

# **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 protects 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.

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

# **Typical Traffic Incident Management Application 1**

## **Shoulder Incident**

### Support:

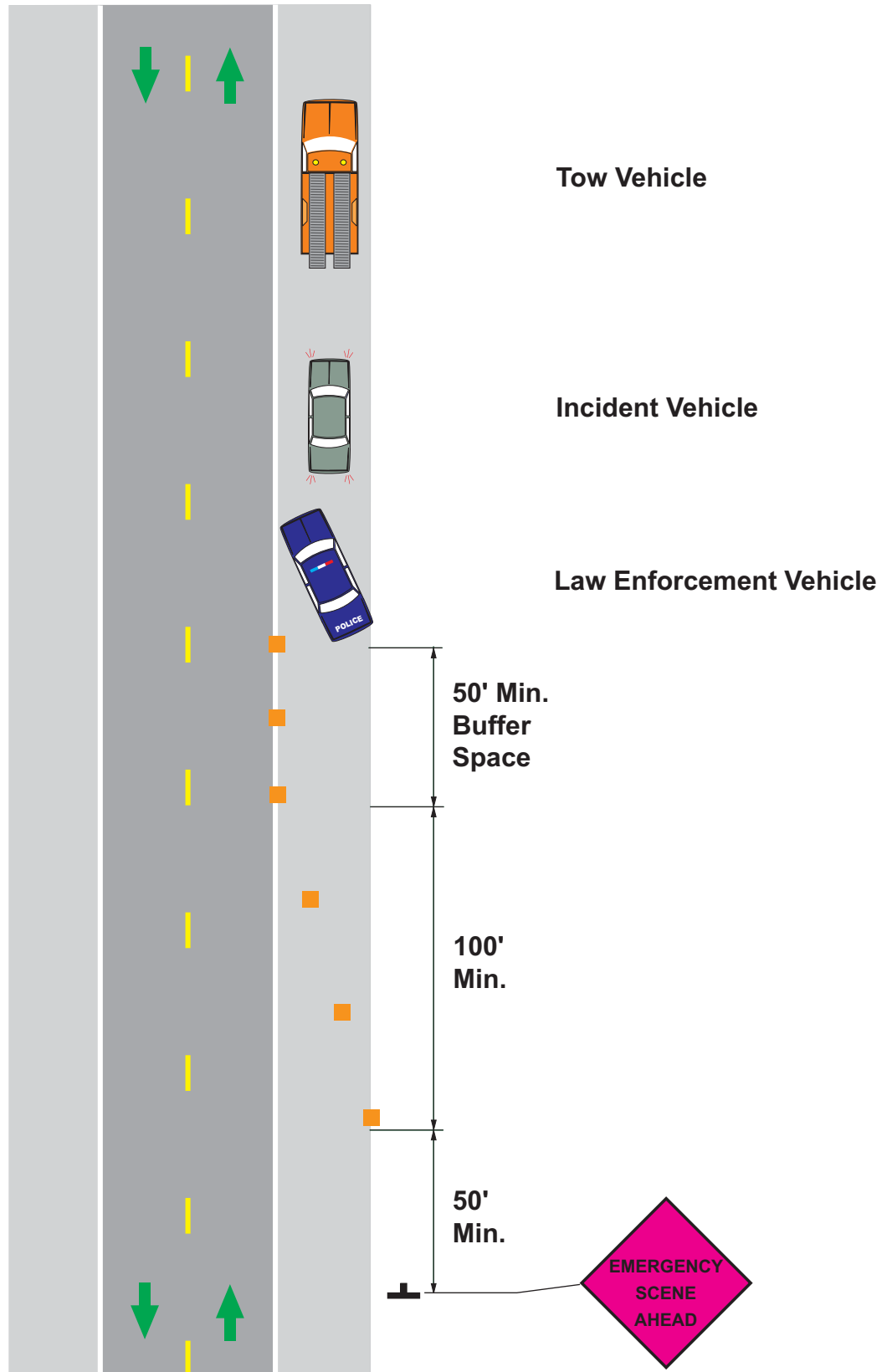
1. Additional traffic control by the highway agency is not included in this Typical Application.

### Guidance:

1. 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).
2. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
3. The law enforcement vehicle should be Safe Positioned with a skew towards the traffic lane.
4. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle.
5. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
6. 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 duration (less than 30 minutes).



