

# HIGHWAY / INTERSTATE RESPONSE

## KEY CONSIDERATIONS:

- Potentially the most dangerous thing we do.
- Advance Warning, Transition, Blocking, and Work Zones need to be big enough. Call for the necessary resources. Check the chart for distance.
- Never turn your back to traffic and expect the unexpected.
- See communication plan below.
- Call ODOT quick response through ESCO, they can offer you a lot.

## PROTOCOL:

1. **When operating on any roadway, members shall wear supplied reflective vests at all times (even while wearing turnouts).** The exception is during firefighting operations; after extinguishment put on your vest.
2. When **two companies** are responding to an incident on Interstate 5 or the HWY 62 Bypass, the company travelling the opposite direction of the vehicles involved shall stage at the closest interchange until called in by the BC or first due engine.
  - Exception: If the crew responding from the opposite direction expects to still be first due; then commit.
3. The default is to NOT stop and cross the median on foot to access an incident. However if the officer deems there to be a life threatening emergency in which an appreciable difference can be made they can deviate. In this case the apparatus should remain in a position of tactical advantage while the crew crosses. Then the apparatus should maneuver to the scene and create a standard block.
4. The default is to NOT drive through the median to access a scene. However, as above, that option exists when absolutely necessary. When crossing, companies should take care to not:
  - Scrape the apparatus on road transitions.
  - Start a fire in the grass.
  - Become stuck in soft ground.
  - Impede traffic flow.
  - Surprise drivers in either direction (slow early).
5. Turnoff all sources of vision impairment to approaching vehicles at nighttime incidents. Take care to angle spotlights and light towers away from the line-of-site of approaching motorists and use your traffic advisor.
6. Establish adequate blocking, advance warning, and transition areas. Consider an additional "upstream block". Place cones, flares or cones illuminated by flares when appropriate. Consider placing a crew member upstream to monitor traffic and warn others with an emergency signal if an event is about to occur.
7. All vehicle on scene shall park on the same side of the road and park as many OFF the road as possible. Avoid emergency lighting overload.

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Communications Plan (whether the incident is dispatched as NB or SB is irrelevant):

| MILE POST          | RADIO FREQUENCY   |
|--------------------|-------------------|
| I-5 South of MP 24 | South County Fire |
| I-5 MP 24 - MP 33  | Medford Primary   |
| I-5 NORTH of MP 33 | North County Fire |
| RV Expressway      | Medford Primary   |

**Operate on the channel where the incident was INITIALLY reported and stay on that channel even if the incident turns out to be elsewhere.**  
*Example: MVC reported at MP 32 Northbound, crews start on MFR Primary. Incident is found to be at 35 NB. Crews shall stay on MFR Primary.*

## Temporary Traffic Control For 1<sup>st</sup> Responders

