NORTH BERRIEN FIRE RESCUE DEPARTMENT **OPERATIONAL POLICIES**
Category: Apparatus & Driving **Policy: 09-202**
Issued: 2009, 11 Updated: **Issued By: F/C Spiegel**
Title: Emergency Incident Traffic Control

PURPOSE

All operations that occur in, on, or near roadways require specific apparatus placement practices to help insure safety for all responders and motor vehicle traffic. This policy is intended to work in conjunction with law enforcement.

SAFETY CONCERNS

When working in, on, or near roadways, all responders must understand the dangers associated the specific roadway, i.e. speeds of travel, limited visibility due to terrain, poor lighting conditions, etc.

DEFINITIONS

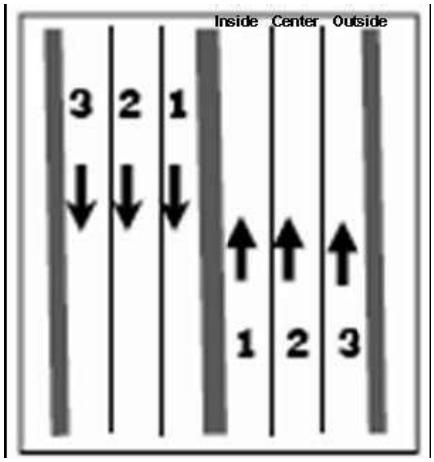
Downstream- in the direction of traffic flow beyond the incident

Upstream- in the direction of traffic flow before the incident

Work Zone- the incident scene work area maintained between "blocking" apparatus including downstream apparatus and supporting agency positioning

Fend Off Position- method of positioning apparatus at an incident that provides added protection to the scene from upstream traffic. Position the apparatus at a 45 degree angle, with the wheels pointed straight, to the flow of the roadway traffic.

Lane Identification System- Lanes may be numbered left to right with the innermost lane having the lowest numerical value (this does not include paved shoulders, but does include acceleration, deceleration or flare lanes). See example below. Center turn lanes, paved medians, and boulevards receive no numerical designation. These areas are designated as "center." Shoulders are designated by inside (against median or center guard rail) or outside shoulder (nearest the curb, outside guard rail or ditch) Other lane names may include; Medium and Driving, Passing lane and Driving Lane or Center and Shoulder lanes.



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GUIDELINE

Required Clothing

Required PPE (turnout gear, helmets, etc.) are dictated by the incident and other North Berrien Fire Rescue Department SOGs. This SOG requires members to wear ANSI 207 rated vests over clothing for increased visibility where vehicular traffic is expected or reasonably expected during the course of the emergency. The only suggested time a vest is not expected to be worn is while extinguishing a car fire.

Apparatus Positioning

Position apparatus to protect the scene, patients, emergency personnel, and provide a protected work area. Use the fend off position to direct traffic around the scene and provide the best margin of protection for personnel downstream. Considerations should be made for what tools and equipment might need to be accessed at the incident in relation to which side of the apparatus they are on when considering apparatus placement.

If incident occurs in intersection or near the middle of the street, two or more sides may need to be protected. Block all exposed sides with the most critical side being the highest priority. Utilize other agencies on scene to maximize your resources if possible.

Once on the scene of an emergency, keep warning lights illuminated. Using the light arrow stick (if equipped) to help direct traffic is required. Incidents that occur during the night, beware not to direct white lights, including headlights, when facing into traffic. Cones or flares should be used to help direct traffic. This should be done as soon as possible and expanded by second due units. Firefighters should work in pairs when placing traffic control equipment. When recovering cones, start at the down stream position collapsing the control pattern walking up stream keeping an eye on traffic at all times.

Patient Loading and Emergency Operations

When parking apparatus to protect the scene, remember to protect the work zone also. The work zone must be protected so patients can be extricated, treated, moved about the scene, and loaded for transport safely. Once enough fire apparatus arrive and they have blocked the scene, all other units should park or stage out of traffic (on the shoulder or level 2 staging).

Traffic Control Measures

The length of the taper for flare/cone patters should be calculated by multiplying the speed of the highway time 10 (45 mph x 10 = 450 feet). There may be times when that flare needs to be increased based on scene dynamics.