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

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

### **Incident Requiring Lane Closure on**

### **Two-Lane, Low-Speed Road**

**Support:**

1. Additional traffic control by the highway agency is not included in this Typical Application.

**Guidance:**

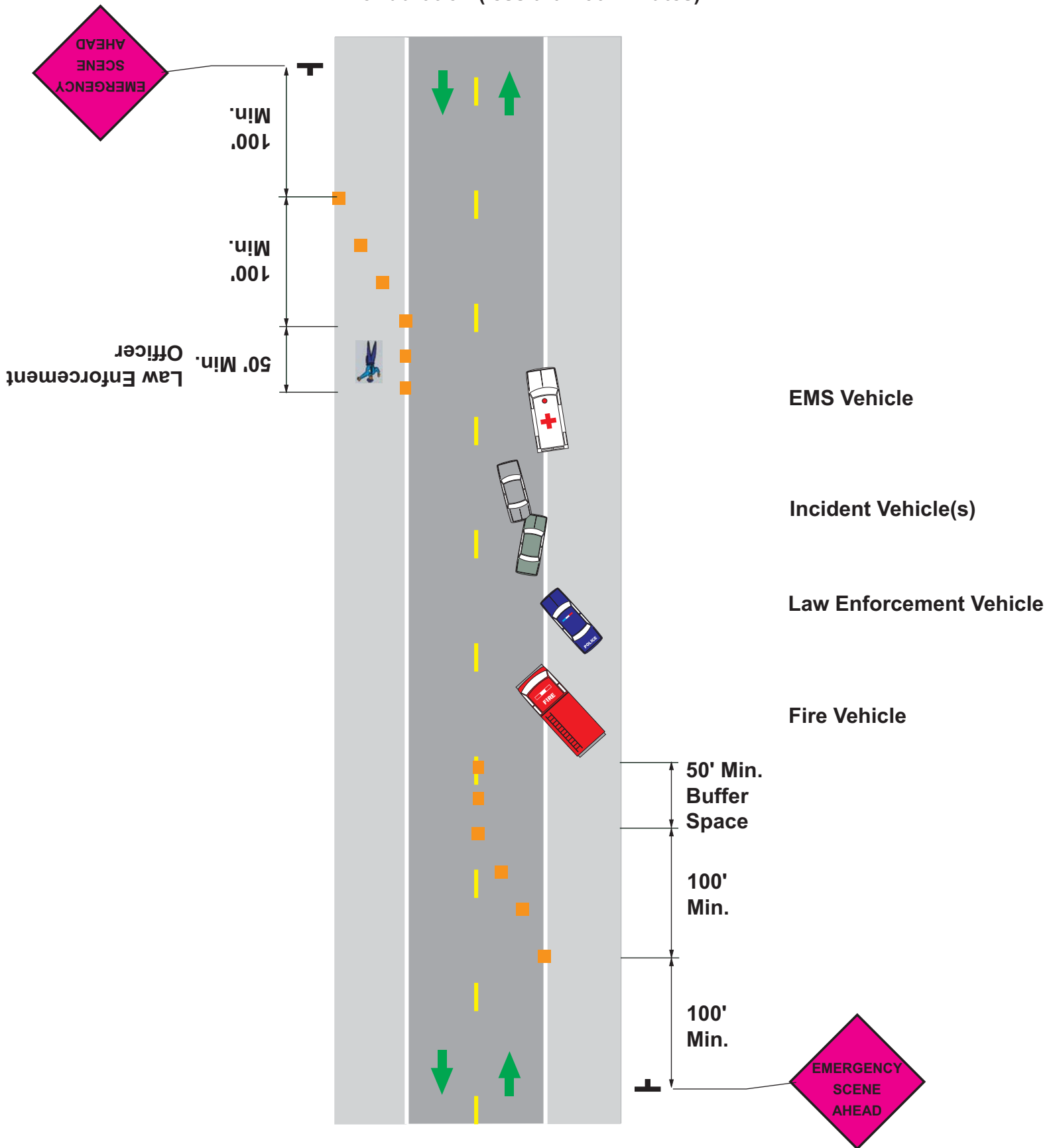
2. Emergency responders should use this information when they are the only source of traffic control, and when an incident vehicle is on the shoulder of a multi-lane, low-speed highway, the adjacent lane is required to be closed, and the duration of the incident is estimated to be less than 30 minutes (minor).
3. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
4. The law enforcement vehicle should be Safe Positioned with a skew towards the traffic lane.
5. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle.
6. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
7. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.
8. 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.
9. When only one law enforcement officer is available to control traffic, position the officer 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 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. Additional traffic control by the highway agency is not included in this Typical Application.

