9. HELICOPTER STAND BY

*Adhere to Section 7.1 (Vehicle Fires)

Special Note: EMS / FB command should consider the use of the pre-designated landing zones off of the highway to transport patients and minimize road closures.

10. GENERAL OPERATION SAFETY

10.1 Emergency personnel should consider the use of apparel, which will enhance their visibility. For FB members, full personal protective equipment (coat, pants, helmet) will be worn. High visibility ANSI vests may be worn over the fire coat for increased visibility and must be worn when the coat is removed. Personnel from other agencies should consider the use of high visibility ANSI vests whenever working on the highway.

10.2 Personnel should monitor traffic at all times when operating on the scene.

10.3 The use of a spotter should be considered whenever personnel are working near a live lane.

10.4 Personnel shall never operate in a live lane. Walking or crossing a live lane should be done with extreme caution and should be avoided when possible.

10.5 When possible, equipment deployed from the apparatus shall be taken from the side opposite of passing traffic (i.e. hose lines).

10.6 Responders should be aware of Pennsylvania's Quick Clearance law which mandates the removal of vehicles from the travel lanes in an expedient manner to reduce the potential for extended road closures.

11. HAZARDOUS MATERIALS INCIDENTS

11.1 A safe zone should be established while the FB or first due units conduct a size-up.

11.2 The Montgomery County Department of Public Safety HazMat Team should be requested to respond if it exceeds the capability of local resources.

11.3 Refrain from use of flares or other flame/spark sources until it has been confirmed that flammable liquids are not involved.

11.4 Follow the Montgomery County HazMat response plan.

11.5 Establish cold, warm and hot zones.

11.6 Contact EMS and hospitals to report number of patients.

11.7 Establish a Decontamination Group as situation warrants for personnel and equipment.

12. DEPARTING SCENE

12.1 The termination of the incident must be managed with the same aggressiveness as initial actions. Apparatus and equipment should be removed from the highway promptly, to reduce exposure to moving traffic and minimize traffic congestion.

12.2 Vehicle operators shall ensure that all equipment has been properly returned to the apparatus and all doors are closed and secure.

12.3 All personnel should be properly seated and secured with seat belts.

12.4 Vehicles which must merge into traffic traveling at highway speeds should consider employing a police vehicle or other marked emergency vehicle to assist them by providing a slow down.

12.5 Emergency warning lights should be canceled only after the vehicle has completely merged into traffic.

13. GUIDELINE MAINTENANCE AND UPDATES

A significant effort was exerted to make this document as comprehensive as possible in identifying appropriate and applicable traffic incident operating guidelines. However, it has been acknowledged that this must be a living and evolving document that will be strengthened and enhanced over time as it is exercised and tested.

Continued collaboration, coordination, and communication among stakeholders are critical to reinforcing and maintaining the *Traffic Incident Operating Guidelines*. The guidelines should be reviewed on at least a bi-annual basis. Collaborative and regular review keeps the plans current and relevant, incorporates new partners or processes, and retires obsolete content.

No change shall be made to this document unless coordinated through the Traffic Incident Operating Guidelines Advisory Committee and communicated to all organizations impacted by these guidelines.

Each revision will be numbered and documented. As new versions are created and distributed to the participants, older versions will be replaced. This will assure that all users are working off of the same version of the plan. The table below will keep a record of revisions made to the plan since it was first published.

RECORD OF CHANGES

Change Number	Date of Change	Section of Plan

APPENDIX A: GLOSSARY

ANSI	American National Standards Institute
CDC	Consolidated Dispatch Center (Pennsylvania State Police)
DOT	Department of Transportation
EMS	Emergency Medical Services
ESP	Expressway Service Patrol
FB	Fire Branch
IC	Incident Commander
MCDPS	Montgomery County Department of Public Safety
MCDPSD	Montgomery County Department of Public Safety-Dispatch
NIMS	National Incident Management System
OIC	Officer in Command
PennDOT	Pennsylvania Department of Transportation
PB	Police Branch
PSP	Pennsylvania State Police
SCBA	Self Contained Breathing Apparatus
TMC	Traffic Management Center
TRAA	Towing & Recovery Association of America

APPENDIX B: Typical Sequencing of Response Measures

Appendix B illustrates the typical sequencing of response measures taken by responders as they arrive to an incident scene. The order of activities is based upon which responder is the first to arrive on the scene.

