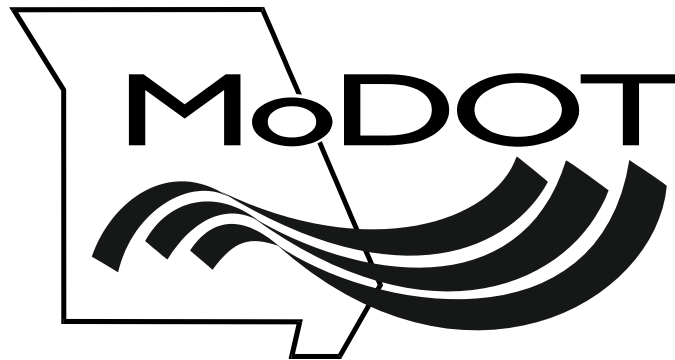


# APPENDIX II

January 2012



## INCIDENT RESPONSE PRIORITIES

## **PRIORITIZING INCIDENT RESPONSE**

Once the incident situation has been evaluated, a determination should be made on the response priority of the incident based on established priority levels.

**PRIORITY 1:** Urgent. Respond as soon as possible (day or night, weekends or holidays), suspending other lower priority work, if necessary. Represents an immediate hazard to the public.

**PRIORITY 2:** Response should be accomplished as soon as practical during normal working hours, suspending other lower priority work if necessary. Either the condition represents a potential safety concern or the feature is not performing as intended.

**PRIORITY 3:** Response should be accomplished with a higher urgency than routine maintenance.

**LANE CLOSURE NOTIFICATION:** When a lane is closed thirty (30) minutes or more a lane closure notification is required.

The following priority listing has been established as a guideline for districts to use when responding to incidents. Deviations from these response priorities should be documented with reasons for not following the established guidelines. Individual responders must be allowed to exercise discretion and good judgment, based on existing conditions and circumstances surrounding the incident.

An incident may require response at all three priority levels with only a portion of the work being emergency in nature. **EXAMPLE:** A large accident with significant structural damage to a bridge, a light pole knocked down off the roadway, a guide sign knocked down and damage to landscape plantings.

	PRIORITY 1	PRIORITY 2	PRIORITY 3
<b>PRIORITIES ARE GUIDELINES AND MAY BE UPGRADED IF PRIMARY CONTACT DEEMS NECESSARY</b>	Urgent. Respond as soon as possible (day or night, weekends, or holidays) suspending other lower priority work if necessary. Represents an immediate hazard to the public.	Response should be accomplished as soon as practical during normal working hours, suspending other lower priority work if necessary. Either the condition represents a potential safety concern or the feature is not performing as intended.	Response should be accomplished with higher urgency than routine maintenance.
<b>LANE CLOSURE NOTIFICATION:</b> When a lane is closed one (1) hour or more a lane closure notification is required.			
<b>ATTENUATORS</b>			
ACCIDENT DAMAGE		Emergency Repair	Permanent Replacement
<b>BRIDGE</b>			
AIRCRAFT OR NAVIGATION LIGHTS INOPERATIVE	See Lighting		
APPROACH SLAB SETTLEMENT		More than 2"	1" to 2"
DAMAGE	Inspection	Priority of Repair based on Inspection	
100 YEAR FLOOD	Implement Scour Action Plan for Scour Critical Bridges		
STREAM CHANNEL EROSION/ RESTRICTION		Scour Critical Structures	
<b>DRAINAGE</b>			
DRAINAGE – CROSSROAD/ENTRANCE	Flooding Roadway	Flooding Private Property	
<b>FLASHERS</b>	<b>(i.e., OVERHEAD, SCHOOL, SIGN BEACON, OTHERS)</b>		
FLASHER MALFUNCTION		All Other Types	School
INDICATION OUT		X	
KNOCKDOWN	On Roadway	Not On Roadway	
POWER OUTAGE	Response will depend on expected length of outage and type of installation		
SUPPORT DAMAGE	Inspection	Priority of Repair based on Inspection	
VISIBILITY (turned head, trees, weeds, snow, etc.)		Inspection	Priority of Repair based on Inspection

	PRIORITY 1	PRIORITY 2	PRIORITY 3
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<b>LANE CLOSURE NOTIFICATION:</b> When a lane is closed one (1) hour or more a lane closure notification is required.			
<b>FREEWAY MANAGEMENT DEVICES</b>			
PERMANENT DYNAMIC MESSAGE SIGNS INOPERATIVE		X	
TRAFFIC MONITORING CAMERAS INOPERATIVE			X
<b>HIGHWAY INCIDENTS</b>			
ALL ROUTES RESULTING IN LANE CLOSURES AND/OR CONGESTION ISSUES	As Requested By Law Enforcement Or Other Public Safety Agency In Command And In Collaboration With MoDOT Primary Contact		
<b>LIGHTING</b>			
AIRCRAFT OR NAVIGATION LIGHTS INOPERATIVE		X	
KNOCKDOWN	On Roadway	Not On Roadway	
LUMINARIE MALFUNCTION			X
POWER OUTAGE			Inspect After Power Restoration
STRUCTURE DAMAGE	Inspection	Priority of Repair based on Inspection	

