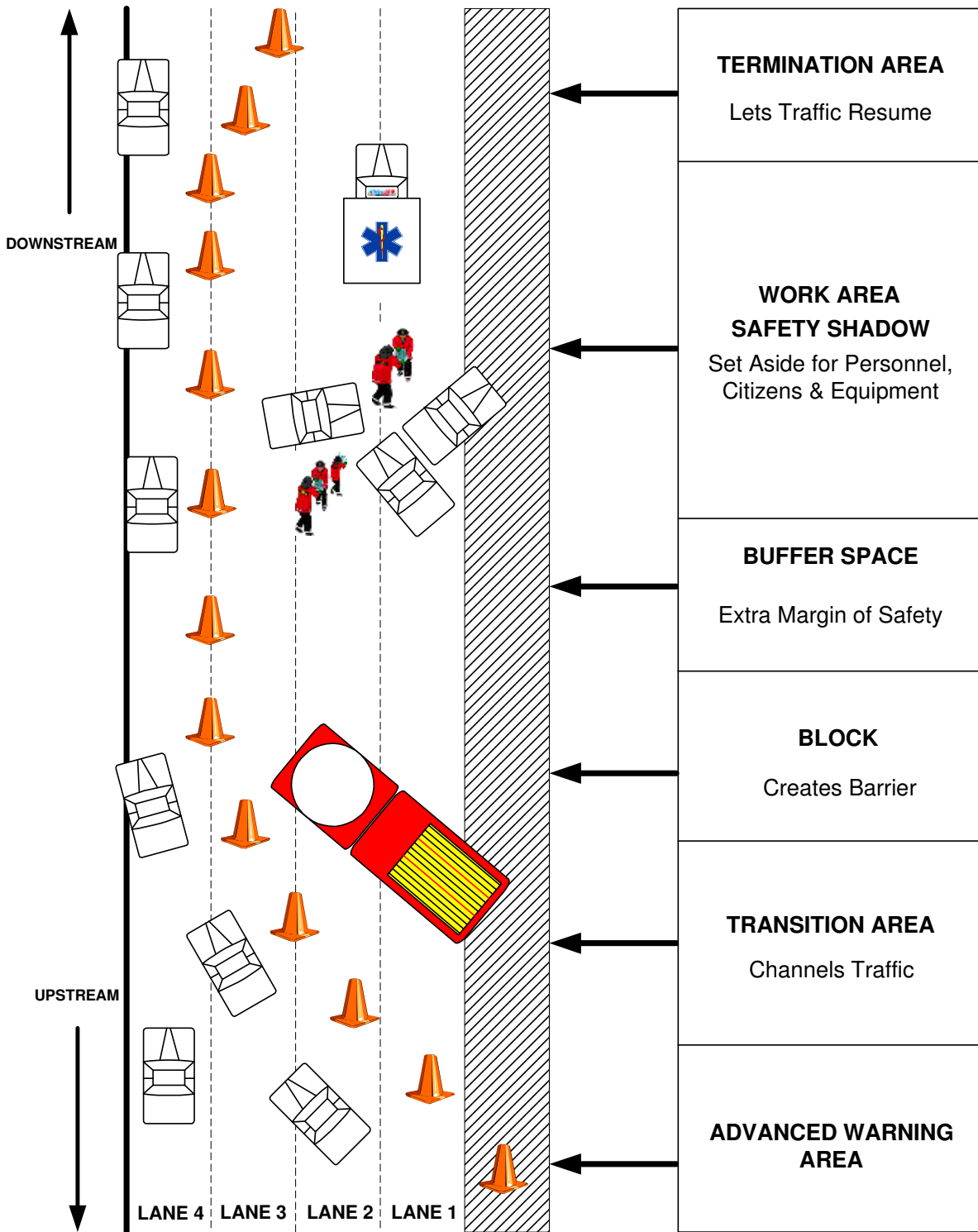




**TERMINOLOGY**

- Median:** Refuge area dividing opposing lanes typically used for providing safe left turns.
- Downstream:** Direction that traffic is moving as it travels away from the incident.
- Upstream:** Direction that traffic is moving as it travels towards the incident scene.
- Advanced Warning:** Notification procedures that advise approaching motorists to a transition from normal driving status to that required by the temporary emergency traffic control measures. It is the area where drivers are first warned and then expected to make a traffic change.
- Block:** Positioning apparatus to create a physical barrier between upstream traffic and work area.
- Buffer Space:** Distance or space between personnel and vehicles in the protected work area and nearby moving traffic. Typically, a Buffer Space is created that includes on lane beyond those affected directly by the incident and is the area between the Block and Work Area/Safety Shadow.
- Transition Area:** Roadway lanes within which approaching motorists change their speed and position to comply with the emergency traffic control measures.
- Work Area/  
Safety Shadow:** Area shielded from traffic by the Block from apparatus and emergency vehicles.



