



Wyckoff Fire Department Standard Operating Guideline

403.4.6

**Title: Apparatus and Personnel
Placement on Major Roadways**

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PURPOSE: Emergency scenes on highways pose significant risk factors for operating crews. In addition to the inherent hazards of vehicle fires and rescue activity, the working environment created by heavy volumes of high speed traffic has become a major cause of injury and death for fire fighters nationwide.

OBJECTIVE: To identify the aspects of apparatus response and positioning as well as personnel activity that will maximize safety for operating crew members at highways emergency scenes.

GUIDELINE:

- Only apparatus necessary to complete the tasks will enter on to the highway. Typically this will include Car 230, the first and second due engines and the rescue. Other responding apparatus will stage off the highway at the nearest entry point or hydrant sites.
- All personnel operating in and around the scene will wear full protective turnout gear and reflective safety vests to insure visibility to traffic, unless involved in fire attack.
- Fire personnel should not direct or stop traffic flow unless an immediate hazard exists to emergency personnel or passing motorists.
- Fire personnel should not step into traffic lanes unless police have stopped traffic flow.
- Night operations may require the elimination of unnecessary lighting that faces oncoming traffic.
- Whenever possible the police should be requested to place a flare and safety cone pattern a short distance from the scene to warn oncoming traffic.
- Wyckoff FD Fire police will not respond on to highway Route 208. Fire police will stage at nearby entrance and exit ramps to divert traffic as directed by Command and /or police.
- Personal vehicles will not be allowed to respond to emergency scenes on the highway.

GUIDELINE (cont.):

- **When responding to vehicle fires** the first due engine will respond with all necessary safety precautions in mind, such as the involved vehicle rolling, failure of vehicle component parts, flammable liquid run off and smoke conditions and traffic flow.
- The engine chauffer will position the apparatus in such a manner as to protect the fire fighters at the scene.
- The engine chauffer must not have his back facing oncoming traffic.
- The second due engine and rescue should position behind the first due engine and provide additional buffers for the emergency crews working at the scene.
- If necessary, additional apparatus can be called on to the highway to block traffic lanes and the road shoulder.
- A complete roadway closure must be coordinated with police personnel on the scene.

- **When responding to extrications or rollovers** the first due engine if arriving first on the scene will position in such a manner to leave adequate room for the rescue truck and crew to operate.
- The engine chauffer will position the apparatus in such a manner as to protect the fire fighters at the scene.
- The engine chauffer must not have his back facing oncoming traffic.
- The rescue chauffer will preferably position the rescue in such a manner to allow rescue crews to operate in a protected manner.
- The second due engine should position behind the rescue truck. This will provide additional buffer for emergency crews working at the scene.
- If necessary, additional apparatus can be called on to the highway to block traffic lanes and the road shoulder.
- A complete roadway closure must be coordinated with police personnel on the scene.