

Fire Season 2007

**"No job is so important
that we cannot take the
time to work safely."**

Incident Signing

"Hello from above, our magnificent planet Earth."



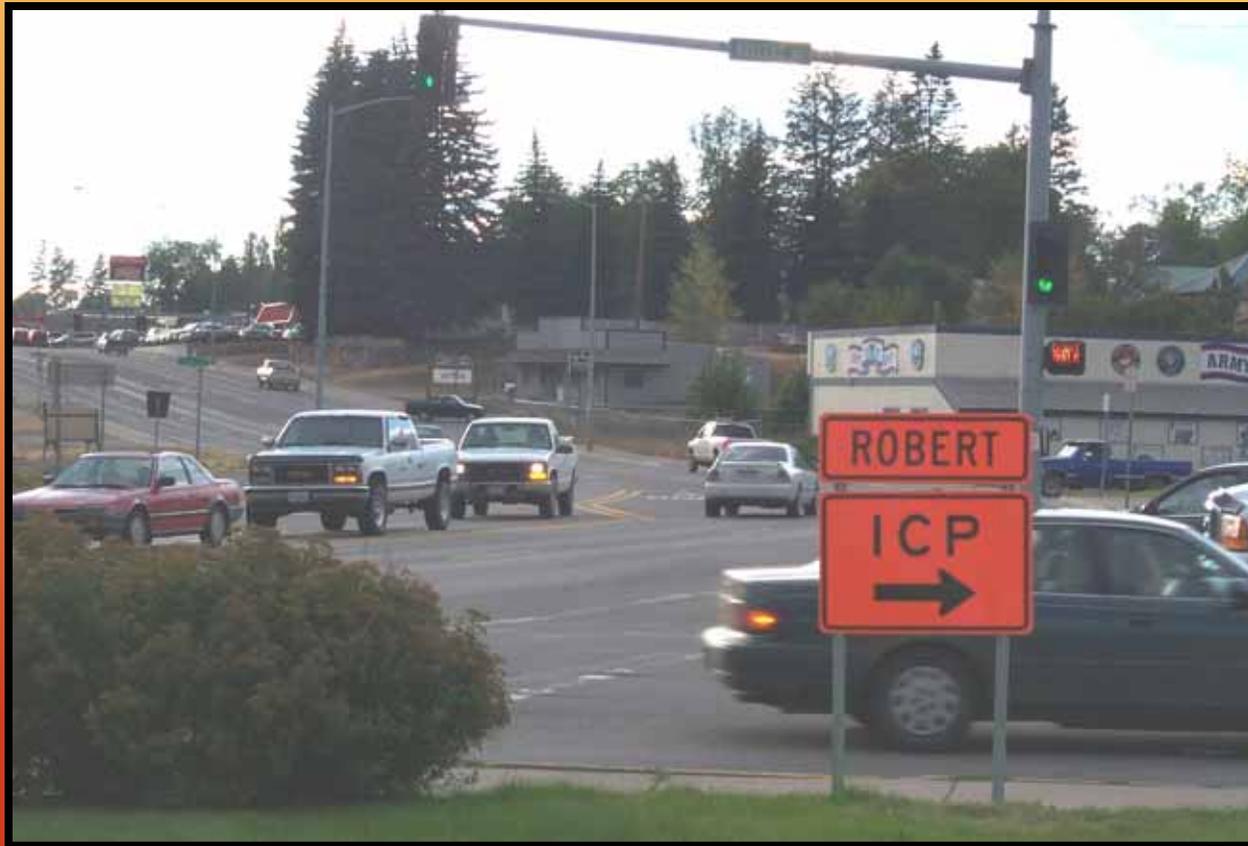
Traffic Safety

is an issue when incidents such as...



...accidents, fires, floods, tornados, hazardous material spills, etc. and their related management activities, interrupt the normal flow of traffic on roads.

Traffic & congestion problems related to incident management are a major threat to the safety of both incident responders & the public.



**Areas impacted by incident activities
are a type of “work zone”.**



**Work zones can be dangerous!
Each year, there are over 1000
fatalities & 40,000 injuries.**

Many fire related accidents are associated with traffic.





Proper use of signs and other traffic control devices can help improve safety by providing for the orderly and predictable movement of traffic.