## INCIDENT CATEGORIES AND RESPONSE

As defined in the 2003 Manual on Uniform Traffic Control Devices incidents occurring on Highway 30 can be classified in three categories. These categories are time specific and do not necessarily indicate the type of incident nor its severity.

Incident Categories allow for notification of appropriate agencies to deal with incident issues, particularly traffic and detour management. In addition, categorization provides an indication of the amount of time that critical resources are going to be committed to a given incident.

These categories are:

**Minor:** Incidents on Highway 30 with an expected duration of thirty (30) minutes or less.

**Intermediate:** Incidents on Highway 30 with an expected duration of thirty (30) minutes to two (2) hours.

**Major:** Incidents on Highway 30 with an expected duration exceeding two (2) hours.

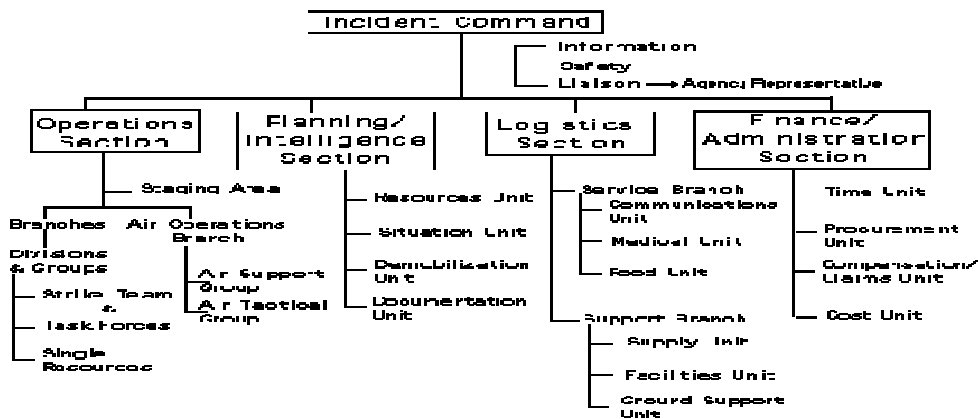
Determination of Incident Categories will be made by the Initial IC when the situation is obvious, particularly for Intermediate events. In some cases, Law Enforcement/Fire Unified Command may need to make the determination jointly.

Once the Incident Category is determined, CCOM will be notified of the Incident Category. CCOM will then make the necessary notifications based on TMZ to assist Law/Fire in Traffic Management issues.

**COMMAND CONSIDERATIONS**

- Classification of Incident. Include information that will assist ODOT.
- When appropriate, ensure that Unified Command is in place with Fire/Law Enforcement/ODOT.
- Need for additional resource. Call for help early. Additional Fire/Law Enforcement may be needed depending on incident complexity, time of day, location, etc.
- Ensure that an adequate Work Area/Safety Shadow is in place.
- Be prepared to reduce the Work Area/Safety Shadow once the incident de-escalates. While Traffic Management is not a primary consideration, resumption of normal traffic flow at the safest, earliest time is in everyone’s best interest.
- Assign a Safety Officer.
- Consider using F5/L5 Common as the Command Channel.
- Ensure that Medics are staged/parked within the Work Area/Safety Shadow.
- Keep CCOM informed and updated on Incident Situation (SitStat).

**Incident Command System**



**TRAFFIC MANAGEMENT ZONES**

Traffic Management Zone's (TMZ) are used to define areas of Highway 30 that have unique traffic management concerns. The importance of these zones is to identify areas of impact and to ensure that all agencies with responsibility to mitigate the impact are notified.

Notifications to affected agencies by TMZ will be made on all Intermediate and Major declared incidents.

**Traffic Management Zone Boundaries and Notifications**

- TMZ 1 Columbia/Clatsop County Line to Heath Road  
Notify: ODOT, CORD, Clatskanie Public Works, Clatskanie Police
- TMZ 2 Heath Road to Larsen Road (Milepost 51)  
Notify: ODOT, CORD
- TMZ 3 Larsen Road (Milepost 51) to Lindberg Road (Milepost 44)  
Notify: ODOT, CORD, Rainier Public Works, Rainier Police
- TMZ 4 Lindberg Road (Milepost 44) to Milepost 33  
Notify: ODOT, CORD
- TMZ 5 Milepost 33 to Deer Island Road  
Notify: ODOT, CORD, Columbia City Public Works, Columbia City Police, St. Helens Public Works, St. Helens Police
- TMZ 6 Deer Island Road to Bennett Road  
Notify: ODOT, CORD, St. Helens Public Works, St. Helens Police
- TMZ 7 Bennett Road to Wikstrom Road  
Notify: ODOT, CORD
- TMZ 8 Wikstrom Road to Columbia/Multnomah County Line  
Notify: ODOT, CORD, Scappoose Public Works, Scappoose Police
- TMZ 9 Columbia/Multnomah County Line to Cornelius Pass  
Notify: ODOT, Multnomah County