**Guidance:**

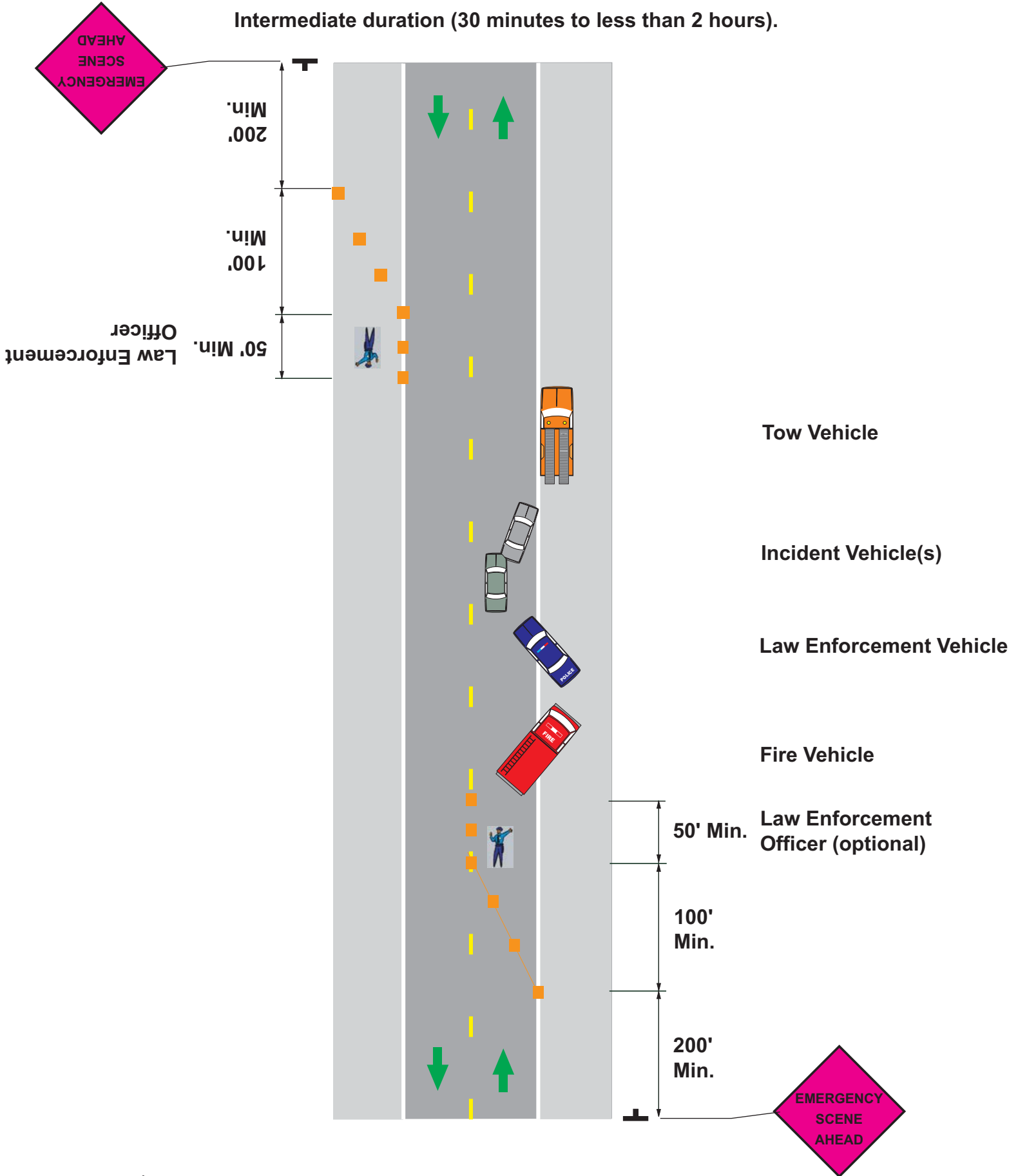
2. Emergency responders should use this information when they are the only source of traffic control, and when an incident vehicle is on the shoulder of a multi-lane, low-speed highway, the adjacent lane is required to be closed, and the duration of the incident is estimated to be less than 30 minutes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

Intermediate duration (30 minutes to less than 2 hours).