“The control of road users through a temporary traffic control zone SHALL be an essential part of ...incident management.” MUTCD 6B.01

23 CFR 655.603 requires that the MUTCD be followed on Federal, State and local roads open to public travel.



Signs shall meet national standards

Shape

Message

Size

Color



Signs shall be retroreflective:



Signs shall be properly installed

- Height
- Supports
- Advance Distances



Signs are used to



regulate, warn, or guide traffic.

Regulatory Signs



- Inform of legal requirements
- Enforced by road agency
- Placed where the regulation starts

Warning Signs

- Warn of unexpected conditions or situations
- Indicate caution by the driver
- Placed in advance of the condition based on approach speed



Warning Sign Colors

**“Hot Pink”
incident
management only**

**“Orange”
incident
management and
temporary
activities such
as construction**



Guide Signs

Direct traffic to destinations such as:

- Incident bases
- Helibases
- Staging areas
- Dip sites
- Wash stations
- Drop Points

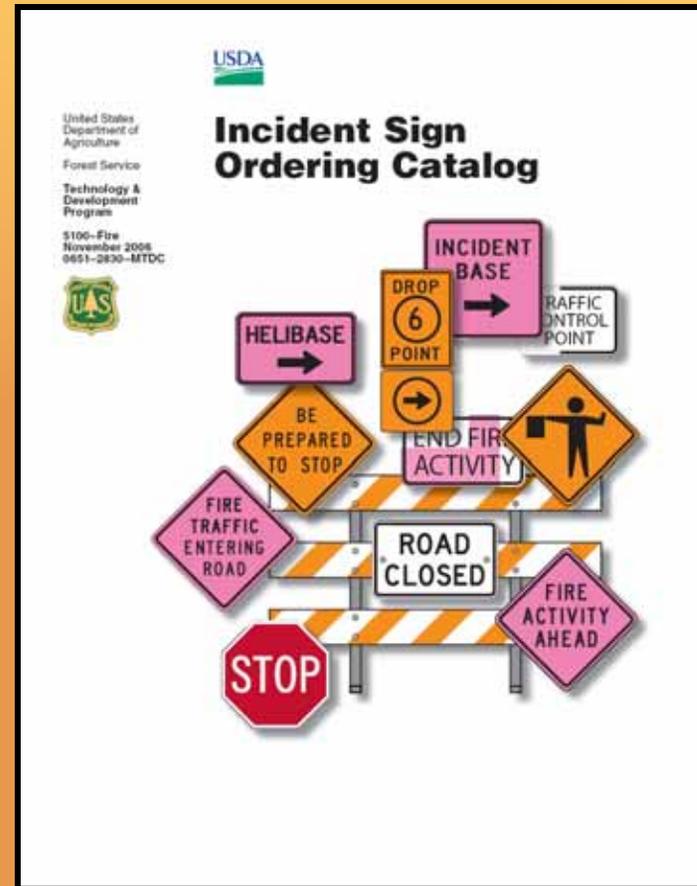
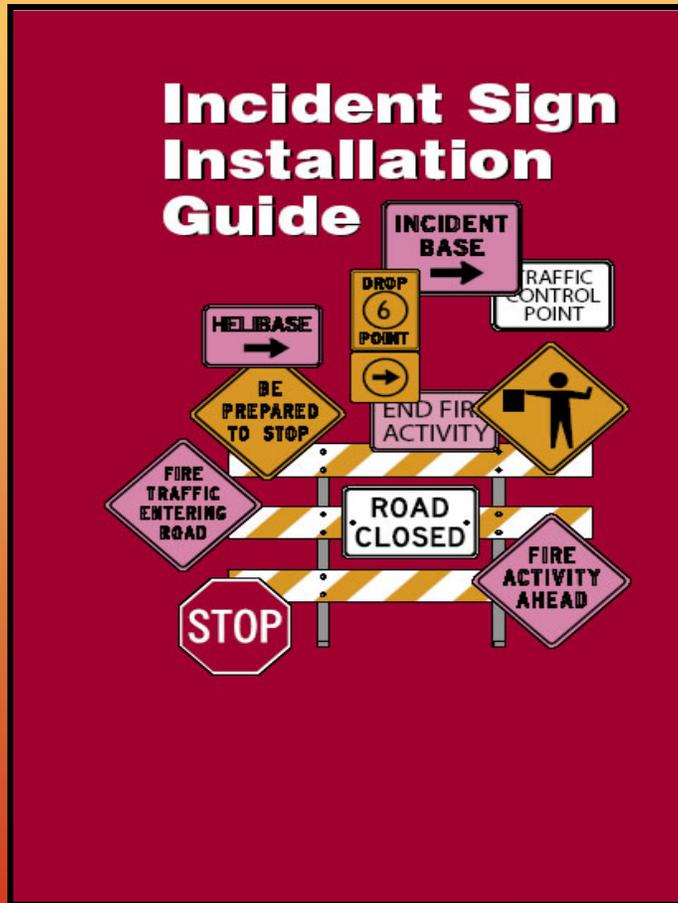