The sequencing of events depicted below is not intended to be a recommendation, but merely an example of how these emergency service providers are typically involved in the incident management process. It is understood that the roles, responsibilities and sequencing of events for those involved with incident management activities vary with each incident.

Police Branch

If first on scene:

- Isolate/secure the scene, establish control zones
- Establish command
- Stage incoming units

If command has been established:

- Report to command post
- Evaluate scene safety/security
    - Additional threats
    - Secondary incidents
- Gather witness statements/observations and document
- Initiate other Police branch/agency notifications PennDOT, tow resources, traffic networks
- Request additional resources
- Secure the incident scene
- Temporary Traffic Control considerations
    - Staging areas
    - Lanes to close
    - Entry/egress for emergency vehicles
    - Temporary Detour Routes
- Use self protective measures
- Assist with control/isolation of patients
- Coordinate activities with other response agencies
- Preserve evidence
    - Diagram the area
    - Photograph the area
    - Prepare a narrative description
    - Maintain an evidence log
    - Consider an accident investigation team/accident reconstruction team
- Notify the coroner if not already completed by EMS
- Participate in unified incident command

- Fire/rescue services
- Emergency medical services
- Police Branch
- Emergency management
- PennDOT- Maintenance
- HazMat
- Other Agencies – Pennsylvania Turnpike Commission, Coroner, Towing Companies

Fire and Rescue

If first on scene:

- 🖫 Isolate secure the scene, deny entry, establish control zones
- 🖫 Establish command
- 🖫 Evaluate scene safety/security
- 🖫 Stage incoming units

If command has been established:

- 🖫 Report to command post
- 🖫 Gather info regarding the incident, number of patients, etc.
- 🖫 Assign NIMS positions as needed
- 🖫 Initiate notifications, PennDOT, County, hospitals, traffic groups
- 🖫 Request additional resources
- 🖫 Use appropriate self protective measures
- 🖫 Consider specific objectives
    - rescue/extrication
    - evacuation
    - water supply
    - fire suppression
    - control and isolate patients
    - triage/ treat, assist EMS
    - establish landing zone off corridor as necessary
- 🖫 Maintain custody of evidence, scene preservation, witnesses for police branch
- 🖫 Participate in unified incident command
    - Fire/rescue services
    - Emergency medical services
    - Police Branch
    - Emergency management
    - PennDOT- Maintenance
    - HazMat
    - Other Agencies – Pennsylvania Turnpike Commission, Coroner, Towing Companies

Emergency Medical Services

If first on scene:

Isolate and secure scene, establish control zones

- 🖫 Establish command
- 🖫 Evaluate scene safety/security
- 🖫 Stage incoming units

If command has been established:

- 🖫 Report to command post
- 🖫 Gather info regarding
    - Number of vehicles involved
    - Number of patients
    - Severity of injuries
    - Scene safety, traffic flow
- 🖫 Assign medical branch positions as needed
- 🖫 Notify hospitals
- 🖫 Request additional EMS resources, specialty hospitals-trauma/burns
- 🖫 Use self protective measures
- 🖫 Initiate care and treatment/triage of patients
- 🖫 Notify coroner if fatality
- 🖫 Participate in unified incident command
    - Fire/rescue services
    - Emergency medical services
    - Police Branch
    - Emergency management
    - PennDOT- Maintenance
    - HazMat
    - Other Agencies – Pennsylvania Turnpike Commission, Coroner, Towing Companies

