



DEPARTMENT OF FIRE AND RESCUE SERVICES

	<h1>GENERAL ORDER</h1> <h2>150.15</h2>	
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Originating From	Issue Date	Revision Date	Attachments
Administration Safety	6/20/2006	N/A	A

SUBJECT: Roadway Safety

APPLICABILITY: All Personnel

POLICY:

It shall be the policy of the Howard County Department Fire & Rescue Services to position apparatus at the scene of emergencies in a manner that best protects personnel and work area from vehicle traffic and other hazards.

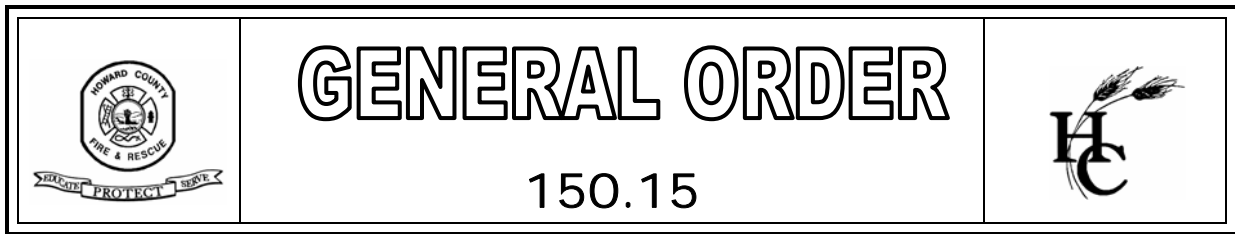
1 GENERAL

- 1.1 This procedure identifies operations at roadway incidents to provide maximum protection and safety for personnel operating in or near moving vehicle traffic.
- 1.2 The goal of the procedure is the following:
 - 1.2.1 Reduce the risk of injury or death to emergency personnel.
 - 1.2.2 Reduce the risk of damaging vehicles or other property.
 - 1.2.3 Ensure the prompt restoration of traffic flow.
- 1.3 All apparatus shall adhere to the Maryland Motor Vehicle Laws for operation of emergency vehicles.

2 DEFINITIONS

- 2.1 **Advanced warning area** – Area established by Law Enforcement or Highway personnel to warn motorist of changes to normal traffic patterns
- 2.2 **Buffer** – A piece of apparatus used to protect personnel from motor vehicle traffic.
- 2.3 **Activity area / Work zone** – Area on scene where personnel will be actively performing operations (Medical care, extrication, etc).
- 2.4 **Transition area** – Area created when setting cones to redirect motor vehicle traffic from the normal traffic pattern.

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3 SAFETY BENCHMARKS

- 3.1 Always maintain an acute awareness of the high risk of working in or around moving traffic.
 - 3.1.1 Always look before stepping out of apparatus, or into any traffic areas. When walking around fire apparatus parked adjacent to moving traffic, keep an eye on traffic and walk as close to fire apparatus as possible.
 - 3.1.2 Wear the fluorescent safety vest any time you are operating in or near vehicle traffic.
 - 3.1.3 Crews should exit the curb side or non-traffic side of the vehicle whenever possible.

- 3.2 Always position apparatus to protect the scene, patients, emergency personnel, and provide a protected work area. Where possible, angle apparatus at 45 degrees away from curbside. This will direct motorist around the scene (See Attachment A, Figure 1).
 - 3.2.1 Apparatus positioning must also allow for adequate parking space for other fire apparatus (if needed), and protect a safe work area for emergency personnel.
 - 3.2.1.1 The work area must provide protection so that patients can be extricated, treated, moved about the scene, and loaded into Medic Units safely.
 - 3.2.1.2 Allow enough distance to prevent a moving vehicle from knocking fire apparatus into the work areas.
 - 3.2.2 The initial company officer (or Command) must assess the parking needs of late-arriving fire apparatus and specifically direct the parking and placement of these vehicles as they arrive to provide further protective blocking of the scene.
 - 3.2.3 Place traffic cones at the scene to direct traffic. This should be initiated by the first company arriving on the scene and expanded, if needed, as later companies arrive on the scene. Always place and retrieve cones while facing on-coming traffic.
 - 3.2.4 Request Law Enforcement and/or Highways and/or the Coordinated Highway Action Response Team (CHART) (if not on scene) to set up an advanced warning area.

- 3.3 At intersections, or where the incident may be near the middle of the street, two or more sides of the incident may need to be protected. Block all exposed sides. Where apparatus is in limited numbers, prioritize the blocking from the most critical to the least critical (See Attachment A, Figures 2, 3 and 4).

