

WARNING LIGHTS, PARKING and SCENE SAFETY

Presented by:

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Highway Safety for Emergency Service Personnel

Firefighter Struck, Killed At Scene

Chief Blocks Path Of Speeding Car To Save Firefighters

LONG ISLAND — A Long Island fire chief saved the lives of several firefighters Saturday when he pulled his car into the path of an alleged drunk driver

2 Emergency Medical Technicians Injured When Struck By Ambulance

SEYMOUR — The Seymour Ambulance Association continues to be plagued with bad luck, as one of its vehicles was totaled in a freak accident that injured

Car Accident Claims Life Of Firefighter

IL — A Bourbonnais Fire Protection District firefighter died of head injuries Saturday suffered from a freak accident at the department's Armour Road station earlier that day.

Paramedic Hurt In Hit-and-Run

WELLINGTON — A paramedic was being treated at Guelph General Hospital after being hit by a car at the scene of a one car accident. Paramedic John Smithler was assisting in directing traffic when struck

Driver Slams Into Trooper's Car, Killing 1, Injuring 2

WILDWOOD — A 25 year-old man died after the car he was driving collided Sunday morning with a Florida Highway Patrol car on a two-lane country road near here. A trooper and a volunteer auxiliary officer were serio

EMERGENCY
SCENE
AHEAD

Don't Become Another Statistic!

Working Near the Roadway

- **Last year 20 police officers, 7 firefighters and 3 EMS workers were struck and killed by vehicles while working near the roadway! Over 300 of these groups were injured!**
- **Numerous “close calls” reported every day!**
- **When was your last “close call”?**
- **We can reduce these incidents, injuries and deaths with very little effort!**



Light Manufactures Studies!

Mainly involved
removing you from
you money!



If they make it - someone will buy it!



FEDERAL SIGNAL

**THIS IS WHAT MOST EMERGENCY
SCENES LOOK LIKE!**



SETTING UP THE “CARNIVAL”

PART 44 NYCRR (Light Laws)

44.2 **Red** lights and certain white lights.
(Cannot glare or dazzle - 100 CP @ 35 Watts)

44.3 **Amber** lights. (Legal on ALL Vehicles)

44.4 **Blue** and **green** lights - (Candle power, size and prohibited lights such as strobes and light bars are addressed) **The NYS V&T law was changed and the 32 CP removed from 375-2. THE NYCRR HAS NOT CHANGED!**



2.8 MILLION CP

**Galls Self-Contained Strobe Deck Lights
Give You Three Selectable Patterns
at a Great Price**

**NYCRR - PART 44.4 - Allows
ONLY 32 CP / NO STROBES!**

**WHAT IS
ILLEGAL
IN THIS
PICTURE?**

**Part 44.4
NYCRR**





22 states use **BLUE** for POLICE!



Is there anything illegal here?

80,000 CP at 50 Watts - Illegal?



The clear (white) sections of ANY light bar can only be 100 CP @ 35 Watts!

Part 44 NYCRR - LIGHT LAWS

The MV Commissioners Rules & Regulations restricts the use of white or clear lights on ALL emergency vehicles including police cars. “They CANNOT Glare or Dazzle or interfere with the visibility of the red light or red lights on a vehicle.” Shut off the flashing headlights at night! They may blind on coming drivers and if an accident takes place you could be liable!

Recent Studies on Warning Lights

- The outdated idea that more lights make the scene safer have been proven wrong!
- NFA - 5 state project on road side incidents identified several areas of concern. (NFA “White Paper”)
- The color of warning lights can effect other drivers behavior.



**How can this be safe
for anyone?**



This photo was taken two and one-half car lengths in front of an apparatus which has its fog lights, high beam headlights and red warning lights activated. Two fire fighters standing by the engine cannot be seen.



This photo shows the same apparatus with its fog lights and headlights turned off. The vehicle's pump panel light and red warning lights are operating. Spotlights are shining on traffic cones ahead of and behind the vehicle.

**DO YOU LOOK
WHERE YOU DRIVE or
DO YOU DRIVE
WHERE YOU LOOK?**

**YOU DRIVE WHERE
YOU LOOK!**

**Drugged, Drunk, Elderly, Tired
and Confused Operators will
drive TOWARDS flashing RED
lights.**

**These same drivers will drive
AWAY from Flashing AMBER
Lights!**

Warning Lights Effect on Others



**THOUGHT HE WAS PROTECTING A SCENE -
CAR WAS HIT AND DRIVEN 60 FEET DOWN
THE ROAD STRIKING ANOTHER CAR.**

ARE THE LIGHTS PROTECTING YOU OR MAKING YOU A TARGET?



I-84 ORANGE COUNTY NEW YORK





NC Ambulance Struck - Critical Injuries

WAS HE LOOKING AT THE “CARNIVAL” IN THE OTHER LANE?

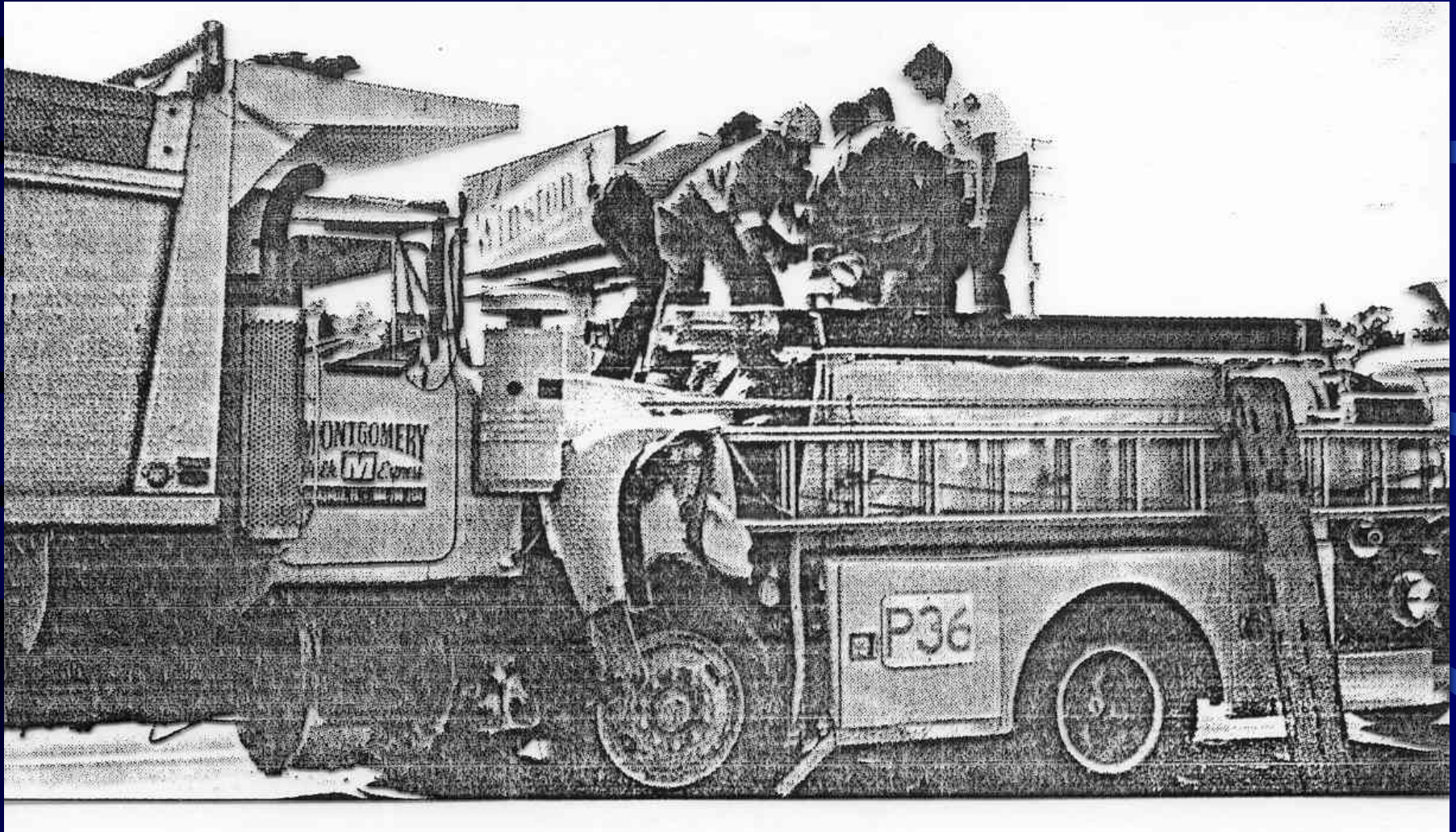


**OHIO ENGINE
HIT BY
TRACTOR-
TRAILER**



**ON I-675
3/18/03**

TWO ON BACK STEP WERE INJURED



Lime-yellow fire truck with **RED** warning lights on, hit by tired truck driver!



