

Wilmington Fire Department		
	Standard Operating Guideline	312
		Safety & Wellness
Roadway Incident Safety		
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1.0 PURPOSE

- 1.1** The purpose of this Standard Operating Guideline is to provide incident responders with a uniform guide for safe operations at incidents occurring on the roadway.
- 1.2** This Standard Operating Guideline will serve as a tool for decision making and may be modified by the incident responders as necessary to address existing incident conditions.

2.0 SCOPE

- 2.1** Information contained in this Standard Operating Guideline aligns with the National TIM (Traffic Incident Management) Responder Training Program.

3.0 POLICY

- 3.1** It shall be the policy of the Wilmington Fire Department to respond and operate on all roadway incidents in a safe manner.
- 3.2** Definition: Driving area of a road; the part of a road intended to be driven on; open, public way for passage of vehicles.

- 3.3** All necessary safety equipment shall be utilized to provide the needed protection for emergency personnel as well as the public.

3.4 SAFETY OF EVERYONE ON THE SCENE IS FOREMOST.

4.0 APPARATUS PLACEMENT AND SCENE PROTECTION

- 4.1** Size-up all roadway incidents for hazards (i.e., passing traffic, downed power lines, fluid spills, etc.) before apparatus placement.

- 4.2** All available warning lights shall be used while on the incident scene.
- 4.3** Road cones shall be used to redirect traffic flow away from the incident scene.
- 4.4** A minimum of six (6) twenty-eight-inch (28") road cones shall be assigned to each apparatus (Ref. D.O.T.-M.U.T.C.D. Section 6F.59).
- 4.5** The Driver/Operator of the first arriving company shall position the apparatus in such a manner as to shield the work area. He/she will position the apparatus at an angle and turn the steering wheel away from the incident.
- 4.6** All other arriving companies should position their apparatus under the direction of the Incident Commander.
- 4.7** Limit on scene exposure; respond only the needed apparatus and personnel necessary to safely handle a roadway incident.

5.0 SAFETY PROCEDURES

- 5.1** Specifically, when the nature of the incident requires the member to work in or near moving traffic, the following safety procedures shall be followed, and the following personal protective apparel shall be worn:
 - A) All Wilmington Fire Department personnel shall wear his/her assigned Structural Fire Helmet with chin strap properly donned;
 - B) ANSI 107-compliant Class II vest, Class III Highway Safety garment, or ANSI 207 Public Safety vest;
 - C) If a member prefers to wear a structural turnout coat due to inclement weather (i.e., rain, cold, etc.,) or is required to wear structural turnout gear due to duties assigned at the incident scene, the American National Standards Institute (ANSI) highway safety vest must be donned *over* the turnout coat. Structural turnout coats are not acceptable as high-visibility highway safety apparel when donned without the ANSI compliant vest on the outside of the coat.

- 5.2** **Structural Turnout gear shall be worn at all incidents**, or until the Incident Commander deems reflective vests or rain gear to be appropriate, both day and night, with **NO EXCEPTIONS**.

- 5.3** Each apparatus shall be assigned at least four (4) Class 2 vests.

6.0 NON-VEST INCIDENTS

- 6.1** Several unique incident types may be encountered where the donning of a highway vest may actually increase risk of injury for the fire department member or where wearing of a vest may, in fact, be otherwise impractical. Under these limited situations, the requirement for donning ANSI-compliant vests by members directly involved in hazard area *Hot Zone* activities is modified.
- 6.2** The exemptions for wearing a highway safety vest apply only to members 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.

6.3 The required ANSI-compliant Highway Safety vest need not be worn when a member is required to do the following:

- 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 (hazmat) 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.

6.4 All members on scene performing duties or involved at activities other than those listed in paragraph 6.3 are required to don ANSI-compliant vests when working in or near moving traffic.

6.5 Members directly involved in source of heat, chemical, or technical rescue activities (paragraph 6.3) that complete their activities within the designated *Hot Zone* are required to don ANSI-compliant vests once their activities within the *Hot Zone* are completed or they leave the immediate *Hot Zone* area of the incident scene.

7.0 PUBLIC EDUCATION

7.1 Use every opportunity to educate the motoring public on how to react when approaching an emergency scene..."**SLOW DOWN AND MOVE OVER**".