

Salt River Fire Department Operating Guidelines

Freeway

Rev. April 2003

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Salt River Fire Department operations involving freeway incidents include problems as wide and varied as any confronted by the fire service. The span of incidents includes accidents with minor injuries to BLEVE's. With the realization of the potential problems, a hard and fast plan may not be successful.

Flexibility and decisive command, based on background knowledge, preplanning, and services available should produce a successful operation on any freeway incident. The following pages provide background and guidelines.

Dispatch Information

1. Type of incident
2. Location and direction of travel.
 - a) Freeway OR on-off ramp
 - b) Cross street (if applicable)
3. Traffic conditions (if known)
4. All other information received concerning this incident.

Response

1. Motor vehicle accidents and other medical incidents will be dispatched as indicated by, either 961 or 962.
2. Vehicle fires will be dispatched as a CAR FIRE (exception; Haz. Materials involved).
3. Hazardous Materials incidents will be dispatched as a Haz. Mat.
 - Small spills or leaks, unusual odors, stable, no fire or victims.
 - Large spills or leaks and/or unstable situation with or without victims, or any Haz. Materials involved in fire.

Alarm will notify DPS of any incident that occurs on the freeway.

The Salt River Police Department may be called upon for assistance, if necessary, as DPS response may be delayed due to response distance or availability.

Consider use of SR Police and DPS personnel for evacuation of *in*habited areas during chemical emergencies. DPS will shut down the freeway completely when Fire Department Command feels the situation requires this action.

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Topography

Each Company officer is responsible to research or know the location of hydrants and access to the freeway.

It is best to assign an Engine Company to the desired hydrant for hose lays and water supply. Water supplies and other problems must be pre-planned by first due officers. Command may choose to shuttle the water supply rather than lay hose lines if *he/she* believes the situation can be better handled in this manner.

Some Typical Problems Must Be Considered

1. Early call for additional manpower to handle lines that may have to be extended long distances, over many obstacles.
2. Relay pumping probabilities.
3. Special equipment needs (*Haz Mat unit, water tenders, foam, sand, wreckers, lights, etc.*)
4. Early call for traffic control.
5. Automatic lift stations at underpasses.
6. Sewer (when dealing with spilled products).
7. Peak traffic hours.
8. Access to the freeway (ladders, on/off ramps, etc.).
9. Liquid transfer equipment.
10. Need for gas detector to check drainage lift stations for explosion hazard.

Alarm may receive information on freeway incident from DPS or a variety of other sources.

Communications must be established and maintained with DPS to assure that needed information is exchanged during an incident. In many cases, DPS will arrive first at an incident and may be able to provide updated information on traffic conditions and access. This information should be relayed to responding companies immediately. Units should attempt to reach the scene in the direction of the reported incident unless otherwise directed by DPS.

The Company Officer on a responding unit is responsible for redirecting other companies or having Alarm dispatch additional companies if it becomes apparent that the first company will be unable to reach the incident due to traffic congestion.

Approach and Staging

Units responding to calls on the freeway will respond with hazard lights on (rear blinking signal light - front yellow signal lights). Code 3 lights can be utilized upon approaching the incident or dependent upon traffic flow, this will be left to the responding Captain's discretion.

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In some cases, DPS or the Salt River Police Department may advise the best access is via specific on ramps or by travel against the normal traffic flow. Units should proceed in the opposite direction to normal flow ONLY at the specific request of DPS or the Salt River Police Department when it is assured that all traffic has been stopped.

On multiple unit responses, the first unit approaching or entering the freeway within a mile of the incident will report his/her identity, location and direction. Other units approaching will then stage, preferably near an on ramp to avoid premature commitment to the mainline.

Command

The first unit arriving on the scene when three or more vehicles are responding will establish Command and give an initial report. The initial report should include:

1. Traffic Conditions
 - a) Stopped
 - b) One lane open
 - c) All lanes open
2. Fire/No Fire (smoke showing, working fire, fully involved)
 - a) A follow-up report should indicate:
3. Injuries/no injuries
4. Extrication needed
5. Evacuation
6. Hazardous materials spill
7. Call for necessary help and/or additional alarms

Command Post Location

The Command Post location should be carefully chosen for major incidents, to allow access and a good view of the scene.

An overpass may provide a view of the scene for incidents on depressed roadway sections.

Liaison with DPS

Command will establish liaison with DPS at the scene as quickly as possible. In serious incidents, an officer with a portable radio may be designated to specifically handle a Police (DPS) Liaison Sector.

Radio designation shall be DPS Sector.

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The primary responsibilities of liaison with DPS include traffic control, directing the approach of additional resources needed at the scene and crowd control. DPS can also provide some resources from the State Highway Department and heavy wreckers. DPS may also provide a helicopter for medical evacuation and/or aerial surveillance on request.

Command should consider the advantages of having a DPS officer (with radio) assisting at the Command Post.

Employ rear lights, flares, reflectors, or cones as required or directed by DPS officer, i.e., on the scene.

Traffic control and warning devices should be left to DPS whenever possible. (The use of front warning lights tends to confuse on-coming traffic.) Communicate with DPS whenever flammable liquids leaks, spills, etc., are present with regard to using flares.