**INCIDENT SCENE SAFETY**

**General Safety Guidelines**

- Never trust approaching traffic. When working at the scene look for escape routes in the event immediate, evasive action needs to be taken to avoid being hit.
- Avoid turning your back on traffic.
- Wear proper Personal Protective Equipment (PPE). All personnel will wear PPE as prescribed by agency policy. At a minimum, Turnout Coat, Wildland Coat or an ANSI approved Class III Traffic Vest will be worn. Any personnel engaged in Traffic Flagging will wear an ANSI approved Class III Traffic Vest.
- Establish adequate advance warning and transition zones upstream to reduce speed of approaching traffic.
- Use traffic cones and/or flares where appropriate for sustained traffic control and direction.
- Use distances in the following table to establish minimum distance from blocking apparatus to furthest cone/flare:

Posted Speed	Strides	Furthest Cone
25 MPH or less	50	150'
35 MPH	70	210'
45 MPH	90	270'
55 MPH	110	330'
65 MPH	130	390'
75 MPH	150	450'

- Make every effort to stay in the Work Area/Safety Shadow at all times.
- Face oncoming traffic when placing or retrieving cones/flares. Begin the cone/flare pattern at the apparatus providing the primary Block. When finished placing cones/flares use the shoulder to return to the Work Area/Safety Shadow.
- Recognize that blind corners and elevation changes will expose personnel to very dangerous situations.
- Personnel need to remain alert for drivers who ignore emergency warnings and approach at dangerous speeds.
- Moving traffic is ALWAYS a threat to responder safety.

**Establishment of Work Area/Safety Shadow**

Establish an initial Block with the first arriving apparatus to protect the scene, victims and personnel as much as possible. When possible use larger apparatus to build the Work Area/Safety Shadow.

Block at least one additional lane than is already being obstructed. For example, if the incident is on the shoulder block the shoulder and one lane to provide and begin building an appropriate Work Area/Safety Shadow. Ensure a Work Area/Safety Shadow that encompasses the entire incident area, including areas of interest to Law Enforcement for purposes of investigation.

All apparatus will either contribute to building the Work Area/Safety Shadow or be within the Work Area/Safety Shadow. Do not park apparatus on opposite sides of roadway which creates a corridor for traffic to pass through, unless this is part of a Traffic Management Plan approved by ODOT.

Medics/Law Enforcement may need to provide the initial Block, however larger apparatus, as they arrive, need to provide the final Block. Medics will be placed inside the Work Area/Safety Shadow.

When Blocking turn wheels in a direction away from the incident. This will keep the vehicle from entering the Work Area/Safety Shadow in the event it is struck from behind.

When possible, turn off all sources of vision impairment to approaching motorists.

If the Work Area/Safety Shadow is not needed, park apparatus completely out of the traffic lanes and allow enough room for personnel to exit apparatus and retrieve equipment without being exposed to moving traffic.

**TRAFFIC MANAGEMENT**

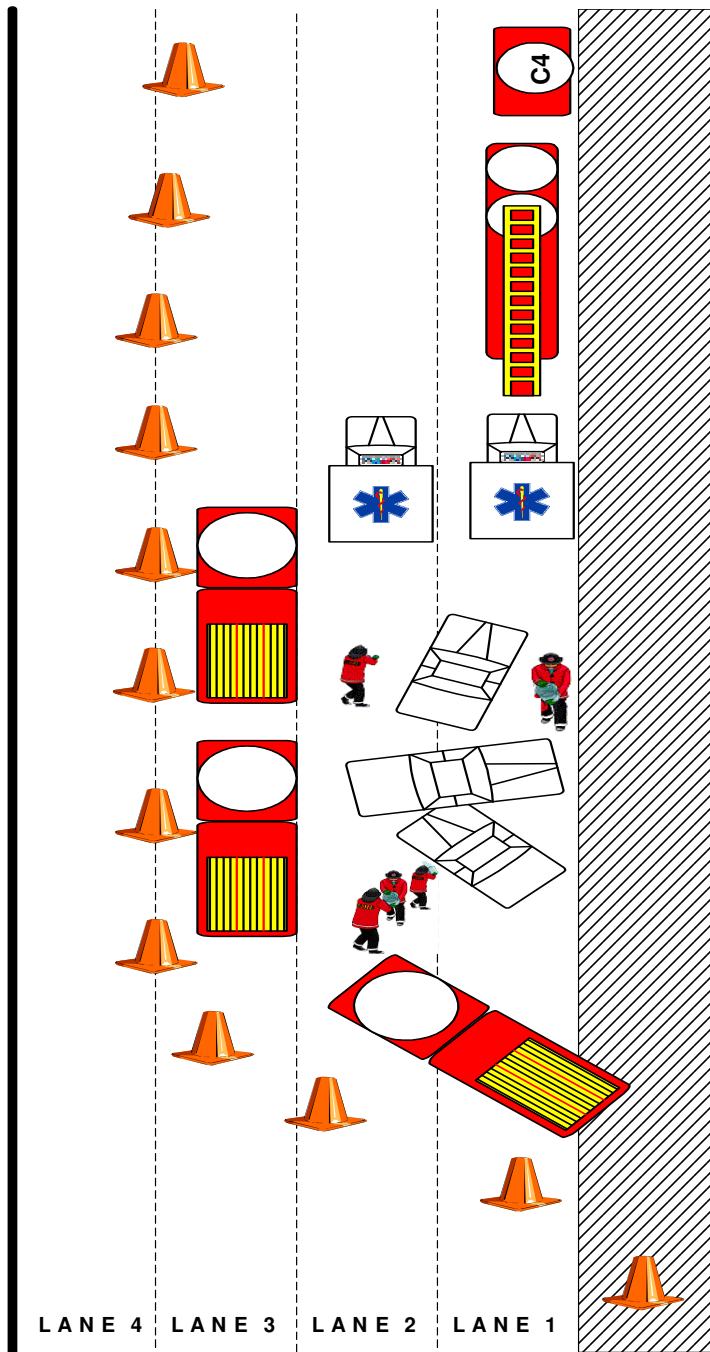
Medium and Long Term Traffic Management will be the responsibility of ODOT with assistance from CORD and the affected city's public works. Initial response personnel typically will not engage in detouring traffic or establishing 'flagger' systems. Fire/Law Enforcement's primary responsibility is to create the Work Area/Safety Shadow.

