

Central Joint Fire District

Standard Operating Procedure



Central Joint Fire District

SUBJECT: Roadway Incident Safety

SOP Number: 415C
Effective Date: 2/26/11
Revised Date:
Approved:

PURPOSE

It is the purpose of the Roadway Incident Safety Standard Operations Guideline to promote a safe working environment to the members of the Central Joint Fire District, mutual aid companies and law enforcement agencies who are assisting at the scene of an emergency, to provide protection to those who are working at the scene and those who are being treated at the scene, and to properly manage the flow of traffic to reduce congestion and safe travel around the emergency incident scene. While it is the duty of law enforcement to control traffic at the scene of these emergencies, members of the Central Joint Fire District will also perform these tasks to provide for the safety and security of those at the scene.

APPARATUS RESPONSE

The first arriving apparatus will be used to block the scene from oncoming traffic. The apparatus will be parked upstream from the incident work area, and will be angled to provide safety to those working on the scene. The first arriving apparatus shall be positioned in a manner that not only protects those working at the scene, but also allow for a continued flow of travel of vehicles if possible. Collaborative efforts must be made with law enforcement to maintain the flow of traffic. Initial operations will then be performed by the crew of the first arriving apparatus.

While the second arriving apparatus is en route per the CJFD apparatus response order, the Incident Commander shall be contacted by the officer of the responding apparatus to advise that the vehicle is responding and request where the IC wants the apparatus placed. The IC or his or her designee shall advise the second arriving apparatus either a block left or block right positioning. The IC or his or her designee shall also advise if they believe the Emergency Scene Ahead (ESA) sign shall be placed upon arrival to the scene.

In the event of a major roadway incident that requires the use of multiple pieces of apparatus, the IC or his or her designee shall provide the same information to the other responding apparatus.

During daytime operations, all emergency lights shall be left on to warn approaching vehicles of the emergency and for the protection of emergency responders. During operations in low light situations, emergency vehicle lights shall be limited to those facing approaching traffic to prevent distraction to emergency responders. All emergency responders shall exit the apparatus away from traffic if possible and be diligent to close compartment and apparatus doors that face traffic.

All emergency responders shall wear department issued ANSI-compliant retro-reflective safety vests while on scenes of motor vehicle accidents and other roadway incidents that are not involving fire suppression.

USE OF TRAFFIC WARNING DEVICES

When the IC or his or her designee advises responding apparatus that warning devices will need to be deployed, the emergency responders who are deploying these devices must be diligent and mindful of the traffic around them. It is advised that two (2) emergency responders be used to deploy these

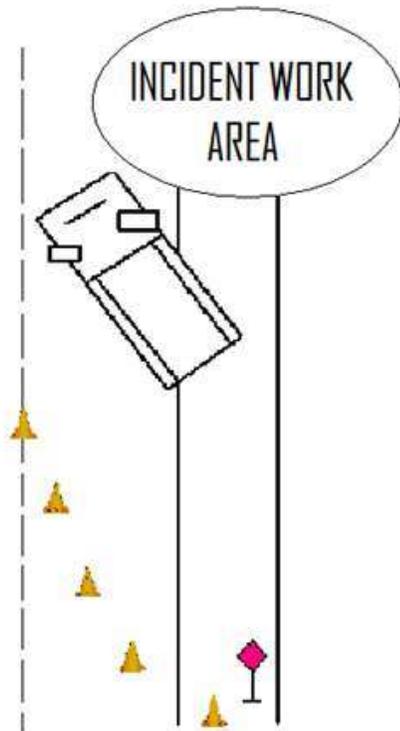
devices, one for the deployment and the other as a spotter to watch traffic. The workers deploying these devices shall wear ANSI-compliant safety vests and helmets at all times, as well as maintain radio contact with the IC. An Emergency Scene Ahead (ESA) sign shall be placed on the outside edge of the roadway on the side of the emergency approximately 150 feet behind the work area. The legs of the ESA sign shall be fully extended and the flags shall be placed on top the sign. Orange traffic cones shall then be placed approximately every 25-50 feet in a tapered formation to guide traffic away from the incident. During low-light operations, flares may be used to substitute or act as an addition to the cones. The flares may be placed in-between cones, but never on the cones.

INCIDENT TERMINATION

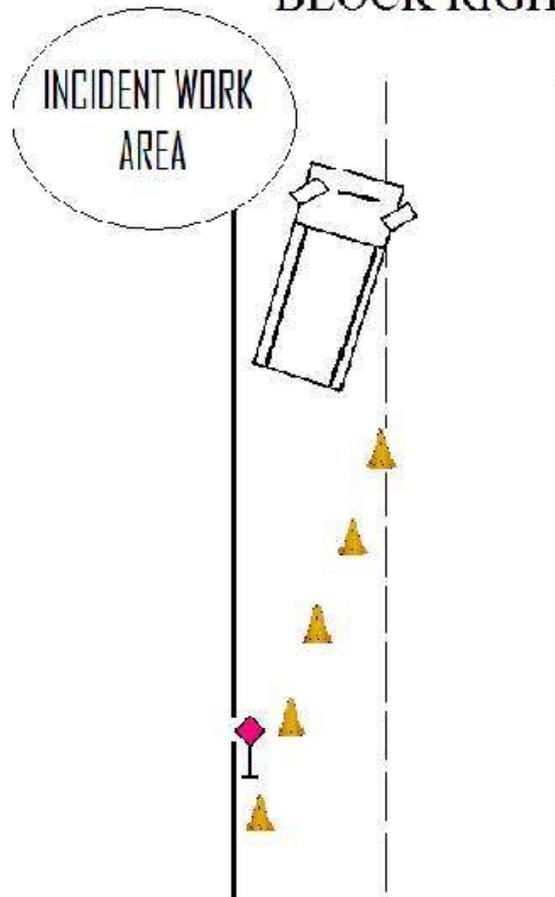
When an incident has been terminated per the IC or his or her designee, two emergency responders shall be used to remove the traffic warning devices. The traffic warning devices shall be removed in the reverse order that they were placed, with the devices closest being removed first and the ESA sign to be removed last. This ensures that the lane of traffic is not opened to oncoming traffic before the emergency apparatus is removed from the scene.

APPENDIX

BLOCK LEFT



BLOCK RIGHT



BLOCK LEFT- The apparatus is placed so traffic is tapered to the left of the incident scene. The officer's door is closest to the incident work area in this positioning.

BLOCK RIGHT- The apparatus is placed so traffic is tapered to the right of the incident scene. The officer's door is closest to the flow of traffic in this positioning.

INCIDENT WORK AREA- The area where the majority of the emergency work is taking place, including but not limited to extrication and patient care

TRAFFIC WARNING DEVICES- Any tool used in the direction of traffic, including but not limited to then Emergency Scene Ahead (ESA) sign, road flares, traffic cones, and traffic direction flashlights.