Bath Township Fire Department			Standard Operating Guideline	
Section **Operations**	**Referral No.** **O-12**	**Subject:** **Highway Incident Response**	**Date Issued** **3/03**	**Date Revised** **3/08**

Purpose:

- To provide guidelines for safe emergency response to emergency incidents on I-75 and define the response plan to such freeway responses.

Scope:

- This standard operating guideline shall apply to all personnel.

Responsibilities:

- Officer
  - Ensure that personnel respond properly.
  - Provide direction based on the Incident Management System.
  - Ensure the safety of all personnel.
- Personnel
  - All personnel have the responsibility of following the direction of Incident Command
  - All personnel have the responsibility to wear the proper safety equipment and to operate in a safe manor.

Guidelines:

- **Safety is always our first priority**
- Respond Rescue 1309, Medic 1306 or 1307, and Tanker 1303.
  - Rescue 1309: Stage in a safe location where equipment and tools are easily accessible.
  - Medic Unit: Stage "Down -Stream" from the accident
  - Tanker 1303: Stage 100 – 150 feet "Up-Stream" from the accident in a blocking position.
    - Exit apparatus and always remain aware of oncoming traffic.
    - Place orange cones and the emergency sign up-stream of T-1303.
    - Always wear Reflective Vests while operating on the roadway.
- Dispatch may receive information on a freeway incident from a variety of sources. Communications must be established early and maintained to assure that needed information is exchanged regarding the incident.
- In most cases, the Ohio State Highway Patrol (OSP) will report a freeway incident. Additionally, OSP may arrive first at an incident and may be able to provide updated information on traffic conditions and access. This information must be relayed to responders.
- When responding to freeway emergencies and OSP is on-scene and has assumed command, it will be the responsibility of the OSP Command Officer to evaluate the incident and involved persons before canceling any fire or EMS units.

- If the OSP Command Officer does not feel comfortable evaluating these medical triage decisions, the officer will have the first due company respond for medical evaluation.
- If fire units are cancelled enroute, they should not proceed into the scene unless re-dispatched. This creates unnecessary congestion and other traffic problems at the scene.
- Units responding to calls on the Freeway should attempt to reach the scene in the direction of the reported incident unless otherwise instructed by OSP.
- In some cases, OSP may advise the best access is via the access frontage or by traveling against the normal traffic flow. Units should proceed in the opposite direction of normal flow only at the specific request of OSP when it is assured that all traffic has been stopped. Fire units should confirm traffic is stopped before entering the freeway against traffic.
- It is the responsibility of the first unit to direct other units via alternate access if unable to reach the scene. Specific directions should be given regarding approach and direction for other companies when problems are encountered.
- The first unit arriving on the scene of a multiple unit incident will determine if the OSP has established a Command Post. If Incident Command is in place, the first arriving fire department unit shall meet with the OSP Incident Commander for a briefing. The following should be covered:
  - Traffic Conditions: Stopped, One lane open, All lanes open
  - Fire/No Fire (smoke showing, working fire, fully involved)
  - A follow-up report should indicate:
    - Number of patients/extent of injuries
    - Extrication Needed
    - Evacuation
    - Hazardous Materials Spill
    - What's Burning, including any hazardous product
    - Call for Necessary Help: Stage additional assistance as needed
- The Command Post location should be carefully chosen for major incidents to provide access and a good view of the scene.
- It's important to establish a single "Unified Command" Post as soon as possible. Key agencies at this Command Post will be the fire department, the Ohio State Highway Patrol (OSP), the Ohio Department of Transportation (ODOT), and if freeway traffic is being diverted to city streets, Lima Police Department (LPD) will need to be part of the Command Post operation.
- It's important to physically assemble all representatives at a single location as soon as possible. This may require the initial fire department commander to search out the OSP and

ODOT representatives. Once a physical location for the Command Post is determined, all agencies should advise their dispatchers of that location.

- Dispatch centers must be advised of any changes in the Command Post location.
- When the fire department is first to arrive, the Incident Commander must announce the command post location. Dispatch will relay the location to OSP.
- When the need to shut down freeway traffic is indicated, Command must make a joint assessment of conditions with the OSP. The logistical and traffic congestion problems created by a complete shut down of freeway traffic may last for hours and affect a large span of I-75. A decision to close the freeway must recognize these factors in relation to the safety of the incident.
- It is important to know the location of hydrants and access to the freeway. Water supplies and other factors must be pre-planned by the first due officers.
- Whenever possible, place apparatus between oncoming traffic and operating personnel in order to protect the scene from approaching vehicles. Warning lights must be visible to oncoming traffic. Avoiding unnecessary blocking of traffic lanes will permit OSP to move traffic and relieve congestion.
- Employ rear lights, flares, reflectors, or cones as required. Traffic control and warning devices should be left to law enforcement whenever possible. Communicate with OSP whenever flammable liquid leaks, spills, etc., are present with regard to using flares.
- Leave one crew member (usually the Driver) to watch the traffic and set up warning devices until the OSP arrives. Parking brakes are to be set, and the apparatus set with the wheels at an angle to the side.
- Position apparatus in the emergency-parking lane or on the shoulder, as far off the traffic lanes as possible.
- Do your job as rapidly as possible and then clear the traffic lanes.
- Several sections of the freeway have no access frontages and will require laying hose for long distances from on-ramps if a supply line is needed. Relay pumping and tenders should be considered in these cases.