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:**

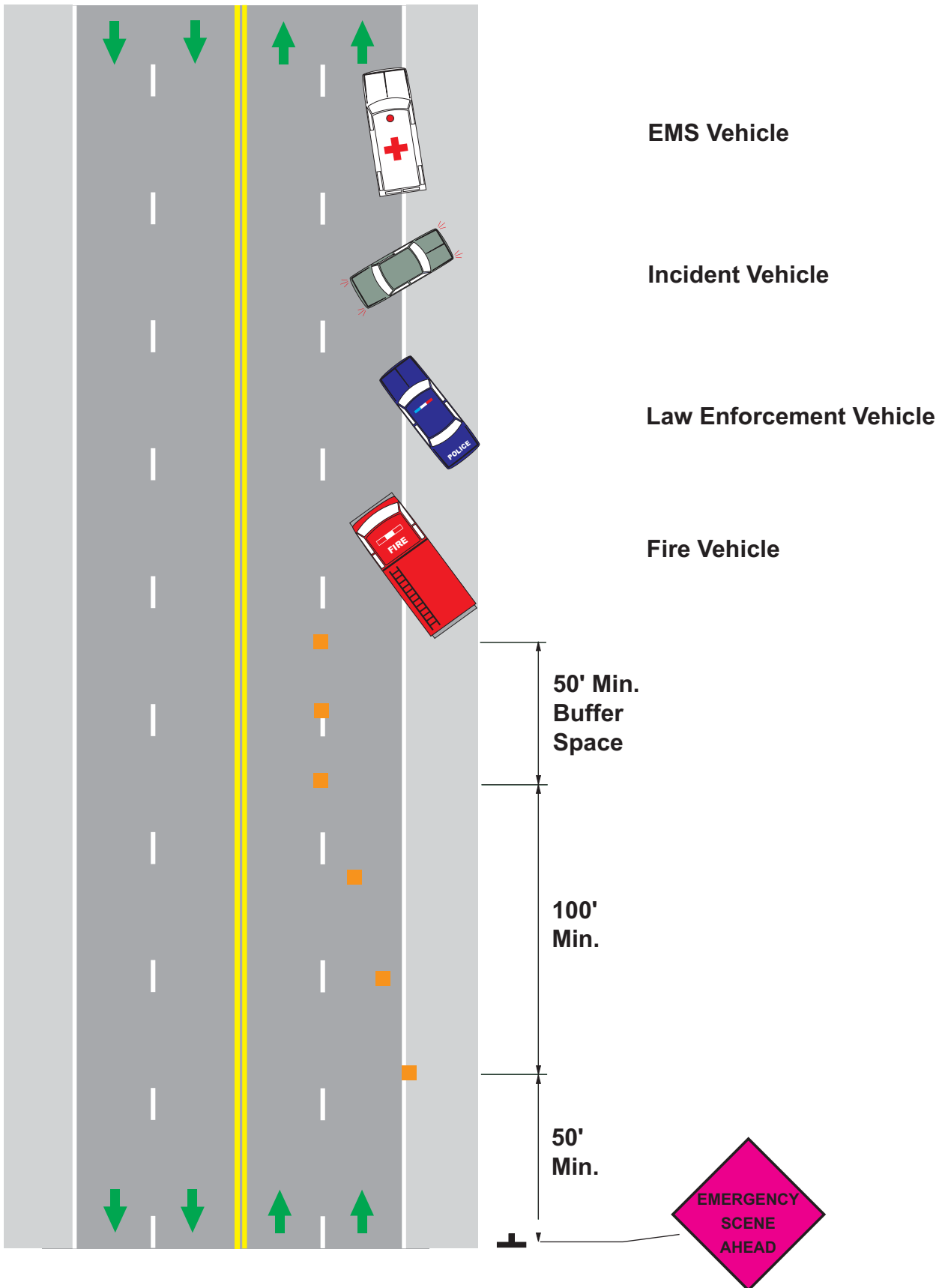
1. Additional traffic control by the highway agency is not included in this Typical Application.

**Guidance:**

2. 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).
3. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
4. The law enforcement vehicle should be Safe Positioned with a skew towards the traffic lane.
5. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle.
6. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
7. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.
8. 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 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, Minor Duration**

**Support:**

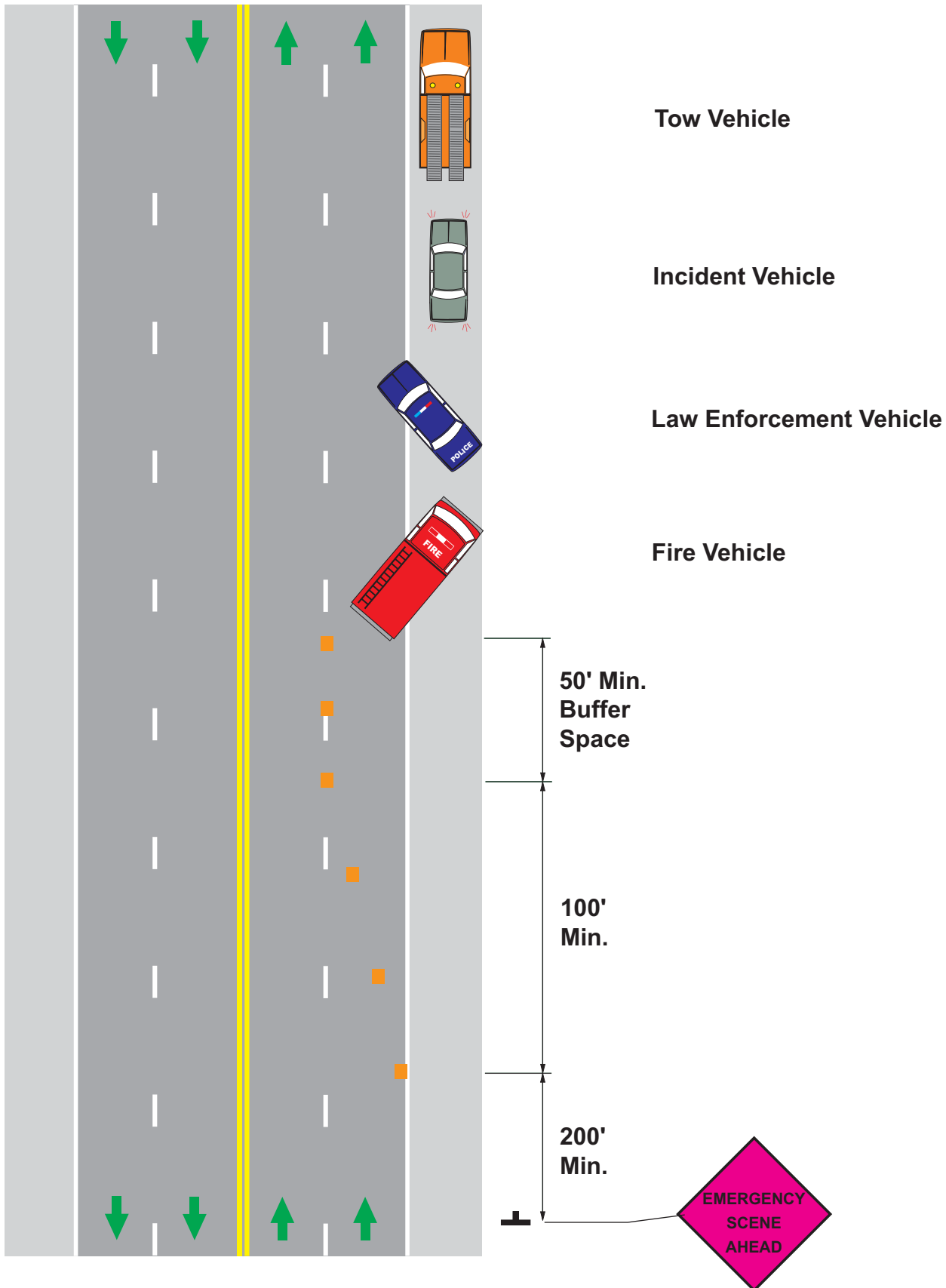
1. Additional traffic control by the highway agency is not included in this Typical Application.