HazMat Teams

- 🖫 Report to command post
- 🖫 Evaluate scene safety/security
    - Additional threats
    - Secondary incidents
- 🖫 Establish HazMat Group
- 🖫 Provide technical assistance/info to:
    - Incident Command
    - Safety officer
    - EMS
    - Hospitals
    - Police Branch
    - Fire/rescue

- Detect/monitor to identify agent, determine concentrations, ensure proper control zones
- Continually reassess control zones
- Enter "hot zone" to perform rescue, confirm product and perform recon, product/agent control, and mitigation with expert technical guidance as available
- improve hazardous environments:
    - Plugging, patching, or containment by sandbags
    - Suppression, isolation and containment of agent into environment
    - Preventing agent from entering storm drains or waterways

APPENDIX C: TRAA Vehicle Identification Guide

TRAA VEHICLE IDENTIFICATION GUIDE©

CLASS 1 • LIGHT-DUTY • (6,000 lbs. or less GVW - 4 tires)*

CLASS 2 • LIGHT-DUTY • (6,001 - 10,000 lbs. GVW - 4 tires)*

Classes 1 and 2 include passenger vehicles, light trucks, minivans, full size pickups, sport utility vehicles and full size vans.

CLASS 3 • MEDIUM-DUTY • (10,001 - 14,000 lbs. GVW - 6 tires or more)*

CLASS 4 • MEDIUM-DUTY • (14,001 - 16,000 lbs. GVW - 6 tires or more)*

CLASS 5 • MEDIUM-DUTY • (16,001 - 19,500 lbs. GVW - 6 tires or more)*

CLASS 6 • MEDIUM-DUTY • (19,501 - 26,000 lbs. GVW - 6 tires or more)*

Classes 3 through 6 include a wide range of mid-size vehicles, delivery trucks, utility vehicles, motorhomes, parcel trucks, ambulances, small dump trucks, landscape trucks, flatbed and stake trucks, refrigerated and box trucks, small and medium school and transit busses.

Information Needed To Correctly Dispatch Towing and Recovery Units:

- Year, Make and Model of Vehicle to be Towed or Recovered
- DOT Classification (Class 1 – 8 based on GVW)
- Location of Vehicle
- Type of Tow (impound, accident, recovery motorist assist, etc.)
- Additional Vehicle Information
  - 2 wheel drive, 4 wheel drive, all wheel drive
  - damage to vehicle, tire condition
  - vehicle loaded or empty
  - cargo contents
  - does the vehicle have a trailer
  - are the keys with the vehicle

Note: Any vehicle may carry hazardous materials. Advise if placarded.

* ***Note:*** The Gross Vehicle Weight Rating (GVWR) of the vehicle to be towed or recovered can be found on the identification label on the vehicle's driver's side doorframe. The number of pounds listed on the label can then be compared with the DOT Classification Vehicle Type Chart for the correct DOT class.

CLASS 7 • HEAVY-DUTY • (26,001 - 33,000 lbs. GVW - 6 tires or more)*

CLASS 8 • HEAVY-DUTY • (33,001 lbs. and over GVW - 10 tires or more)*

Classes 7 and 8 include a wide range of heavy vehicles, large delivery trucks, motor coaches, refuse trucks, cement mixers, all tractor trailer combinations including double trailers.

Law enforcement communications with towing and recovery operators describing an incident and the vehicles involved can insure quick and efficient clearing of these scenes and less disruption to traffic flow. In an effort to standardize communications, the towing industry is adopting the federal vehicle class standards as outlined herein.

