


SOG 2018-003	Standard Operating Guideline (SOG) Traffic Incident Management System	Page 1 of 4
	<h2 style="text-align: center;">Cumberland County Fire Chief's Association</h2>	<p><i>REFERENCES:</i></p> <ul style="list-style-type: none"> National Traffic Incident Management Responder Training Program Train the Trainer Guide August 2013 NFPA 1091 Standard for Traffic Control Incident Management Professional Qualifications 2015 NFPA 1500 Standard on Fire Department Occupational Safety and Health Program NFPA 1561 Standard on Emergency Services Incident Management System and Command Safety Federal Highway Administration, Manual on Uniform Traffic Control Devices (MUTCD) Chapter 6I <p><i>FORMS: NA</i></p>
<h2 style="color: blue;">Traffic Incident Management System</h2>		
<i>APPROVED BY: CCFCA Board of Directors – Freddy L. Johnson Sr. President</i>		<i>EFFECTIVE: 1 March 2018</i>

Definitions

Activity Area – the actual incident area. This space is reserved for and occupied by the operating forces.

Advanced Warning Area – upstream roadway area where early warning devices will be placed and used to warn and slow approaching traffic.

AHJ – Authority Having Jurisdiction

Buffer zone – shoulder of the road or area adjacent to the roadway out of the line of traffic.

Downstream – the direction to which the traffic flow is going.

Temporary Traffic Control Device – any piece of equipment used to control the traffic flow. These include traffic cones, flares and signage (stop/slow, advanced warning, digital).

Termination Area – the area after the Activity Area where traffic merges back to the normal lanes of travel.

TIMS – Traffic Incident Management System

Transition Area – roadway area where traffic will merge away from the lane where the incident resides to other lanes of traffic.

Upstream – the direction from which the traffic flow is coming.

1.0 Purpose

To formulate guidelines for establishing safe roadway incident working areas that are free of vehicular traffic hazards, that allow operating forces freedom of movement and facilitate safe, controlled and restricted vehicular traffic flow.

2.0 Scope / Implementation

This guideline applies to operations on any roadway; highway, primary and secondary roadways. Regardless of speed, travel frequency, rural or urban setting and incident duration, TIMS should be utilized to provide effective safety measures for our operating personnel. Wherever a fire department operates with vehicular traffic present, TIMS should be employed. It should be implemented county-wide to ensure all fire departments are establishing safe working areas in a consistent manner.

3.0 Responsibilities

3.0.1 The AHJ should ensure that all their members are trained in accordance with the above listed references. This will not only enhance firefighter safety, but also increase department interoperability when working at a multi-unit incident involving roadway operations.

3.0.2 Incident Commander

3.0.2.A Should establish TIMS at incident scenes located on public means of travel. Fire apparatus should be used to block traffic lanes to create safe work zones and activity areas.

3.0.2.B Should include TIMS in his/her size up and assign assets accordingly.

3.0.2.C Should coordinate and integrate other agencies into TIMS (law enforcement, DOT and towing companies).

3.0.2.D Should designate assets to form the four main components of the TIMS areas:

3.0.2.D-1 Advanced Warning Area

3.0.2.D-2 Transition Area

3.0.2.D-3 Activity Area

3.0.2.D-4 Termination Area

3.0.2.E Should designate a safety officer whose duties will include supervision and enforcement of the TIMS area.

3.0.2.F Should complete and terminate operations as quickly as possible to remove emergency responders from the roadway and allow normal traffic flow to resume.

3.0.2.G Should notify all appropriate agencies of traffic flow restrictions, anticipated time of the operation and estimated incident termination time. These agencies include, but are not limited to law enforcement (SHP, CCSO, FPD), NCDOT, fire dispatch (county or city), and Emergency Management.

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3.0.2.H During operation in periods of darkness or low visibility, the IC should control light usage (tower lights, warning lights, apparatus brow/brim/side lights) to reduce the potential for driver blinding and attraction.

3.0.2.I The IC should request mutual aid resources to assist in establishing TIMS.

3.0.3 Supervisors / Line Officers

3.0.3.A Should consider TIMS in their initial size up.

3.0.3.B Blocking positions for apparatus should be coordinated, designated and emplaced to secure the activity area.

3.0.3.C Should ensure all operating personnel work in two-firefighter elements, have adequate reflective garments and have flashlights for night operations.

3.0.3.D Should utilize traffic control devices (cones, flares, Stop/Slow signs and if available, early warning signs) to form the four (4) major TIMS areas (listed above), and to control traffic flow.

3.0.4 Personnel

3.0.4.A Should operate solely within the Activity Area unless directed otherwise.

3.0.4.B Should work in teams of two when operating on roadways. One firefighter should observe oncoming traffic while the other emplaces temporary traffic control devices.

3.0.4.C Teams should move along the roadway buffer zone to points where temporary traffic control devices should be emplaced. At these points and under observation of the other team member, the firefighter should move into the lane of traffic to emplace the temporary traffic control device. When emplacement is complete, the firefighter should move back into the buffer zone and move to the next point to emplace additional temporary traffic control devices.

3.0.4.D Temporary traffic control devices should be recovered in a similar manner.

3.0.4.E When their assigned operation is complete, teams will report the status to the IC.

3.0.5 Safety Officer

3.0.5.A Should be responsible for overall safety at the incident scene.

3.0.5.B Should ensure the TIMS areas are established, monitored and enforced

3.0.5.C Should ensure all personnel are wearing adequate reflective equipment.

3.0.5.D Should restrict personnel movement outside the Activity Area unless deemed necessary by the IC or dictated by the operation.

4.0 Training

4.0.1 TIMS training is available within Cumberland County. A train-the-trainer program was conducted in 2014 producing sufficient trainers throughout the county who are available to train our firefighters, EMS personnel and towing operators.

4.0.2 Coordination can be made through the Chief's Association for instructors.

4.0.3 Respondersafety.com provides online training covering all TIMS aspects. The training is completely online and tested with a certification provided. Each member enrolls in an individual program that allows completion of up to fourteen (14) modules.

4.0.4 Recommended Respondersafety.com modules include:

4.0.4-A *Advance Warning*

4.0.4-B *Blocking Procedures at Roadway Incidents*

4.0.4-C *Intro to Fire Service Traffic Control Professional*

4.0.4-D *Move It or Work It*

4.0.4-E *Safe Fire Service Traffic Control Practices*

4.0.4-F *See and Be Seen: Emergency Lighting Awareness*

4.0.4-G *Special Circumstances: Safe Operations for Vehicle Fires*

4.0.4-H *Traffic Incident Management: Model Practices and Procedures*

5.0. Blocking

5.0.1 An example of using fire apparatus in blocking positions.