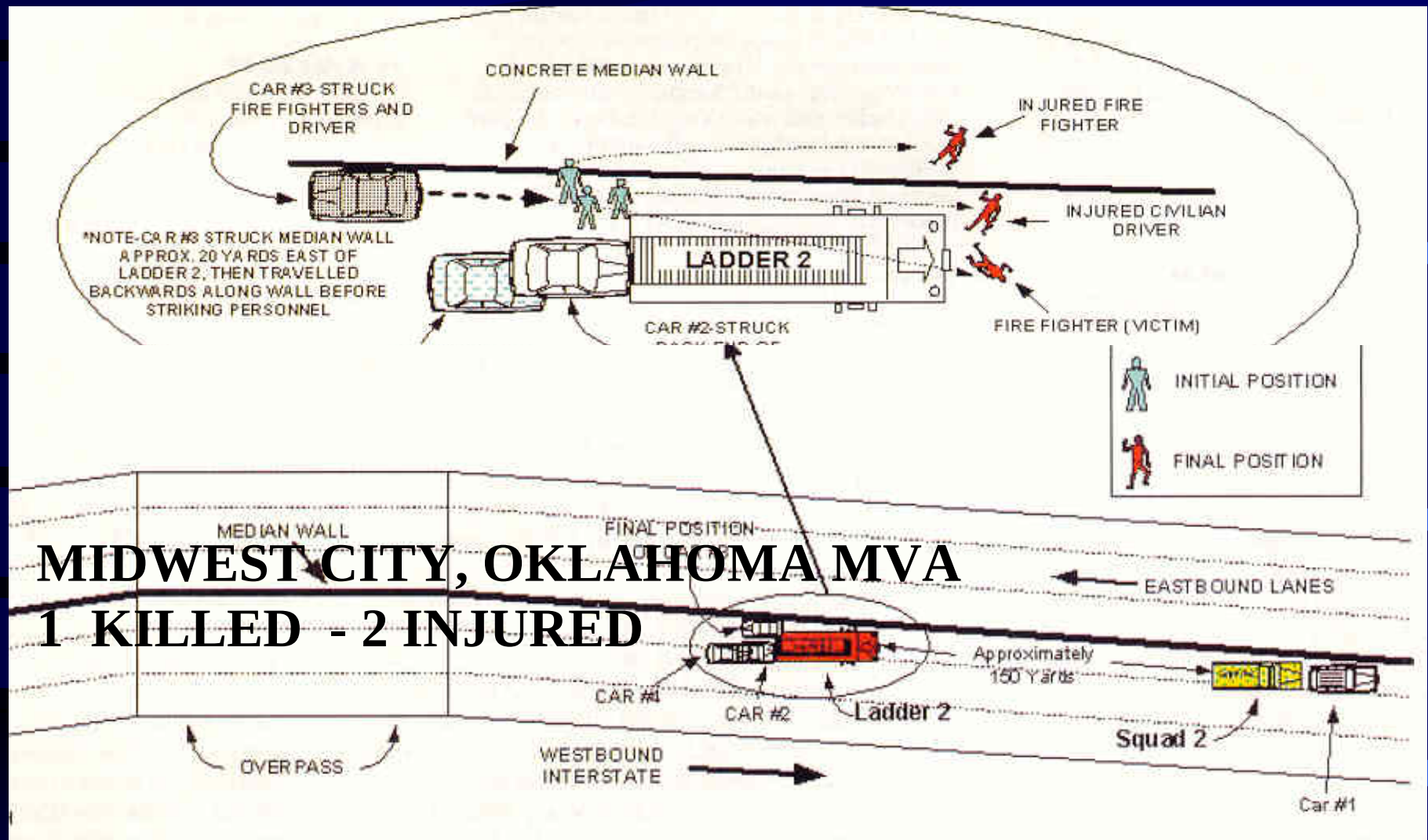
Use the largest and heaviest vehicle to “block” to protect everything down stream!



Police cars as “blocking” units?





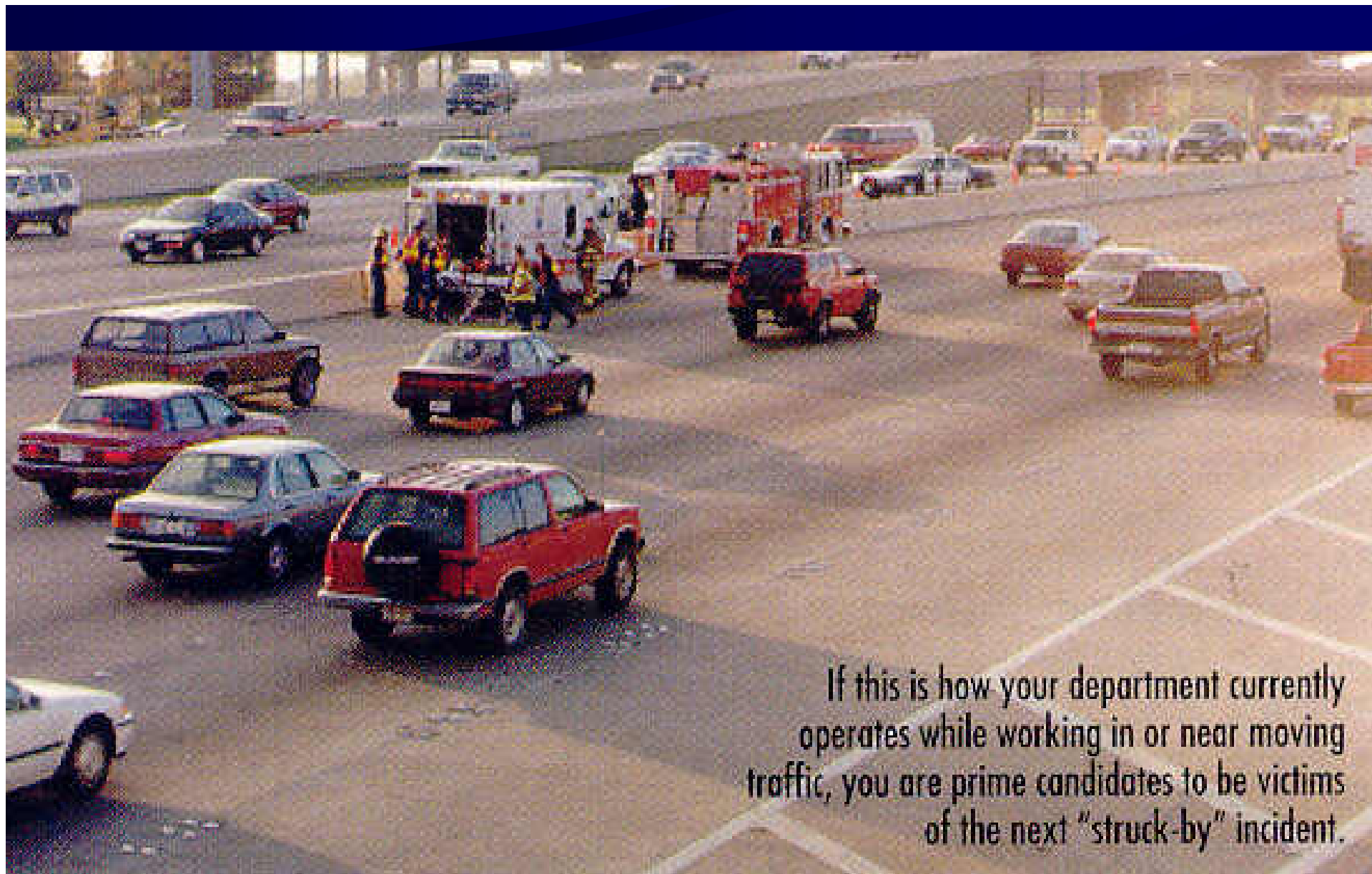


MIDWEST CITY, OKLAHOMA MVA
1 KILLED - 2 INJURED

**SHOULD HAVE PARKED CLOSER TO
WALL & ANGLED VEHICLE OUT**



Crash scene showing second automobile wedged into space between barrier and driver's side of first vehicle.



If this is how your department currently operates while working in or near moving traffic, you are prime candidates to be victims of the next "struck-by" incident.



March 9, 1998

Lionville PA PA Turnpike



“ It Was Just A Routine Call.....”



One responder killed - 9 injured!



ALL THIS FOR A CAR IN THE DITCH!

On July 1, 2002, a 28-year-old male volunteer captain (the victim) was struck by a motor vehicle while attending to a vehicle fire along an interstate highway. The

victim was obtaining driver and vehicle information while standing near the incident scene when a passing northbound car was hit from behind by a pickup truck. The impact caused the vehicle to skid sideways, striking the victim and four others. The victim was life-flighted to a local hospital, where he was pronounced dead.



JUNE 2004

RECOMMENDATIONS

- Fire departments should ensure that fire apparatus is positioned to protect firefighters from traffic.
- Fire departments should establish pre-incident plans regarding traffic control for emergency service incidents and pre-incident agreements with law enforcement and other agencies such as the highway department.
- Fire departments should establish, implement, and enforce standard operating procedures (SOPs) regarding emergency operations for highway incidents.
- Fire departments should ensure that personnel receive training in the proper procedures and the hazards associated with emergency operations for highway incidents.

**Numerous
Vehicles are
struck while
parked next to
the highway
every year by
these drunk,
drugged, elderly,
fatigued and
confused
drivers.**



**REPLACEMENT DWI VAN THAT WAS STRUCK BY A
DRUNK DRIVER - **NOTE 6 AMBER LIGHTS****

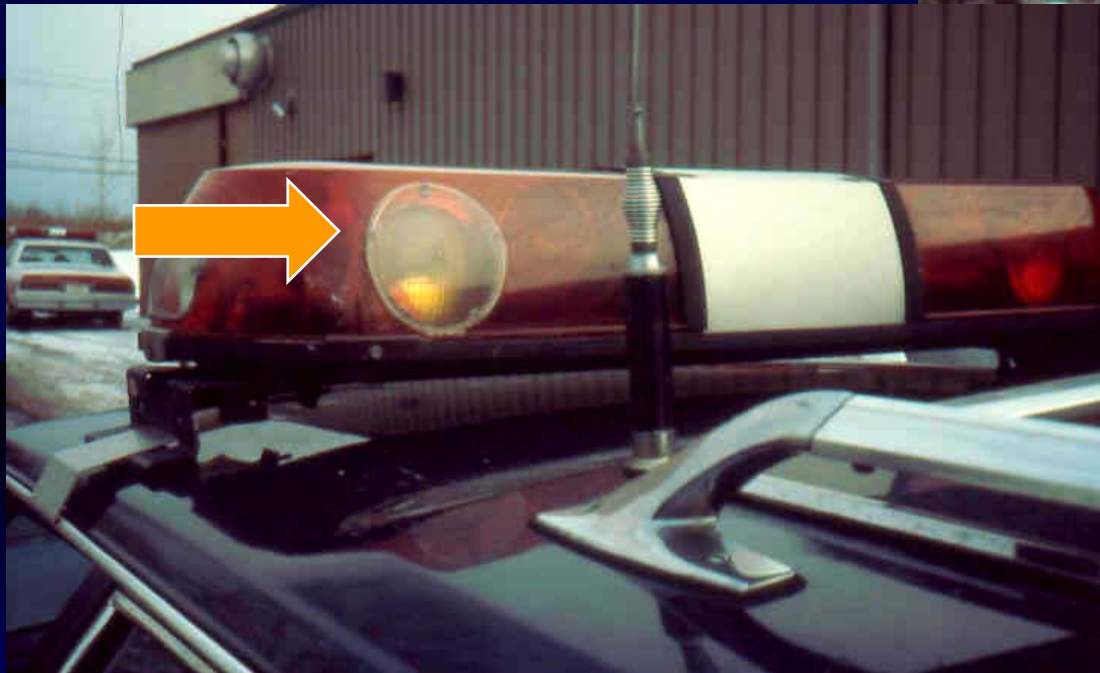


Amber Lights and **Red Lights**

- 15 to 20 NYSP vehicles struck every year while parked next to (NOT IN) the roadway while displaying **RED** lights only.
- State wide other agencies (Fire /Police / EMS) reported between 75 & 90 vehicles struck annually displaying **RED** lights.
- After going to ONE **AMBER** insert on the left side rear of the light bar the NYSP had NO cars get hit for over two years!

