TRAFFIC INCIDENT MANAGEMENT AREA

ADVANCE WARNING AREA

<table>
<thead>
<tr>
<th>Speed</th>
<th>Sign Distance</th>
<th>Taper Length</th>
<th># of Cones</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 mph</td>
<td>350 ft.</td>
<td>320 ft.</td>
<td>8 cones</td>
</tr>
<tr>
<td>55 mph</td>
<td>750 ft.</td>
<td>660 ft.</td>
<td>16 cones</td>
</tr>
<tr>
<td>65 mph</td>
<td>1000/1500* ft.</td>
<td>780 ft.</td>
<td>18 cones</td>
</tr>
</tbody>
</table>

Sign distance is from start of taper/transition moving upstream of incident. Length of advance warning area = 8 x Roadway MPH. Use 12x instead if limited sight distance. * two signs recommended

TRANSITION AREA

Skip line is 10 ft. long with 30 ft between skips. Place taper cone at start of each skip line (40 ft.).

INCIDENT SPACE

WAYS TO ESTIMATE DISTANCE
- Use utility poles: 75’ to 100’ between utility poles
- Use roadway skip lines: line 10 ft. long; break 30 ft. long
- Use human paces: 1 step is approximately 3 ft.

ACTIVITY AREA

TERMINATION AREA

TRAFFIC CONTROL SAVES LIVES.
Emergency Responder Safety Institute | Cumberland Valley Volunteer Fireman’s Association | ResponderSafety.com | cvvfa.org
**SAFE, EFFECTIVE TRAFFIC CONTROL IS EVERYONE’S RESPONSIBILITY**

**EMERGENCY RESPONDER CHECKLIST**

### “First 15” Initial Action Items
- Position blocking vehicle
- Don high visibility apparel
- Estimate incident magnitude, expected duration, and vehicle queue (backup) length
- Establish Incident Command/Unified Command Post
- Assign trained personnel to traffic control
- Establish TIMA; reassess every 15 minutes and revise as needed
- Identify and request needed resources (HAZMAT, towing/recovery, DPW, DOT, medical examiner, crash investigation)

#### Personnel Must Do’s
- All responders must wear department-issued, identifiable, high visibility apparel or NFPA-compliant turnout gear
- Only trained personnel should conduct traffic control
- Never turn your back to traffic, minimize exposure to traffic, work in the shadow of the blocking vehicle, maintain situational awareness
- Use spotters to look out for moving vehicles

#### Vehicles Must Do’s
- Limit number of responding vehicles
- Stage vehicles not active in response off-roadway
- Park all vehicles on same side of roadway
- Position blocking apparatus to protect responders
- Activate emergency lighting appropriate to the conditions
- Minimize forward-facing white lights

### Roadway Response Considerations
- Time of the incident
- Amount of congestion
- Can vehicles be moved from roadway
- How many (if any) lanes need to be closed
- Emergency vehicle access routes
- Increased volume on detour routes
- Minimizing time on scene to limit exposure
- How quickly lanes can be reopened
- How to avoid secondary incidents
- How you can make the scene safer
- Periodic updates to the TOC

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### Incident Magnitude vs. Duration vs. Traffic Control Measures

<table>
<thead>
<tr>
<th>Incident Magnitude</th>
<th>Duration</th>
<th>Traffic Control Measures</th>
</tr>
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</table>
| Minor              | <30 minutes | - Notify Traffic Operations Center (TOC) if roadway is one where a minor delay can significantly impact traffic  
|                    |          | - Establish TIMA        |
| Intermediate       | 30 min - 2 hrs | - Notify TOC  
|                    |          | - Establish TIMA  
|                    |          | - Consider DOT response |
| Major              | 2+ hrs   | - Notify TOC  
|                    |          | - Request DOT response early  
|                    |          | - Establish full work zone (same as non-emergency) |

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Some information courtesy of Tiger Schmittendorf and The Niagara International Transportation Technology Coalition (NITTEC)