

## TECHNICAL COMMITTEE RECOMMENDATION

**TECHNICAL COMMITTEE:** Temporary Traffic Control (TTC) Committee

**DATE OF ACTION:** June 29, 2006

**TOPIC:** Proposed Additions to the MUTCD, Section 1A.13, Section 6l.01, and Traffic Incident Management Applications

**ORIGIN OF REQUEST:** Staff from Federal Highway Administration approached the TTC Technical Committee and requested that the committee look into creating typical applications for emergency responders to control traffic during the initial phases of an incident. John Leonard and Task Force Members on Chapter 6l of the TTC Technical Committee of the NCUTCD developed and submitted this material for review.

**DISCUSSION:** The TTC has discussed this material for the last year, and was requested by the National Traffic Incident Management Coalition in January 2006 to postpone final review. This request has created additional contacts and discussions with other professional organizations.

**COMMITTEE ACTION:** The Temporary Traffic Control (TTC) Committee recommends that the National Committee submit the following proposed MUTCD change to its sponsors and to the sponsors of the National Traffic Incident Management Coalition for comments.

**Attached are the proposed changes that were voted on.**

**VOTE:**

<b>For</b>	-23
<b>Opposed</b>	- 1
<b>Abstentions</b>	- 3

**REFERENCE TO AFFECTED PAGE NUMBERS IN MUTCD:**

- 1) Add to Section 1A.13 (page 1A-13) Definitions of Words and Phrases in this Manual
- 2) Add to Section 6l.01 General (page 6l-1)
- 3) Add new Traffic Incident Management Applications to 6l (page 6l-4) with text and figures 2 through 10.

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# **Proposed Additions to the MUTCD**

## **Section 1A.13, Section 6I.01, and Traffic Incident Management Applications (TIMA)**

**Add to Section 1A.13 Definitions of Words and Phrases in This Manual.**

**Safe Positioned---**the positioning of emergency vehicles at an incident in a manner that shields both the responders performing their duties and the incident scene.

**Add to Section 6I.01 General**, after the second paragraph of the Guidance section (lower third of page 6I-1).

Emergency vehicles should be Safe Positioned as they arrive at the incident scene.

## **Notes for Figure 6I-2**

# **Typical Traffic Incident Management Application 1**

## **Shoulder Incident**

### Support:

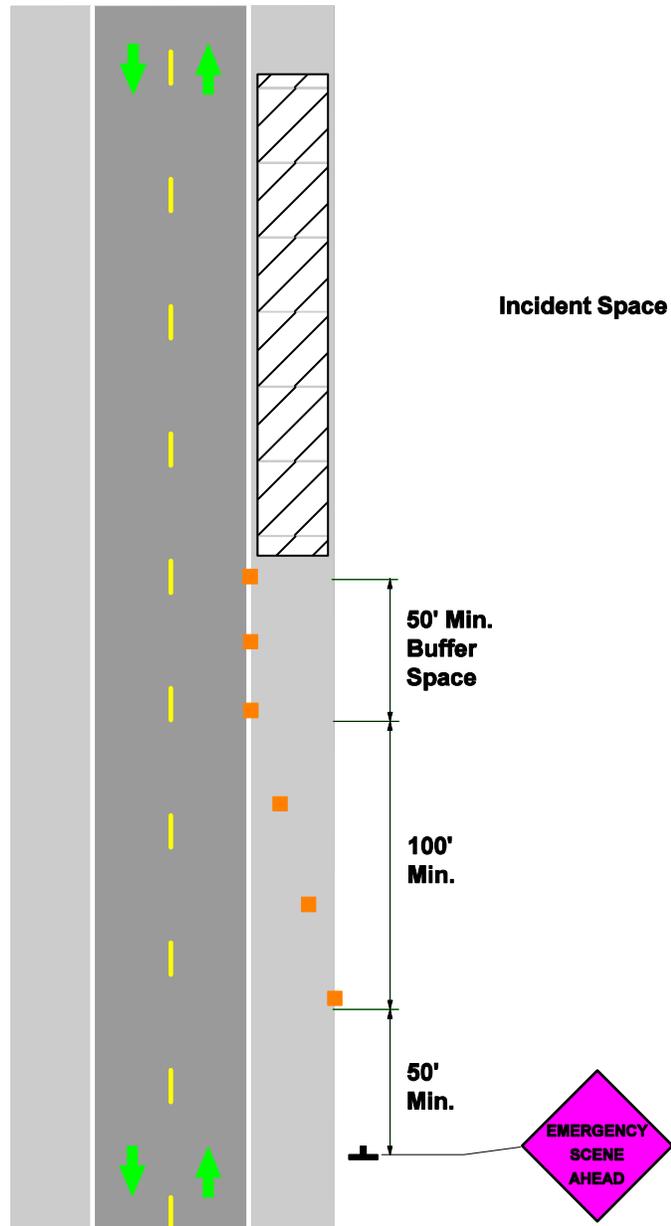
1. This information applies to an incident on the shoulder of a two-lane highway.
2. Additional traffic control by the highway agency is not included in this Typical Application.

### Guidance:

3. Emergency responders should use this information when they are the only source of traffic control, and when an incident vehicle is on the shoulder of a highway, and the duration of the incident is estimated to be less than 30 minutes (minor).
4. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
5. The initial response vehicle should be Safe Positioned.
6. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle.
7. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
8. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.

# Figure 6I-2. Shoulder Incident (TIMA 1)

Minor Incident Duration (less than 30 minutes).



