

**RESCINDED
JANUARY 2024**

This Recommended
Change to the MUTCD
was rescinded by the
NCUTCD Council on
January 12, 2024.

Attachment No. 11

TTC No. 3

APPROVED BY NCUTCD COUNCIL ON JANUARY 19, 2007

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 attempts to protect both the responders performing their duties and the incident scene.

Add to Section 6I.01 General, modify the second paragraph of the Guidance section as noted:

On-scene responders should be trained both in safe practices for accomplishing their tasks in and near traffic and the requirements for traffic incident management contained in this Manual. Responders should be aware of their visibility to oncoming traffic and take measures to move the traffic incident as far off the traveled roadway as possible or to provide for appropriate warning. Emergency vehicles should be Safe-Positioned as they arrive at the incident scene. The number and placement of emergency vehicles that are Safe-Positioned should be determined in such a manner as to optimize traffic flow through the incident scene. All subsequent arriving emergency vehicles should be positioned as to not interfere with the established temporary traffic flow.

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.

Option:

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3. Emergency responders may use this information when they are the only source of traffic control, and when an incident is on the shoulder of a highway, and the duration of the incident is estimated to be less than 30 minutes (minor).

Guidance:

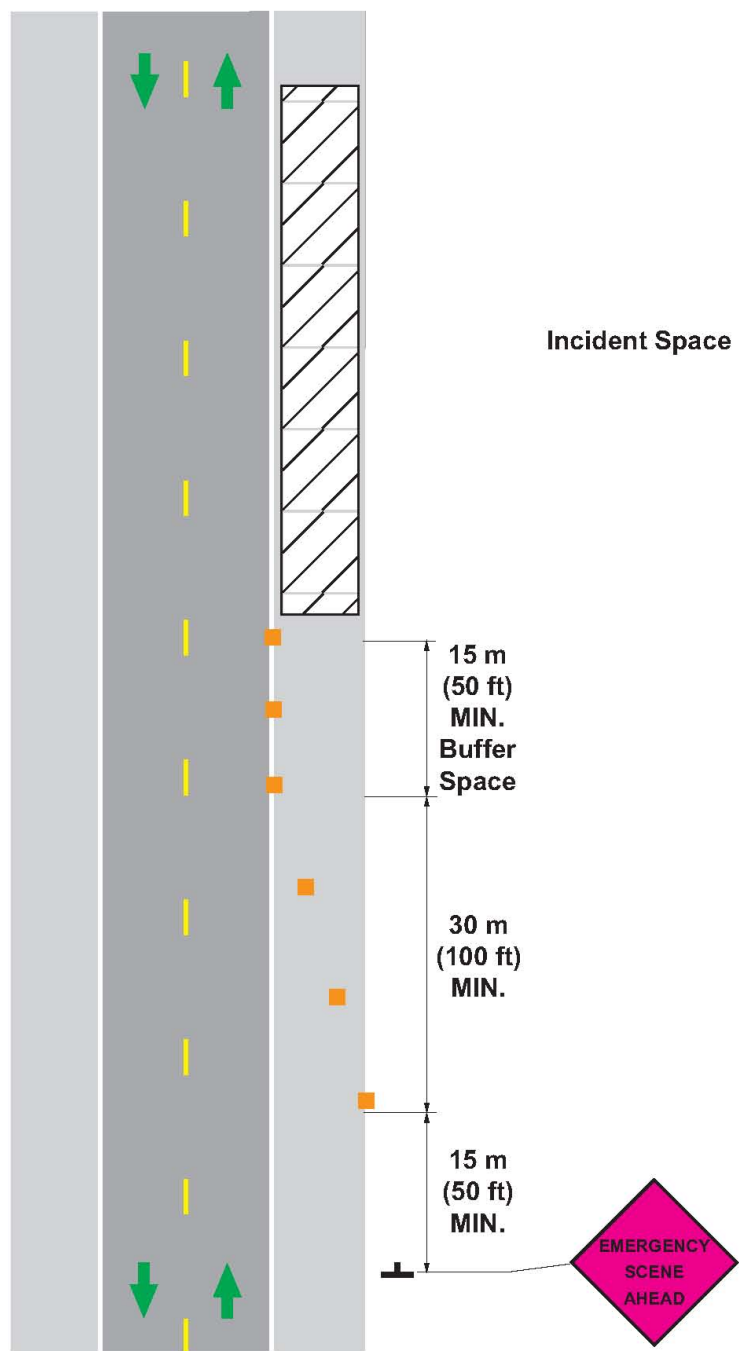
4. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
5. The initial emergency response vehicle should be Safe-Positioned.
6. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle to minimize exposure and disruption to both traffic and emergency responders at the incident scene.
7. Emergency responders should carry a minimum of six channelizing devices such as traffic cones (6F-7) 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.

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

Minor Incident Duration (less than 30 minutes).



Not to Scale

Note: Also applies to Multi-lane Highways

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**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. The number of devices shown assumes multiple incident response vehicles.
3. Additional traffic control by the highway agency is not included in this Typical Application.

Option:

4. Emergency responders may use this information when they are the only source of traffic control, and when an incident 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).

