Comments?**
Karen Olson  
Capitol Region Council of Governments  
241 Main Street, Hartford, CT 06106

---

A highway incident management newsletter for the Hartford, New Britain, and Middletown areas. Prepared by:

Capitol Region Council of Governments  
Connecticut Department of Transportation