Not to Scale

Note: Also applies to Multi-lane Highways

## **Notes for Figure 6I-3**

### **Typical Traffic Incident Management Application 2**

Incident Requiring Lane Closure on  
Two-Lane, Low-Speed Road

**Support:**

1. This information applies to an incident in a lane on a two-lane highway.
2. Additional traffic control by the highway agency is not included in this Typical Application.

**Guidance:**

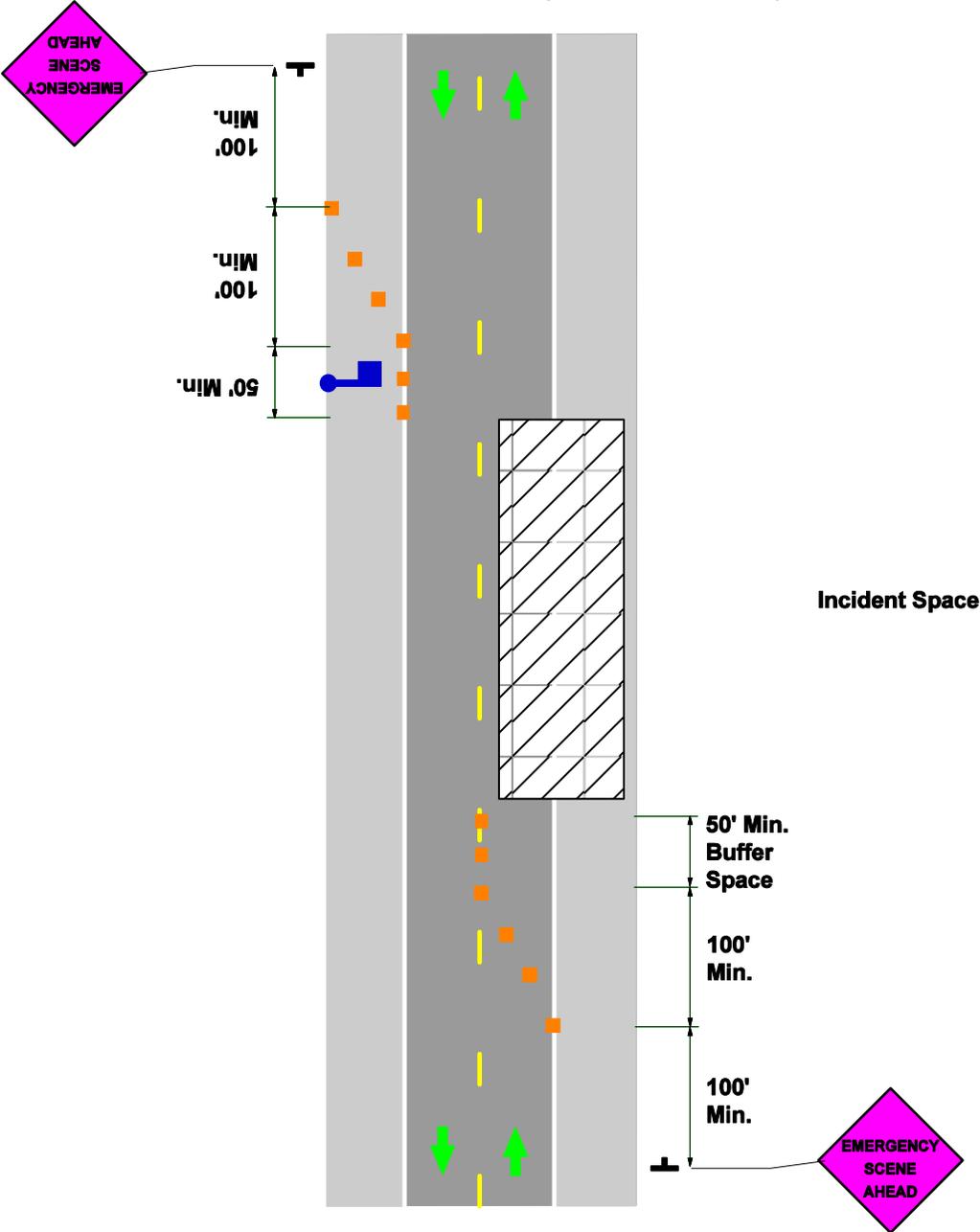
3. Emergency responders should use this information when they are the only source of traffic control, and when an incident vehicle encroaches upon a lane of a two-lane, low-speed highway and the duration of the incident is estimated to be less than 30 minutes (minor).
4. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
5. The initial emergency response vehicle should be Safe Positioned.
6. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle.
7. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
8. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.
9. When only one law enforcement officer is available to control traffic, that officer should be positioned to be seen by both directions of traffic.

**Option:**

10. A flagger may be used in place of the law enforcement officer to control traffic.

# Figure 6I-3. Incident Requiring Lane Closure on Two-Lane, Low-Speed Road (TIMA 2)

Minor Incident Duration (less than 30 minutes)



Not to Scale

## **Notes for Figure 6I-4**

### **Typical Traffic Incident Management Application 3**

Incident Requiring Lane Closure on Two-Lane,  
High-Speed Road

**Support:**

1. This information applies to an incident in a lane on a two-lane highway.
2. Additional traffic control by the highway agency is not included in this Typical Application.