Guidance:

5. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
6. The initial emergency response vehicle should be Safe-Positioned.
7. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle to minimize exposure and disruption to both traffic and emergency responders at the incident scene.
8. Emergency responders should carry a minimum of six channelizing devices such as traffic cones (6F-7) and one sign to implement this Typical Application.
9. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.
10. 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:

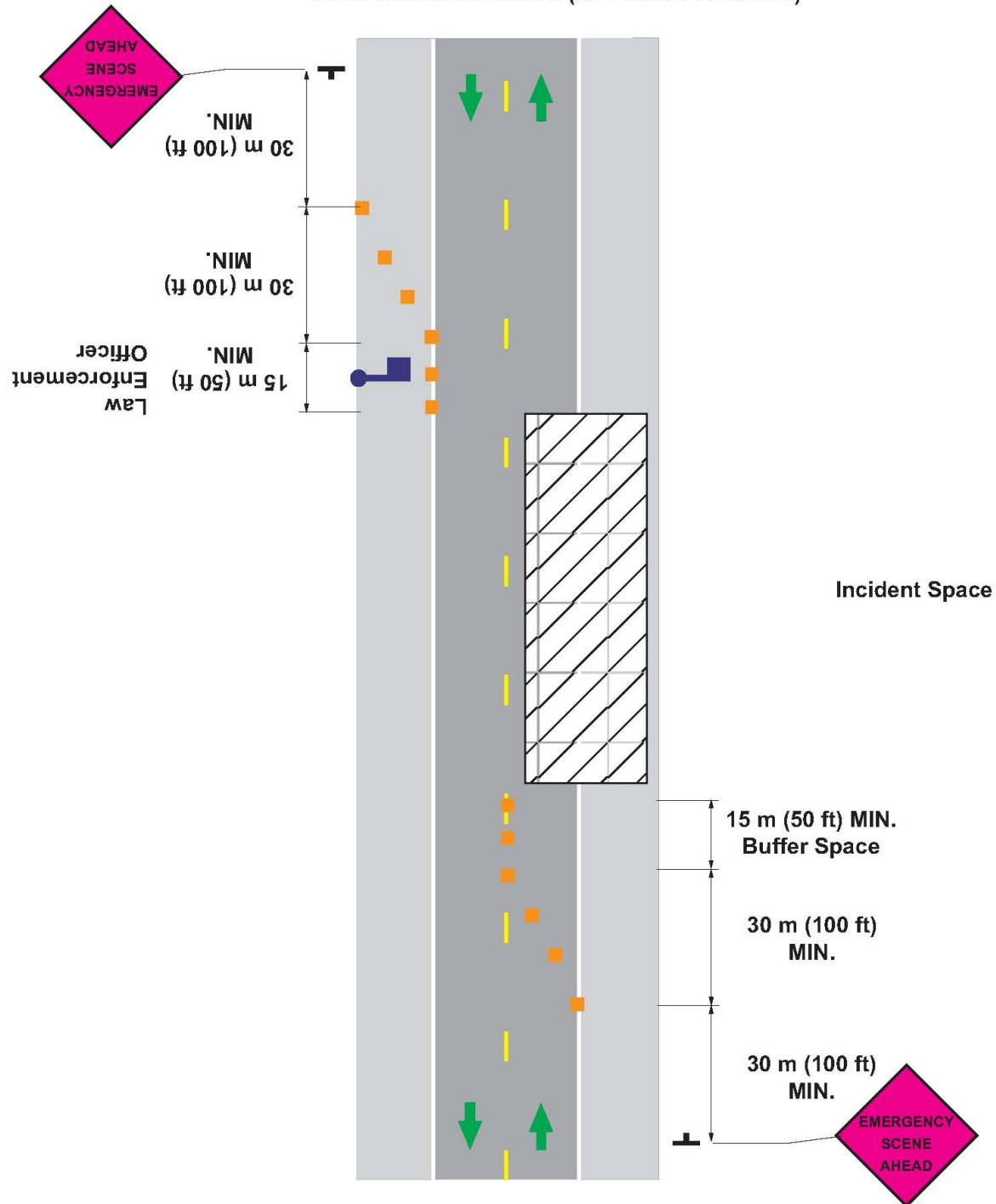
11. A flagger may be used in place of the law enforcement officer to control traffic.

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**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

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**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. The number of devices shown assumes multiple incident response vehicles.
3. Additional traffic control by the highway agency is not included in this Typical Application.

Option:

4. Emergency responders may use this information when they are the only source of traffic control, and when an incident 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 30 minutes to less than 2 hours (intermediate).

Guidance:

5. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
6. The initial emergency response vehicle should be Safe-Positioned.
7. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle to minimize exposure and disruption to both traffic and emergency responders at the incident scene.
8. Emergency responders should carry a minimum of six channelizing devices such as traffic cones (6F-7) and one sign to implement this Typical Application.
9. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.
10. When only one law enforcement officer is available to control traffic, that officer should be positioned to be seen by both directions of traffic.

