Purpose:

To provide basic operating guidelines for personnel on the scene of incidents located on roadways.

Scope:

This SOP will apply to all personnel of the Pacific Fire Protection District.

Guidelines:

Conform a plan that should be used to accomplish tasks safely, rapidly, and efficiently.

Definitions:

1. **Advance Warning-**notification procedures that advise approaching motorist to transition from normal driving status to temporary emergency traffic control measures ahead of them.
2. **Block-**position a fire department apparatus on an angle to the lanes of traffic creating a physical barrier between upstream traffic and the work area. Either a block to left or right.
3. **Buffer Zone-**the distance or space between personnel and vehicles in the protected work zone and moving traffic.
4. **Down Stream-**the direction that traffic is moving as it travels away from the incident.
5. **Spotter-**a fire department member assigned to monitor approaching traffic and activate an emergency signal if the actions of a motorist do not conform to established traffic control measures in place at the scene.
6. **Shadow-**the protected work area at an incident that is shielded by the block from an apparatus or other emergency vehicles.
7. **Taper-**the action of merging several lanes into fewer lanes.
8. **Temporary Work Zone-**the physical area of a roadway within which emergency personnel are performing their tasks.
9. **Transition Zone-**the lanes of a roadway within which approaching motorists can change their speed and position to comply with the traffic control measures established at an incident.
10. **Upstream-**the direction that traffic is traveling from as the vehicles approach the incident.

Procedure:

1. Always position first arriving apparatus to protect the scene, patients, and emergency personnel.
    a. Initial apparatus placement should provide a work area protected from traffic approaching in at least one direction.
    b. Angle apparatus on the roadway with a block to the left or right to create a physical barrier between the crash scene and approaching traffic.
    c. Allow apparatus placement to slow approaching motorists and redirect them around the scene.
    d. Use fire apparatus placement to block at least on traffic lane than that already is obstructed by the incident.
    e. When practical, position apparatus in such a manner to protect the pump operator position from being exposed to oncoming traffic.
2. Positioning of apparatus should create a safe parking area for EMS units and other fire/ems vehicles. Operating personnel, equipment and patients should be kept within the “shadow” created by the blocking apparatus at all times.
3. When blocking with apparatus to protect the emergency scene, establish work zone that includes all damaged vehicles, roadway debris, the patient triage and treatment area, the extrication work area, personnel and tool staging area and the ambulance loading zone.
4. Ambulance should be positioned withing the protected work area with their rear patient loading door area angled away from the nearest lanes of moving traffic.
5. At all intersection, or where the incident may be near the middle lane of the roadway, two or more sides the incident will need to be protected.
    a. Police vehicles should be strategically positioned to expand the initial sage work zone for traffic approaching from the opposing directions. The goal is to effectively block all exposed sided of the work zone. The blocking of the work zone should be prioritized, from the highest traffic flow to the lowest traffic direction.
    b. For first arriving engine where a charged hose line may be needed, block so that the pump panel is on the opposite side of oncoming traffic. This will protect the pump operator.
    c. At intersection incidents, consider requesting police response. Provide specific directions to the police as to exactly what your traffic control needs are. Ensure the police vehicles are parked in a position and location that provides additional protection of the scene.

6. Traffic cones should be deployed form the rear of the blocking apparatus toward oncoming traffic to increase the advance warning for oncoming motorists.
7. Personnel should place cones and retrieve cones while facing oncoming traffic.
8. Traffic cones should be deployed at 15-foot intervals upstream of the blocking apparatus with the furthest cone approximately 75 feet upstream to allow adequate advance warning to drivers.

Additional Procedures:

1. If stopped on a two-lane road carrying traffic in both direction or on an undivided highway, place cones ten feet to the front and rear corners to mark the location of the incident and 100 feet behind the vehicle shielding apparatus.
2. Cones should be placed in an angle from the traffic side of the shoulder or lane that is closed to the end of the shoulder. Beyond any hill, curve, or other obstruction that prevents other drivers from seeing the incident within 500 feet, try to place another emergency vehicle upstream to give drivers advance warning.
3. When placing cones use caution with oncoming traffic, hold the cone between yourself and that traffic.