



MOUNTAIN BROOK FIRE DEPARTMENT

POLICY NO. 105.15 VOLUME: 1

SUBJECT: Highway 280 Roadway Responses

SIGNED: _____ DATE: 11/1/2017
Chris J. Mullins, Fire Chief

SCOPE AND PURPOSE: One of the leading causes of injuries and deaths for firefighters, law enforcement personnel, and EMS responders is being struck by a vehicle while operating at roadway incidents. The purpose of this policy is to provide specific information and procedures that minimize the risk to all first responders at incidents occurring on Highway 280 roadways.

POLICY:

Highway 280 Response: Battalion One, Ladder One (additional block vehicle), and the appropriate Engine Company will make all reported incidents on Highway 280 roadways. Battalion One may reduce these responses based on the initial report from Fire Alarm (i.e. assist motorist, etc.).

Apparatus Placement and Scene Safety: First arriving apparatus should be angled on the roadway to create a physical barrier between the crash scene and approaching traffic, creating a Temporary Traffic Control (TTC). Company Officers/Acting Company Officers should utilize "Obstructed Lane + 1 Strategy", which is to block one additional traffic lane more than already obstructed by the crashed vehicle(s). The front wheels of the blocking vehicle should be turned away from the TTC area. First arriving units should avoid blocking lanes not required for safe operations, which allows traffic to flow and prevents congestion. Traffic cones and/or LED flares will be deployed to channel traffic away from the TTC. Emergency scene lighting will be used at night and should be directed away from oncoming traffic to prevent vision impairment to approaching motorists. Apparatus Operators should also consider turning off vehicle headlights which may also create vision impairment to oncoming traffic.

Medical Transport Units: Medical Transport Units should be positioned downstream of the apparatus being used to block traffic and within the protected work area of the TTC. These units should be placed to have the patient loading area angled away from the nearest lanes of moving traffic to provide additional safety and privacy.

Fire Personnel: All MBFD personnel shall wear high visibility, florescent and reflective garments (ANSI rated raincoats, vests, and or jackets) during roadway operations. Traffic vest must be worn over turnout gear, except for members combating a fire situation, extrication operations, and or dealing directly with hazardous materials.

Additional Responding Units: Additional responding units should support advanced warning efforts or be positioned within the TTC created by the blocking apparatus.

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Battalion One/Incident Command: Incident Command shall stage unneeded emergency vehicles off the roadway in a Staging Area or return units to service.

Identification of Roadway Traffic Lanes: The roadway traffic lanes shall be identified numerically as "Lane 1," "Lane 2," etc., beginning from the left to the right when considered from the motorist's point of view (downstream). The first arriving unit should communicate lanes being closed by using the following terminology: *Engine Two is on the scene of a two-vehicle MVC, Highway 280 - eastbound. Blocking left lanes 3, 4, and right shoulder. Engine Two is establishing 280 Command.*