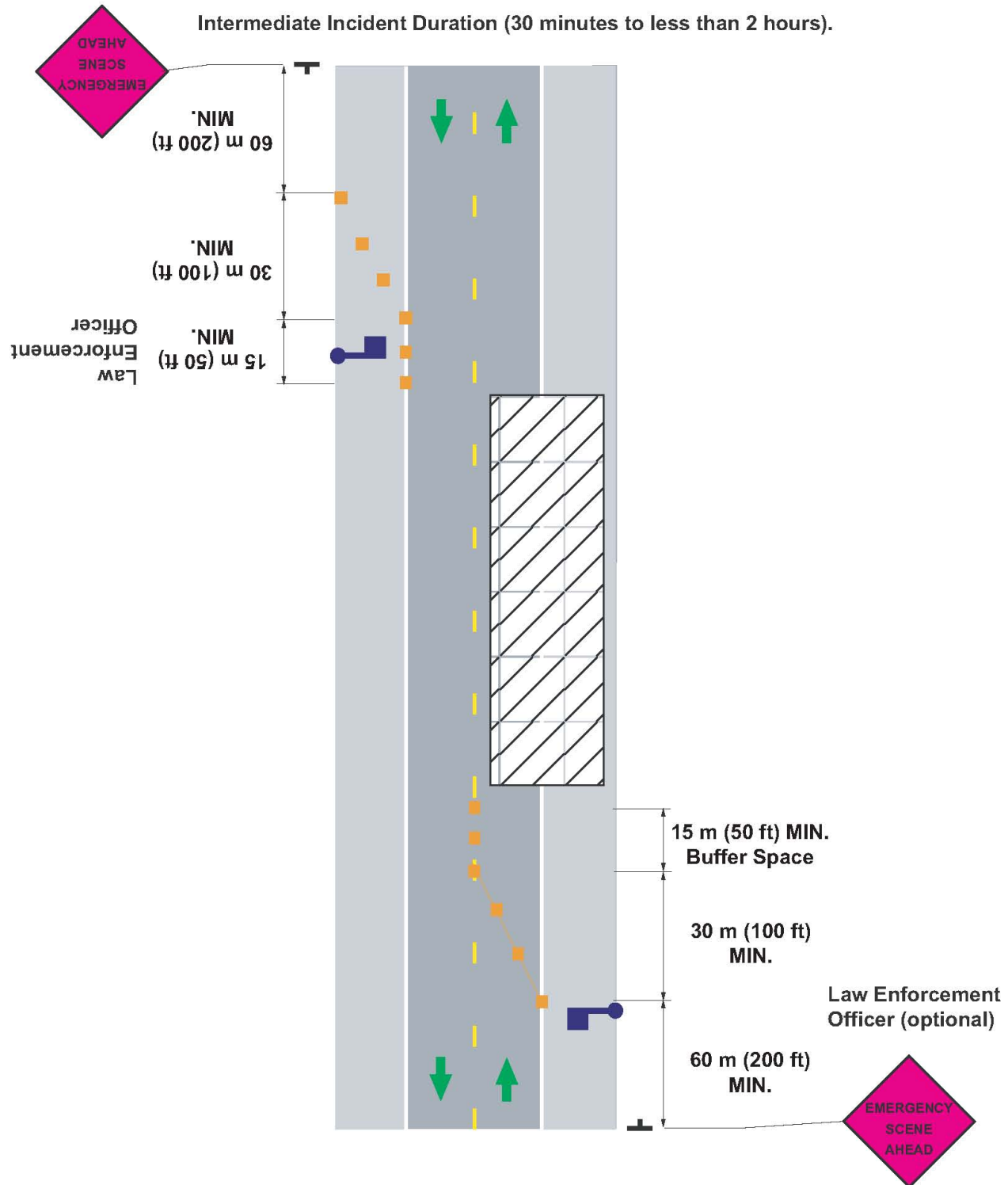
Option:

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

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



Not to Scale

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**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 left edgeline, center median, or left shoulder.
2. Additional traffic control by the highway agency is not included in this Typical Application.

Option:

3. Emergency responders may use this information when they are the only source of traffic control, and when an incident 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).

Guidance:

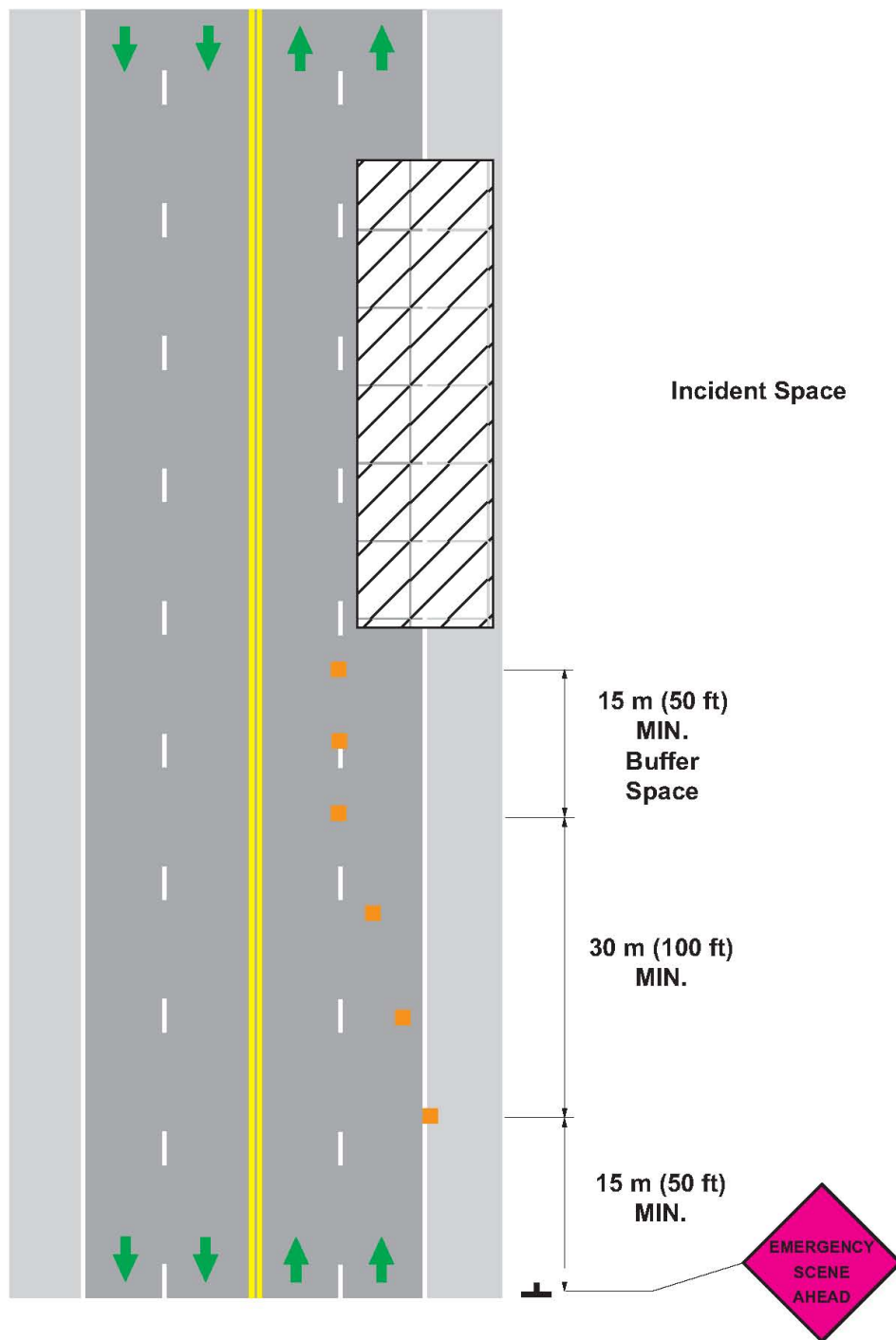
4. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
5. The initial emergency response vehicle should be Safe-Positioned.
6. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle to minimize exposure and disruption to both traffic and emergency responders at the incident scene.
7. Emergency responders should carry a minimum of six channelizing devices such as traffic cones (6F-7) 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.

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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

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**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 left edgeline, center median, or left shoulder.
2. Additional traffic control by the highway agency is not included in this Typical Application.

Option:

3. Emergency responders may use this information when they are the only source of traffic control, and when an incident 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).

Guidance:

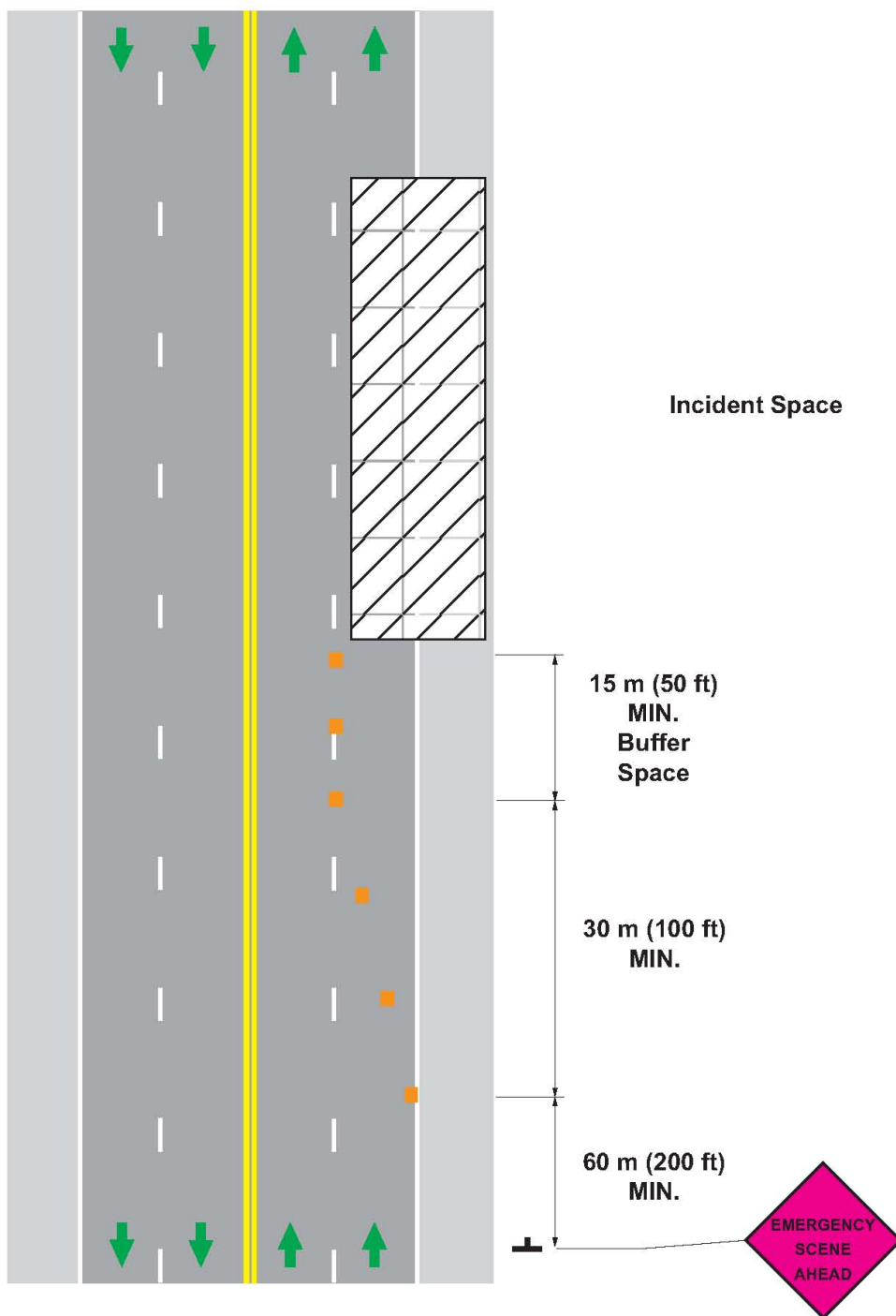
4. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
5. The initial emergency response vehicle should be Safe-Positioned.
6. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle to minimize exposure and disruption to both traffic and emergency responders at the incident scene.
7. Emergency responders should carry a minimum of six channelizing devices such as traffic cones (6F-7) 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.