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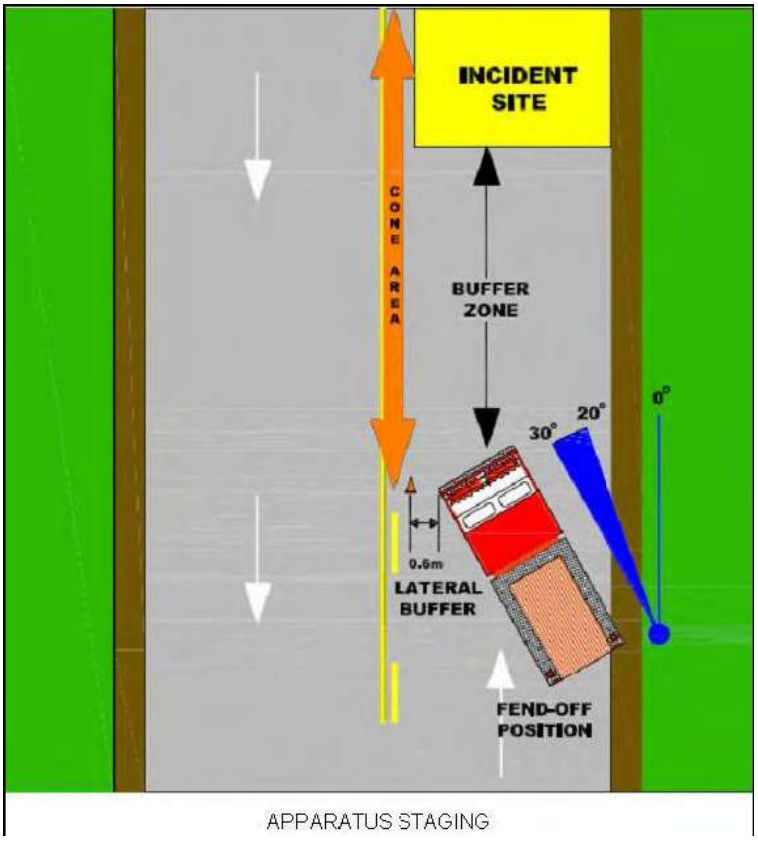