ADDING THIS **AMBER** INSERT RESULTED IN
A DRASTIC REDUCTION IN ROADSIDE MVAs

“CALIFORNIA”
OPTION



IN CALIFORNIA IT IS NOT AN “OPTION”!

One of the lights in the trunk are now amber



Study on **Amber** Lights

- Increased number of lights decreases the ability of drivers to quickly respond to the emergency message. (*National Bureau of Standards 1978*)
- The flashing light is more quickly detected when there are NOT other colored flashing lights present. (*Engineering Data Compendium 1988*)

Based on these two and other studies - there is a limit of the number of lights used on an emergency vehicle and exceeding that number and mixing numerous colors will make the vehicle less safe!

(Firehouse Magazine - February 2002)



AMBER IS THREE TIMES BRIGHTER THAN **RED**. IT CAN BE SEEN THREE TIMES FURTHER THAN **RED** AND TWICE AS FAR AS CLEAR OR **BLUE**! **AMBER** SENDS A SPECIFIC MESSAGE!



NYS DMV says: It is legal for ANYONE to display an amber light!

As you state in your letter, Section 375 (41) (3) states that

...The provisions of this subdivision shall not prohibit the temporary affixing and display of an amber light to be used as a warning on a disabled motor vehicle or on a motor vehicle while it is stopped on a highway while engaged in an operation which would restrict, impede or interfere with the normal flow of traffic.

This provision was placed in the Vehicle and Traffic Law by Chapter 14 of the Laws of 1976 and became effective on March 2, 1976. It provides for the temporary affixing and display of the amber light in certain situations. Therefore, as long as the private vehicles of the members of your volunteer fire department only display this amber light temporarily while engaged in certain operations, there would be no violation of the Vehicle and Traffic Law. Please note, however, the limited nature of this provision. Thus, your members could not use the amber lights to go to and from an operation, but rather while the vehicles are stopped on a highway while engaged in an operation which would restrict, impede or interfere with the normal flow of traffic.

Joyce M. Wrenn
Assistant Counsel

Of these
two set ups
which one
gave the
public a
better
message?

ISP Study



CAN YOU SEE THE **AMBER** BETTER THAN **RED**?



Amber is the best color for traffic control!



**WE HAVE
MANY
OPTIONS
TO MAKE
IT SAFER!**



MINIMAL WARNING TO THE REAR ONLY (Light bars shut down to the front)



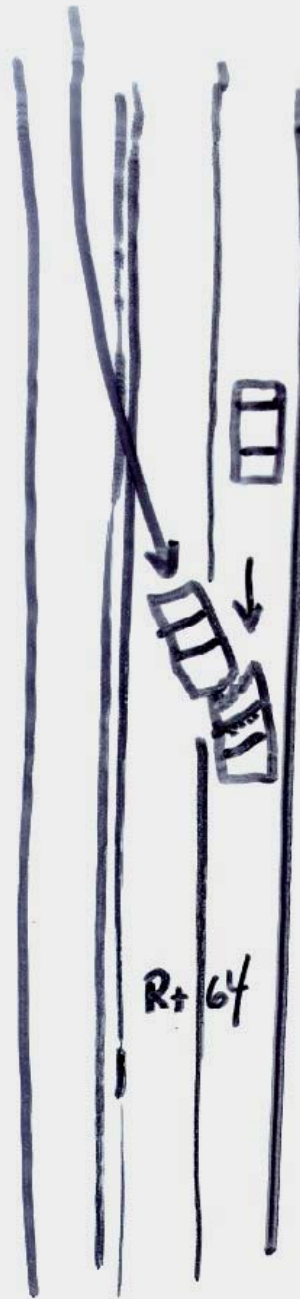
MANY STATE ARE GOING TO THE “SLICK TOP” OPTION - Report Reduction in Accidents!



Warning lights can CAUSE accidents!



What do
YOU think
caused the
drunk driver
to drive
across two
lanes and hit
the lit up
sheriff's car
head-on?



Deputy's car is hit; he, woman injured 8/98

A Monroe County sheriff's deputy and a woman were injured yesterday morning when the parked sheriff's cruiser the deputy was sitting in was struck by another vehicle.

Deputy Robert Clar, 34, had pulled over another vehicle about 4 a.m. for a routine traffic stop on Route 64 in Pittsford, sheriff's officials said.

Just after Clar got back into his car, another car — driven by Linda Adams in the opposite direction — crossed the double solid line in the road and struck Clar's car head-on, driving it 30 feet backward.

An airbag in Clar's car may have saved the deputy's life, said Jim Pringle, a sheriff's spokesman.

Clar was treated at Strong Memorial Hospital and released.

Adams, of 5 Fox Hollow, Ionia, was in satisfactory condition there last night.

Charges are pending, said Pringle.

**75 Year
old driver
drives off
I-390 and
into rear of
the lit up
sheriffs
car,
WHY?**

Two officers injured in four-car crash in Avon

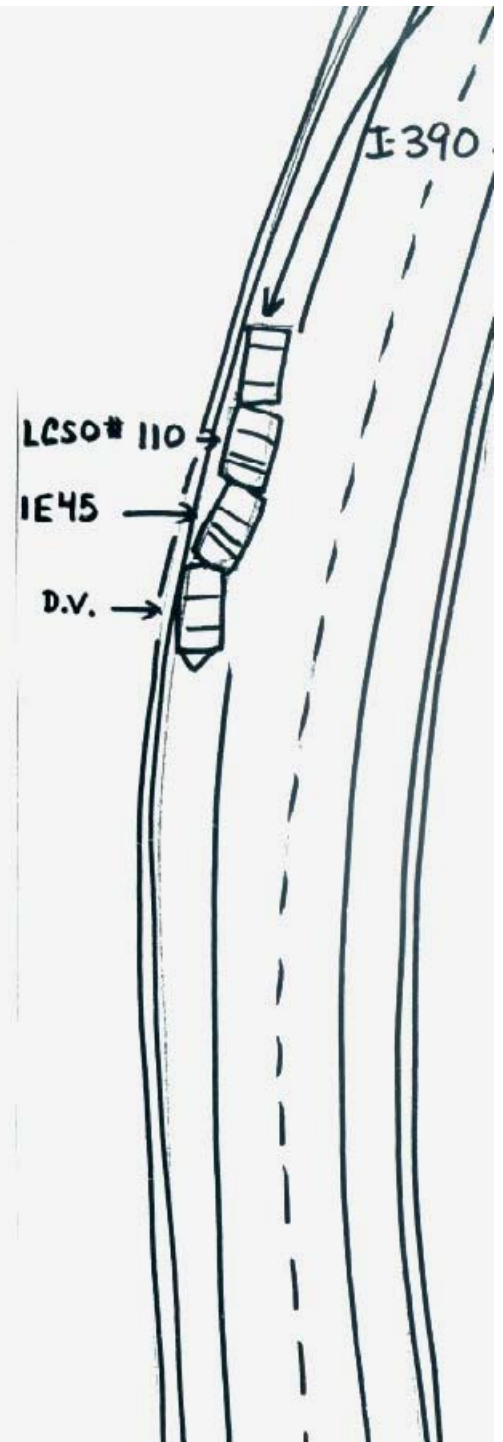
A state trooper and a Livingston County Sheriff's deputy are recovering from minor injuries after they were involved in a four-car accident on Interstate 390.

The crash happened in Avon at about 8:45 p.m. Friday after Trooper Thomas Doran and Deputy Roderick Bennett stopped their cars along the roadside to assist motorist Donald Watson, 18, with car trouble.

The lights on their police cars apparently distracted a fourth driver, John Hamilton, 75, of Wayland, Steuben County, causing him to crash into the rear of Bennett's car.

Bennett's car was pushed into Doran's car, which then hit the disabled car.

All four drivers were treated and released from Strong Memorial Hospital. Police are still investigating. No charges have been filed.



DOES THE TRAFFIC KNOW WHERE TO GO?

PLACE CONES 40 to 50 FEET APART

**SP Car w/ only rear
warning on**



Get In – Do Your Job – and Get Out in Less Than 30!

According to Section 6G-2 of the newly revised *Manual on Uniform Traffic Control Devices* (MUTCD), if we want our on-scene activities to be considered temporary and of short-duration, then they cannot exceed 30 minutes. MUTCD calls this a minor duration traffic incident. If we are there longer than that, then it is considered that we have established an intermediate (30 minutes to two hours) or major duration (more than two hours) work zone and additional, more stringent DOT regulations and highway management requirements apply.

For example, an intermediate-duration work zone requires advance warning for a minimum of a half mile before the same incident scene that would only require 300 feet of warning if we were there for just a short time; say 20 minutes or less. In addition, advance warning for a short-duration work zone can legally be just one vehicle with a flashing light to notify approaching traffic of the hazards ahead of them. The same crash scene, once we are there longer than one hour legally becomes an intermediate-duration work zone and may require as many as 75 or more cones plus warning signs to comply with the DOT advance warning guidelines.

