

West I-10 Fire Department

Standard Operating Guidelines

Title: MVA Response to Major Roadways

Section: Operations

SOG #: OPS-26

Effective Date: 02/01/2014

Revision# 01

Positions Effected:

- Administrative
- Volunteer
- Day Crew
- EMS

Fire Chief Approval

Board President Approval

26.01 Purpose

The purpose of this guideline is to provide for the safety of firefighters, customers and other emergency responders on the scene of motor vehicle collisions and other incidents on major roadways and roadsides. This is achieved by moving road users reasonably safely and expeditiously past or around traffic incidents while reducing the likelihood of secondary traffic collisions.

26.02 Scope

This policy applies to all West I-10 Fire Department personnel responding to a major roadway incident.

26.03 Policy

All calls for service on major roadways will have at least two apparatus or units dispatched to ensure quality care is delivered with a safe working zone established. Should additional apparatus be needed they can be called for by the Incident Commander.

Anytime West I-10 Fire Department personnel operate on major roadways, a Temporary Traffic Control Zone (TTCZ) will be established to provide early notification for drivers and safe work-zones for responders. A TTCZ encompasses five distinct components that need to be used:

- Advanced Warning Area – The initial section of roadway where drivers are alerted of upcoming emergency operations.
- Transitional Area – Road area where drivers are redirected from normal path using channelizing devices such as cones, flares, and signs.
- Buffer Zone – Area of roadways that normalizes traffic movement prior to passing the emergency scene.
- Incident Space – Protected area of roadway where the work is being performed.
- Termination Area – Road space used to return drivers to their normal path ensuring they are well past the Incident Space.

Apparatus emergency lighting should be maintained to alert other driver of emergency scene. White lighting such as headlights and scene lights should be limited. Light towers should be extended high enough to attempt to cast light down on the emergency scene rather than broadly out. All apparatus doors should be closed so side scene lights don't blind passing drivers.

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26.04 Apparatus Placement

- For vehicle fire response, effort should be made to position the pump panel away from traffic flow to protect engine operator.
- Never block access to the scene for later-arriving emergency vehicles.
- Whenever possible, ambulances should be positioned so that loading doors are in the “Incident Space” to shield patients and responders from oncoming vehicles.
- Attempts should be made to place the first arriving apparatus in a manner that reduces the chance of it being struck by oncoming vehicles, shields responders and the work area, and allows for effective deployment of equipment and resources.
- The second apparatus arriving will establish “Advanced Warning Area” approximately 250 or more feet prior to the first apparatus. Should overpasses, curves, or traffic make the distance inappropriate the Company Officer may adjust the distance as needed or add additional apparatus. Traffic Advisors should be set appropriately.
- If passable there should be one person assigned to act as a lookout. Preferably this person will be staged in an apparatus. The person should watch for hazards and vehicles disregarding TTCZ devices. Several short air-horn blasts should be sounded to alert working crews of possible danger.

26.05 Personnel on Scene

- Prior to arrival of a roadway incident firefighters will don their bunker gear and ensemble or ANSI / ISEA 207-2006 compliant safety vest and helmet prior to dismounting truck. When possible, firefighters should exit the truck opposite to the traffic flow.
- Firefighters on scene should be wary of walking between blocking apparatus and traffic, especially at night. They stay on the protected side of apparatus and use great caution should the need arise to go to the non-protected side. The use of a spotter should be considered if the firefighter’s attention will not be fully on watching traffic.
- When possible have an emergency vehicle block between traffic and any personnel deploying channelizing devices.
- Generally, fire personnel should not be used as traffic flaggers. That is a task better left for Law Enforcement.

26.06 Terminating the Scene

- TTCZ devices should be left in place for the duration of West I-10 Fire Department emergency involvement in the scene. If fire apparatus plan to clear the scene leaving other first responders behind it is imperative that the Incident Command make contact with other responders on scene to communicate that our resources will be leaving. If possible and practical, consider leaving the TTCZ in place if needed by others by checking availability on scene.
- If a shadow vehicle is available channelizing devices can be picked up from the Advanced Warning Area end and continue toward to Incident Space.
- If no shadow vehicle is available, personnel should pick up devices from the Incident Space to the Advanced Warning Area. This is risky and personnel should keep their face to traffic and consider using a spotter.