APPARATUS STAGING

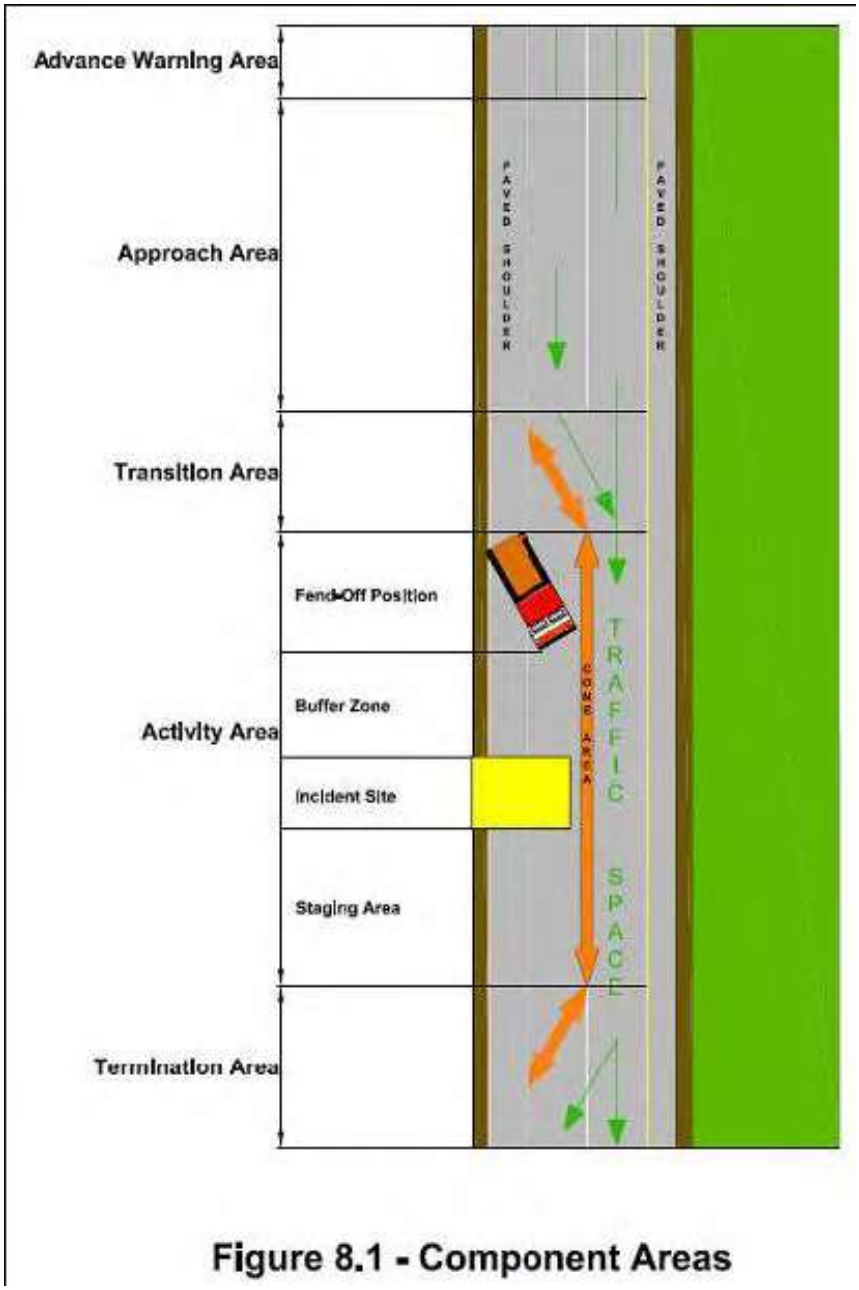

Figure 8.1 - Component Areas

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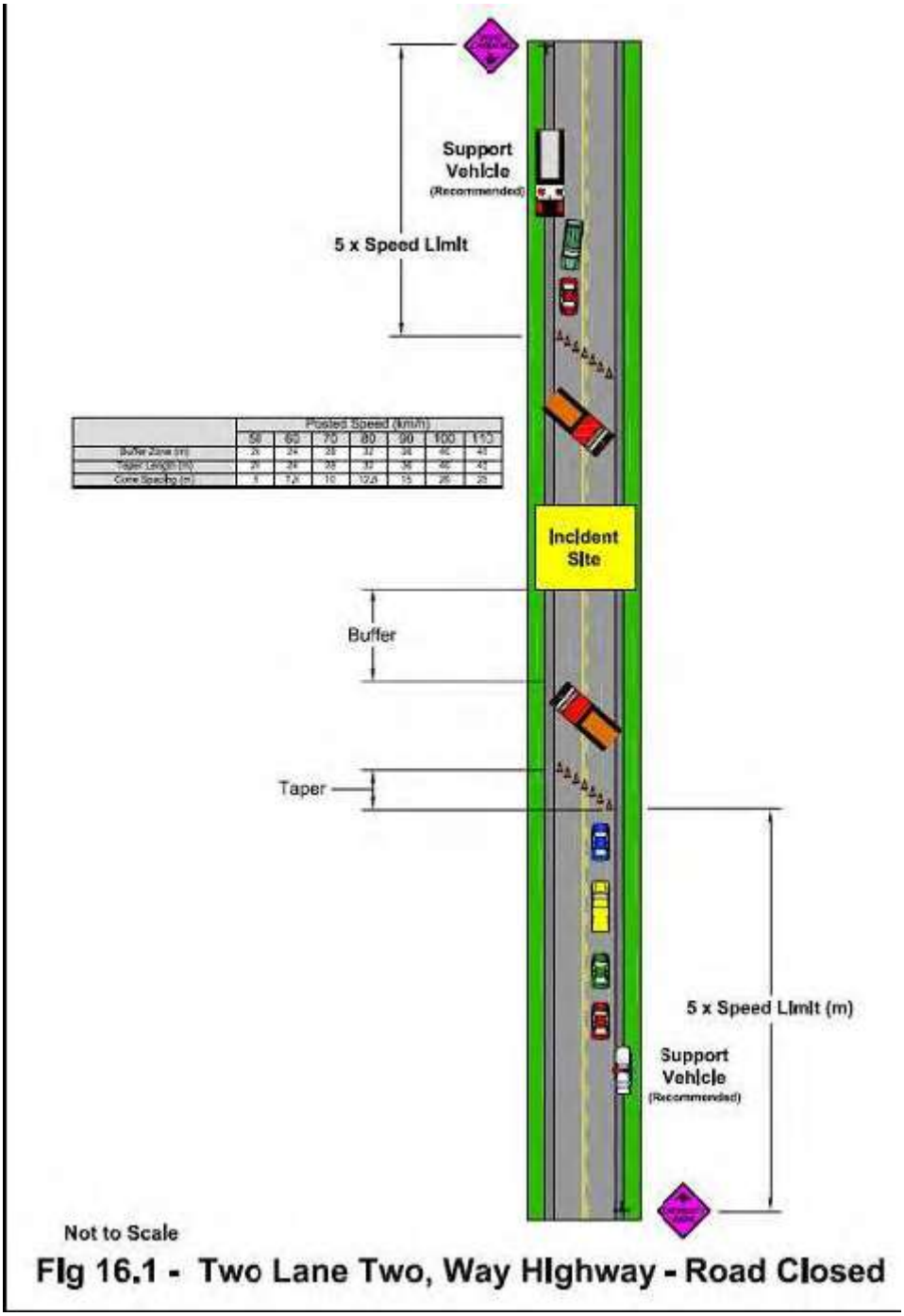
