

Subject:	TRAFFIC WORK ZONE SAFETY
Section:	PPG# 4400.53
Chapter:	Operations
Effective Date:	11/12/2015

1.0 POLICY

- 1.1** It shall be the policy of the McLane Black Lake Fire Department to provide a reasonably safe working environment for department employees and members when working in, or near open vehicular traffic lanes.
- 1.2** It shall be the policy of the McLane Black Lake Fire Department that personnel adequately protect themselves from motor vehicle traffic in both emergent and non emergent work zones. This protection shall be primarily achieved by apparatus placement and reinforced as needed with traffic cones, flares and employee awareness.
- 1.3** Examples of emergent work zones include, but are not limited to, motor vehicle accidents, car fires, structure fires and down power lines.

2.0 RESPONSIBILITIES

- 2.1** Members who assume of initial responsibilities at an emergency incident (Incident Commander) are primarily responsible for implementing and enforcement of this policy, however all personnel at a scene shall ensure compliance with this policy.

3.0 PROCEDURES

- 3.1** Prior to commencing work, the Company Officer or work group supervisor shall: prioritize all exposed sides of the work zone. At a MVA, there may be four or more sides that need protection.
- 3.2** Apparatus lights shall be used in the work zone as follows:
- a) Daytime operations, all warning lights and headlights shall be on.
 - b) Night time operations, the primary barricade vehicle shall leave all warning lights on.
- 3.3** Prior to commencing work in or near traffic, traffic flow through the work space shall be

controlled. At emergency scenes, actions should be coordinated with law enforcement agencies Control traffic flow, if it has not been done upon arrival, by using one or more of the following methods:

- a) Placing first arriving apparatus on the traffic side of the work zone. This vehicle is referred to as the "blockading vehicle. (In the event of assignments should guide spotting assignments.) This vehicle is parked at an angle of up to 45 degrees- angling in the direction you want the traffic to go.

Exception: Remember to protect the pump operator on apparatus with side mount pump panels. Angling apparatus opposite of the direction of traffic flow may be necessary to create a safe work space. The apparatus should be spotted to give the pump operator a protected space.

- b) Placing other agency vehicles, i.e. Police, Utilities, State DOT on the traffic side of the work zone.
- c) Placing privately owned vehicles on the traffic side of the work zone. Placing traffic cones or flares at least 200 feet before the work zone.
- d) Closing the roadway at a nearby intersection.

3.4 Flagger hand signaling must be by sign paddles or lights approved by WSDOT.

4.0 GUIDELINES

4.1 Once priorities have been established and protection is in place, additional vehicles:

- a) Ensure that all of the work crew have highly visible, reflective clothing on.
- b) Identify a primary and secondary escape route and communicate these to the workcrew.
- c) Designate one member of the crew to serve as a lookout to warn crew members of traffic that may not heed warning devices. This crew member may perform other duties as needed, but these additional duties should not significantly distract the lookout.

4.2 Members are at risk whenever working near moving traffic. Actions that should guide:

- a) Never trust the traffic.
- b) Spot apparatus to promote work zone safety.
- c) Wear visible, reflective clothing

- d) Use traffic cones and flares to emphasize and better secure the work space. (Flares should not be used near flammable gas or liquid spills.)
 - e) Reduce motorist vision impairment by reducing the number of flashing lights and headlights to an appropriate number.
- 4.3** In the event that law enforcement agencies are unavailable to assist at an emergency scene, a consideration should be given to calling for additional fire units, including mutual aid, to secure the work space.
- 4.4** Members, when possible, use the non-traffic side of the apparatus for disembarking.
- 4.5** Always look for traffic or surface hazards.
- 4.6** Where there is a hazardous material release present, the ideal location is generally uphill and upwind. This may preclude parking on the traffic side. In this instance the Incident Commander must determine an alternate shielding method, (closing the road at an intersection or interchange).
- 4.7** Place and retrieve cones and traffic flares facing the traffic. NEVER turn your back on moving traffic while placing or retrieving cones or flares.
- 4.8** While loading patients, Ambulance loading doors should be protected by another vehicle (Police or Fire) when multiple vehicles are on scene. If no other vehicle is on scene, traffic cones should be utilized to protect the work space.
- 4.9** Weather conditions (dust storms, icy roads, fog) may call for increasing the distances initial cones, flares and/or the blockading vehicle are placed. Ample space should be given to allow approaching traffic to slow and/or stop.
- 4.10** When operating at motor vehicle accidents, members should remember that the scene is a potential crime scene and should take precautions to preserve evidence. Additionally, when a law enforcement agency is on scene, traffic control is primarily their responsibility and we should work cooperatively regarding traffic flow.