Guide Signs

Should allow time for the driver to make appropriate decisions before reaching the intersection



Incident Sign Installation Guide



Incident Sign Ordering Guide

Typical Installations

Methods of Mounting Signs

Temporary stands

Pros

- Easy/quick to set-up
- No special hardware needed
- Avoids underground cables
- Best for pavement/sidewalks
- Initial Attack Engines

Cons

- More expensive
- Heavier
- Subject to wind – may need weights



1-ft minimum
above travel-way

U-Channel posts

Pros

- Less expensive
- Easy to handle
- Can be bolted together for additional height
- Can be attached to existing delineator posts
- More wind resistant
- Bolted together for added height



5-ft minimum

Cons

- Need post pounder and drill
- Avoid underground cables
- Need Hardware

Existing utility poles

Pros

- No set up
- No underground cables



Cons

- Need drill and hardware
- May be too far off road

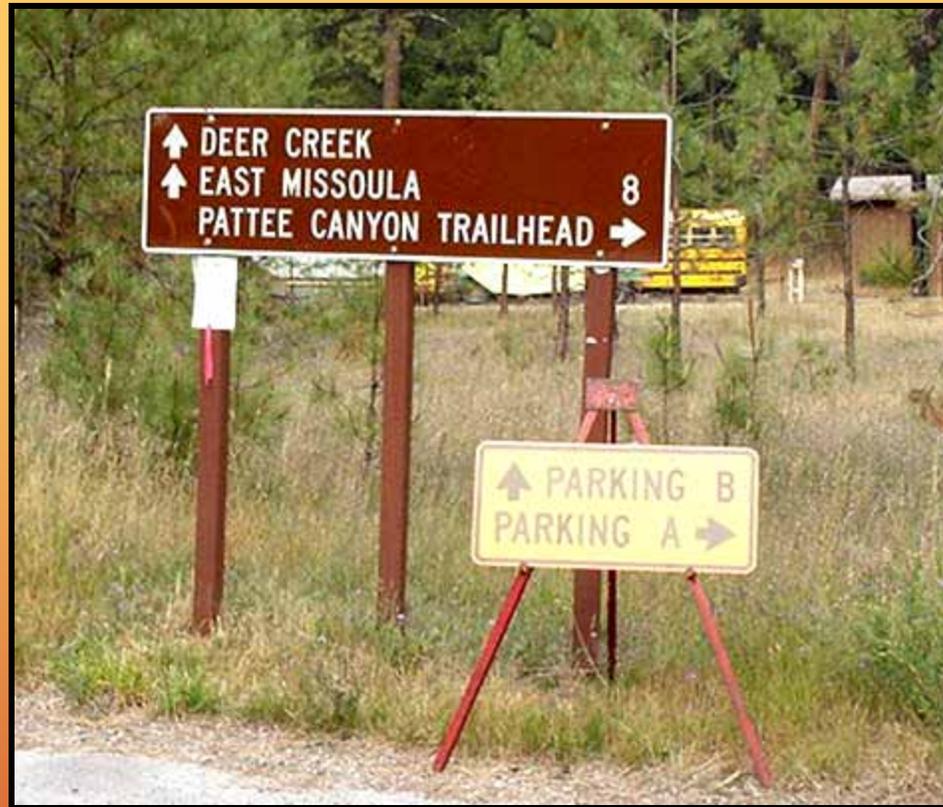
**If no other option exists:
Signs may be installed on the same
post as similar existing signs if
they do not compromise the message.**



✓ Don't cover existing regulatory or warning signs

✓ Don't use advisory speed plates alone





If existing signs conflict with incident signs, cover those signs to prevent confusion

✓ Don't mix sign types

✓ Avoid clutter



Place signs on the right side



Provide adequate time for viewer response considering:

- Intermediate intersections
- Road Conditions
- Road geometry







Intersections - using cones or lights

Avoid locations such as

- Dips
- Crest of a hill
- Other signs
- Where signs may interfere with operations
- Where drivers have an increased need to focus on the roadway



Provide adequate time for response considering speed:

Speed limit or prevailing approach speed (miles per hour)	Distance from incident area to the first sign and between subsequent signs (feet)
25 or less	100
30 to 45	350
Over 45	500

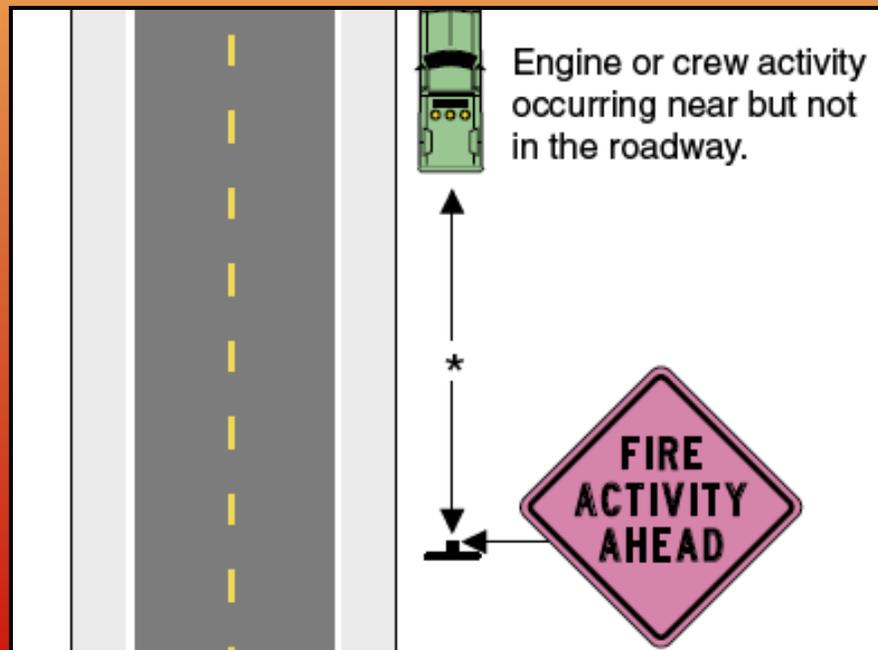


Table 1—Spacing for advance WARNING signs

Speed limit or prevailing approach speed (miles per hour)	Distance from the intersection (feet)
Less than 15	At or near intersection
15 to 25	100
30 to 40	100 to 200
Over 45	200 minimum