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

Minor Incident Duration (less than 30 minutes)



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**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 left edgeline, center median, or left shoulder; the only difference being the substitution of the MERGE RIGHT sign in place of the MERGE LEFT sign.
2. The number of devices shown assumes multiple incident response vehicles.
3. Additional traffic control by the highway agency is not included in this Typical Application.

Option:

4. Emergency responders may use this information when they are the only source of traffic control, and when an incident 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).

Guidance:

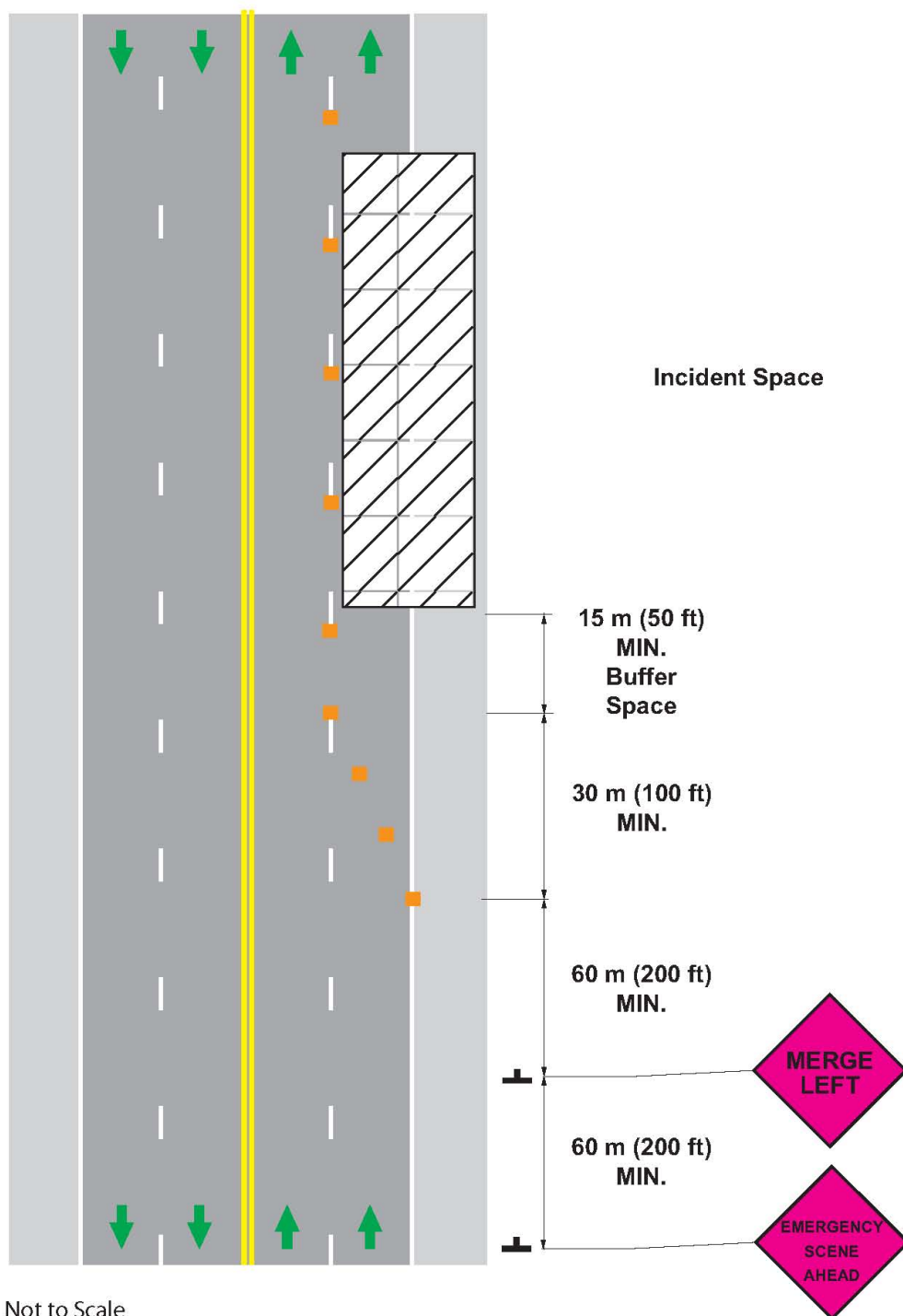
5. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
6. The initial emergency response vehicle should be Safe-Positioned.
7. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle to minimize exposure and disruption to both traffic and emergency responders at the incident scene.
8. Emergency responders should carry a minimum of six channelizing devices such as traffic cones (6F-7) and one sign to implement this Typical Application.
9. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.

