



Fire Protection Training

Procedures Handbook 4300

SPECIAL INCIDENT

TOPIC: TRAFFIC CONTROL PATTERNS

TIME FRAME: :30

LEVEL OF INSTRUCTION: Level II

BEHAVIORAL OBJECTIVE:

Condition: A written examination

Behavior: The student will identify various considerations and placements of traffic warning and control devices

Standard: With a minimum of 70% accuracy, according to the information contained in this lesson plan

MATERIALS NEEDED:

- Chalkboard and chalk

REFERENCES:

- Vehicle Rescue, Gradt, Brady

PREPARATION: CDF is often first on-scene to traffic accidents and situations which require immediate control of the scene prior to arrival of CHP, CalTrans or other agencies responsible for traffic control. The proper use of warning and control devices can prevent additional accidents, protect on-scene responders and victims, and provide an environment to efficiently proceed with the operations necessary to conclude the emergency.



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TRAFFIC CONTROL PATTERNS

PRESENTATION	APPLICATION
<p>I. USES</p> <ul style="list-style-type: none">A. Alert and/or cautionB. Diversion and/or lane controlC. BarricadeD. Detour <p>II. PLACEMENT-GENERAL</p> <p>NOTE: Information Sheet #1</p> <ul style="list-style-type: none">A. Specific pattern is influenced by conditions at scene<ul style="list-style-type: none">1. Speed of traffic/braking distance2. Visibility3. Weather conditions4. Width of roadway5. Number of lanes6. Nature of emergency7. Extent of emergencyB. Distances – rule-of-thumb<ul style="list-style-type: none">1. From edge of accident zone to closest device<ul style="list-style-type: none">a. 50 Foot radius2. At least 20-25 feet apart nearest the accident, with a gradual increase to a distance of 50-100 feet at the farthest distance needed	



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<p>3. Furthest device: posted speed limit = distance of furthest device</p> <p>NOTE: 300' = one football field</p> <ul style="list-style-type: none">a. 30 MPH = 105'b. 50 MPH – 225'c. 60 MPH = 335'd. Comply with safety rules and practices. <p>4. For areas of limited visibility before approaching scene, such as hills, curves, etc., provide additional pre-warning, possible ¼ mile away or more if needed</p> <p>5. Furthest device should be placed first, and then work towards scene</p> <p>C. Locations</p> <ul style="list-style-type: none">1. Keep away from immediate working areas to avoid accidental kicking or interference with operations2. Place in a manner to minimize possibility of traffic running over devices<ul style="list-style-type: none">a. If using flares, use caution around areas where they could roll, be blown, kicked or knocked into dry grass or other flammable materialb. Do not place against reflective lane designators <p>D. Authority</p> <ul style="list-style-type: none">1. Final authority on placement of devices usually rests with another agency (CHP, S.O., or CalTrans)	



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<p>III. PATTERNS</p> <p>A. Patterns can vary considerably, depending on such things as..</p> <ol style="list-style-type: none">1. Number of lanes2. Speed of traffic3. Straight or curved road4. Location/size/type of accident or conditions <p>B. Types</p> <ol style="list-style-type: none">1. Diagonal across lane to move traffic to another land2. Space along side of road to warn about up coming hazard3. Others	



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SUMMARY:

Safety at a vehicle accident scene is paramount. Safety for you and your crew, and for other vehicle traffic could depend on your ability to lay out an effective traffic control pattern. Knowing the various warning devices is a critical element in vehicle accident mitigation.

EVALUATION:

A written examination

ASSIGNMENT:

None