



Protect The Queue

Talking TIM Webinar Series
November 20, 2019

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TDOT Traffic Operation Division







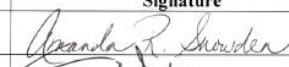

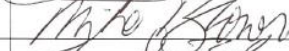
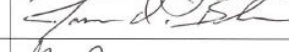










TDOT Standard Operating Guideline 6303-01

| Tennessee Department of Transportation | |
|--|--|
| Division of Traffic Operations | |
| Standard Operating Guideline (SOG 6303-01) | |
| Effective Date: 11/01/2014 | |
| Title | Signature |
| Region 1 Operations Director |  |
| Region 2 Operations Director |  |
| Region 3 Operations Director |  |
| Region 4 Operations Director |  |
| Headquarters Traffic Operations Director |  |
| TDOT Maintenance Division Director |  |
| Protect the Queue- (SOG 6303-01) | |
| Purpose: | Standard Operating Guideline (SOG 6303-01) is intended to provide guidance and recommended best practices to field incident management and operations personnel while protecting the traffic queue on Tennessee Interstate and State Routes. |
| Description: | The work in highway incident response, arrival, recovery, clearance and termination consists of proper and safe traffic control at the incident scene and the areas affected by traffic movement and operation of vehicles approaching, passing, re-directed or otherwise affected by activities causing a disruption of safe travel through the incident scene. |
| Scheduling: | Activities relating to protecting the traffic queue shall occur on an as needed basis as determined by incident responders and incident command. TDOT staff assigned specially equipped "Q" trucks will be dispatched to incident scenes to establish queue protection at a reasonable location upstream of the end of the queue. |

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Revised 10-17-2014

SOG 6303-01

Protect The Queue Training



Protect The Queue Training

- **TIM Responder Training**
- **NIMS Course ICS-100**
- **NIMS Course IS-701**
- **NIMS Course IS-200**
- **NIMS Course IS-800**