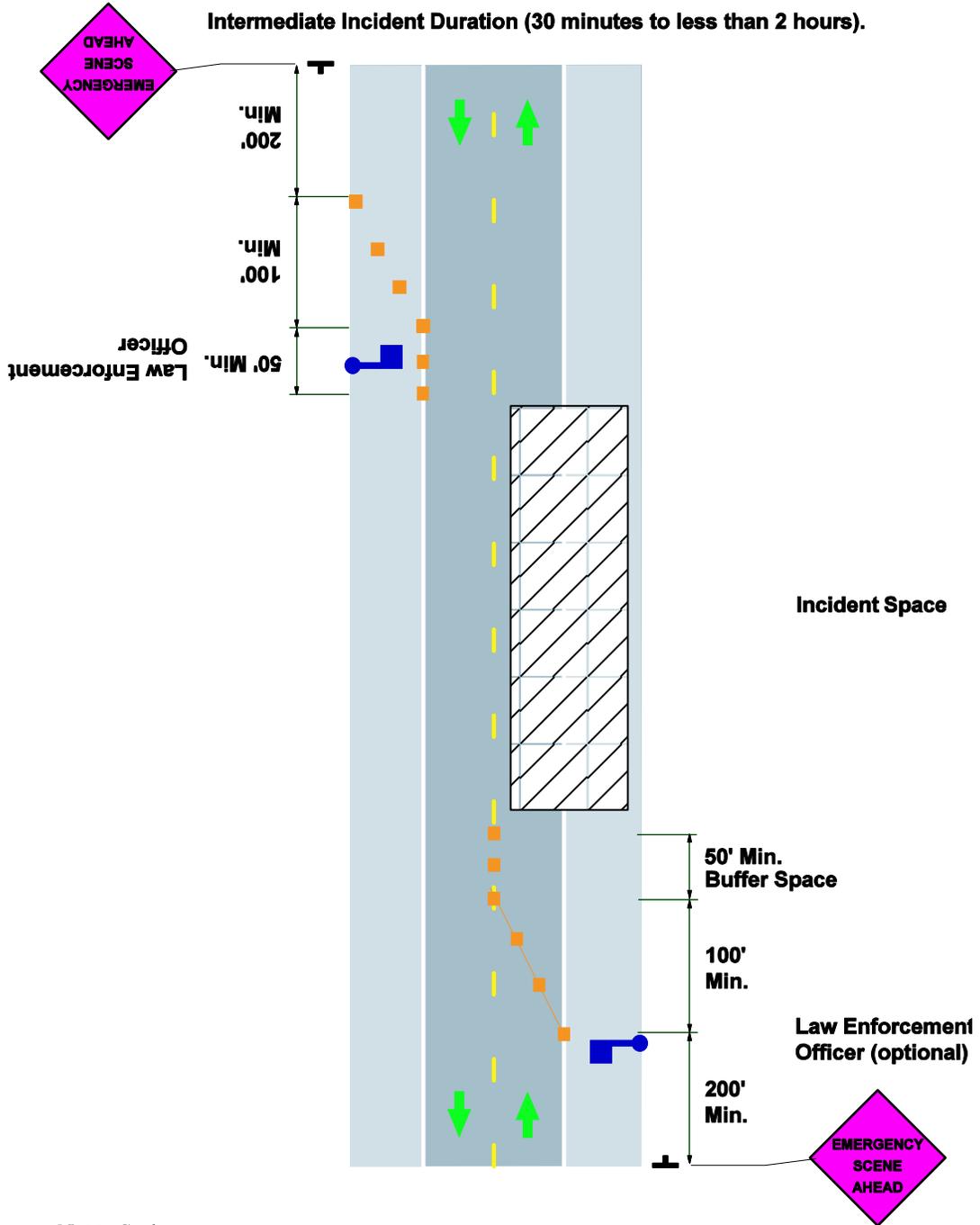
**Guidance:**

3. Emergency responders should use this information when they are the only source of traffic control, and when an incident vehicle is on the shoulder of a two-lane, high-speed highway, the adjacent lane is required to be closed, and the duration of the incident is estimated to be less than 30 minutes (minor).
4. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
5. The initial emergency response vehicle should be Safe Positioned.
6. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle.
7. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
8. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.
9. When only one law enforcement officer is available to control traffic, that officer should be positioned to be seen by both directions of traffic.

