

Volusia County Fire Services Safety Gram



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Safe Intersection Practices

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Passing through intersections is dangerous and is often the location of accidents. Drivers of fire apparatus should use due care when approaching uncontrolled and controlled intersections. Uncontrolled intersections, intersections without traffic control devices, require additional caution upon approaching them. A green traffic light also falls into this category and the driver must use due care upon approach.

- The driver of the fire apparatus must slow down upon approaching an uncontrolled intersection.
- The driver or officer should change siren cadence not less than 200' from an intersection.
- The driver and officer must scan the intersection for possible hazards (vehicles turning right on red, pedestrians, and vehicles traveling fast unaware of the approaching fire apparatus).
- The driver should observe traffic in all directions (left, right, front, and rear)
- The officer of the fire apparatus should also confirm that vehicle traffic has stopped.
- The driver must be able to bring the fire apparatus to a complete stop if potential hazards are detected.
- The driver should avoid using the opposite lane of traffic if at all possible.

Controlled intersections are intersections controlled by a stop sign, yield signal, yellow traffic light, or red traffic light. The fire apparatus driver shall come to a complete stop when approaching this type of intersection.

- The driver should not rely on emergency warning devices to clear traffic.
- The driver or officer should change siren cadence not less than 200' from an intersection.
- The driver and officer should scan the intersection for possible hazards (vehicles turning right on red, pedestrians, vehicle traveling fast unaware of the fire apparatus approach).
- The driver should observe traffic in all directions (left, right, front, and rear)
- The driver shall come to a complete stop.
- The driver shall establish eye contact with other vehicle drivers stopped in the intersection.
- The officer of this fire apparatus should also confirm that vehicle traffic has stopped.
- The driver should treat each lane of traffic at the intersection as a separate intersection.
- The driver should avoid using the opposite lane of traffic if at all possible.

Drivers of fire apparatus should always be prepared to stop. If another vehicle operator fails to yield the right-of-way to a fire apparatus, the fire apparatus driver cannot force the right-of-way. Fire apparatus cannot assume the right-of-way. Therefore **you do not have the right-of-way until the other vehicle yields to you.**

HUD DEVICES

Care needs to be taken when dealing with the HUD to avoid damaging the device and rendering it un-repairable. The screw that secures the device in place needs to be only hand tightened without the use of a screwdriver, **avoid over tightening the screw.** Also care must be taken during the removal of the HUD to avoid damaging the same area. The HUD removes easily by sliding the device toward the bottom of the mask once the retaining screw has been loosened.

Dispersion level Chart

Dispersion Range 0-40 is stable air, low fire intensity, less long range spotting.

Dispersion Range 41-70 is moderate unstable air, increased fire intensity and long range spotting.

Dispersion Range 70+ is unstable air, high amount of upper lifting, intense fire activity, potential for long range spotting and plume dominated wildfires.

Fire-line Handbook Jan.'98

Fight fire aggressively, but provide for safety first.

Initiate all action based on current and expected fire behavior.

Recognize current weather conditions and obtain forecasts.

Ensure instructions are given and understood.

Obtain current information on status.

Remain in communication with crew members, your supervisor, and adjoining forces.

Determine safety zones and escape routes.

Establish lookouts in potentially hazardous situations.

Remain in control at all times.

Stay alert, keep calm, act decisively.

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