Other Considerations

- A. Leave a person (usually the Engineer) to watch the traffic and set up warning devices. Parking brakes are to be set and the apparatus spotted with the wheels turned at an angle to the side.
- B. Consider parking above or below (on access road) if the traffic conditions are such that entry is impossible or difficult.
- C. Where the freeway is elevated, a ladder is effective to gain access and to effect evacuation from above.
- D. Lifelines may be used to ascend or descend the steep embankments.
- E. Only the apparatus that is absolutely necessary *should* be taken onto the freeway.
- F. Place your apparatus between you and the on-coming traffic, if necessary, for safety reasons. Otherwise, position apparatus in the emergency-parking lane or on the shoulder, as far off the traffic lanes as possible.
- G. Do your job as rapidly as possible and then clear the traffic lanes.
- H. In sections of depressed roadway, it may be faster to have a company above "drop" a line from above.
- I. Some sections of the freeway have limited access to hydrants and will require laying hose for long distances from on-ramps if a supply line is needed. Relay pumping or tank water should be considered in these cases.
- J. In major incidents involving several injured, notify alarm to stage all ambulances at an access ramp designated by Command. Command will then order the ambulances on to the freeway on request of the transportation officer.
- K. On hazardous materials incidents, apparatus will be placed in safe locations, i.e., upwind and uphill. Avoid becoming a part of the problem by careful size-up and use of personal protective equipment.

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L. Establish sectors early on large-scale incidents.

Drainage

In cases of flammable liquid or other hazardous material spills on the freeway, particular attention must be paid to drainage.

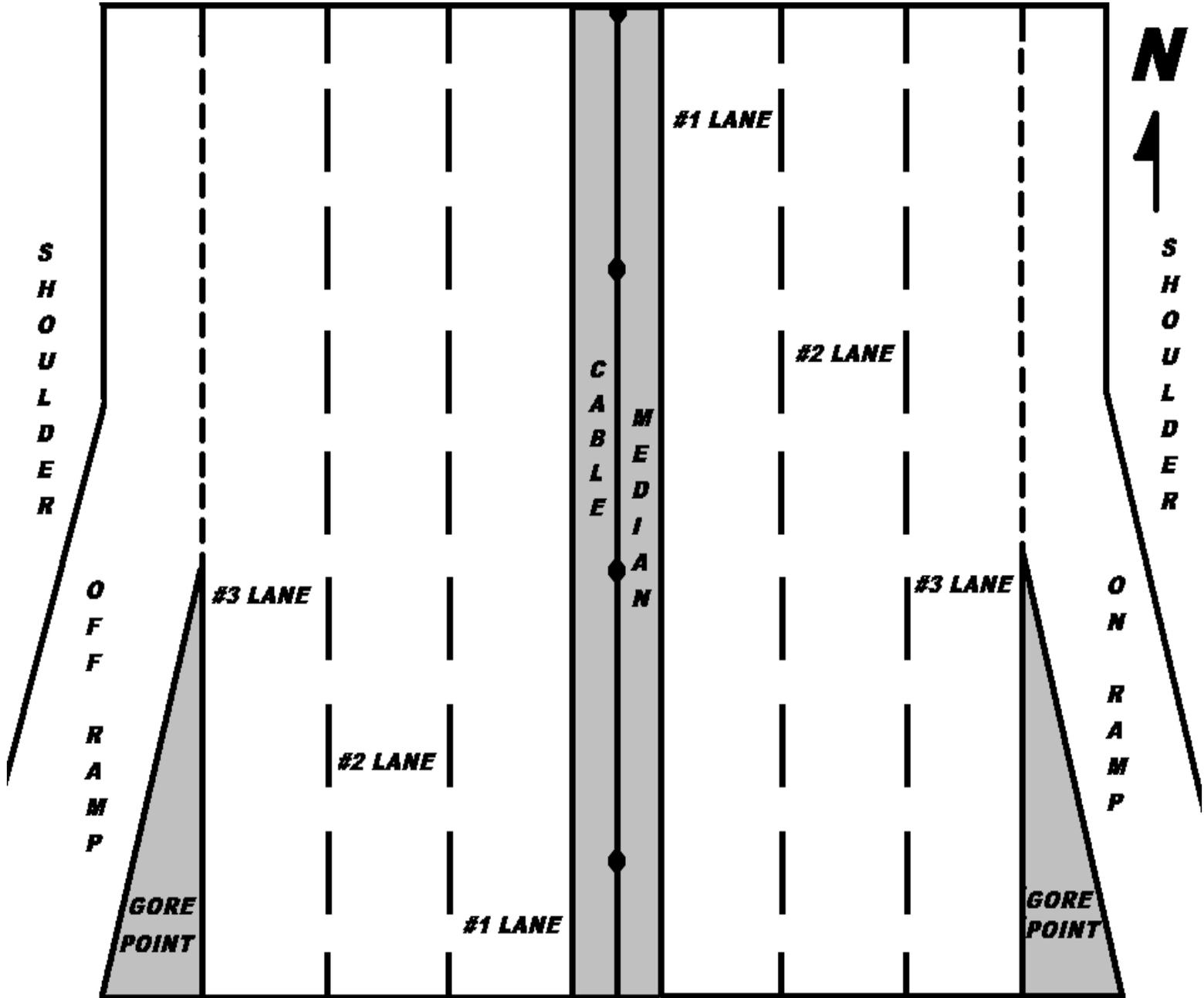
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Freeway Diagram