**Option:**

10. Flagger(s) may be used in place of the law enforcement officer(s) to control traffic.

**Figure 6I-4. Incident Requiring Lane Closure on Two-Lane, High-Speed Road (TIMA 3)**



Not to Scale

## **Notes for Figure 6I-5**

### **Typical Traffic Incident Management Application 4**

Incident Requiring Lane Closure on  
Multi-lane, Low-Speed Highway

**Support:**

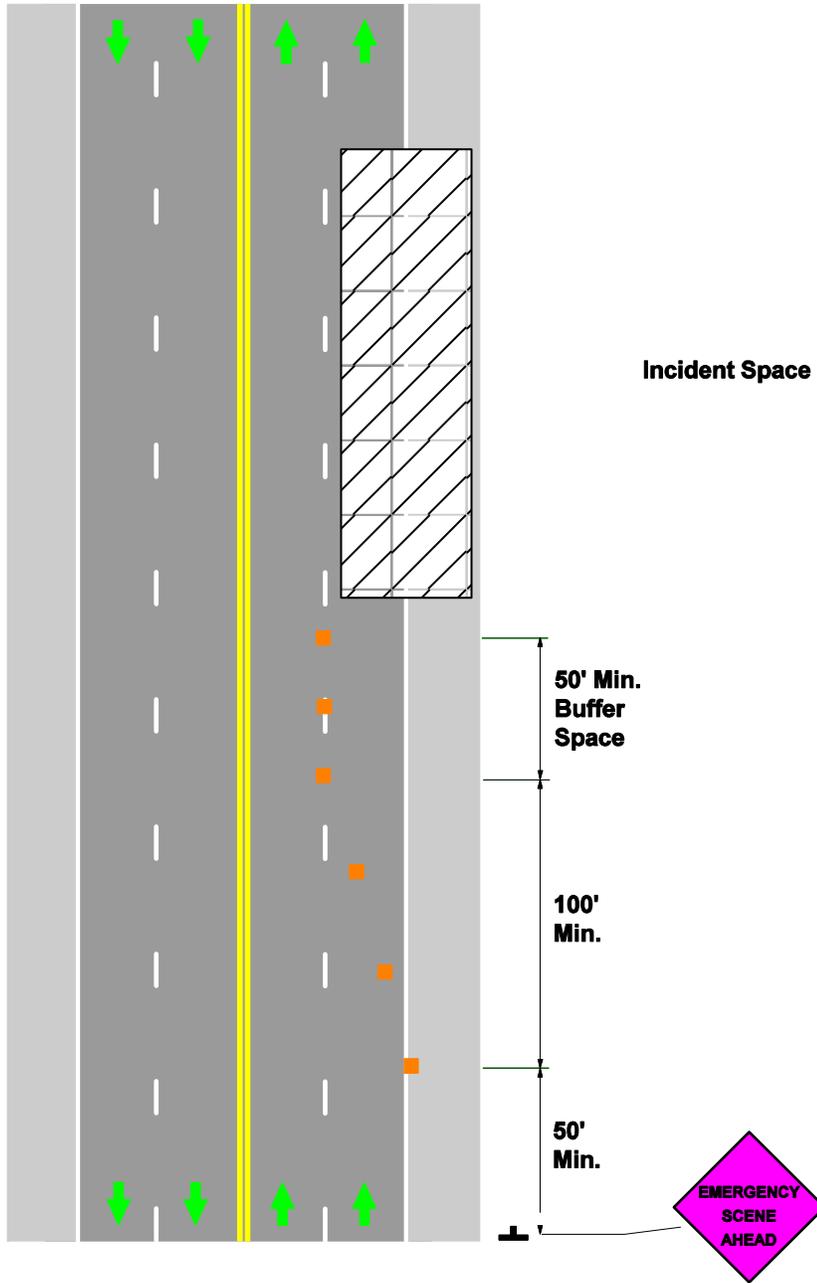
1. This information applies to an incident in an exterior lane on a multi-lane highway. The diagram shows the incident in the right outside lane. The same procedure, in mirror image, applies to an incident in the left lane adjacent to the median.
2. Additional traffic control by the highway agency is not included in this Typical Application.

**Guidance:**

3. Emergency responders should use this information when they are the only source of traffic control, and when an incident vehicle is on the shoulder of a multi-lane, low-speed highway, the adjacent lane is required to be closed, and the duration of the incident is estimated to be less than 30 minutes (minor).
4. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
5. The law enforcement vehicle should be Safe Positioned with a skew towards the traffic lane.
6. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle.
7. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
8. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.
9. The fire vehicle should be Safe Positioned with a right skew when fire-fighting controls are required for use during incident. In all other instances, the fire vehicle should be Safe Positioned with a skew corresponding to the direction of merging traffic.

# Figure 6I-5. Incident Requiring Lane Closure on Multi-lane, Low-Speed Highway (TIMA 4)

Minor Incident Duration (less than 30 minutes).



Not to Scale

## **Notes for Figure 6I-6**

### **Typical Traffic Incident Management Application 5**

### **Incident Requiring Lane Closure on Multi-lane, High-Speed Highway**

**Support:**

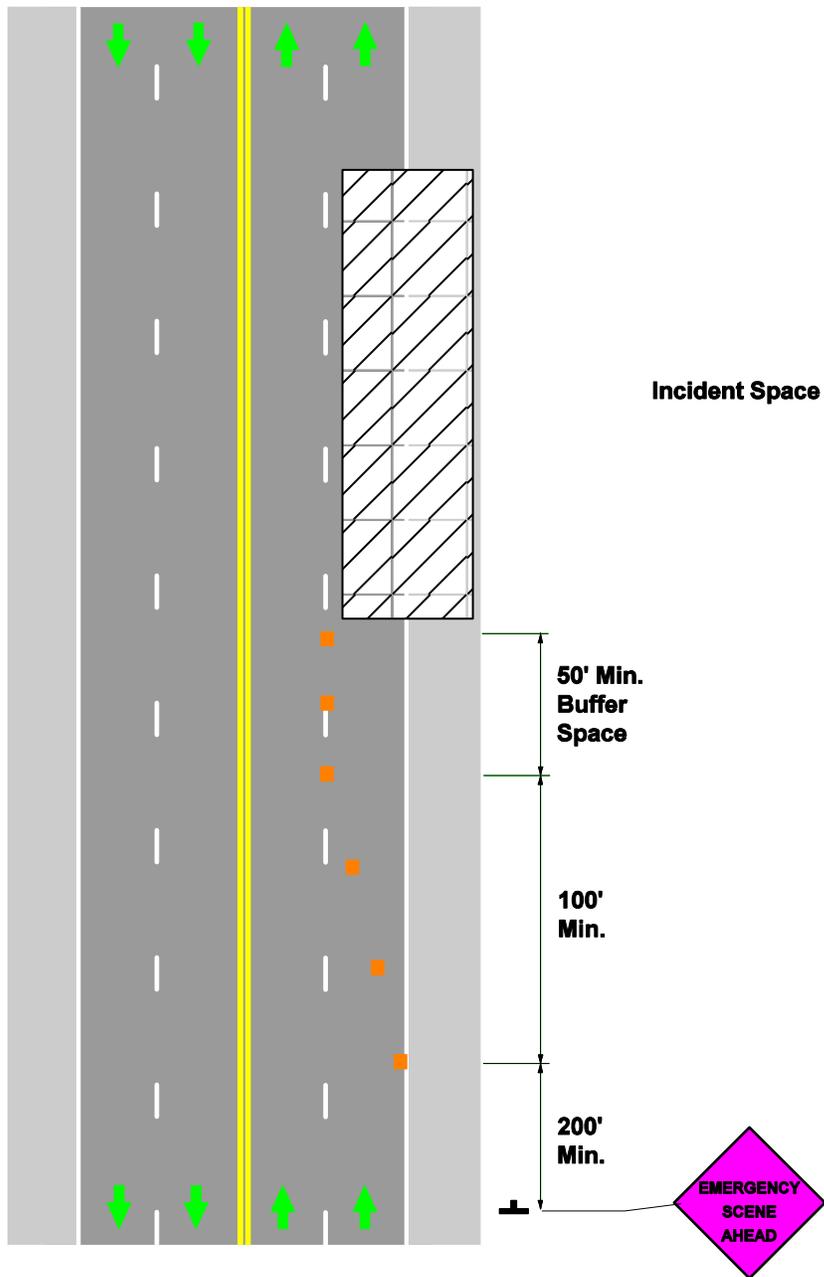
1. This information applies to an incident in an exterior lane on a multi-lane highway. The diagram shows the incident in the right outside lane. The same procedure, in mirror image, applies to an incident in the left lane adjacent to the median.
2. Additional traffic control by the highway agency is not included in this Typical Application.