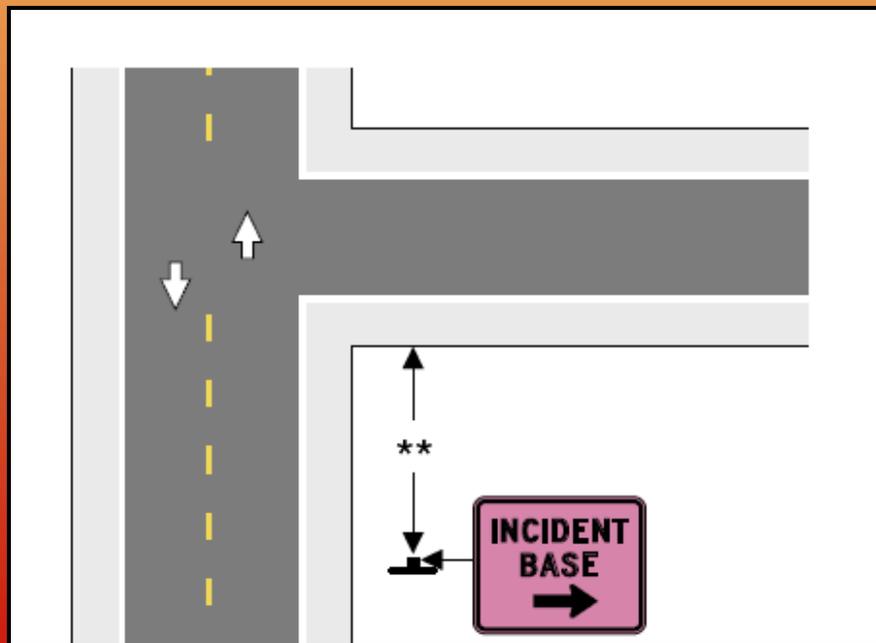
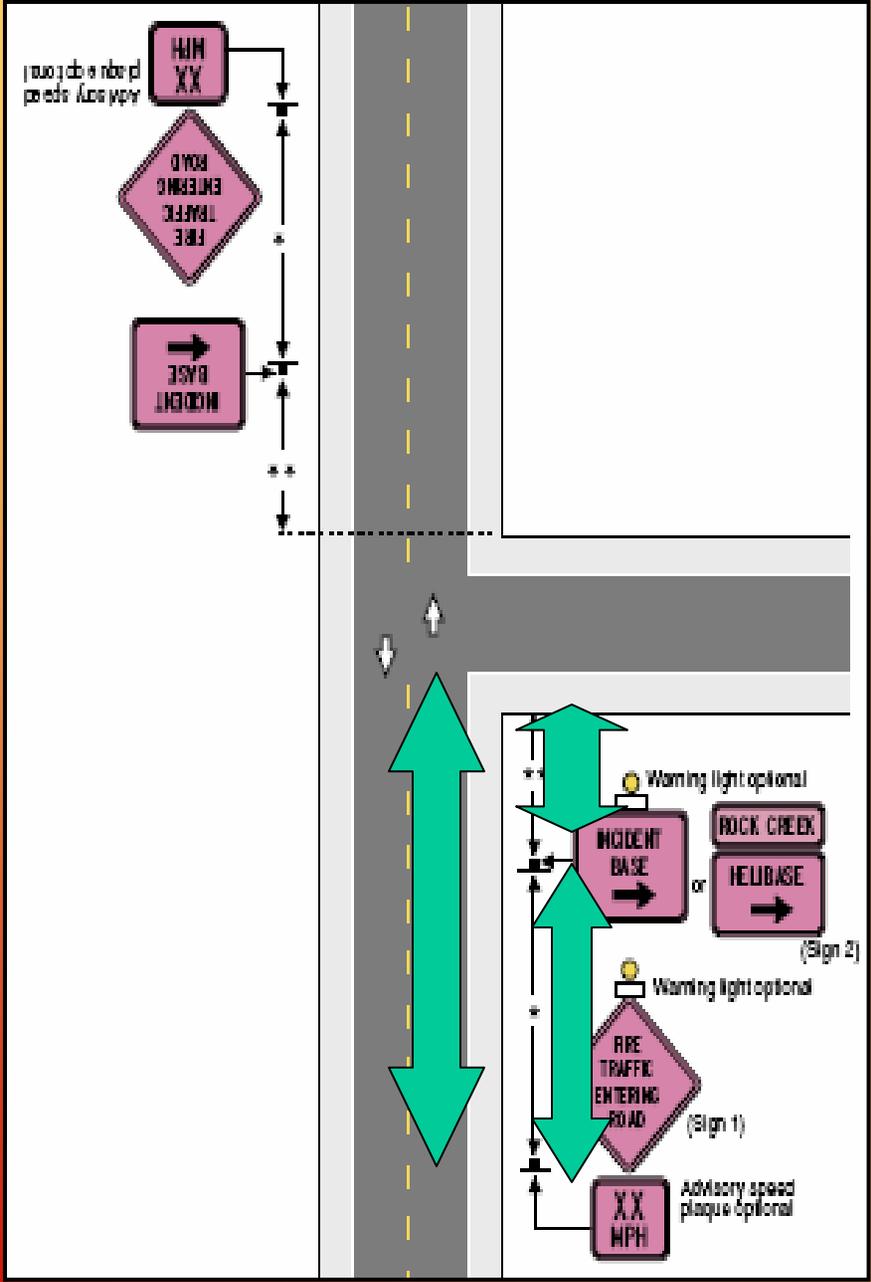


Table 2—Spacing for advance GUIDE signs



Drop Point Signs

Direct incident personnel to “Drop Points”



Use the single DROP POINT sign for individual drop points.

If drop points are accessed only from one direction, signs may be needed only on that side of the roadway.

Drop Point Signs

Use the multiple DROP POINT sign for several drop points at a single intersection.



Flagging situations



States require certified flaggers
MUTCD requires ppe

QUESTIONS ???



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