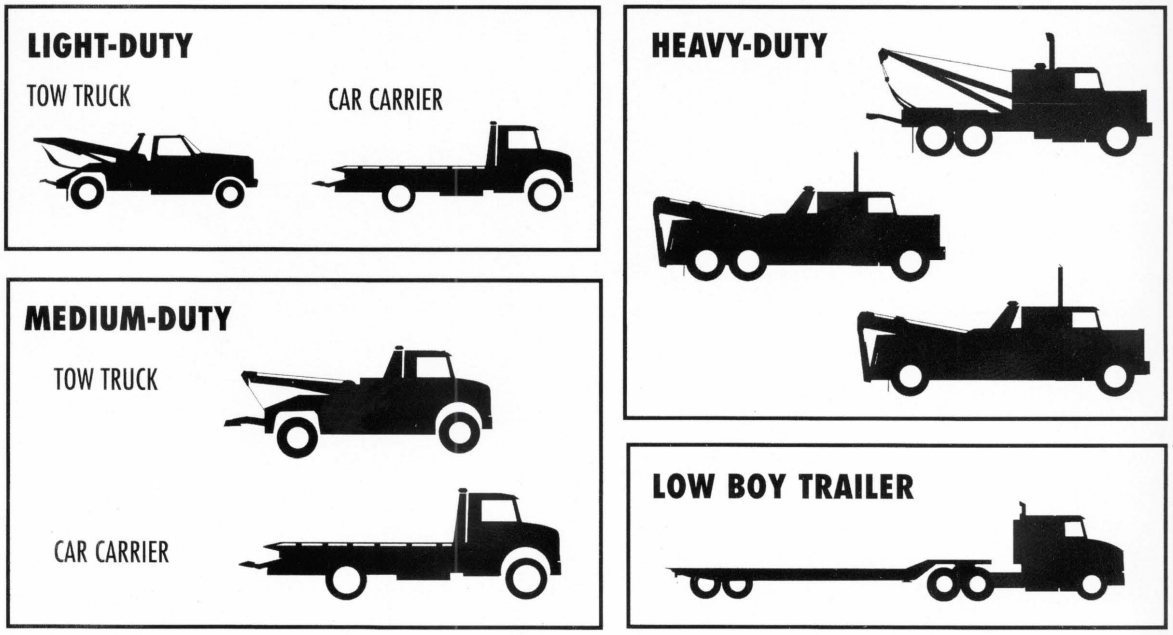
VIN CODES

The year of the vehicle is critical information for towing operators in order for them to reference correct towing procedures. The diagrams on the front are examples of classifications. The following information about vehicle identification numbers affixed to the chassis will help determine the vehicle's year. As noted, the vehicle's year, identified by a letter or number in the VIN sequence, is the eighth character from the right.

EXAMPLE 1995 VIN NUMBER: 1P8ZA1279SZ215470

1980.....A	1987.....H	1994.....R	2001 1	2008 8
1981.....B	1988 .....J	1995.....S	2002 2	2009 9
1982.....C	1989.....K	1996 .....T	2003 3	2010.....A
1983.....D	1990 L	1997.....V	2004 4	2011.....B
1984.....E	1991 .....M	1998.....W	2005 5	2012.....C
1985 .....F	1992.....N	1999.....X	2006 6	
1986 .....G	1993.....P	2000.....Y	2007 7	

TOW TRUCK/CAR CARRIER CLASSIFICATION



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Acknowledgements

This plan was developed with assistance from the following documents:

- New Jersey I-295 / I-76 / NJ 42 Incident Management Task Force Policy and Procedure Manual, January 2005
- Incident Management Response Plan - Hampton Roads (VA) Highway Incident Management Committee
- Simplified Guide to the Incident Command System for Transportation Professionals, Federal Highway Administration, February 2006
- National Incident Management System, U.S. Department of Homeland Security, March 1, 2004.
- Emergency Response to Terrorism - Job Aid - Edition 2.0, Federal Emergency Management Agency, February 2003
- Proceedings of the National Conference on Traffic Incident Management: A Road Map to the Future, Transportation Research Board, June 2002
- Traffic Incident Management Recommended Operational Guidelines, Minnesota Department of Transportation, March 2002
- Additional research included conversations with national experts:
  - John Corbin Wisconsin Department of Transportation
  - Steve Cyra Institute of Transportation Engineers
  - Pat Noyes Pat Noyes & Associates

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