**Guidance:**

3. Emergency responders should use this information when they are the only source of traffic control, and when an incident vehicle is on the shoulder of a multi-lane, high-speed highway, the adjacent lane is required to be closed, and the duration of the incident is estimated to be less than 30 minutes (minor).
4. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
5. The initial emergency response vehicle should be Safe Positioned.
6. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle.
7. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
8. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.

# Figure 6I-6. Incident Requiring Lane Closure on Multi-lane, High-Speed Highway (TIMA 5)

Minor Incident Duration (less than 30 minutes)



Not to Scale

## **Notes for Figure 6I-7**

# **Typical Traffic Incident Management Application 6 Incident Requiring Lane Closure on Multi-lane, High-Speed Highway**

### Support:

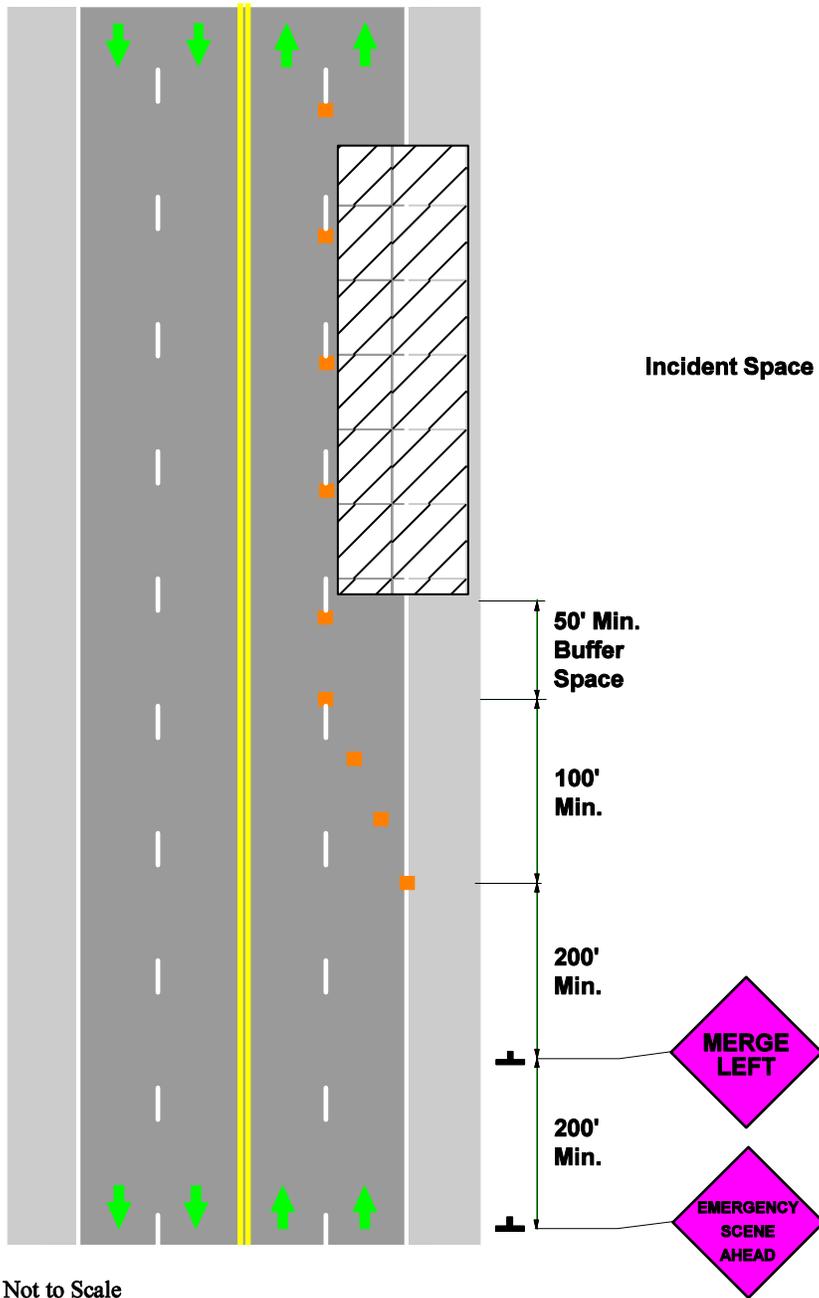
1. This information applies to an incident in an exterior lane on a multi-lane highway. The diagram shows the incident in the right outside lane. The same procedure, in mirror image, applies to an incident in the left lane adjacent to the median; the only difference being the substitution of the MERGE RIGHT sign in place of the MERGE LEFT sign.
2. Additional traffic control by the highway agency is not included in this Typical Application.