— Ron Moore

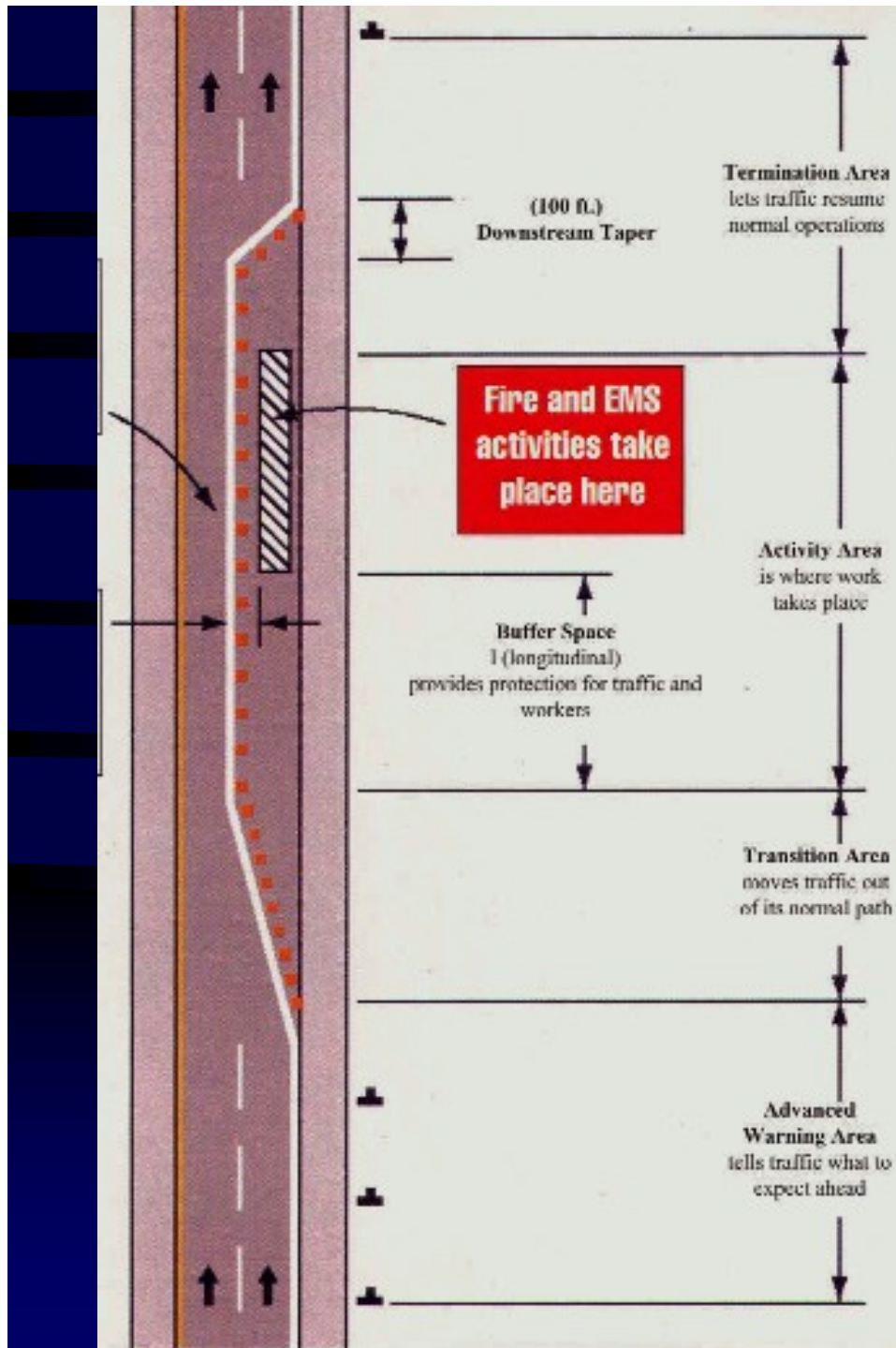
**WHAT DOES YOUR SCENE LOOK
LIKE TO APPROACHING TRAFFIC ?**



**THE MORE IT LOOKS LIKE A “WORK
ZONE” THE BETTER & SAFER!**

These flares are 80 feet apart!





On major highways this is how you should set up your “work zone”

This set-up is for **EMERGENCY** maintenance only. Routine maintenance operations on Freeway or Expressway should use stationary lane closure.

-  Work area
-  Warning flags (minimum 18x18)
-  Arrow panel
-  Work vehicle
-  Shadow/protective vehicle with attenuator

NYSDOT MP&T
FOR
EMERGENCY
MOBILE MAINTENANCE
OPERATION INVOLVING
CLOSURE OF RIGHT TWO LANES
ON
FREEWAY OR EXPRESSWAY
OCTOBER 2003 TAM-E3

160 FT
(4 Skip Lines)

1000 FT.
(2 Reference
Markers)

1500 FT.
(3 Reference
Markers)

Spotter
recommended

LANE
CLOSED W8-33C
48x24

LANE
CLOSED W8-33C
48x24

LANE
CLOSED W8-33C
48x24

RIGHT
TWO LANES
CLOSED
AHEAD W8-11D
48x48

NYS DOT “Emergency” Maintenance set-up on controlled access highways





Truck Fire I-90 MPM 314 EB - Scene set up like “WORK ZONE”



**Amber lights & “Arrow Sticks” on,
forward facing warning lights shut off**



**Ron Moore
series on
Parking &
Scene
safety in
Firehouse
magazine
February
2004**

**AMBER LIGHTS ON
APPARATUS**

All the highway safety specialists who study traffic signaling and warning devices agree that the rear lights on emergency vehicles parked at a highway scene should be amber. Many fire departments have adopted the amber rear warning light system.

In situations such as multi-lane freeways, it is recommended to “shed,” or turn off, all forward-facing emergency lights that affect traffic in the oncoming lanes. Light shedding reduces rubbernecking and prevents secondary crashes, especially in the opposing lanes of traffic on the other side of a divided highway.

FLASHLIGHTS

MAKE IT LOOK LIKE A WORK ZONE!

CONES ARE 40 FT. APART



**TRAFFIC MOVING WITHOUT ANY PROBLEMS
BECAUSE IT LOOKS LIKE A WORK ZONE**



BOTH VEHICLES SENDING SAME MESSAGE



Park vehicles on ONE side of highway



**Head-on crash Rt. 15
T/O Rush 7/30/02**

Park on ONE side of the roadway!



**Warning lights off
4-ways on!**



**Do you have to
park in the
road?**



**If NOT
then Don't!**

On limited access roadways ALWAYS attempt to keep the traffic moving!



You may have to compromise with the police about the road closing!





**Sometimes you have to shut
down the road but be
prepared for what you cause
on the secondary roads!**

For EVERY
MINUTE
you shut
down traffic
on a busy
highway -
your traffic
jam builds
up ONE
MILE!



**Think about
where to
park which
will get the
job done and
be the safest
for
everyone!**



Warning lights of yesterday!



A photograph of a modern fire truck, primarily red with a black cab. The truck is equipped with numerous emergency lights, including a long bar on the roof and several round lights on the front and sides. The front features a large chrome grille and a heavy-duty bumper with integrated fog lights. A green tag with the number 'D-139' is visible on the left side of the windshield. The word 'TODAY?' is superimposed in a large, white, serif font across the center of the windshield. The background shows a clear blue sky and some green foliage.

TODAY?



You can take some things too far.

How Effective are your lights?



You need center grill & Flashing headlights to be seen!

How much is too much?



**HOW MUCH
IS TOO
MUCH?**



**Do you really think this much warning
is required when we are parked?**



Christmas Tree!!!



What about NFPA - 1901?

RESPONSE MODE - PARK/BLOCKING MODE



AMBER ALLOWED IN FOUR DIRECTIONS
IN THE “BLOCKING MODE”! NO CLEAR
LIGHTS ALLOWED IN “BLOCKING MODE”

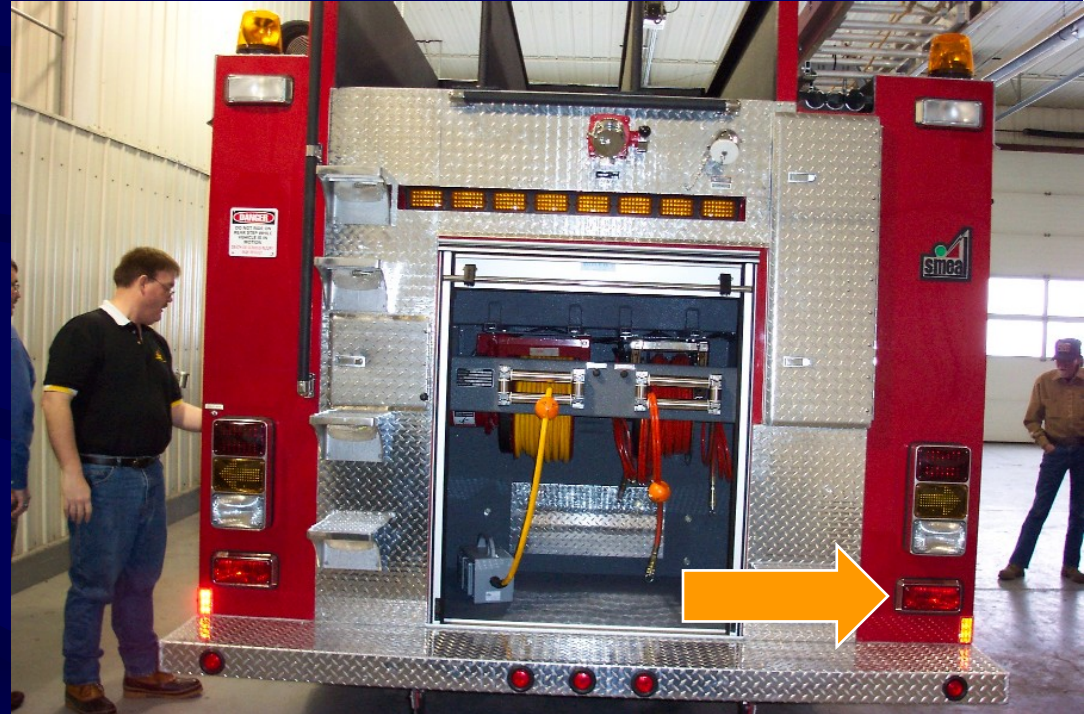
FEMA FA-272

Phoenix FD



At the time of this writing, 10 engines were configured for all non amber warning lights (clear, red, and blue) to go off when the apparatus parking brake was engaged. Amber lights on all four sides of the apparatus are the only functioning lights in the 'blocking right of way' mode. The amber lights are not tied to directional arrows. Figures **3-8 a and b** (on page 22) show the amber lighting configuration on the front and the rotating amber light on the side of the engine.