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26.07 Definitions

- Channelizing Device – Cones, flares, signs, traffic
- TTCZ – Temporary Traffic Control Zone
- ANSI / ISEA 207-2006 – compliant safety vest

26.08 Procedures

- First Apparatus to Arrive
 - Go to scene and park in order to protect “Incident Space”.
 - Driver to place cones in order to establish “Buffer Space” and “Termination Area”
 - Adjust white lights and provide for scene lighting.
 - Assess need for additional apparatus.
- Second Unit or Apparatus to Arrive
 - Stage approximately 250’ prior to the first apparatus to establish “Advance Warning Area”.
 - Deploy cones to establish “Transitional Area” that connects with “Buffer Space”.
 - If possible there should one person assigned to act as a Look Out; preferably this person will be staged in an apparatus. The person should watch for hazards and vehicles disregarding the TTCZ.

Temporary Traffic Control Zones (Refer to Figure **26.08.01** and **26.08.02** below)

This is the basic common points of a TTC zone. The MUTCD defines a TTC zone as:

- A “TTC zone” is an area of a highway where road user conditions are changed because of a work zone, or an incident zone, or a planned special event through the use of TTC devices, uniformed law enforcement officers, or other authorized personnel.
- A “work zone” is an area of a highway with construction, maintenance, or utility work activities. A work zone is typically marked by signs, channelizing devices, barriers, pavement markings, and/or work vehicles. It extends from the first warning sign or high-intensity rotating, flashing, oscillating, or strobe lights on a vehicle to the END ROAD WORK sign or the last TTC device.

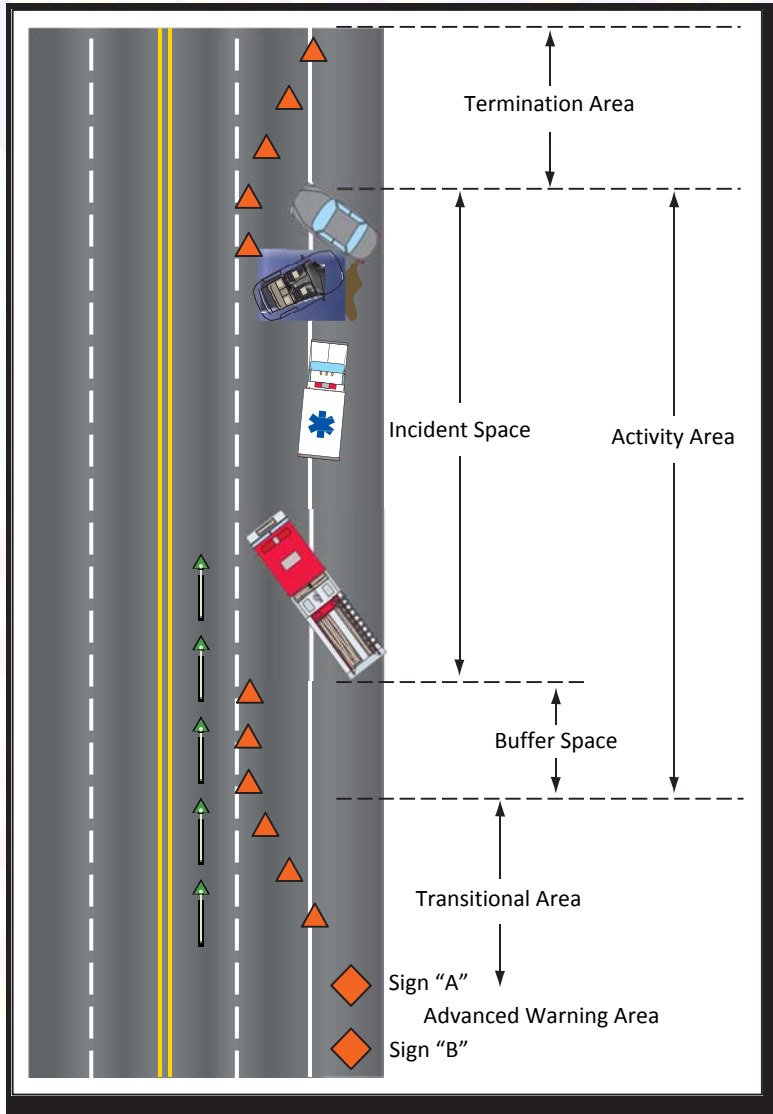
An incident zone is an area of a highway where temporary traffic controls are imposed by authorized officials in response to a traffic incident. It extends from the first warning device (such as a sign, light, or cone) to the last TTC device or to a point where road users return to the original lane alignment and are clear of the incident.