### Guidance:

3. Emergency responders should use this information when they are the only source of traffic control, and when an incident vehicle is in the outer lane or on the shoulder of a multi-lane, high-speed highway, the outer lane is required to be closed, and the duration of the incident is estimated to be from 30 minutes to less than 2 hours (intermediate).
4. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
5. The initial emergency response vehicle should be Safe Positioned.
6. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle.
7. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
8. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.

# Figure 6I-7. Incident Requiring Lane Closure on Multi-lane, High-Speed Highway (TIMA 6)

Intermediate Incident Duration (30 minutes to less than 2 hours)



# **Notes for Figure 6I-8**

## **Typical Traffic Incident Management Application 7**

### **Incident Requiring Multi-lane Closure on High-Speed Highway**

**Support:**

1. This information applies to an incident in an exterior lane on a multi-lane highway. The diagram shows the incident in the right outside lane(s). The same procedure, in mirror image, applies to an incident in the left lane(s) adjacent to the median; the only difference being the substitution of the MERGE RIGHT sign in place of the MERGE LEFT sign.
2. Additional traffic control by the highway agency is not included in this Typical Application.

**Guidance:**

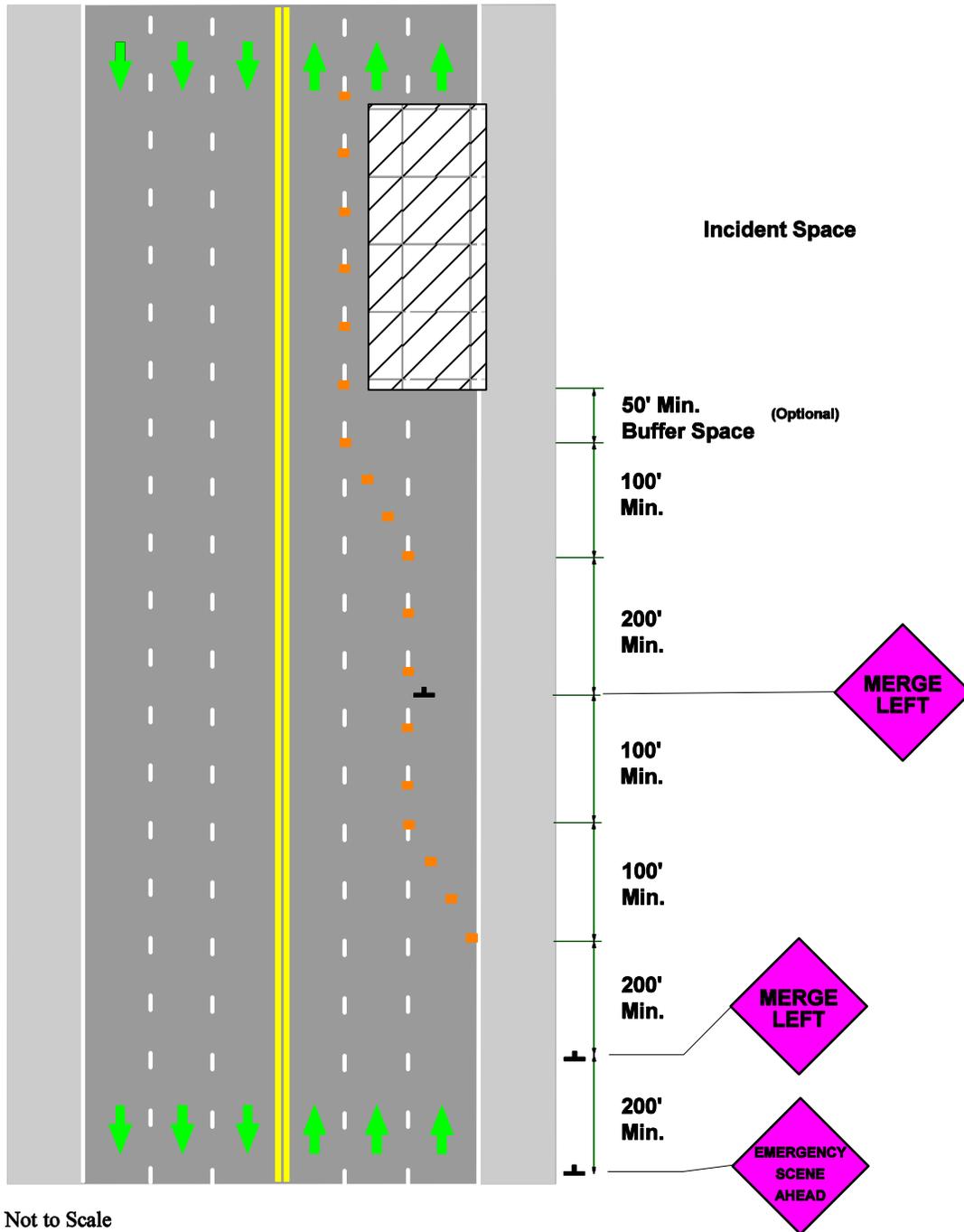
3. Emergency responders should use this information when they are the only source of traffic control, and when an incident on a multi-lane, high-speed highway requires a multiple lane closure, and the duration of the incident is estimated to be from 30 minutes to less than 2 hours (intermediate).
4. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
5. The initial emergency response vehicle should be Safe Positioned.
6. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle.
7. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
8. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.