How much warning to the rear?
The law says ONE **RED** light visible 500
feet from the vehicle.



**How much warning do
we really need to be safe?**



Amber lights & use of the “arrow”



Looks like a DOT truck!



FEDERAL SIGNAL

**Shut off the majority
of your warning lights
after you get on scene!**



Forward Warning on the Interstate - Why?



**SHUTTING DOWN MOST OF YOUR
WARNING LIGHTS - MOST
DEPARTMENTS ARE GETTING IT!**



ALL EMERGENCY LIGHTS OFF!





Shut down your warning lights
when NOT needed!



Light the scene - but DO NOT BLIND on coming traffic

All floods pointed away from traffic



**It is much safer and easier to do your job
WITHOUT those blinding, distracting flashing
lights in use!**



NFPA 1451 - Chapter 8

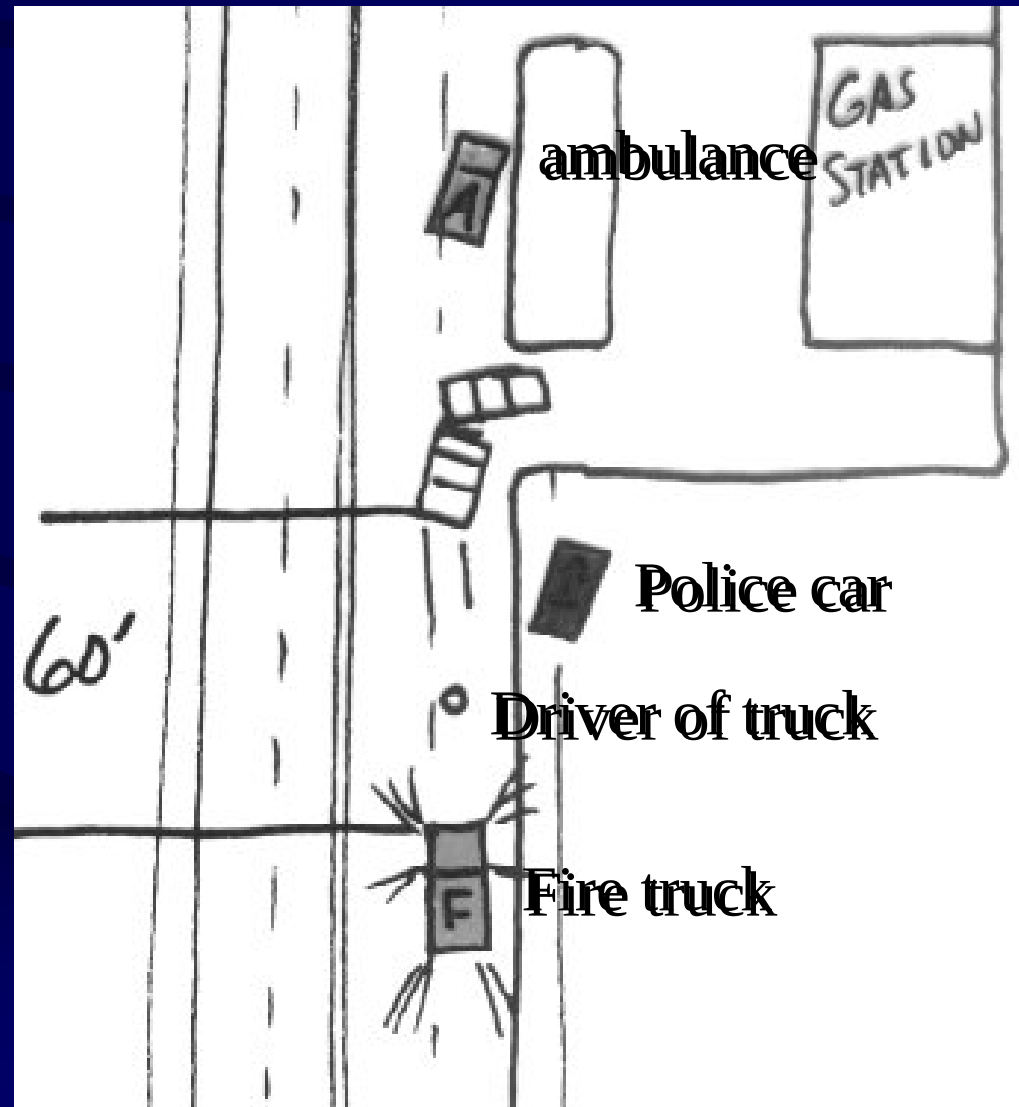
- Refers to using emergency vehicles to shield the firefighters.
- The use and abuse warning lights.
- The use of firefighter protective equipment.
- The use of cones and flares.

Vehicle that weighed 28,000 lbs. Ran into a parked 10-wheeler that weighed 60,000 lbs. It was driven 152 feet down the road, Striking vehicle went 7 feet after impact!



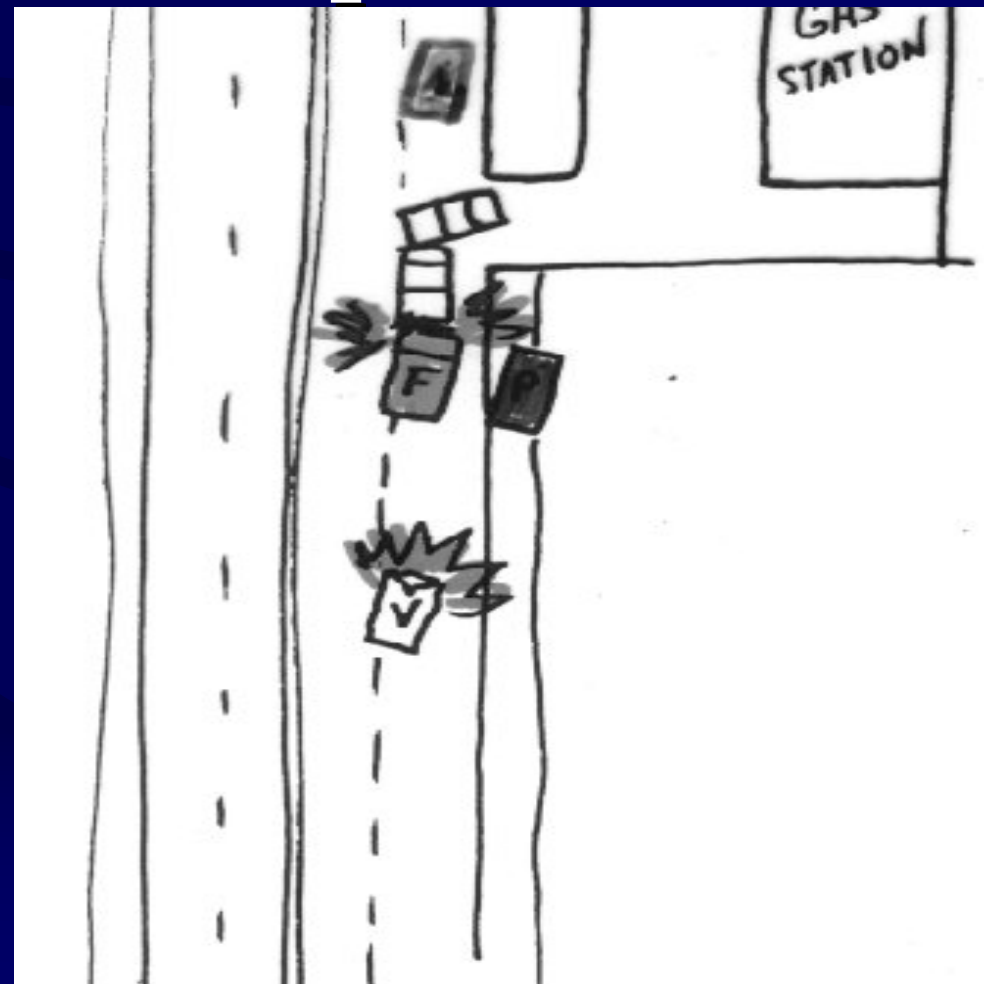
HOW SHOULD WE POSITION THE PARKED EQUIPMENT?

30,000 lb. Fire Truck Parked 60 feet back protecting the scene with all the warning lights on!



How many times have you parked
and *THOUGHT* you were protecting
your crew and the public?

Fire Truck is ran
into by a 9,000 lb.
van, van stops and
drives the truck 60
feet forward
killing the
operator!



NYS THRUWAY AUTHORITY SAYS:



- 1) Let us know you were called – we may be able to give you information on the incident.
- 2) Chiefs and lieutenants first arrivals can verify the equipment necessary. Expensive equipment can be staged at Interchanges or responded in stages depending on conditions.
- 3) Limit the amount of personal vehicles on the Thruway.
- 4) Try to move the equipment to the same side of incident to prevent large traffic backups.