Dispatching Procedure





Queue Truck - Class 1



- Full size pick ups
- Arrow Board
- Strobe Lights
- Reflective Markings

Queue Truck - Class 2



- Heavy Duty, Single Axle Truck

- Message Board / Arrow

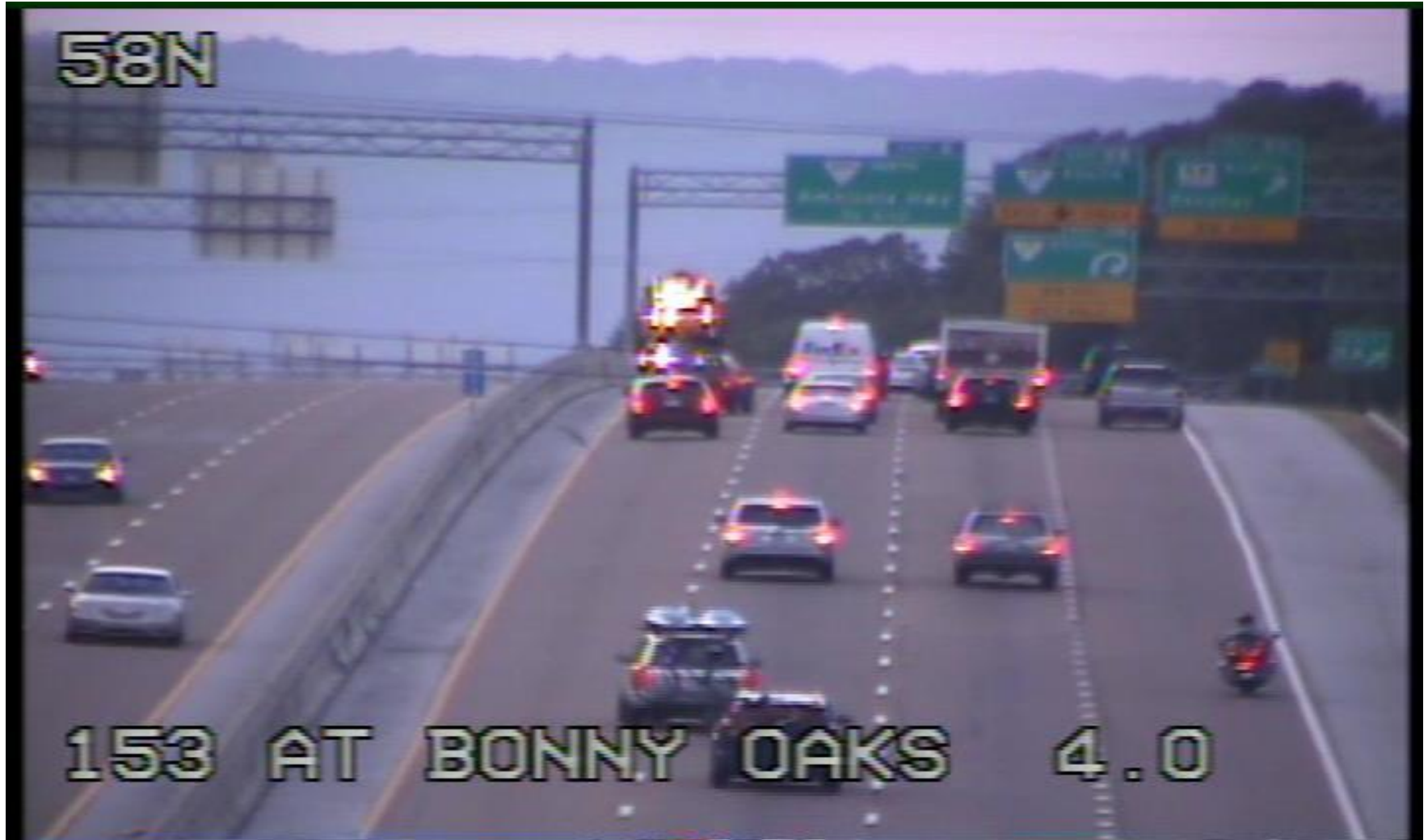
- Attenuator



Recommended Guidance

- **Use Shoulder or closed lane**
- **Use appropriate light discipline**
- **Create buffer zone $\frac{1}{4}$ mile from end of queue**
- **Leap Frog as necessary**

Positioning



Positioning



Communication with the TMC



Troopers and Uniformed Officers



Special Provision - TDOT SP-712-PTQ

- Minimum one queue truck per direction
- One additional truck in reserve
- Training Requirements
- Reporting standards

SP712PTQ SP712PTQ
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STATE OF TENNESSEE
Rev. 10-9-17 January 1, 2015

SPECIAL PROVISION
REGARDING
TRAFFIC QUEUE PROTECTION

Description: When construction activities are performed on control-access or limited access facilities, the Contractor shall pursue efforts for the protection of traffic queues caused by project operations and clearly demonstrate adequate good faith efforts as described herein. The queue protection truck is expected to alert motorists (inside or outside of project limits) of all stopped traffic caused by construction activities or incidents within the project limits.