**Guidance:**

2. 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).
3. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
4. The law enforcement vehicle should be Safe Positioned with a skew towards the traffic lane.
5. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle.
6. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
7. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.
8. 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-6. Incident Requiring Lane Closure on Multi-lane, High-Speed Highway, Minor Duration (TIMA 5)

(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, Intermediate Duration**

**Support:**

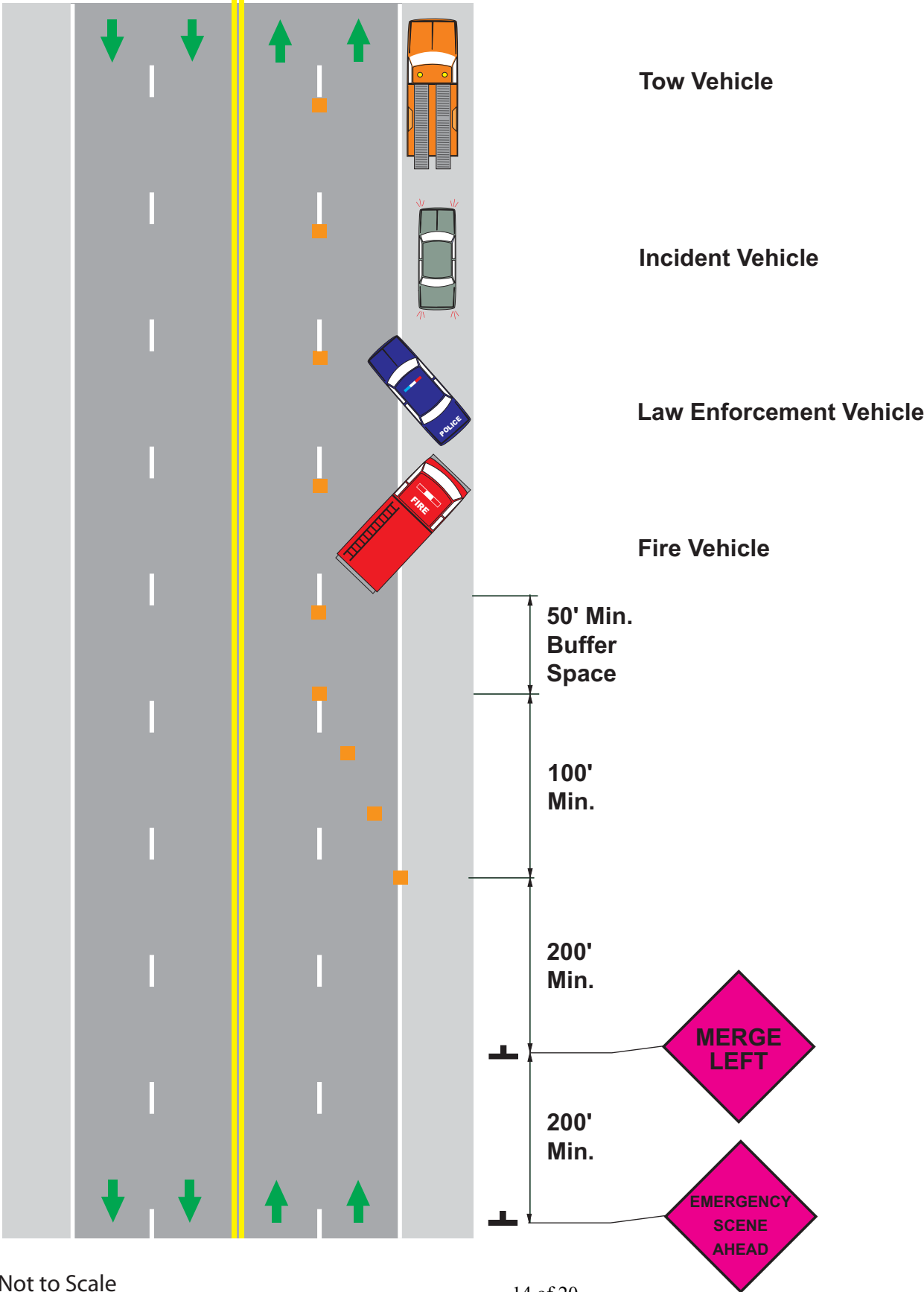
1. Additional traffic control by the highway agency is not included in this Typical Application.