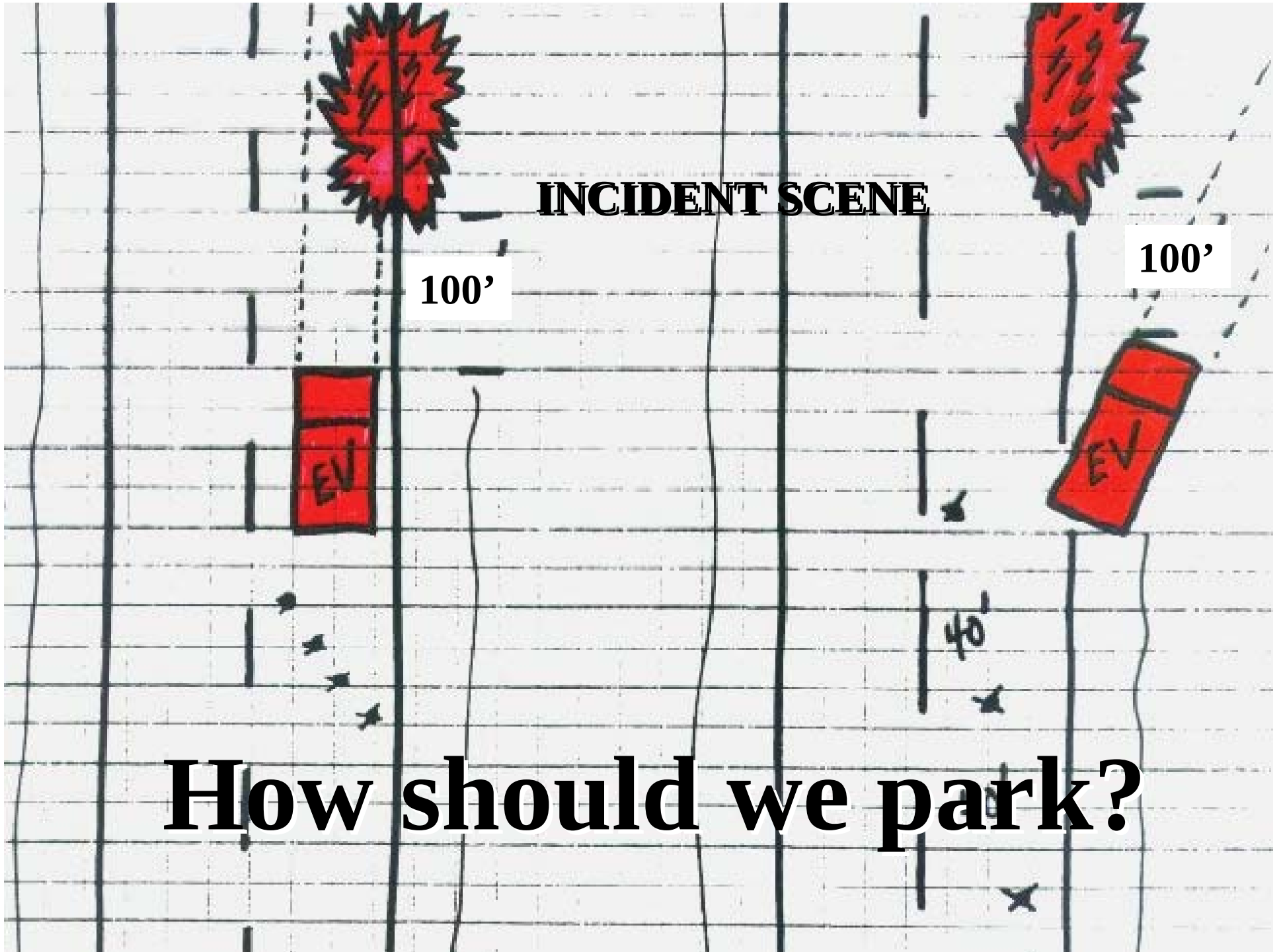
INCIDENT SCENE

100'

100'

40'

How should we park?



Park the vehicles at a slight angle!



**Head-on crash Rt
15 T/O Rush, NY**

Chicago FD shields the scene with a ladder company!



First unit 100 ft. back from incident



“Blocking unit” 200 feet back from first unit!



Firefighters Protect Themselves at Interstate Highway Crash Scene

In recent months, there have been several close calls involving highway incidents. In yet another example, Deerfield Township, OH, firefighters were working a serious crash on an interstate highway. The roadway was not shut down, but the first-arriving units (after experiencing a near-miss moments after arrival on the scene) requested immediate police assistance with the intent of shutting the roadway down to create a safe working area.

Moments later, a motorist struck the fire apparatus that was intentionally blocking and protecting the work area of the scene. The crash damaged the



Captain Douglas Wehmeyer/
Deerfield Township FD

apparatus and injured the striking motorist. Even though the road had not been shut down, the firefighters followed their fire department's procedure by blocking the road and protecting the scene. Clearly, those actions by the fire officers and fire apparatus operators saved their own and others lives, including the police. Interestingly, even after the second crash, the road was not shut down by police on the scene.

—William Goldfeder

Firefighters in Deerfield Township, OH, used their apparatus to safely block the scene of an interstate highway crash scene. Moments after their arrival, a motorist drove into the blocking apparatus. Because arriving firefighters followed procedures by protecting the scene, they escaped serious injury — or worse.

“Blocking” two of three lanes



Rescue blocking at an angle!



**USE
LARGE
equipment
to shield
scene!**



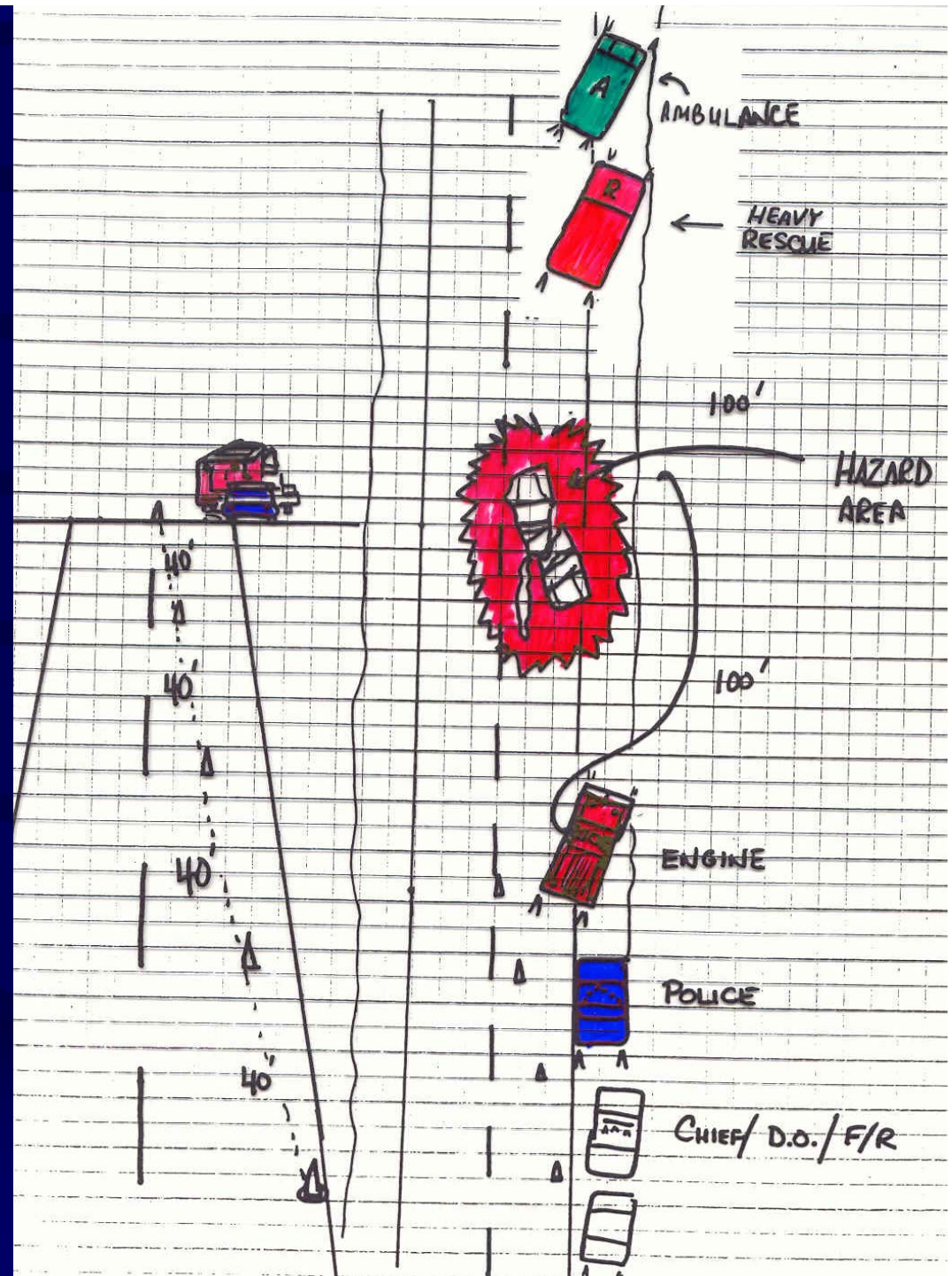
**Using a large
vehicle to
provide
“blocking”, in
this case a
tow truck.**