5.0 REFERENCES

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WAC 296-155: (4)(b) When sign paddles are used, they must comply with the requirements of MUTCD, 1995 Edition Revision 4, Part VI. Specifically, sign paddles: be at least 18 inches in diameter; Printed with letters at least 6 inches high; the "STOP" side of the paddle must have a red background with white lettering; and the "SLOW" side of the paddle must have an orange background with black lettering.

When hand signaling is used during periods of darkness, sign paddles must be retro reflective or illuminated in the same manner as signs.

(5)(A) A flagger must, at a minimum, wear:

A high visibility safety garment designed accord' to Class 2 specifications in ANSI/ISEA 107-1999, American National Standard for High-Visibility Safety Apparel.

6.0 Appendix A

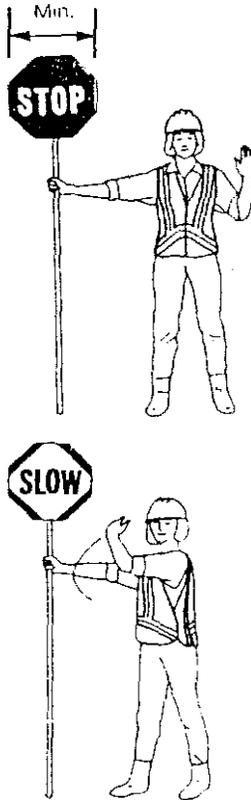
Hand Signaling Procedures

HAND-SIGNALING PROCEDURES

STOP/SLOW paddle and flag use are illustrated

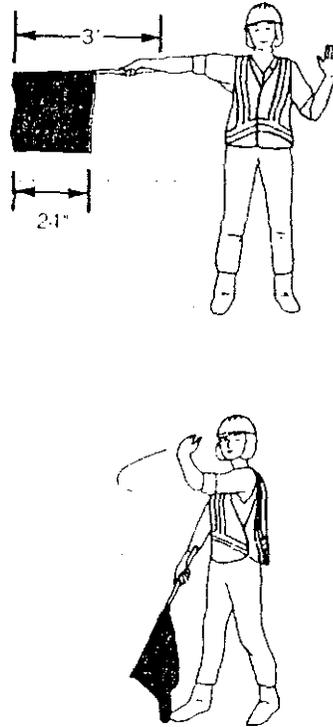
The following methods of signaling with STOP/SLOW paddles should be used:

Preferred Method



The following methods of signaling with a red flag should be used:

Emergency Method



To Stop Traffic: The flagger shall face traffic and extend the STOP sign paddle in a stationary position with the arm extended horizontally away from the body. The free arm should be raised with the palm toward approaching traffic.

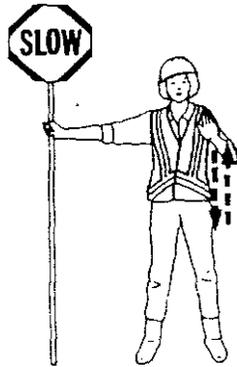
To Direct Stopped Traffic to Proceed: The flagger shall face traffic with the SLOW paddle held in a stationary position with the arm extended horizontally away from the body. The flagger should motion with the free hand for traffic to proceed.

Red Flag:

To Stop Traffic: The flagger shall face traffic and extend the flag staff horizontally across the traffic lane in a 24" stationary position, so that the full area of the flag is visible hanging below the staff. The free arm should be raised with the palm toward approaching traffic.

To Direct Stopped Traffic: To proceed the flagger shall face traffic with the flag and arm lowered from view of the driver. With the free hand, the finger should motion traffic to proceed. Flags shall not be used to signal traffic to proceed.

To Alert or Slow Traffic. The flagger shall face traffic with the SLOW sign paddle held in a stationary position with the arm extended horizontally away from the body. The flagger may motion up and down with the free hand, palm down, indicating that the vehicle should slow down.



To Alert or Slow Traffic
The flagger shall face traffic and slowly wave the flag in a sweeping motion of the extended arm from shoulder level to straight down, without raising the arm above a horizontal position.