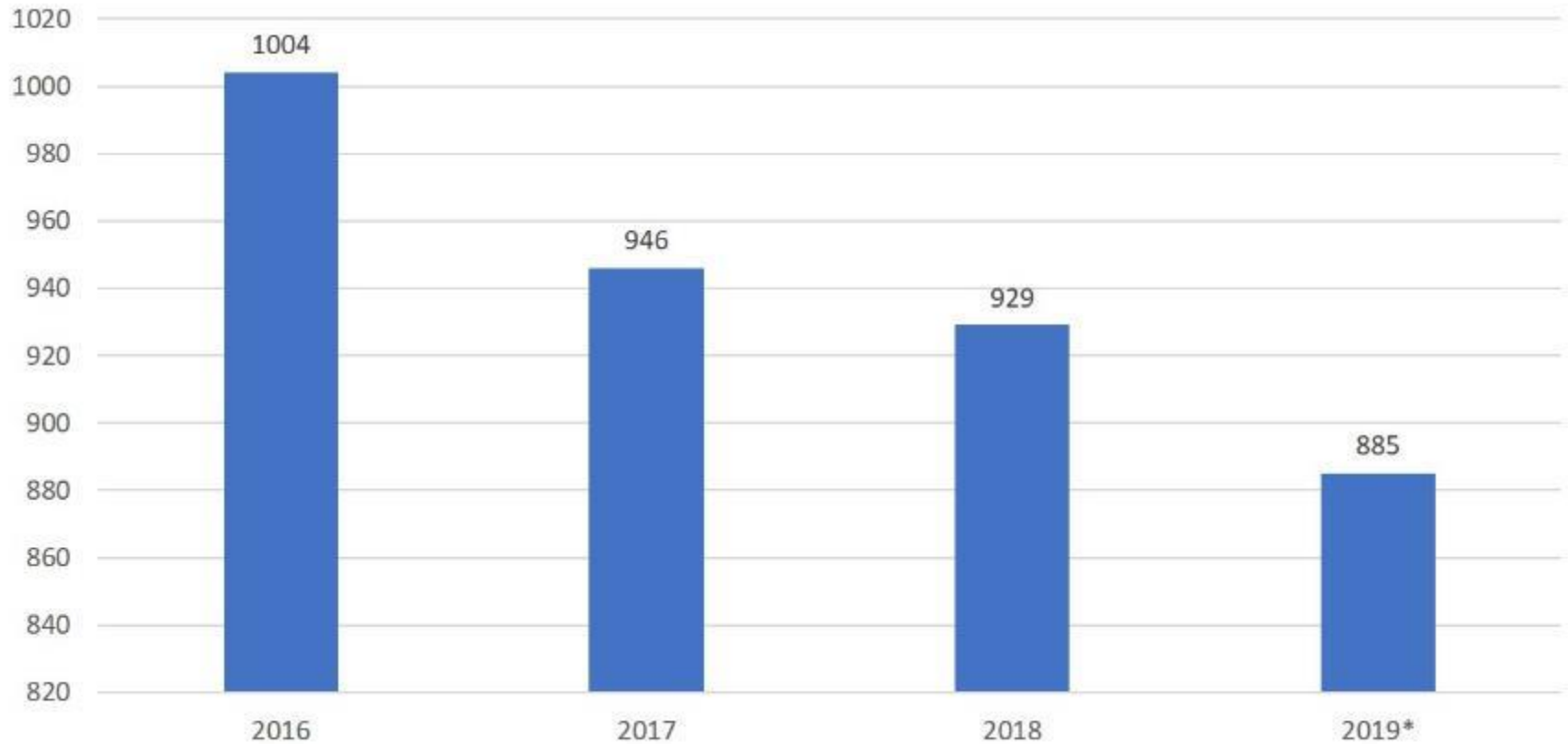
Equipment: The contractor shall provide a minimum of one (1) queue protection truck for each traveling direction where traffic flow is reduced. One (1) additional queue protection truck shall be onsite in reserve. The system deployed must fulfill the following minimum requirements:

1. A truck mounted attenuator that meets or exceeds NCHRP TL-3 requirements.
2. Four (4) round yellow strobe lights (with auto-dimmers) positioned rear facing.
 - Two (2) mounted under rear bumper
 - Two (2) mounted at cab level
3. One (1) standard cab mounted light bar.
4. A truck mounted message board with a minimum of 3 Lines and 8 Characters per line.
5. Four Hour National Traffic Incident Management (TIM) Responder Training for Queue Truck Operators.

Maintenance of Traffic: The following procedures will be followed until free flow traffic conditions are present:

- The queue protection truck shall be positioned no further than 1/2 mile upstream from the back of the slow moving traffic.
- The queue protection truck shall be positioned on the shoulder and clear of the traveled way so as not to impede traffic.
- The queue protection truck shall relocate as needed to maintain approximately 1/2 mile distance from the back of the slow moving traffic.
- The 2nd queue protection truck shall be held in reserve, on site, and

Statewide Secondary Incidents



Source: Tennessee Department of Safety and Homeland Security; TITAN



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