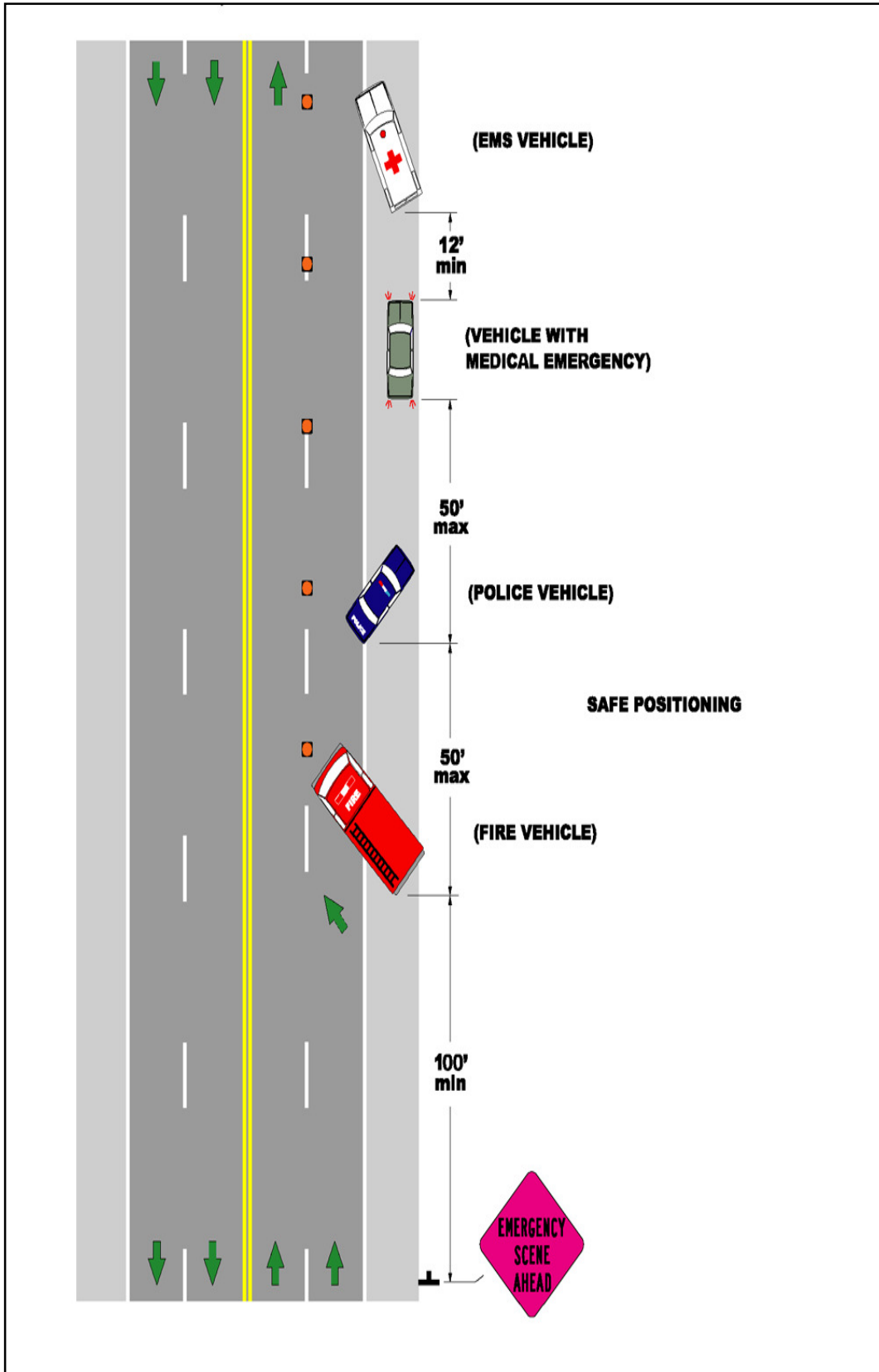
The responsibility to establish detours off of the affected roadway shall be the responsibility of ODOT, CORD and the affected city public works. Fire and Law Enforcement personnel shall not establish these routes or direct traffic off of the affected roadway unless directed by ODOT.

