

# Idaho Traffic Incident Management

*Principles and Procedures for Safe Response,  
Quick Clearance of Incidents on Idaho Highways*



*Produced by the Idaho Transportation Department  
Emergency Program Office  
2014*

# Idaho Transportation Department

## Traffic Incident Management

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## Idaho Traffic Incident Management



### 1.0 Introduction

*Idaho's transportation system is designed to move people and products safely and efficiently. Any disruption to that system interferes with the ability of travelers to reach their destination in a predictable, reliable manner. Highway closures and extended detours also have a direct impact on Idaho commerce, and ultimately the state's economy.*

*This Traffic Incident Management plan aligns closely with and supports the fundamental mission of the Idaho Transportation Department, which is "**Your Safety. Your Mobility. Your Economic Opportunity.**" Effective traffic incident management improves safety on our highways, enhances the mobility of all users, and supports the state's economy by keeping commerce moving forward. To achieve these goals, ITD works closely with public and private partners who share a commitment to rapid incident response and quick recovery. Together, we can maintain a robust transportation system that serves all those who rely on our highways to move people and products.*

### 2.0 Background

Agencies and organizations representing a wide range of disciplines and constituents are committed to the concept of traffic incident management as a way of saving lives, restoring traffic, and reducing congestion. They have demonstrated that commitment through a Memorandum of Understanding that endorses Idaho's Traffic Incident Management plan. Idaho is part of a growing national effort to set standards and performance guidelines for incident response.

An average of nearly 80 law enforcement, fire/rescue, emergency medical responders, transportation department workers and tow-truck operators are struck and killed annually while responding to crashes on U.S. highways and bridges, according to the Federal Highway Administration. Multi-disciplinary training along with a coordinated approach by all responders will help make highways safer for all users and help prevent costly interruptions to the transportation system.

See *Appendix E.5, Pages 34-36* for a list of Idaho Traffic Incident Management partners and TIM “Memorandum of Understanding” signatories.

## 2.1 What is Traffic Incident Management?

Traffic Incident Management is a systematic approach to maintaining or restoring the safe and efficient movement of motor vehicles on Idaho highways. Adopting the Idaho TIM system enables incident response agencies to manage unexpected and unplanned incidents that include, but are not limited to:

- Roadway debris
- Vehicle breakdowns
- Medical emergencies
- Motor vehicle crashes
- Hazardous material spills, and
- Weather-related incidents such as avalanches, rockslides, and reduced visibility caused by flowing snow or dust
- Planned special events, such as sporting events, parades, or other highway uses

### **National Unified Goal (NUG) key objectives:**

- 1. Responder safety**
- 2. Safe, quick clearance**
- 3. Prompt, reliable, interoperable communications**

A coordinated, well-planned approach allows responders to address the traffic impediment, clear affected travel lanes, and return the highway to normal conditions as quickly and efficiently as possible. Partners often include transportation department maintenance and emergency crews, law enforcement, fire departments, emergency medical service providers (EMS), and tow truck/rescue vehicle operators.

Each responding agency has a specific role and responsibility, and each brings to the incident unique expertise.

Organizations representing a broad range of disciplines formed the National Traffic Incident Management Coalition (NTIMC) in 2006. That coalition developed and promoted acceptance of the National Unified Goal as a standard for responding to highway incidents. The NUG has three primary objectives:

1. Responder safety
2. Safe, quick clearance
3. Prompt, reliable, interoperable communications

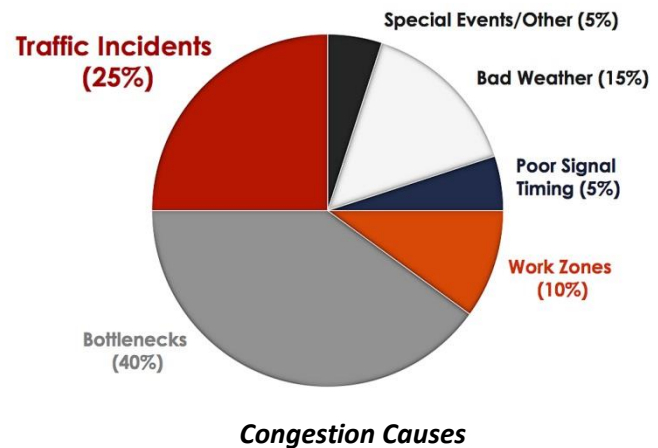
According to the NTIMC, traffic crashes and responder “struck-by” incidents are leading causes of on-duty injuries and deaths for law enforcement officers, firefighters, and towing and recovery personnel.

## 2.2 Why is TIM important?

Unexpected incidents often create predictable results – traffic delays, congestion, and preventable secondary crashes. Responses to an injury crash can involve as many as nine responders (two law enforcement officers, four fire/rescue professionals, two EMS providers and at least one

tow/recovery truck operator. That means at least nine individuals assume life-threatening roles to provide medical assistance, clear a crash or address other highway-related incidents.