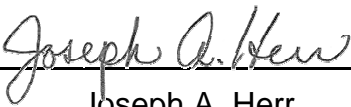
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- 3.4 For first arriving engine companies where a charged hoseline may be needed, angle the engine so that the pump panel is “down stream” on the opposite side of on-coming traffic. This will protect the pump operator (See Attachment A, Figure 5).
 - 3.5 For NIGHTTIME operations, turn OFF fire apparatus headlights. This will help reduce the blinding effect to approaching vehicle traffic.
 - 3.5.1 Placing flares, where safe to do so, adjacent to and in combination with traffic cones for nighttime operations greatly enhances scene safety.
 - 3.6 If driveways are inaccessible, park Medic Units to best protect patient loading areas (See Attachment A, Figures 6 and 7).
 - 3.7 Provide specific direction to the police officer as to exactly what your traffic control needs are (See Attachment A, Figures 8).
- 4 LISTED BELOW ARE GENERAL RECOMMENDATIONS FOR THE START OF PLACING TRAFFIC CONES.



<u>Speed</u>	<u>Distance</u>
25 mph	65 feet
40 mph	105 feet
65 mph	160 feet

Approved:



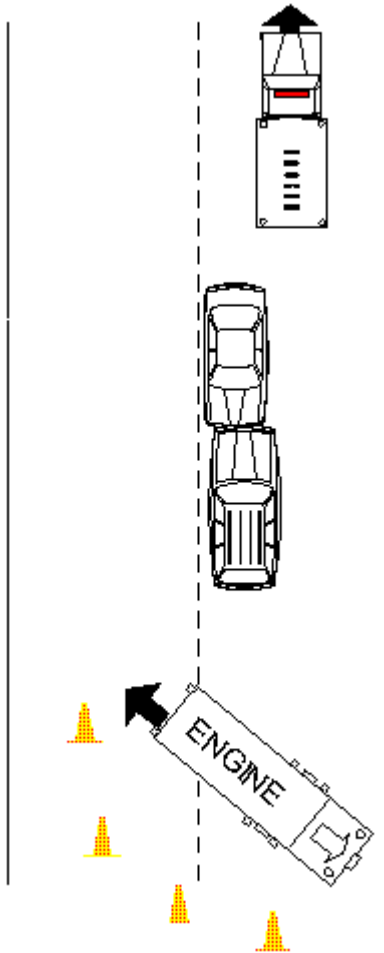
Joseph A. Herr
Fire Chief

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Attachment A

Figure #1



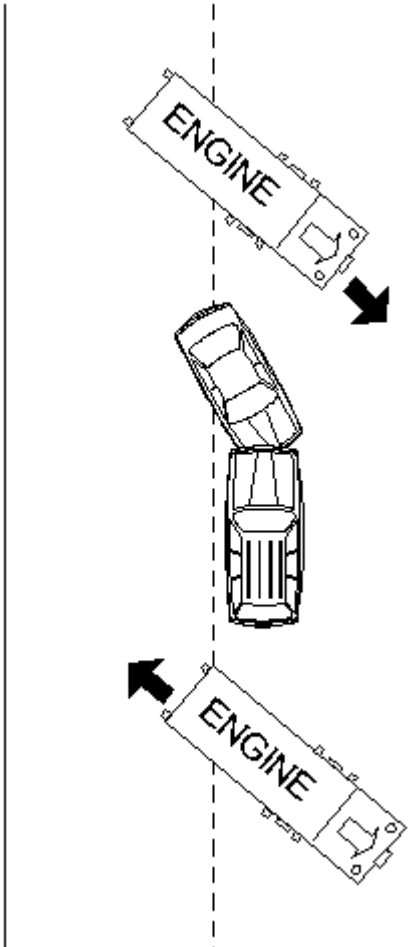
Where possible, angle apparatus at a 45-degree angle from the curb.