**Guidance:**

2. 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 from 30 minutes to less than 2 hours (intermediate
3. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
4. The law enforcement vehicle should be Safe Positioned with skew towards the traffic lane.
5. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle.
6. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
7. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.
8. 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-7. Incident Requiring Lane Closure on Multi-lane, High-Speed Highway, Intermediate Duration (TIMA 6)

(30 minutes to less than 2 hours).



Not to Scale

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

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

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

**Support:**

1. Additional traffic control by the highway agency is not included in this Typical Application.

**Guidance:**

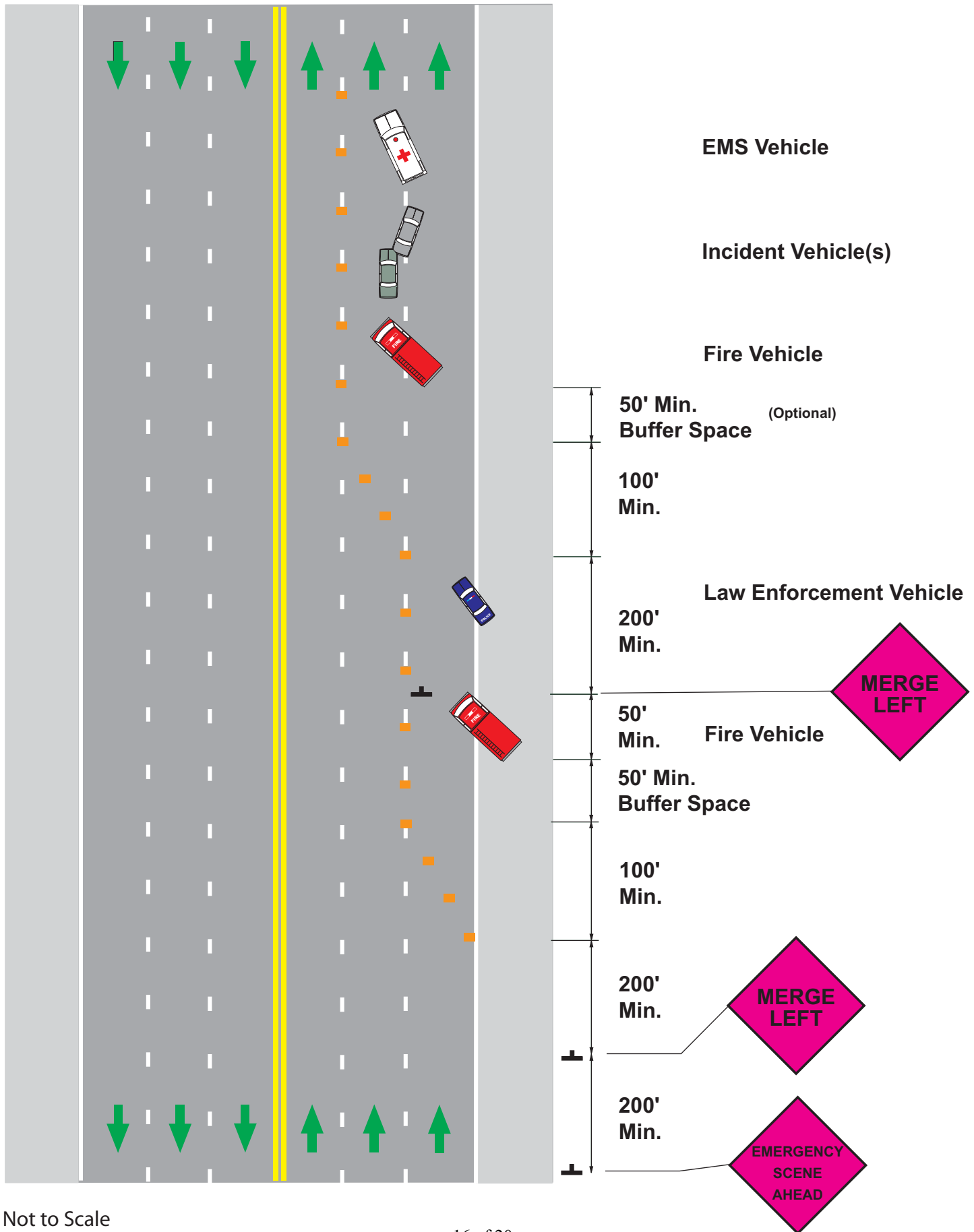
2. Emergency responders should use this information when they are the only source of traffic control, and when an incident on a multi-lane, high-speed highway requires a multiple lane closure, and the duration of the incident is estimated to be from 30 minutes to less than 2 hours (intermediate).
3.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