REFERENCES

- A. Traffic Incident Management Systems FA-330 / March 2012
- B. Emergency Vehicle Safety Initiative FA-272 / August 2004
- C. Dicke Temporary Traffic Control Pocket Reference Guide

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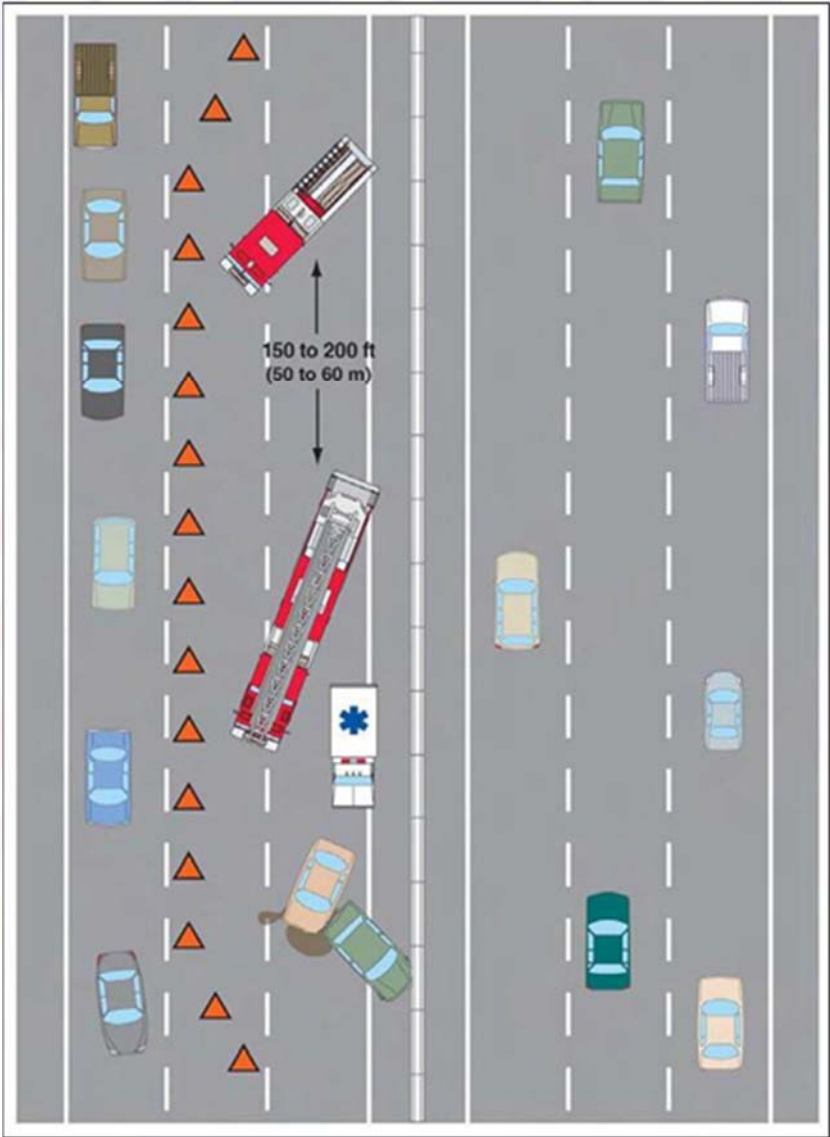
Figure 26.08.01 – The typical parts of a TIMA



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Figure 26.08.02 – The typical parts of a TIMA



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