

Miami Township Fire and EMS Operating Procedures



TITLE:	ROADWAY OPERATIONS OPERATING PROCEDURE	#702	
EFFECTIVE DATE:	06/15/2014	DATE AMENDED:	03/18/2015
REVIEW DATE:	09/18/2015	APPROVED BY:	Chief Steve Kelly

This Operating Procedure shall take effect immediately and shall remain in effect until superseded.

PURPOSE

Establish an Operating Procedure (OP) to describe the proper actions for safe roadway operations while working in or near moving traffic.

These are not rules, but Procedures to be used under the best of conditions with the optimum resources available. It is important to note that judgment and discretion must be used on all functions, activities and operations of the department.

SCOPE

These Procedures apply to all fire department personnel.

High visibility garments are required for department personnel working on foot for incidents where exposure to the hazards of moving traffic is present. Conforming to this Procedure places personnel in compliance with Federal law 23 CFR Part 634 and applicable provisions of the Federal Highway Administration's Manual on Uniform Traffic Devices (MUTCD).

DEFINITIONS

Buffer Zone

The distance or space between personnel and vehicles in the protected hot zone and nearby moving traffic.

Hot Zone

The area immediately surrounding roadway incident having a boundary that extends out far enough to protect personnel from passing traffic or similar hazards.

Safety Apparatus

An apparatus that is positioned to provide a barrier between approaching traffic and emergency personnel who are operating at an incident involving a roadway.

Working Apparatus

A vehicle whose primary assignment is to directly support incident operations.

PROCEDURE

A. Required Personal Protective Equipment

1. When the nature of the incident requires personnel to work in or near moving traffic, the following personal protective apparel shall be worn:
 - a. Appropriate helmet, excluding EMS crew members when providing medical care.
 - b. ANSI 107-compliant Class II vest, Class III Highway Safety garment, or ANSI 207 Public Safety vest as carried in department vehicles.
 - c. Or, high visibility uniform coat as provided by the department.



Miami Township Fire and EMS Operating Procedures

TITLE:

ROADWAY OPERATIONS OPERATING PROCEDURE

#702

2. Protective footwear – structural bunker pants and boots may be worn in lieu of standard protective footwear.
3. For personnel wearing a structural turnout coat due to inclement weather (rain, cold, etc.) or wearing structural turnout gear due to duties assigned at the incident scene, an ANSI highway safety vest must be donned over the turnout coat. Turnout coats are not acceptable as high-visibility highway safety apparel without the ANSI-compliant vest on the outside of the coat.

B. Working Within A “Hot Zone”

1. Several unique incident types may be encountered where the requirement for donning ANSI-compliant vests by personnel directly involved in hazard area “Hot Zone” activities is modified.
2. The exemptions for wearing a highway safety vest applies only to personnel directly involved in activities within an established “Hot Zone” and only when the “Hot Zone” is protected from the hazards of moving traffic by apparatus blocking, lane closures, etc.
3. The ANSI-compliant highway safety vest need not be worn when personnel are required to:
 - a. Don structural PPE and SCBA to work in close proximity to a source of heat such as during suppression of a vehicle fire.
 - b. Don hazardous material personal protective equipment to avoid potential exposure to chemicals or other contaminants.
 - c. Don technical rescue PPE and/or equipment for a technical rescue incident such as extrication, high or low-angle rope rescue, swift water rescue, etc.

C. Roadway Operations

1. Miami Township Fire and EMS (MTF&EMS) is not responsible for traffic control. Road closures, diversions and detours are the responsibility of the Police, Road, Service Departments, ODOT or Engineer’s Office. Proper actions shall be taken to protect personnel and equipment operating at an incident in or near moving traffic.
2. Responses on “high speed” or multi-lane highways (I-275, State Route 28, State Route 131, etc.) in the township, shall follow these minimum Procedures:
 - a. EMS incidents: an engine will respond as the Safety Apparatus to provide protection for the ambulance and crew.
 - Whenever an ambulance must park on a busy roadway, an engine must be dispatched to the scene as a Safety Apparatus.
 - b. Vehicle Crashes: a second engine or tower will respond with the primary engine and ambulance as serve as the Safety Apparatus to provide protection for the primary engine, ambulance and other on-scene companies. If the primary engine is used in a Safety Apparatus capacity



Miami Township Fire and EMS Operating Procedures

TITLE:

ROADWAY OPERATIONS OPERATING PROCEDURE

#702

(equipment not needed), the second responding engine or tower may be cancelled.

- c. Vehicle Entrapment: a second engine or tower will respond with the primary engine and ambulance and serve as the Safety Apparatus to provide protection to the engines, ambulance and other on-scene companies.
- d. Vehicle Fires: a second engine or the tower will respond as the Safety Apparatus to provide protection for the primary engine and other on-scene companies.
 - Interstate 275 (I-275): responses involving I-275 shall require the response of another engine in addition to the primary engine, ambulance and tower due to the unknown location of the incident on the expressway.
3. For responses on lower speed roads (residential areas, business roadways) protection can be provided by "smaller" vehicles such as an ambulance, staff vehicles or police vehicles.
4. During daytime operations, all emergency lighting must be illuminated to provide warning to approaching traffic.
5. During nighttime operations, headlights and any white light must be turned off to prevent having a "blinding effect" on approaching traffic.
6. Emergency four-way flashers shall be utilized when appropriate.
7. The deployment of cones, flares and/or signage may assist with creating a safer scene.

D. Safety Apparatus

1. The Safety Apparatus shall be positioned approximately 100-150 feet away from scene, canted away from the scene and only taking up one additional lane.
2. Whenever possible, the crew of the Safety Apparatus should position cones to warn on-coming traffic.
3. Any apparatus responding as the Safety Apparatus will be the last to leave the scene.