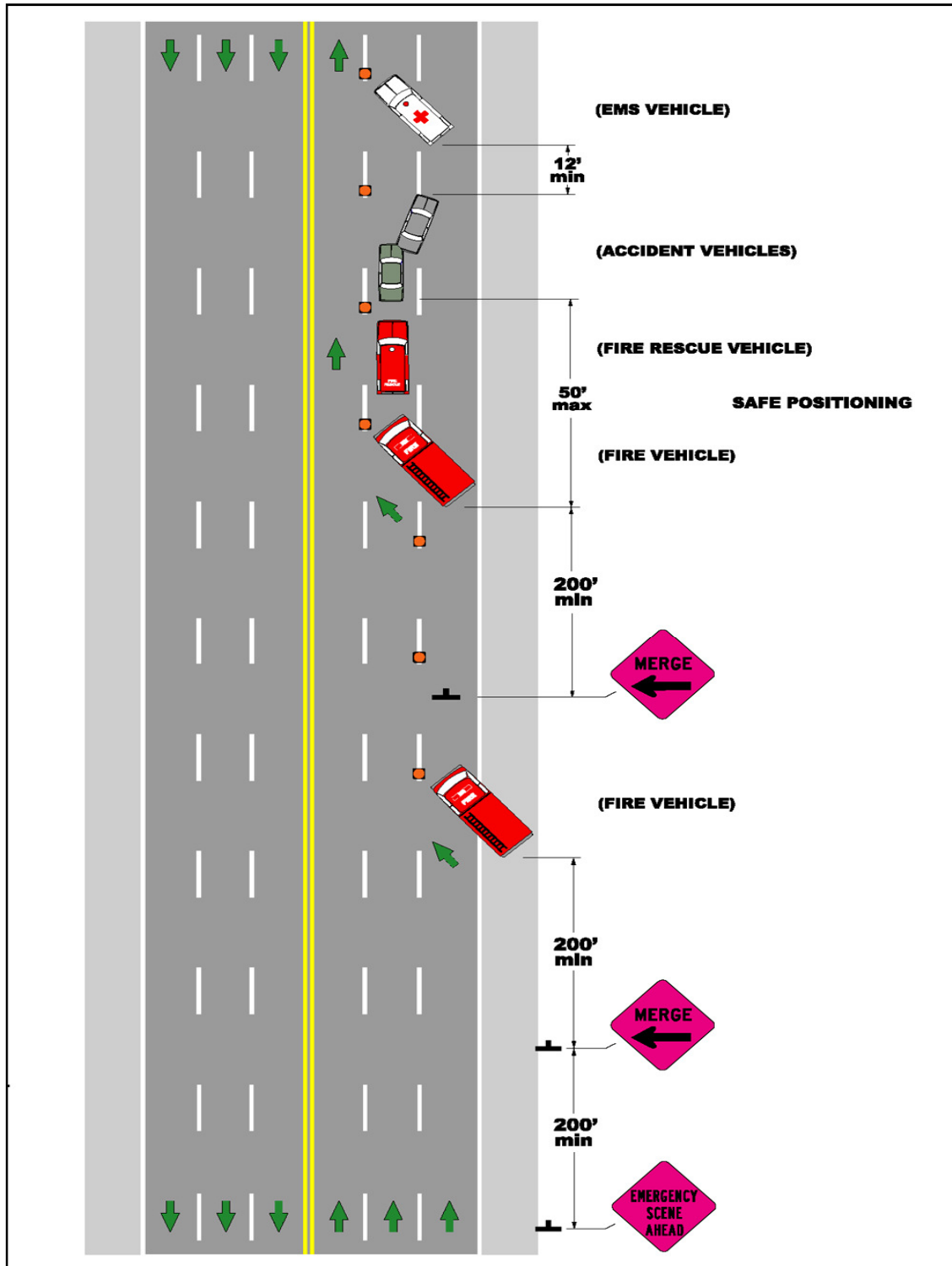
Detours off of the affected roadway must be planned, approved and adequately signed prior to implementing.

