Diagram 1 - Shoulder Assistance

1. Notify K. C. Scout
2. Turn on the emergency directional flashers and top rear facing strobe lights.
3. Pull to the shoulder and stop approximately 40 feet (1 skip) or as safely as circumstances permit.
4. Turn wheels away from traffic.
5. Turn on arrow board in the 4-corner mode. If strobes are interfering with visibility, turn off the strobe light.
6. Approach the vehicle on the side away from the traffic.
7. If assistance is necessary, set a three cone taper behind the MA truck and cones along the edge of pavement up to the motorist vehicle.
8. Perform the assist.
9. Load the cones starting with the furthest downstream cones.
10. Leave the scene after the subject, if possible. Remember to turn off the arrow board before leaving.
11. Directional flashers and top strobe lights should not be turned off until the truck is safely in the traveling lane and has reached the safe speed.

Note: This layout and notes are presented as a guideline only. It cannot be used for all situations.
Diagram 2 - Lane Closure; 2 MA Trucks

1. Notify the shift supervisor and K. C. Scout.
2. Call for additional operator or law enforcement assistance.
3. On the approach to the incident, turn on the rear facing emergency directional flashers and top rear facing strobe lights.
4. Turn on the arrow board, and display the appropriate signal. If strobes are interfering with visibility, turn off the strobe lights.
5. When both MA trucks are present, operator #1 should position the truck to protect yourself and the driver. The distance between the MA truck and the incident should be a minimum of 80’ (2 stripes & 2 skips)
6. Turn wheels away from traffic.
7. Place cones from the front bumper up to the incident every 40’ (1 stripe & 1 skip).
8. Operator #2 should position the second truck on the line between the shoulder and the blocked travel lane using the appropriate arrow signal.
9. Turn wheels away from traffic.
10. Operator #2 should place cones 40’ (1 stripe & 1 skip) apart behind the first MA truck to create a buffer and transition zone as shown. Work from the truck to the shoulder facing traffic. Flares can be added for emphasis.
11. Approach and assist the motorist on the side away from traffic.
12. Assist the motorist.
13. After the vehicle is relocated, move MA truck #1 forward to the downstream cones.
14. Both operators should load the cones beginning with the cones furthest downstream and work facing traffic to the MA truck. Use the truck to protect yourself from oncoming traffic.
15. Both operators should turn off arrow boards and leave the scene at the same time.
16. Directional flashers and top strobe lights should not be turned off until the truck is safely in the traveling lane and has reached a safe speed.

Note: This layout and notes are presented as a guideline only. It cannot be used for all situations.
1. Notify the shift supervisor and K. C. Scout
2. Call for an additional operator or law enforcement assistance.
3. On the approach to the incident, turn on the rear facing emergency directional flashers and top rear facing strobe lights.
4. Turn on the arrow board, and display the appropriate signal. If strobes are interfering with visibility, turn off the strobe lights.
5. When both MA trucks are present, operator #1 should position the truck to protect yourself and the driver. Distance between the MA truck and the incident should be a minimum of 80’ (2 stripes and 2 skips). Turn wheels away from traffic.
6. Place cones from the front bumper up to the incident every 40’ (1 strip and 1 skip).
7. Operator #2 should position the second truck on the line between the shoulder and the blocked travel lane using the appropriate arrow signal.
8. Operator #2 should place cones 40’ (1 stripe and 1 skip) apart behind the first MA truck to create a buffer and transition zone as shown. Work from the truck to the shoulder facing traffic. Flares can be added for emphasis.
9. Approach and assist the motorist on the side away from traffic.
10. Assist the motorist.
11. After the vehicle is relocated, move MA truck #1 forward to the downstream cones.
12. Both operators should load the cones beginning with the cones furthest down stream and work facing traffic to the MA truck. Use the truck to protect yourself from on-coming traffic.
13. Both operators should turn off arrow boards and leave the scene at the same time.
14. Directional flashers and top strobe lights should not be turned off until the truck is safely in the traveling lane and has reached a safe speed.

Note: This layout and notes are presented as a guideline only. It can't be used for all situations.
1. Do not attempt to shut down traffic with one MA truck.
2. Turn on the rear facing emergency directional flashers and top rear facing strobe lights.
4. In high speed conditions - call the appropriate law enforcement agency for additional traffic control. In congested conditions with slow speeds - when both MA trucks are present, the operators should turn on the arrow board with the appropriate signal and operator #1 should position the truck near the gore point and operator #2 in the left lane.
5. Place cones diagonally from tip of gore to the lane line using 6 cones for the 120 foot lane taper. Place cones on the lane line at 40 foot spacings in the 200 foot section. Place cones diagonally from the lane line to the shoulder using 6 cones for the 120 foot lane taper. Additional cones may be used to decrease space between the cones. Flares may be used between the cones to emphasis the taper.
6. If the incident is major, traffic control should follow the procedures in the Traffic Control for Field Operations Manual.
7. Once the incident is cleared, both operators should pick up cones from the ramp gore to the opposite shoulder. Use the vehicle to protect yourself from on-coming traffic.
8. Turn off the arrow board and leave the scene at the same time.
9. Directional flashers and top strobe lights should not be turned off until the truck is safely in the traveling lane and has reached the safe speed.

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1. Verify that there is an obstruction in the lane of traffic.
3. Call for assistance - MA operators (a minimum of 3 trucks are needed) and/or law enforcement assistance. Call for Maintenance support if necessary.
4. MA operators will organize together no less than 1 mile upstream from where the obstruction lies.
5. Planning and coordinating will take place on the shoulder or ramp before approach is made.
6. On the approach to the incident, turn on the rear facing emergency directional flashers and top rear facing strobe lights.
7. Turn on the arrow board and display the appropriate signal. If the strobes are interfering with the arrow visibility, turn off the strobe lights.
8. On the approach, within the 1-mile distance, all MA trucks will slow traffic gradually.
9. #1 truck will be in the lane blocked by the obstruction.
10. #2 truck will be in the lane adjacent from #1 truck to ensure traffic remains outside of the work area.
11. #2 truck shall be no further than #1 trucks’ back bumper.
12. #3 truck is following no more than 650 ft. (17 stripes) from #2 truck on the shoulder edge line in the lane.
13. All operators shall turn off arrow boards and leave the scene at the same time.
14. Directional flashers and top rear strobe lights should not be turned off until the truck has reached a safe speed.

Note: Upon establishing the stationary positions, #1 truck operator shall remove debris either to the shoulder or by loading it on the truck.

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