**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 Duration (30 minutes to less than 2 hours).



Not to Scale

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

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

### **Incident Near Intersection**

**Support:**

1. Additional traffic control by the highway agency is not included in this Typical Application.

**Guidance:**

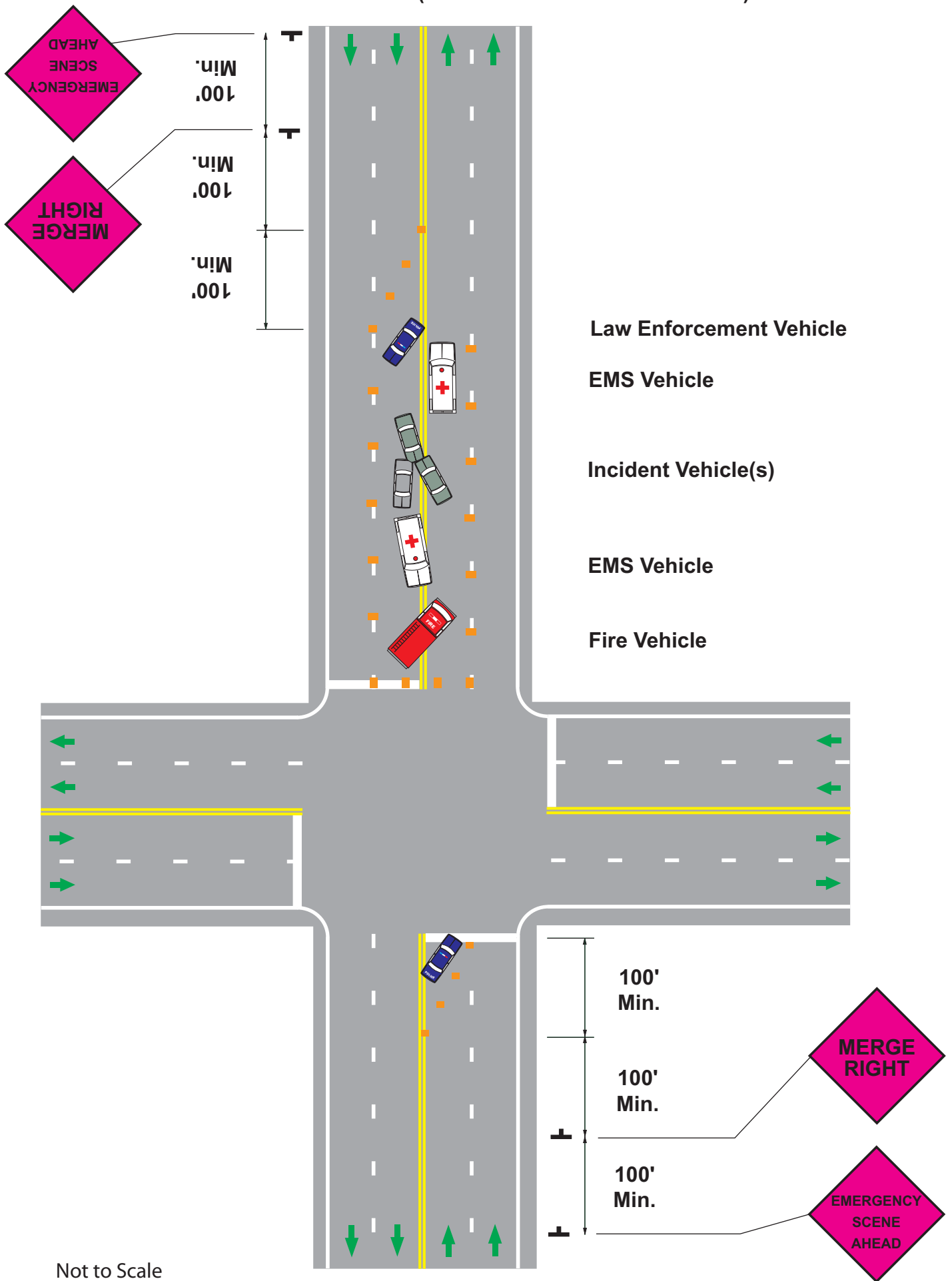
2. Emergency responders should use this information when they are the only source of traffic control, when an incident is near an intersection, and the duration of the incident is estimated to be from 30 minutes to less than 2 hours (intermediate).
3. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
4. The law enforcement vehicle should be Safe Positioned with a skew corresponding to the direction of merging traffic.
5. 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.
6. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
7. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.
8. 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.
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 Duration (30 minutes to less than 2 hours).