**Police vehicle parked at angle,
but it is parked too close!**

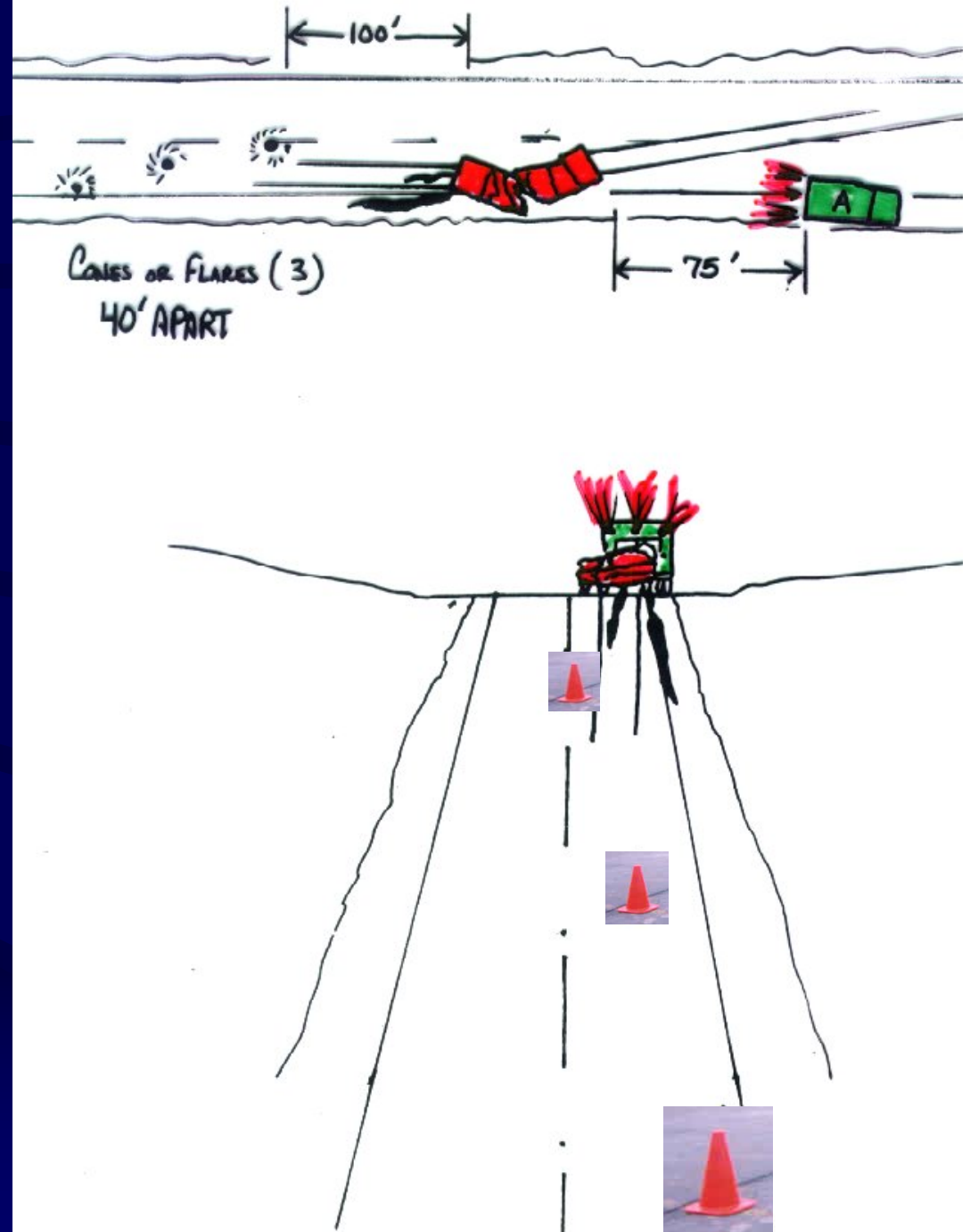


**IF POSSIBLE
THIS IS THE
IDEAL SET UP
ON A TWO
LANE OR ONE
DIRECTION
ON THE
EXPRESS WAY
OR
CONTROLLED
ACCESS HWY.**



PROTECTING THE SCENE WITH YOUR VEHICLE!

As soon as the fire
truck gets on scene
park it back 150 to
200 feet prior to the
incident!

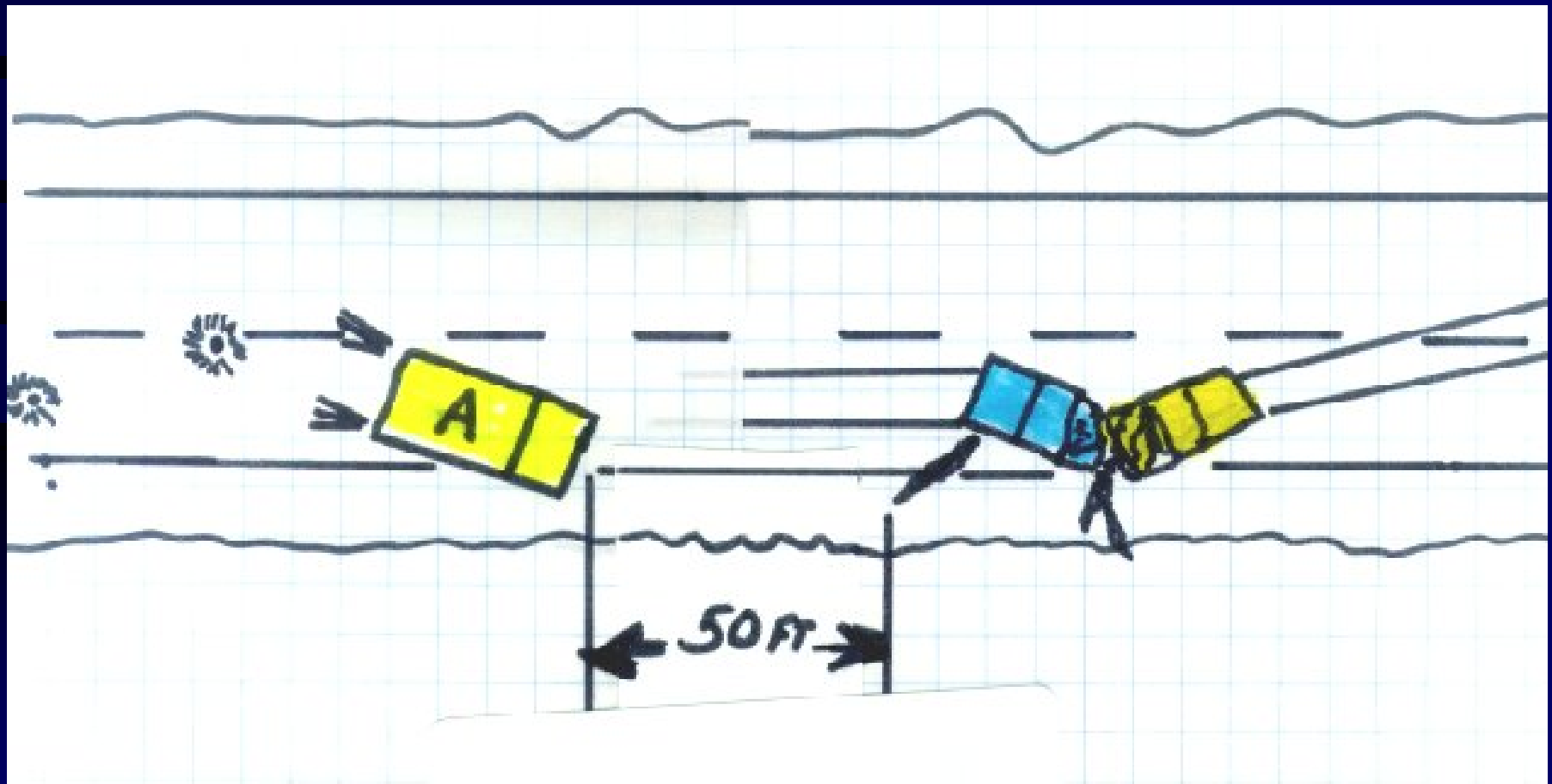




**EVEN WITH THE HOOD
UP THE TOP LIGHTS
COULD BE SEEN!**

PROTECTING THE SCENE

If you insist on parking this way at least park at an angle so when your rig gets hit - you do not!



Other Safety Options



**Top mount
pump controls,
Roll-up doors,
arrow stick**

**Extrication, air lines
and power cord reel
in back, Extrication
& related equipment
in the back
compartment.**

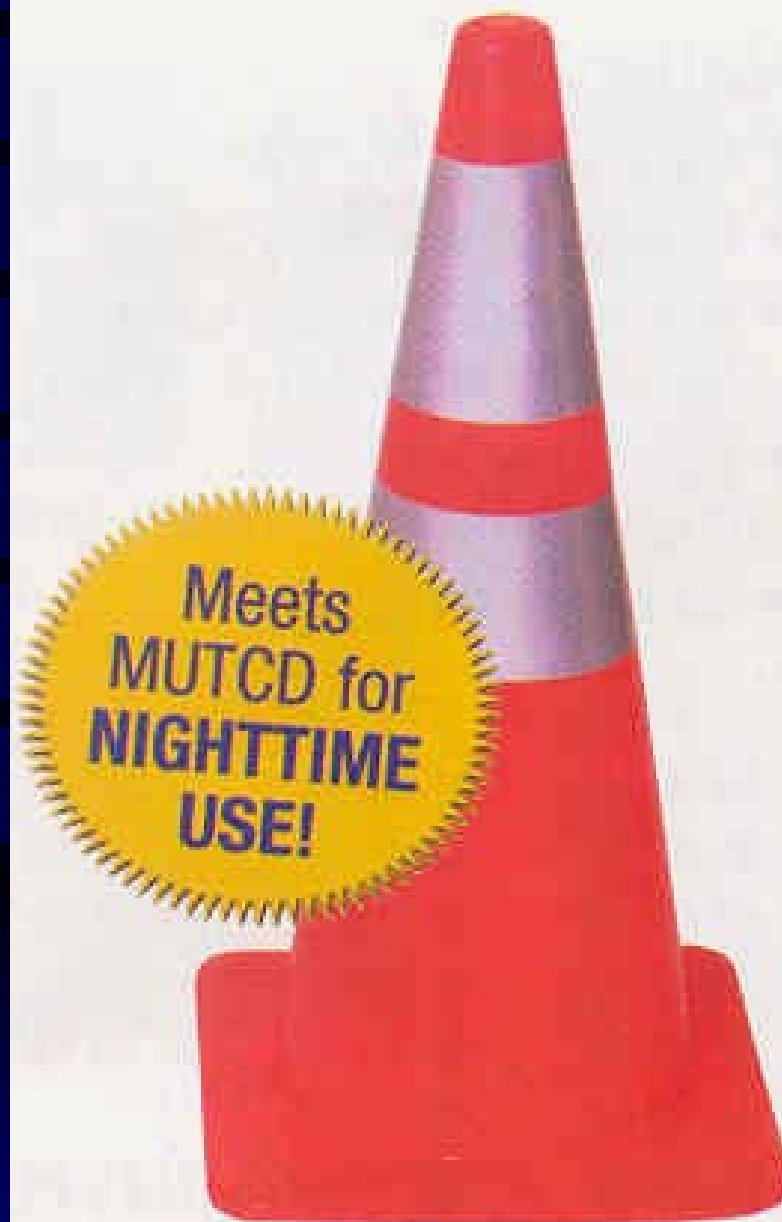




47978

High-Visibility Fluorescent Yellow Green (FYG) Cones

- Increase work zone awareness
- NCHRP approved for roadway use
- 47978 and 47979 have reflective collars to meet MUTCD requirements for nighttime use
- Wide-body design ensures stability
- Flow molded, day-glo fluorescent yellow green PVC with white inner liner



47522

PVC Cones with Reflective Collars

- Have microprisms in reflective sheeting
- MUTCD compliant for nighttime use
- Exceptional visibility for increased safety
- The Trimline cone provides superior wind-resistance where needed
- Molded-in fluorescent color with UV-resistant properties reduces fading for longer service

Apparatus Design

Traffic Flow Board (TFB)

Minor traffic problems can quickly escalate into major incidents compromising the safety of both first responders and motorists. The Command Light TFB can significantly improve your on-scene visibility with the commanding presence of a large arrow board that can rotate up to 45 degrees left and right.