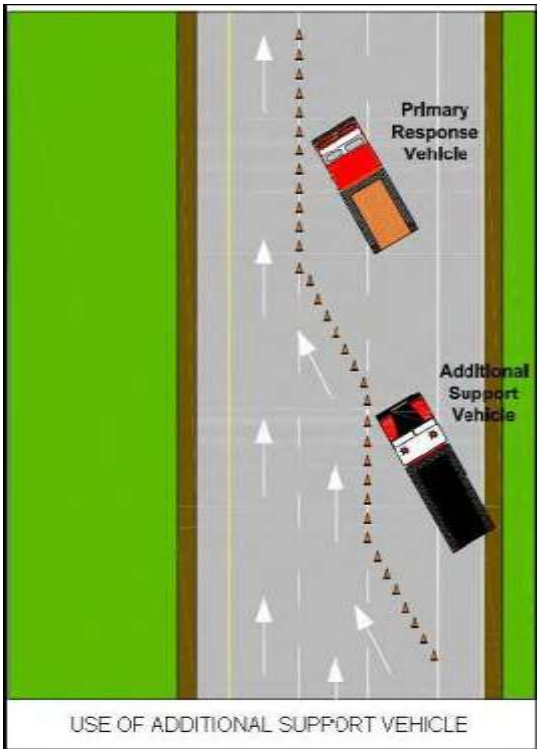
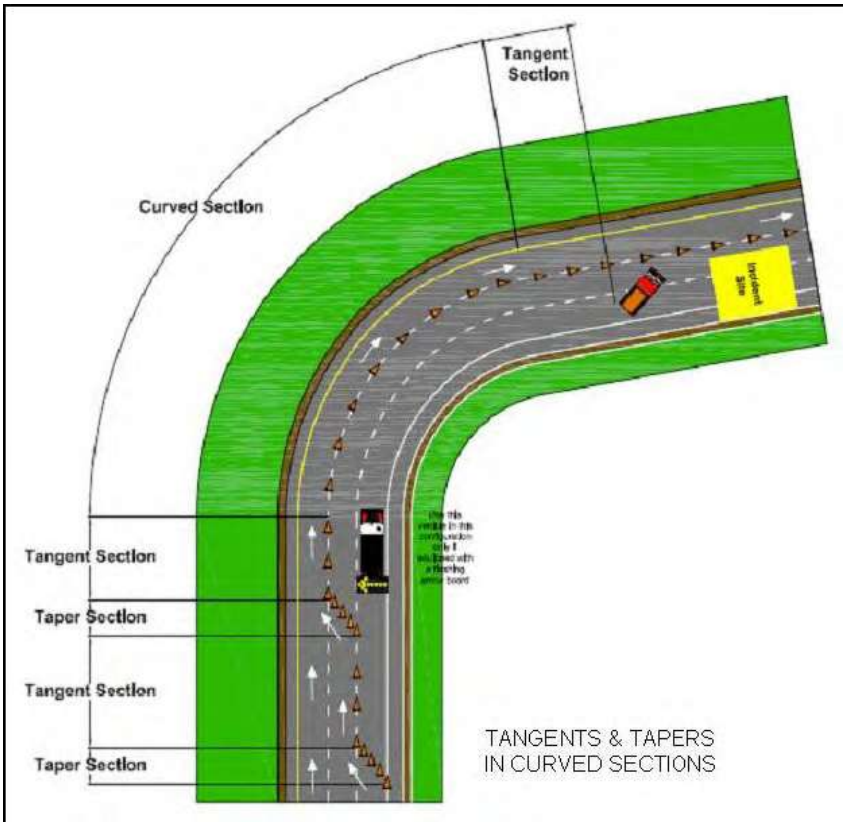


Fig 16.1 - Two Lane Two, Way Highway - Road Closed



USE OF ADDITIONAL SUPPORT VEHICLE



TANGENTS & TAPERS IN CURVED SECTIONS