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Attachment A

Figure #2



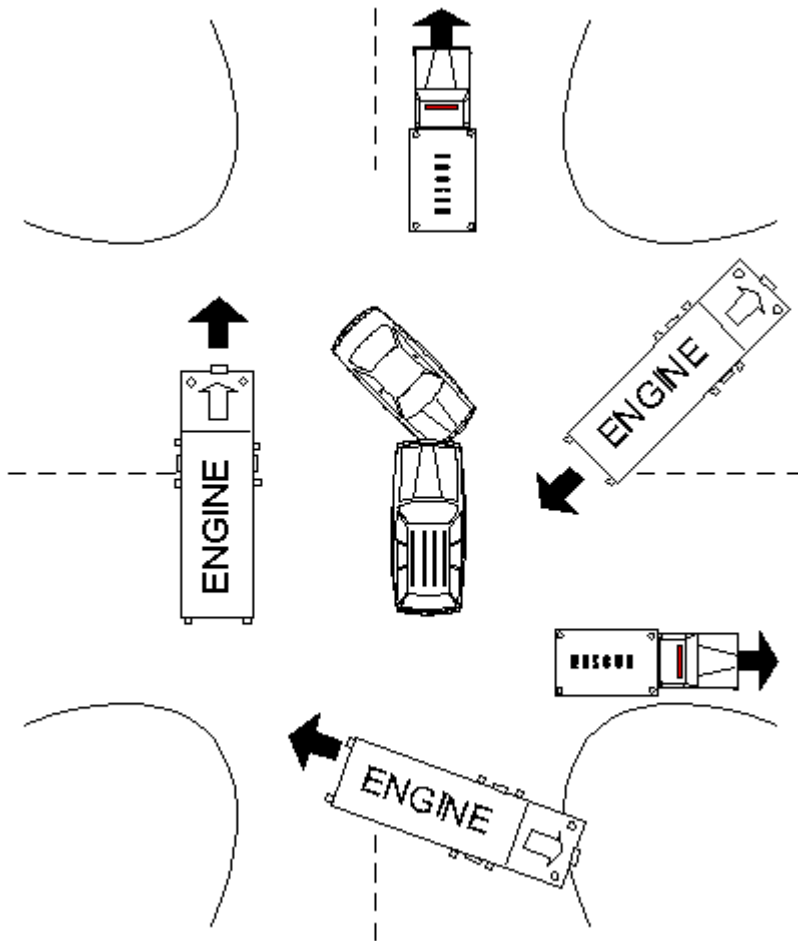
Prioritize placement of the apparatus by blocking from the most critical to the least critical side.

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Attachment A

Figure #3



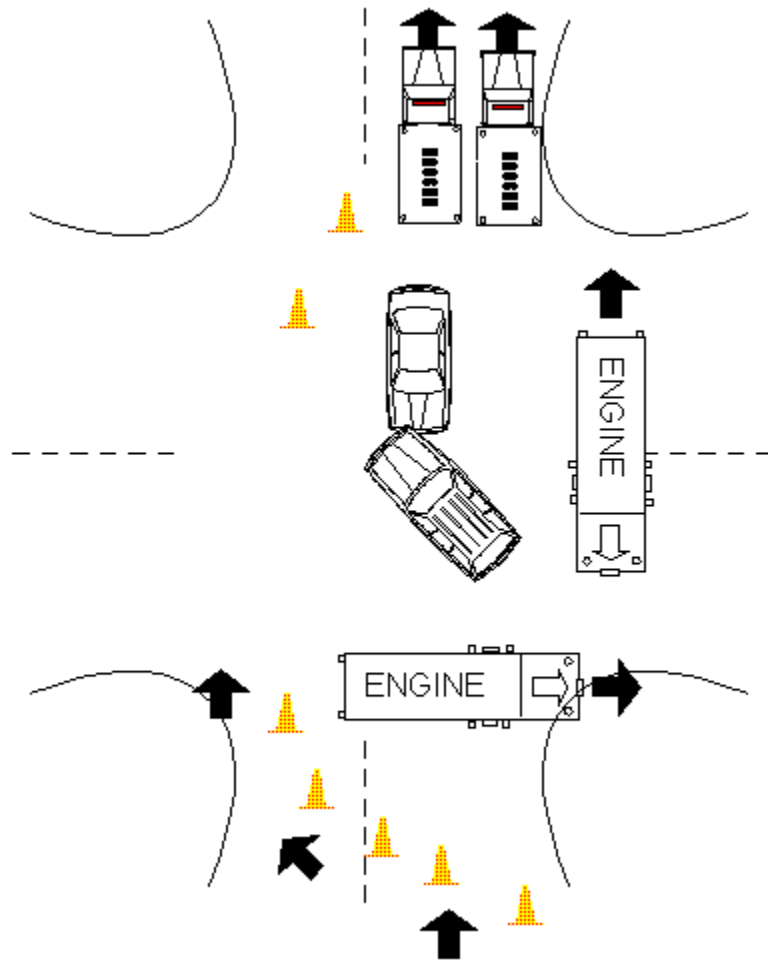
Often times two or more sides may need to be protected.