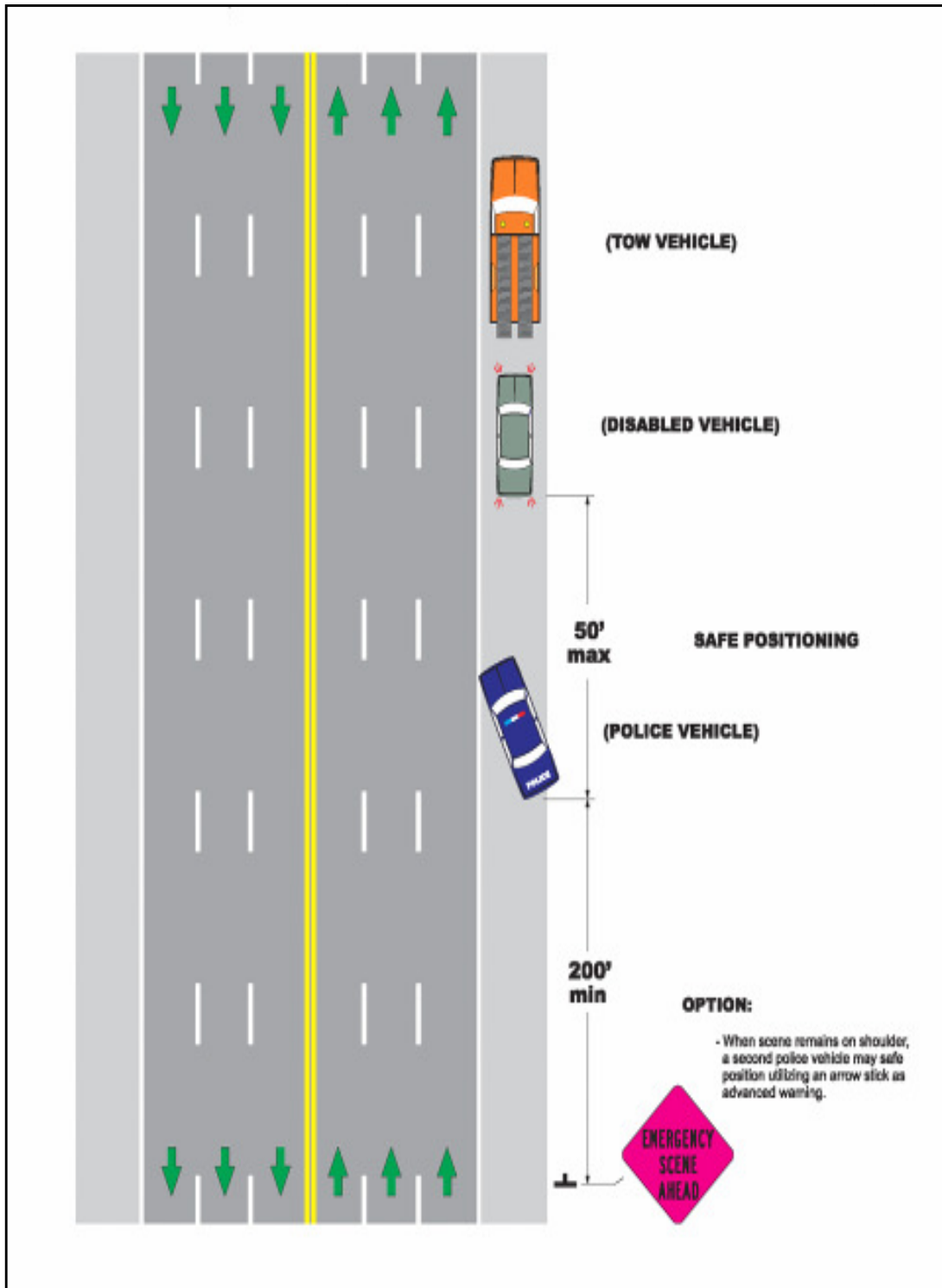
Typically, trucks will be parked on the highway and not detoured.