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**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)



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**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 left edgeline, center median, or left shoulder; the only difference being the substitution of the MERGE RIGHT signs in place of the MERGE LEFT signs.
2. The number of devices shown assumes multiple incident response vehicles.
3. Additional traffic control by the highway agency is not included in this Typical Application.

Option:

4. Emergency responders may 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).

Guidance:

5. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
6. The initial emergency response vehicle should be Safe-Positioned.
7. Additional vehicles, including tow, media, maintenance, utility, and other emergency responders should be positioned downstream of the incident vehicle to minimize exposure and disruption to both traffic and emergency responders at the incident scene.
8. Emergency responders should carry a minimum of six channelizing devices such as traffic cones (6F-7) and one sign to implement this Typical Application.
9. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.

Option:

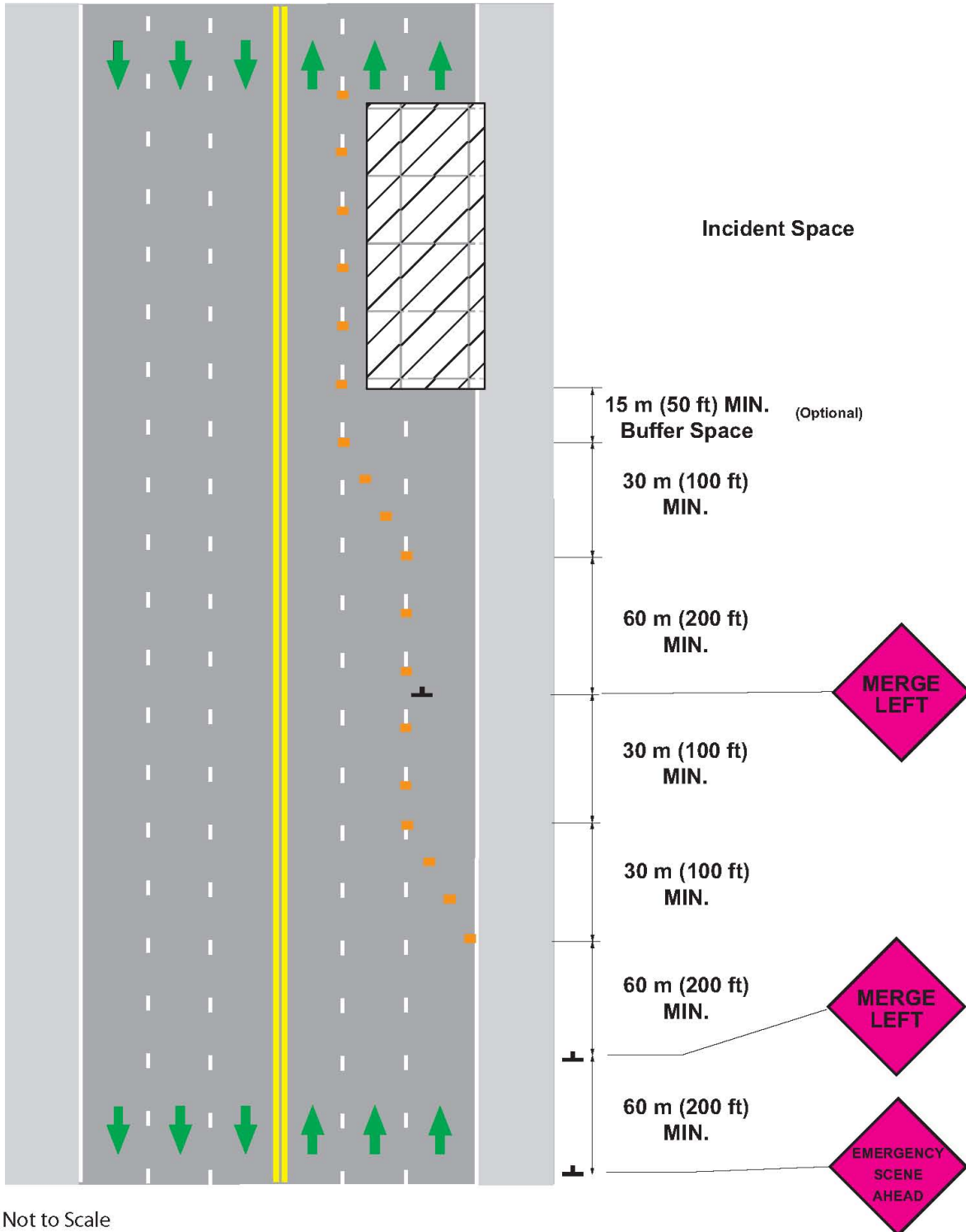
10. Emergency responders may use a buffer space downstream of the merging taper when additional lane closures are used.