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Attachment A

Figure #4

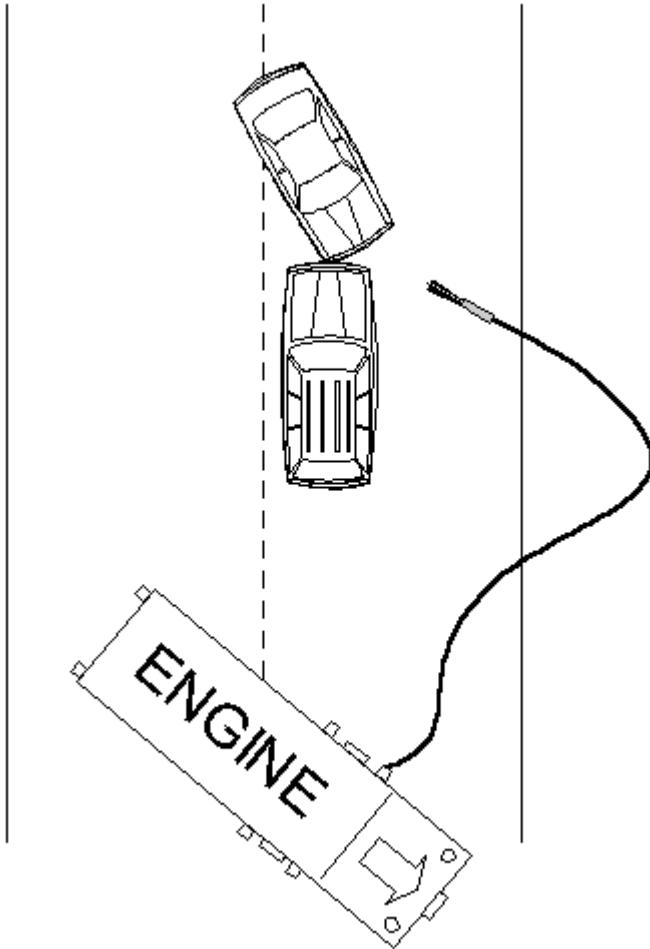


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Attachment A

Figure #5



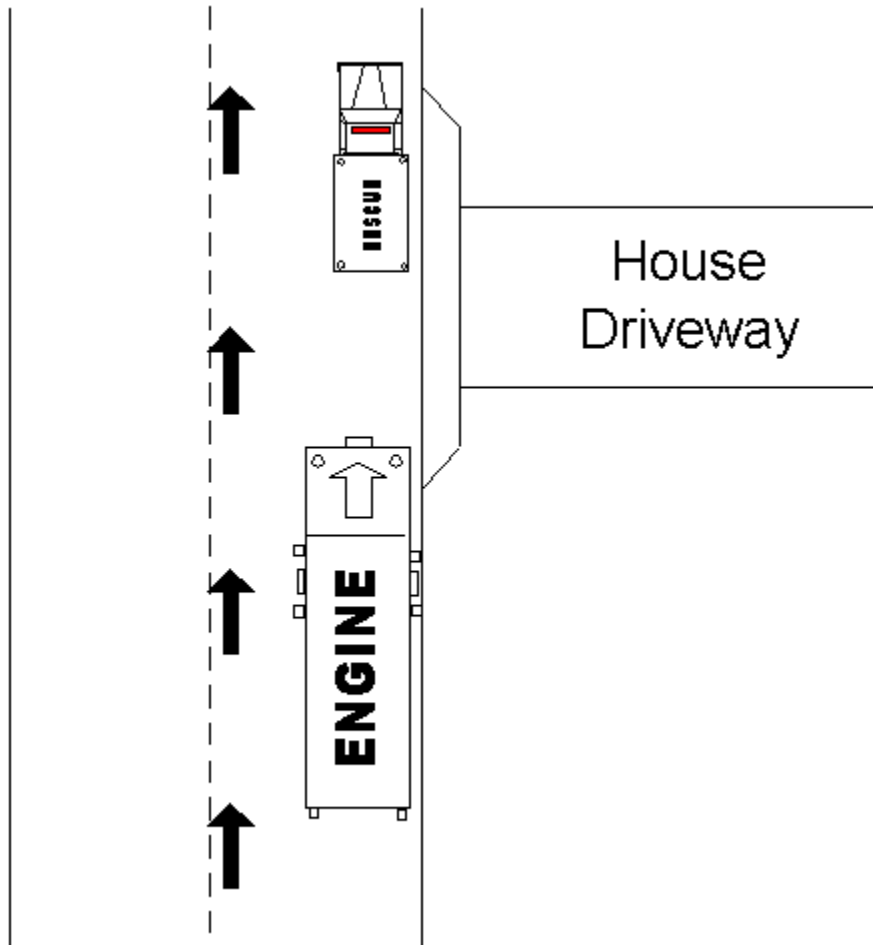
To protect pump operator, position apparatus with the pump panel on the opposite side of on coming traffic (Unless hazards are presents down wind or down stream operations).