Reflective panels on inside of doors



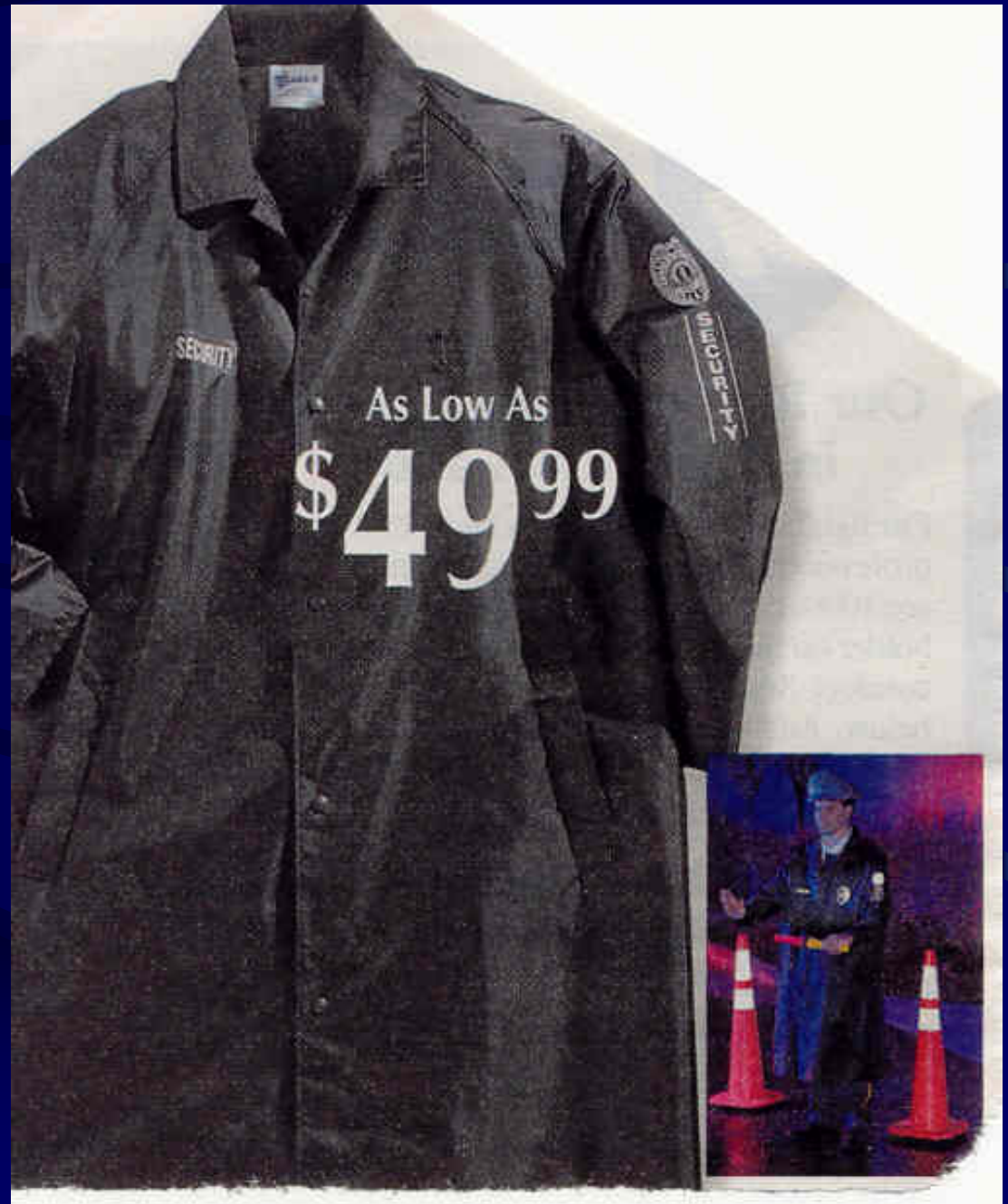


(Photo 1) Street clothes, uniforms and turnout gear on the scene are not always the most visible. More is needed to ensure safety.

HOW SHOULD WE DRESS?



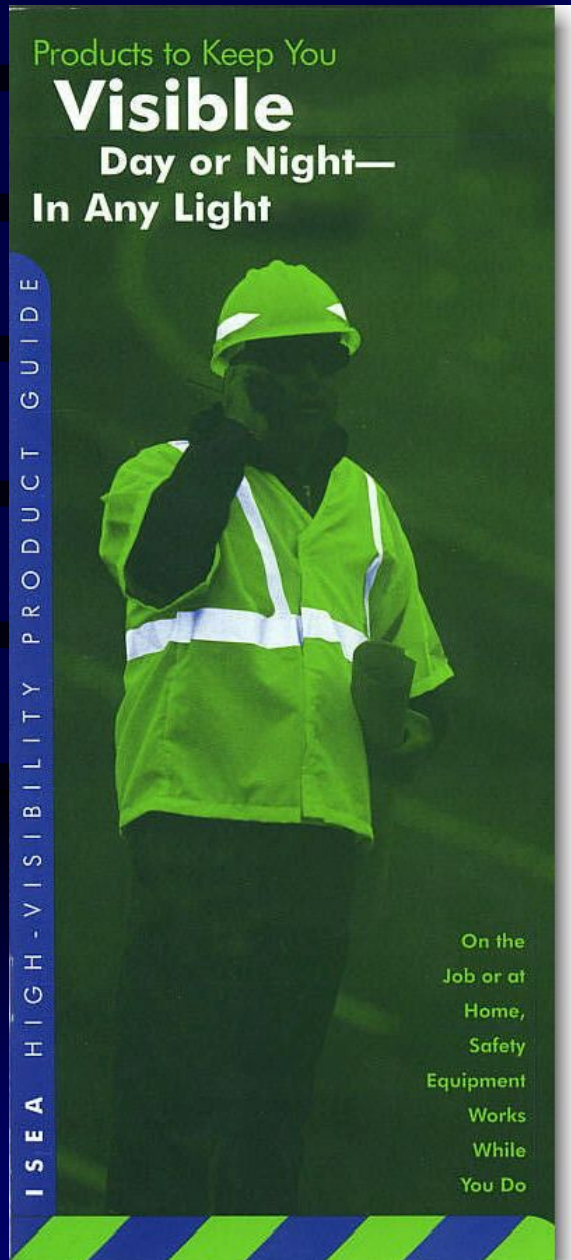
**Yes - they
still make
black and
a few
people still
buy them!**





????????

BAD WEATHER CONDITIONS



A photograph of a road accident scene. In the center, two emergency responders in high-visibility orange and yellow coats are standing on a cracked asphalt road. To the left, a fire truck and other vehicles are visible. To the right, a large truck is involved in the accident, with debris scattered on the ground. The background shows a cloudy sky and some buildings. A large yellow text box with a black border is overlaid on the bottom half of the image.

YOU HAVE TO BE SEEN!

Can you be seen at Night?



Wear Proper Equipment



Trooper next to troop car w/ reflective panel



Highway Safety Garment Classifications

Class I highway safety vests are appropriate when traffic speeds are less than 25 mph, workers are separated from approaching traffic and workers can give their undivided attention to oncoming traffic.

Class II vests are normally specified when traffic speeds exceed 25 mph, work takes place in or near moving traffic, during inclement weather, and the workers' tasks occasionally divert their attention from traffic.

Class III garments offer the greatest visibility to workers in high-risk environments that involve high task loads, a wide range of weather conditions and traffic exceeding 50 mph. The design of Class III garments allows workers to be conspicuous through a full range of body motions at a minimum of 1,280 feet, and when the workers must focus all their attention on their work and not traffic.

Reflective vest vs. Turnout gear?



ANSI Level III Protective Equipment



WHAT DOES OUR SCENE LOOK LIKE AT NIGHT?



Who can YOU see better?

WHAT ABOUT REFLECTIVE STRIPING?



SLIDE TAKEN FROM 400 FT. AWAY





Regular 3-M Stripping



Reflective - “Diamond Grade” Stripping



Cost twice as
much - Reflex
5 time as
much light!

White w/ Red Daytime



White w/ Red Night time



LIME YELLOW and **WHITE** **During the Day!**



LIME YELLOW & WHITE AT NIGHT!



**Incidents do occur even when
everything is done right!**



TO STAY SAFE!

- **TRAIN & DRILL FOR SCENE SAFETY.**
- **HAVE CURRENT SOP/SOGs ON TOPIC.**
- **USE YOUR ACCOUNTABILITY SYSTEM.**
- **REDUCE YOUR LIGHTING AFTER YOU GET ON SCENE - Warn from Rear- use 4-ways.**
- **PARK ON ONE SIDE OF THE HIGHWAY.**
- **GIVE TRAFFIC PLENTY OF WARNING.**
- **STAGE EQUIPMENT NOT NEEDED OFF THE ROAD or OFF THE EXPRESSWAY.**

TO STAY SAFE (Con't)

- **PARK AT A SLIGHT ANGLE LEAST 100 FEET BACK FROM THE INCIDENT OR ACCIDENT.**
- **USE LARGE EQUIPMENT TO BLOCK THE SCENE PROPERLY.**
- **LIMIT THE AMOUNT OF EQUIPMENT & PERSONNEL AT THE SCENE.**
- **CLEAR THE SCENE AS SOON AS POSSIBLE.**