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

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



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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 right edgeline or shoulder; the only difference being the substitution of the MERGE LEFT sign in place of the MERGE RIGHT sign.
2. The number of devices shown assumes multiple incident response vehicles.
3. Additional traffic control by the highway agency is not included in this Typical Application.

Option:

4. Emergency responders may 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).

Guidance:

5. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
6. The initial emergency response vehicle should be Safe-Positioned.
7. 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.
8. Emergency responders should carry a minimum of six channelizing devices such as traffic cones (6F-7) and one sign to implement this Typical Application.
9. The first emergency responder should minimize the distance between the incident vehicle and the end of the buffer space.
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 60 m (200 ft) minimum.
11. Traffic control should be provided for the cross street as additional devices become available.

Option:

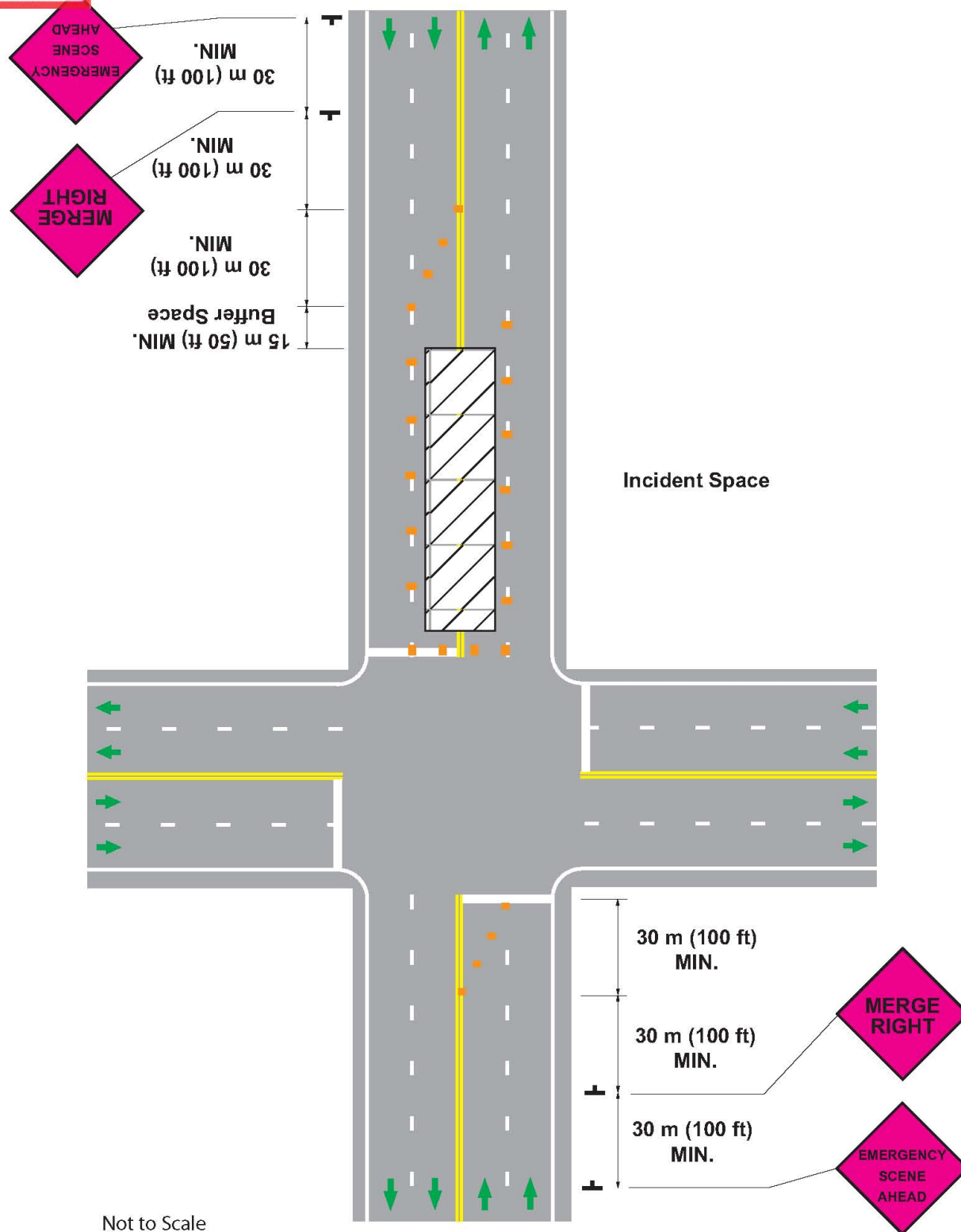
12. Emergency responders may use a buffer space downstream of the merging taper when additional lane closures are used.

