
Traffic Incident Management System and Roadway Incidents Procedure

306.1 PURPOSE AND SCOPE

This document provides arrival and on-scene procedures for Eulesse Fire Department units operating at roadway incidents.

Corresponding Policies:

Apparatus/Vehicle Backing
Emergency Response
Fire Apparatus Driver/Operator Training
High-Visibility Safety Vests
Incident Management
Staging
Vehicle Seat Belts

306.2 FIRST FIVE MINUTES

The first arriving Eulesse Fire Department unit should:

#Contact Dispatch and provide the following information:

- Unit on-scene
- Confirm a law enforcement response if law enforcement is not yet on-scene
- Initial scene size-up
- Advise incoming units as to the best route to approach the scene, considering response time and safe operation. In some cases the best route may be from the opposite direction and/or by use of exit ramps to enter the roadway and approach the scene.
- Unit assuming incident command (IC)

The IC should:

#Perform or direct another member to perform a 360 assessment and report results to the IC. The information gathered should include, but not be limited to:

- Physical size and length of the incident including number of lanes which may have to be closed in each direction to allow for safe operation.
- Number and type of vehicles involved.
- Estimated number of victims and initial triage of severity of injury.
- Whether the incident includes electrical hazards, fire, extrication and medical treatment.

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#Consider establishing a unified command (UC), depending on the location, size and complexity of the incident.

#Locate areas for incoming units to establish a temporary traffic control (TTC) zone which should include the following:

- An advanced warning area where motorists should see that there is a roadway incident ahead.
- A transition area where motorists should be directed around the roadway incident.
- An activity area located away from the traffic path where responding personnel should be able to work as safely as is practicable.
- A termination area where motorists should be directed back into the normal flow of traffic.

#Develop an initial Incident Action Plan (IAP) based on available information and visible conditions.

#Contact Dispatch to update any information and request any required additional resources.

306.3 PROCEDURES

306.3.1 RESOURCE DEPLOYMENT

(a) Apparatus

- Whenever practicable, apparatus should be placed uphill and upwind of the incident when fire, smoke or hazardous materials including leaking fuel, is or may be present.
- Whenever practicable, apparatus should be angled on the roadway with a “block left” or “block right” to minimize exposure of the crew and Driver/Engineer to approaching traffic and maximize the safe activity area. Leave space for additional resources including but not limited to heavy rescue units and emergency medical services.
- On multi-lane roadways, the incident lane plus at least one additional lane should be blocked.
- Whenever practicable, apparatus should be positioned to minimize head lights and scene lights from interfering with the vision of motorists.
- When reasonably available, additional apparatus should be used to block traffic on higher-volume roadways.
- Apparatus traffic direction devices should be activated and apparatus placed to enhance their visibility to motorists.

(b) Personnel

- Personnel not directly exposed to fire, flame, excessive heat or hazardous materials should always wear high-visibility garments approved for roadway use.

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- Personnel should use extreme caution before opening passenger cabin and storage doors and when exiting and entering apparatus. Look for and remain alert to moving traffic.
 - Whenever practicable, personnel should avoid facing away from traffic.
- (c) Traffic Control Devices
1. Temporary traffic control devices (TCDs) should be deployed from the rear of apparatus blocking the scene toward approaching traffic to create advanced warning and transition areas as well as to buffer the incident area from the TTC zones and warn approaching motorists of the scene ahead to create, as is as reasonably possible, a safe activity area for responders.
 2. If available, an approved advance warning sign should be used to identify the advanced warning area. Whenever practicable, the sign should be located at the following distances from the transition area unless the conditions reasonably call for a shorter or longer distance:
 - Urban low speed roadways – 100 feet from the transition area
 - Urban high speed roadways – 350 feet from the transition area
 - Rural roadways – 500 feet from the transition area
 - Highways and interstates – 1000 feet from the transition area
 3. Portable traffic control devices (TCDs) should also be deployed (cones, caution lights, etc.) to separate and buffer the activity area from traffic moving through the incident and termination areas. TCD's may include, but are not limited to traffic cones, road flares and warning lights.

306.4 UNIVERSAL PRACTICES

1. Personnel should not assume a scene on a roadway is completely safe from approaching traffic. Personnel should remain aware of traffic. When reasonably practicable, a spotter or lookout should be placed between the incident area and oncoming or passing traffic when engaged in operations
2. Depending on the roadway, multiple lanes or multiple sides of the incident may need to be protected using fire apparatus, law enforcement vehicles, official vehicles from other responding agencies, Department of Transportation (DOT) vehicles or additional TCDs. Whenever practicable, have these resources in place before starting fire suppression or rescue operations.
3. Members should load patients into ambulances from within an area protected from traffic with the patient compartment doors angled away from moving traffic to protect personnel and patients from approaching motorists.
4. To reduce exposure to traffic and reduce traffic congestion, personnel, apparatus and equipment should be removed from the roadway as soon as possible.
5. The IC should ensure adequate gross decontamination is performed before breaking down the TTC zone and releasing units from any scene where personnel were exposed to potentially harmful substances, including:

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- Smoke
- Soot
- Body fluids
- Hazardous Materials

306.5 PROCEDURE DECISION TREE