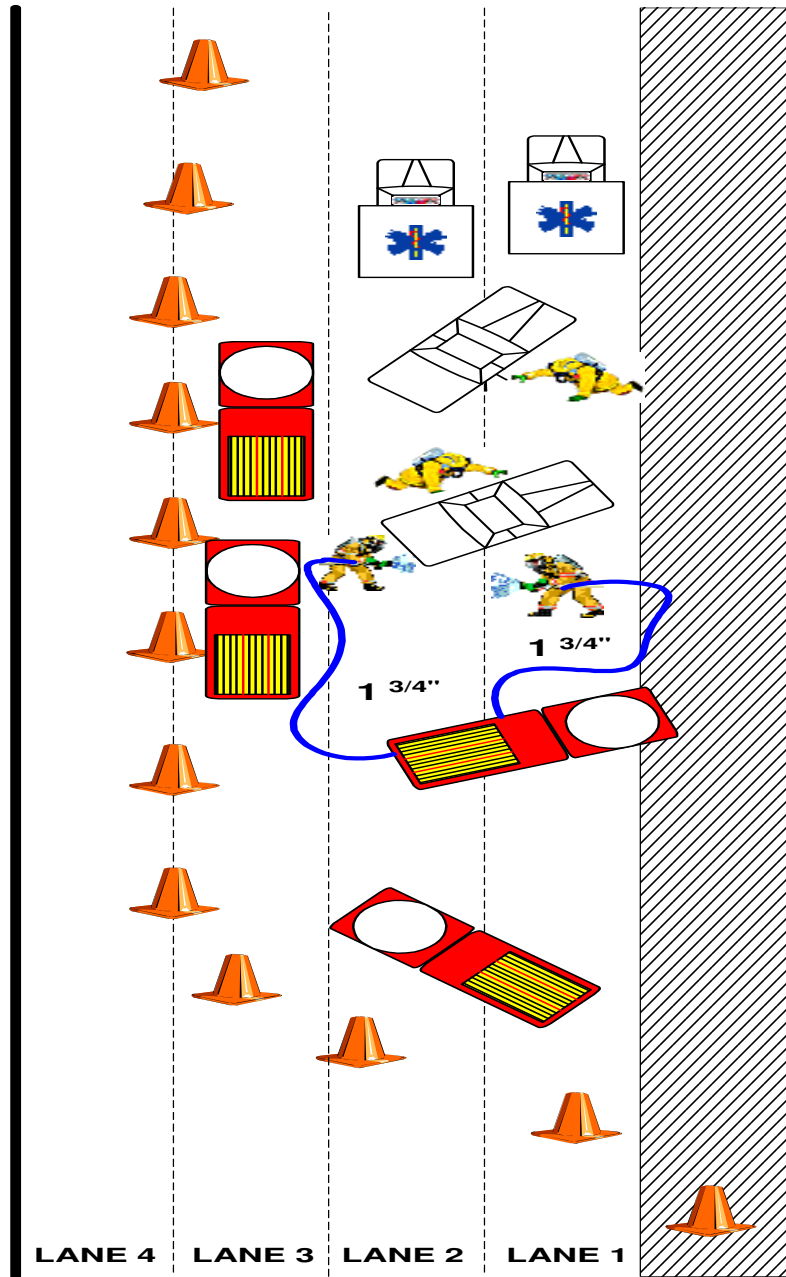












# APPENDIX

THE FOLLOWING DOCUMENT IS A COMPANION PLAN PRODUCED BY MIST/BIRKENFELD RFD, COLUMBIA COUNTY SHERIFF, OREGON DEPARTMENT OF TRANSPORTATION AND OREGON STATE POLICE.

BECAUSE OF THE UNIQUE NATURE OF AVAILABILITY OF RESOURCES IN THE MIST AREA ON HIGHWAY'S 47 AND 202 THIS GROUP HAS AGREED TO PROVIDE GREATER FLEXIBILITY IN THE MANAGEMENT OF TRAFFIC. ALL OTHER ELEMENTS OF THIS PLAN ARE REFLECTED AS WRITTEN IN THE OVERARCHING COUNTY PLAN.

MBRFPD SOG #09282007 – Highway Safety Plan

Date Adopted: \_\_\_\_\_

## **Mist-Birkenfeld RFPD Highway Safety Plan**

### **1.0 Overview:**

- 1.1 Incidents occurring on Oregon State Highways and Clatsop or Columbia County Roads within the Fire District 6 and Ambulance Service Ambulance Service Area 6 shall be managed using the National Incident Management System (NIMS).
- 1.2 When multiple jurisdictions are involved, command responsibility shall be organized under the principles of Unified Command.
- 1.3 The 2003 edition of the Manual on Uniform Traffic Control Devices (MUTCD) provides general guidance to be used in defining the Incident Severity Categories and on maintaining safe practices for highway emergency incidents.
- 1.4 There are multiple responsibilities that are normally shared between responding agencies according to the principles of Unified Command.

### **2.0 Responsibilities:**

- 2.1 Oregon Department of transportation (ODOT) is the authority having jurisdiction (AHJ) for long-term traffic control, Overall traffic management, scene cleanup, Incident Safety, and Incident Management.
- 2.2 Law Enforcement (State Police, County Sheriff or City Police) is the AHJ for Incident Investigation, Traffic Control, Incident Safety and Incident Management.
- 2.3 Fire and EMS Agencies are the AHJ for fire suppression, emergency medical treatment, hazardous materials identification and stabilization, Incident safety, and incident management.
- 2.4 Owner’s representatives or technical experts shall be attached to IC’s support staff in an advisory capacity but have no other authority on scene.

### **3.0 Terminology:**

- 3.1 Lanes: Areas on the roadway designated for vehicular travel. Lanes are numbered from left to right as one faces in the direction of travel.
- 3.2 Median: Refuge area dividing opposing lanes, typically used to provide safe left turns.
- 3.3 Downstream: Direction that traffic is moving as it travels away from the incident scene.
- 3.4 Upstream: Direction that traffic is moving as it travels towards the incident scene.
- 3.5 Shadow: Protected downstream work area that is shielded by the block created by responding apparatus.
- 3.6 Advanced Warning: Notification procedures that advise approaching motorists of the need to transition from normal driving status to that required by the temporary emergency traffic control measures. It is the area where drivers are first warned and then expected to make a traffic speed and pattern change.
- 3.7 Transition Area: Roadway lanes within which approaching motorists change their speed and position to comply with the emergency traffic control measures.
- 3.8 Buffer Area: Distance or space between personnel and vehicles in the protected work zone and nearby moving traffic. Typically a Buffer Area is created that includes one lane beyond those affected directly by the incident.
- 3.9 Work Area: Physical area of a roadway within which emergency personnel perform tasks.