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

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



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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 right edgeline or right shoulder; the only difference being the substitution of the MERGE LEFT sign in place of the MERGE RIGHT sign.
2. The number of devices shown assumes multiple incident response vehicles.
3. Additional traffic control by the highway agency is not included in this Typical Application.

Option:

4. Emergency responders may 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).

Guidance:

5. When additional highway agency resources are available, applicable procedures and devices set forth in other Chapters of Part 6 should be used.
6. The initial emergency response vehicle should be Safe-Positioned.
7. 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.
8. Emergency responders should carry a minimum of six channelizing devices such as traffic cones (6F-7) and one sign to implement this Typical Application.
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 60 m (200 ft) minimum.
11. Signs should be provided for the minor street as they become available.

Option:

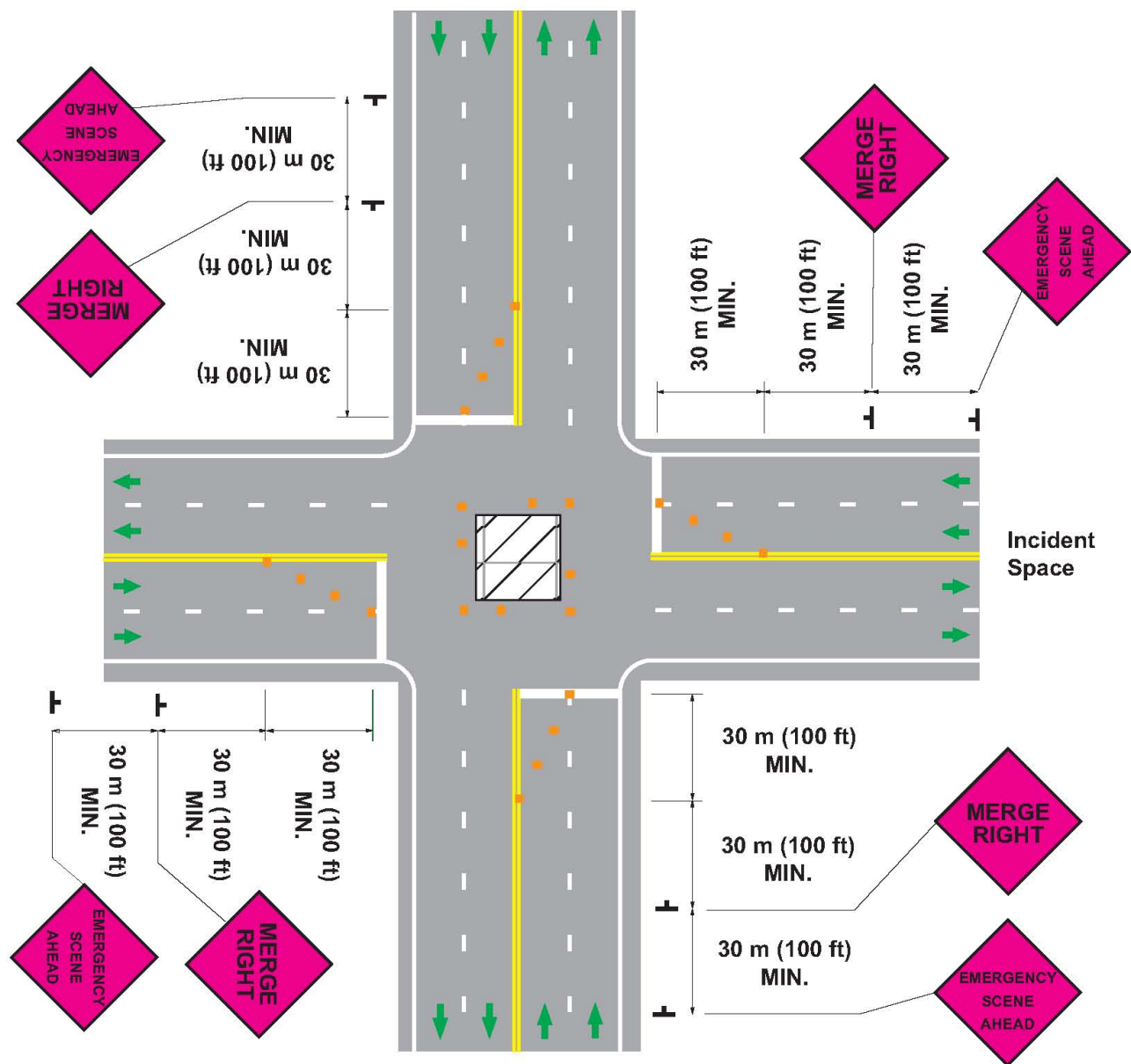
12. Emergency responders may use a buffer space downstream of the merging taper when additional lane closures are used.
13. If the through lanes are blocked, all approaching traffic may be directed to turn right.

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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