	PRIORITY 1	PRIORITY 2	PRIORITY 3
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<b>LANE CLOSURE NOTIFICATION:</b> When a lane is closed one (1) hour or more a lane closure notification is required.			
<b>PAVEMENT MARKING</b>			
MISSING OR IMPROPER PAVEMENT MARKING	Creating a Traffic Hazard		
<b>PAVEMENT SURFACE</b>			
ASPHALT BLEEDING	Inspection	Priority of Repair based on Inspection	
BLOW-UPS (Pavement Explosions)	Emergency Repair		Permanent Replacement
DEAD ANIMALS (Obstructing Traffic)	X		
DEBRIS ON ROADWAY	X		
LOOSE AGGREGATE		X	
MEDIAN BARRIER DAMAGE	Inspection	Priority of Repair based on Inspection	
MUD ON PAVEMENT		X	
PAVEMENT RUTS		Greater than 4" Deep	
POTHoles / SPALLS	Greater than 4" Deep	2" Deep to 4" Deep	
RESURFACING FAILURES (Level Course or Seal coat)	X		
WATER OVER PAVEMENT (FLOOD)	Inspection	Level of Response based on Inspection	

	PRIORITY 1	PRIORITY 2	PRIORITY 3
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<b>LANE CLOSURE NOTIFICATION:</b> When a lane is closed one (1) hour or more a lane closure notification is required.			
<b>RADIO</b>			
AIRCRAFT LIGHTS INOPERATIVE (RADIO TOWERS)	See Lighting		
RADIO REPEATER, CONTROL STATION OR CONSOLE OUT OF SERVICE	In Affected Area During Emergency Event		All Other Times
<b>ROADSIDES</b>			
PESTICIDES (Over-Spray or Runoff)			X
SIGHT DISTANCE (Trees or Vegetation)		X	
TREES	Down – On Roadway	Possible Damage to Public or Private Property	
<b>SHOULDERS</b>			
EDGE DROPOFF/LOW SHOULDER (ELEVATION CHANGE BETWEEN DRIVING SURFACE AND ANY IMPROVED OR UNIMPROVED SHOULDER AREA)		Greater than 3"	2" to 3"
GUARDRAIL /MEDIAN GUARDCABLE DAMAGE		Delineate Repair Site	Permanent Repair

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<b>LANE CLOSURE NOTIFICATION:</b> When a lane is closed one (1) hour or more a lane closure notification is required.			
<b>SIGNALS</b>			
BROKEN LENS		Single Indication, Single Head	Single Indication, Multiple Head
CABINET DAMAGE	Inspection	Priority of Repair based on Inspection	
DETECTOR MALFUNCTION	Not Detecting	Always Detecting	
INDICATION OUT	Red	All Others	
INTERCONNECTION MALFUNCTION			X
MALFUNCTION OR DARK	Inspection	Priority of Repair based on Inspection	
SIGNAL HEAD DAMAGE	Inspection	Priority of Repair based on Inspection	
SUPPORT DAMAGE	Inspection	Priority of Repair based on Inspection	
VISIBILITY (turned head, trees, weeds, snow, etc.)	Inspection	Priority of Repair based on Inspection	

	PRIORITY 1	PRIORITY 2	PRIORITY 3
<b>PRIORITIES ARE GUIDELINES AND MAY BE UPGRADED IF PRIMARY CONTACT DEEMS NECESSARY</b>	Urgent. Respond as soon as possible (day or night, weekends, or holidays) suspending other lower priority work if necessary. Represents an immediate hazard to the public.	Response should be accomplished as soon as practical during normal working hours, suspending other lower priority work if necessary. Either the condition represents a potential safety concern or the feature is not performing as intended.	Response should be accomplished with higher urgency than routine maintenance.
<b>LANE CLOSURE NOTIFICATION:</b> When a lane is closed one (1) hour or more a lane closure notification is required.			
<b>SIGNING</b>			
BARRICADES (Permanent)	Inspection		Permanent Repair
GUIDE SIGNS (GREEN)			X
INFORMATION SIGNS (BLUE or BROWN)			X
OBJECT MARKERS		X	
REGULATORY SIGNS (RED or WHITE)	Stop Yield Do Not Enter Wrong Way One Way	All Others	
SCHOOL SIGNS		X	
SIGN TRUSS STRUCTURE DAMAGE	Inspection	Priority of Repair based on Inspection	
VISIBILITY (Weeds, Trees, etc.)	Stop Yield Do Not Enter Wrong Way One Way	All Others	
WARNING SIGNS (YELLOW)		X	



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<b>LANE CLOSURE NOTIFICATION:</b> When a lane is closed one (1) hour or more a lane closure notification is required.			
<b>TRAFFIC CONTROL IN WORK ZONES</b>			
<b>SAFETY DEFICIENCIES</b> (e.g., Improper flagging position and procedure; missing PPEs and devices; faulty devices and safety appurtenances; hazards; glare; improper tapers; etc.)	X		
<b>PERFORMANCE DEFICIENCIES</b> (e.g., missing pavement markings; improper device spacing, marking, and dimension; traffic congestion; inappropriate speed limits; displaced and damaged devices; etc.)		X	
<b>AESTHETIC DEFICIENCIES</b> (e.g., Leaning signs; dirty devices; bad sign covering; improper storage; CMS messaging, etc.)			X
<b>WINTER EVENTS</b>			
Winter Events	Follow EPG 133 (Snow and Ice Control and Operator's Guide for Anti-Icing)		