Not to Scale

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

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

### **Incident In Intersection**

**Support:**

1. Additional traffic control by the highway agency is not included in this Typical Application.

**Guidance:**

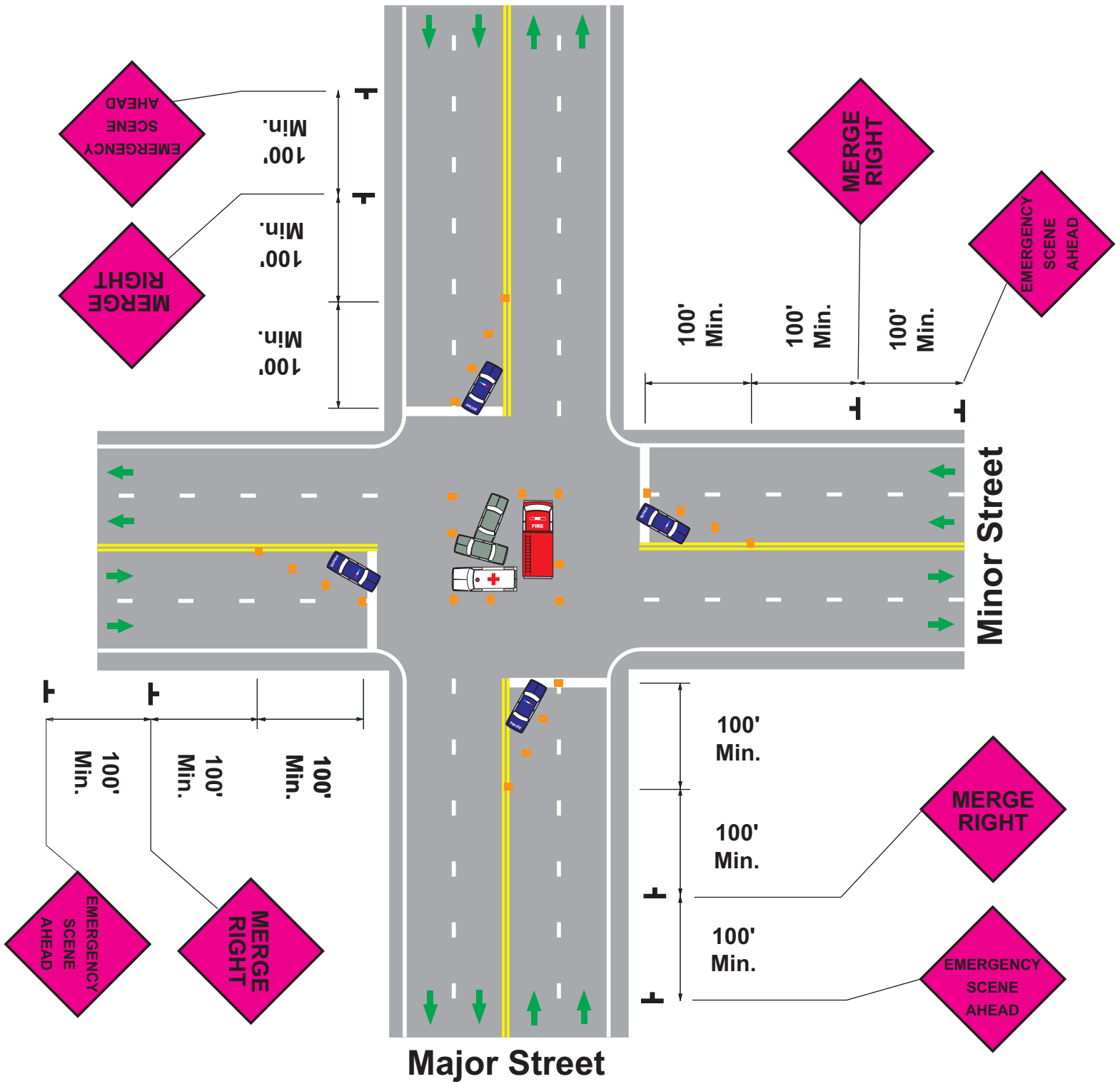
2. Emergency responders should use this information when they are the only source of traffic control, when an incident is in an intersection, and the duration of the incident is estimated to be from 30 minutes to less than 2 hours (intermediate).
3. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
4. The law enforcement vehicle should be Safe Positioned with a skew corresponding to the direction of merging traffic.
5. 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.
6. Emergency responders should carry a minimum of six traffic cones and one sign to implement this Typical Application.
7. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.
8. 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.
9. Emergency responders should provide traffic control for the major cross street of the intersection.
10. 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.
11. Signs should be provided for the minor street as they become available.

**Option:**

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

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

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



Not to Scale

See Note 11 for Minor Street Signing