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Attachment A

Figure #6
House Driveway



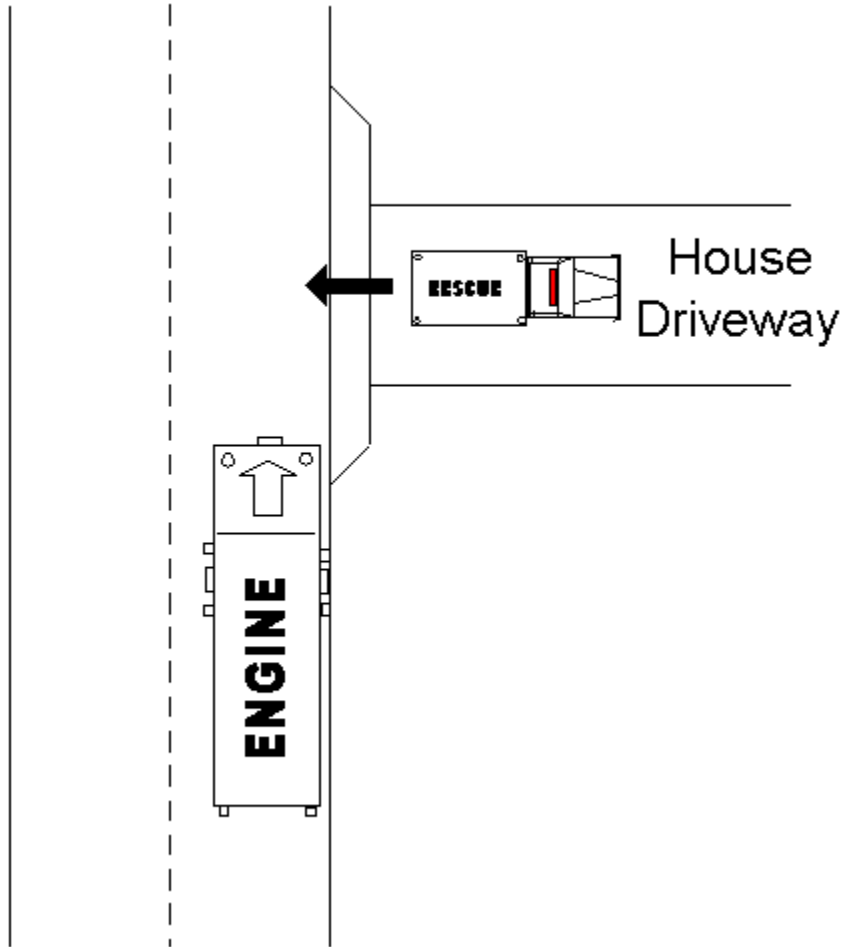
Where possible, park ambulances in driveways or position rescue to protect patient loading area.

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Attachment A

Figure #7



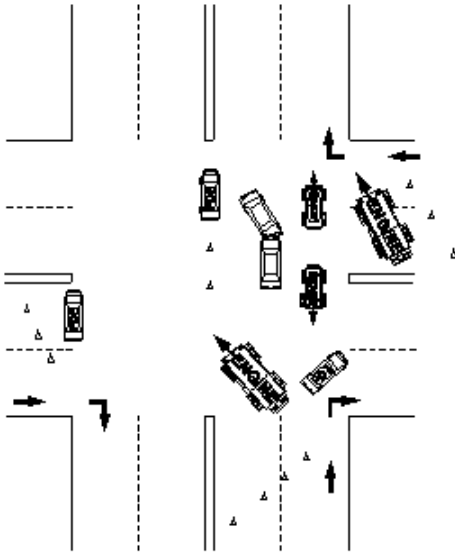
Ambulances should not be back into driveways prior to patient care. Pull straight into a driveway and let the support piece relocate the vehicle

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Attachment A

Figure #8



Provide specific direction to police as to what traffic control needs you have. Position ambulances to protect patient loading areas.