### **4.0 Incident Categories and Response**

Scope: Applies to all state and county transportation routes within MBRFPD

#### **4.1 NIMS Command Mode**

NIMS shall be the incident management system applied for all emergency incidents within the fire district. The first arriving apparatus will declare command upon arrival and see that a safe scene is established. Unified Command shall be the mode of choice when more than one agency is on scene. Command will shift to Unified Command upon arrival of law enforcement personnel. Scene command will make the determination of the category as major, intermediate and minor according to the criteria set forth below.



#### 4.2 **Major Incident**

Incidents that occur on state of county transportation routes within MBRFPD will be classified as *major* when the incident has an expected duration exceeding 2 hours and the incident involves closing all or part of the transportation route.

Declaration of a major emergency shall initiate the following actions:

- Notification of affected transportation route authorities:
  - Oregon Department of Transportation (ODOT).  
ODOT will respond.
  - Notification of Columbia County Road Department (CORD)  
CORD will respond
  - Notification of Clatsop County Road Department (CCRD)  
CCRD will respond
- Notification of affected City Public Works and City Police  
(None in MBRFPD)
- Notification of Appropriate County Emergency Management

#### 4.3 **Intermediate Incidents**

Incidents that occur on state of county transportation routes within MBRFPD will be classified as *intermediate* when the incident has an expected duration exceeding 30 minutes and not more than 2 hours and the incident involves closing all or part of the transportation route.

Declaration of an intermediate emergency shall initiate the following actions:

- Notification of affected transportation route authorities:
  - Oregon Department of Transportation (ODOT).  
ODOT may respond.
  - Notification of Columbia County Road Department (CORD)  
CORD may respond
  - Notification of Clatsop County Road Department (CCRD)  
CCRD may respond
- Notification of affected City Public Works and City Police  
(None in MBRFPD)
- Notification of Appropriate County Emergency Management

#### 4.4 **Minor Incidents**

Incidents that occur on state of county transportation routes within MBRFPD will be classified as *minor* when the incident has an expected duration not exceeding 30 minutes and the incident involves closing all or part of the transportation route.

### 5.0 **Establishment of Work Area and Traffic Control**

- 5.1 Initial response personnel will establish temporary traffic control (TCC) measure designed to protect incident responders, victims, and motorists entering the area.
- 5.2 First arriving fire companies will establish a temporary work area protected from traffic buy blocking at least one lane of traffic plus the work area, angling arriving apparatus to right or block left to create a physical barrier between the incident scene and approaching traffic.
- 5.3 Use traffic cones and flares as necessary to develop clearly marked access around the incident when lane is available.
- 5.4 Ensure a work area that encompasses the entire incident scene, including areas of interest to law enforcement for purposes of investigation.
- 5.5 Initial law enforcement or fire department personnel will typically NOT engage in flagging or detouring of traffic. If necessary, total lane or road closures will be necessary. When it is determined by command that scene safety is at issue and resources become available and appropriate plans have been established, TEMPORARY flagging and detours may be established within appropriate guidelines and according to district protocol.
- 5.6 The responsibility to establish detours off of the affected roadway will be the responsibility of ODOT or CORD/CCRD, and the appropriate city public works (if any) as appropriate, when they arrive. Fire and law enforcement personnel in MBRFPD shall turn over such activities, if assumed, to these agencies if or when they arrive. When these agencies arrive all such activities become their province and they will assume control of those activities necessary according to the needs identified by Unified Command.
- 5.7 Long term detour planning and establishment will be coordinated between appropriate responsible agencies (ODOT, CORD, CCRD, and/or city public works). Large truck traffic shall not be allowed access without permission from the responsible agency.

## 6.0 Incident Scene Safety

- 6.1 The Primary objective on any incident involving fire district transportation routes is the safety at these incidents of responders, patients, and the public.
- Never trust traffic
  - Place apparatus in a defensive position
  - Always wear reflective attire
  - Use traffic cones and flares to give advanced warning
  - Set up appropriate temporary incident flagging as soon as personnel are available
  - Reduce motorist vision impairment when possible

## 7.0 Incident Objective Assumptions

- 7.1 Responder/victim safety is paramount
- 7.2 When total closure of a direction of traffic flow or of the entire transportation route is necessary incident responders will, upon directions from the Incident Commander:
- 7.3 Safely stop and hold traffic, or:
- 7.4 Appropriately direct one-way traffic around the incident on the transportation route, or;
- 7.5 Establish a secure *temporary* secondary route around the incident that is clearly safe, well marked and appropriate for the type of vehicles re-routed. (i.e. send only passenger vehicles when it is unsafe to send larger trucks if narrow or weight restricted, only trucks with no trailers if sharp bends in route, and so on)