**Option:**

9. Emergency responders may use a buffer space downstream of the merging taper when additional lane closures are used.

# Figure 6I-8. Incident Requiring Multi-lane Closure on High-Speed Highway (TIMA 7)

Intermediate Incident Duration (30 minutes to less than 2 hours).



## **Notes for Figure 6I-9**

### **Typical Traffic Incident Management Application 8**

### **Incident Near Intersection**

**Support:**

1. This information applies to an incident in an interior lane on a multi-lane highway. The diagram shows the incident in the left interior lane. The same procedure, in mirror image, applies to an incident in the exterior lane adjacent to the shoulder; the only difference being the substitution of the MERGE LEFT sign in place of the MERGE RIGHT sign.
2. Additional traffic control by the highway agency is not included in this Typical Application.

**Guidance:**

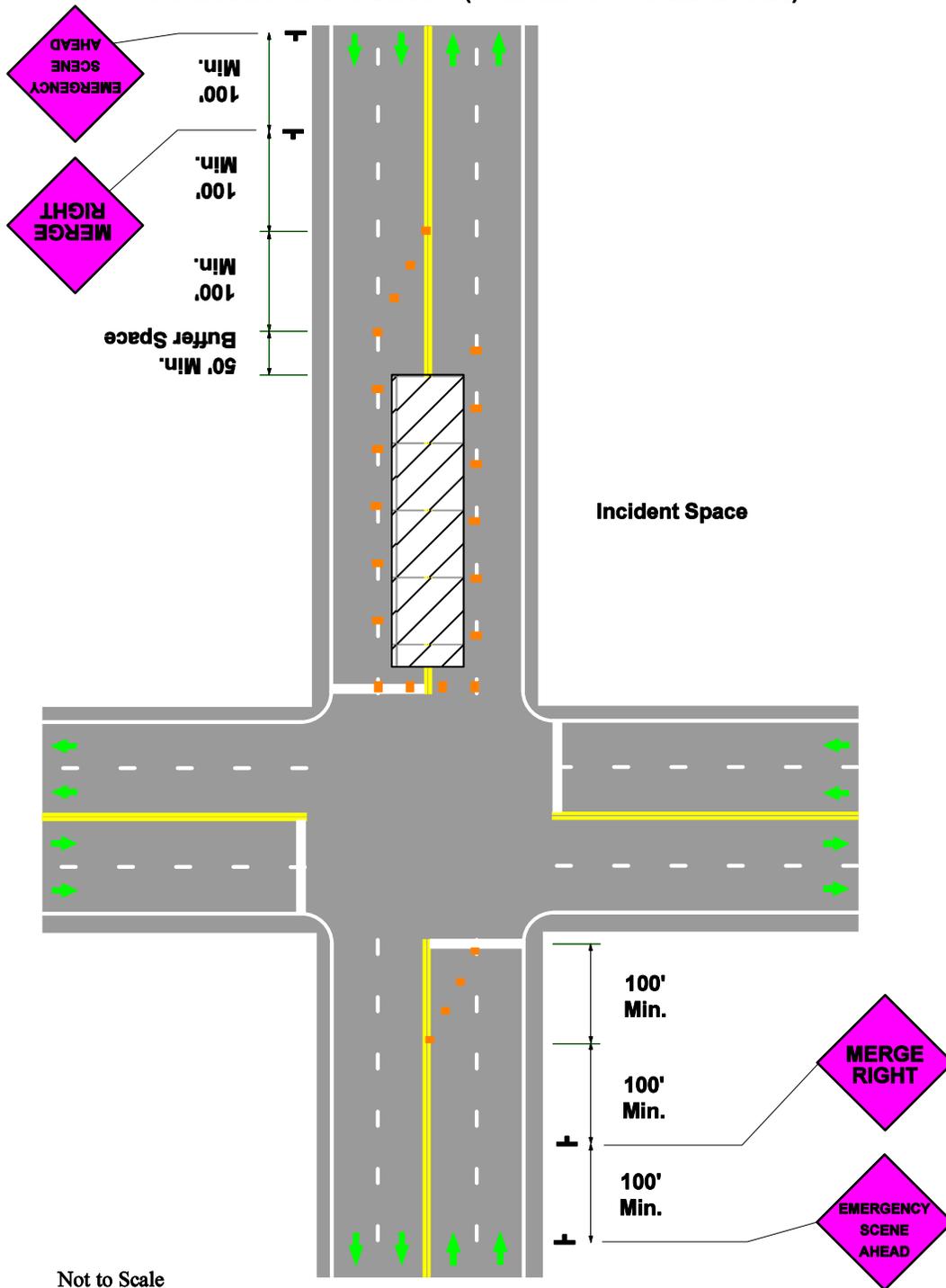
3. Emergency responders should use this information when they are the only source of traffic control, when an incident is near an intersection, and the duration of the incident is estimated to be from 30 minutes to less than 2 hours (intermediate).
4. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
5. The initial emergency response vehicle should be Safe Positioned with a skew corresponding to the direction of merging traffic.
6. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned in areas away from the incident to minimize exposure and disruption to both traffic and emergency responders at the incident scene.
7. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
8. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.
9. When the incident area is on a high-speed highway, the distance between the merging taper and the first sign, and the distance between additional signs, should be increased to 200' minimum.
10. Traffic control should be provided for the cross street as additional devices become available.

**Option:**

11. Emergency responders may use a buffer space downstream of the merging taper when additional lane closures are used.

# Figure 6I-9. Incident Near Intersection (TIMA 8)

Intermediate Incident Duration (30 minutes to less than 2 hours).



# **Notes for Figure 6I-10**

## **Typical Traffic Incident Management Application 9**

### **Incident In Intersection**

#### Support:

1. This information applies to an incident in an interior lane on a multi-lane highway. The diagram shows the incident in the left interior lane. The same procedure, in mirror image, applies to an incident in the exterior lane adjacent to the shoulder; the only difference being the substitution of the MERGE LEFT sign in place of the MERGE RIGHT sign.
2. Additional traffic control by the highway agency is not included in this Typical Application.

#### Guidance:

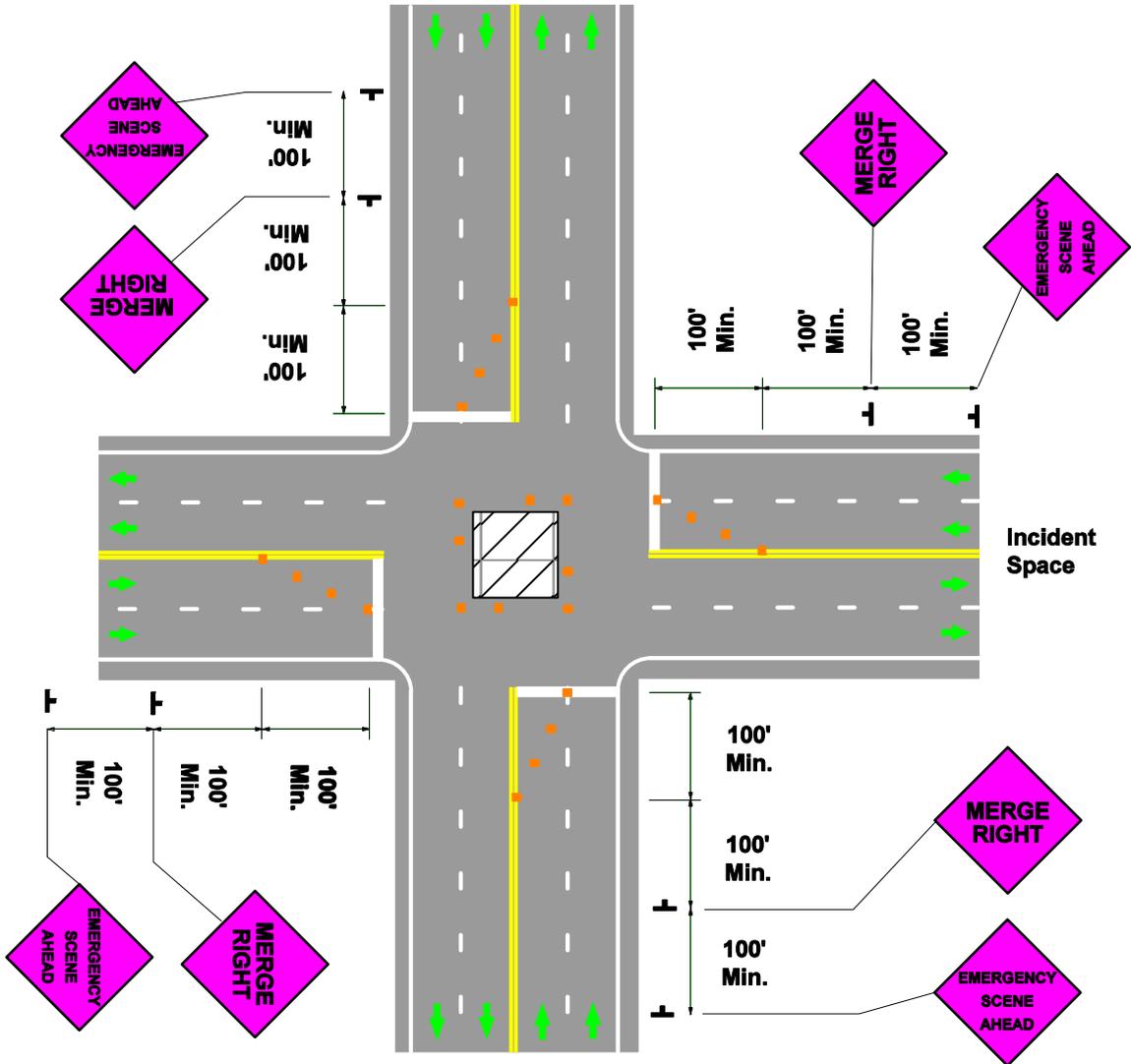
3. Emergency responders should use this information when they are the only source of traffic control, when an incident is in an intersection, and the duration of the incident is estimated to be from 30 minutes to less than 2 hours (intermediate).
4. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
5. The initial emergency response vehicle should be Safe Positioned.
6. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned in areas away from the incident to minimize exposure and disruption to both traffic and emergency responders at the incident scene.
7. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
8. Emergency responders should provide traffic control for the major cross street of the intersection.
9. When the incident area is on a high-speed highway, the distance between the merging taper and the first sign, and the distance between additional signs, should be increased to 200' minimum.
10. Signs should be provided for the minor street as they become available.

#### Option:

11. Emergency responders may use a buffer space downstream of the merging taper when additional lane closures are used.
12. If the through lanes are blocked, all approaching traffic may be directed to turn right.

# Figure 6I-10. Incident In Intersection (TIMA 9)

Intermediate Incident Duration (30 minutes to less than 2 hours).



Not to Scale

See Note 11 for Minor Street Signing