Approximately 60 percent of all congestion is attributed to non-recurring events, such as crashes, weather incidents, and special events. Traffic incidents account for about 25 percent of all congestion, which can significantly impact traffic movement, safety, and commerce. Every incident has an associated cost, including medical costs, emergency services, property damage, and lost productivity.



A study by the American Automobile Association (AAA) in 2009 reveals:

- The annual cost of congestion is \$97.1 billion, a significant increase from \$67.7 billion (143 percent) the previous year
- The annual cost of traffic crashes was \$299.5 billion, compared with \$164 billion (182 percent) in 2005

The U.S. Department of Transportation considers congestion to be “one of the single largest threats” to the nation’s economic prosperity and way of life. Consequently, the US DOT identified congestion reduction as one of its key strategic goals.

The National Traffic Incident Management Coalition (NTIMC) estimates every minute a freeway lane is blocked because of a traffic incident can result in four minutes of travel delay. That equates to four hours of delay for an hour of lane blockage

Adopting and using a traffic incident management strategy in 272 of 439 urban areas in 2009 resulted in a saving of 143.3 million hours of lost time and \$3.06 million in related congestion costs, according to the Texas Transportation Institute. The 2009 Urban Mobility report estimated 4.2 billion hours and 2.8 billion gallons of wasted fuel caused by congestion cost Americans about \$87.2 billion in the nation’s top 439 urban areas.

Reducing incident-related congestion also can have a significant cumulative impact on air quality in metropolitan areas, conserves fuel and reduces America’s dependence on fossil fuels. An effective traffic incident management plan can have a profound impact on air quality.

### 2.3 Legislative mandate

The Idaho Legislature enacted two laws to reduce the risks associated with highway incidents – the Quick Clearance Law, 49-1301 and the “Move-Over” law 49-624. Both are intended to limit the impact of highway incidents on the traveling public and to promote safe, efficient responses during an incident. (See Appendix B.1, Page A-8, and Appendix B.2, Page A-9)

## 3.0 On-scene Incident Management

### 3.1 Incident Command protocol

The Idaho Traffic Incident Management plan uses the Incident Command System (ICS) developed by the Federal Emergency Management Agency (FEMA) and used by responders throughout the country. The Incident Command System establishes roles and responsibilities for individuals responding to an incident. It creates a standardized, integrated approach that crosses jurisdictional boundaries and promotes cooperation among agencies.

Generally, the first responder arriving at an incident scene assumes command of the incident until he or she passes that authority to another individual. The incident commander must have the ability to quickly determine the resources and response needed, manage the scene, and direct others decisively.

#### 3.1.2 First Responder Considerations

When arriving at the incident scene, it is important for first responders to act quickly, decisively, and safely. Initial responders at the emergency scene must take immediate control of the situation while exercising appropriate caution. The following initial steps should be considered:

- Size up the scene to be sure that hazards present are recognized, that the scene is safe for responders, and that hazardous materials are not present. **(Note: If the incident appears to be HAZMAT-related, refer to the HAZMAT manual and contact the Idaho State Communications Center immediately at 1-800-632-8000 or 846-7610.)**
- Provide initial medical care and emergency response support as necessary; assist those in immediate danger and distress; request additional emergency services.
- Set up temporary traffic control using flares or cones until adequate traffic control equipment arrives on the scene *(See Traffic Control, Pages 14-22)*.
- Obtain critical vehicle information from each vehicle involved in the incident (e.g., make/model, color of vehicle, vehicle condition, gross vehicle weight, etc.)
- Contact the State Communications Center or ISP dispatch to arrange for tow/wrecker service *(see "Requesting Tow or Rescue Vehicle Services," Page 12 and Appendix A.4, Pages A-6, 7)*
- Work toward establishing temporary traffic control according to standards prescribed by the Manual on Uniform Traffic Control Devices (MUTCD) if the incident is expected to last more than two hours. Use appropriate tapers, cones/barricades, and flaggers (if needed). Heavy-duty tow companies are additionally required to be able to perform traffic control at scenes where the recovery operation lasts longer than one hour.
- Review alternate route options and/or set up detours (if needed).

### 3.2 Managing the scene

#### 3.2.1 Accurate incident assessment

The incident commander (IC) must quickly assess the scene and determine the resources needed to stabilize it. He or she should establish a safe perimeter around the scene, which often entails blocking one or more lanes of travel and diverting traffic. (See Traffic Control Guidelines, *Appendix G. 5, Pages A 43- 46*, for more details.)

Determine the condition of individuals involved in the incident and request medical attention if appropriate. Call 9-1-1 and the State Communications Center to request assistance:

**State Communications Center (State Comm.)**



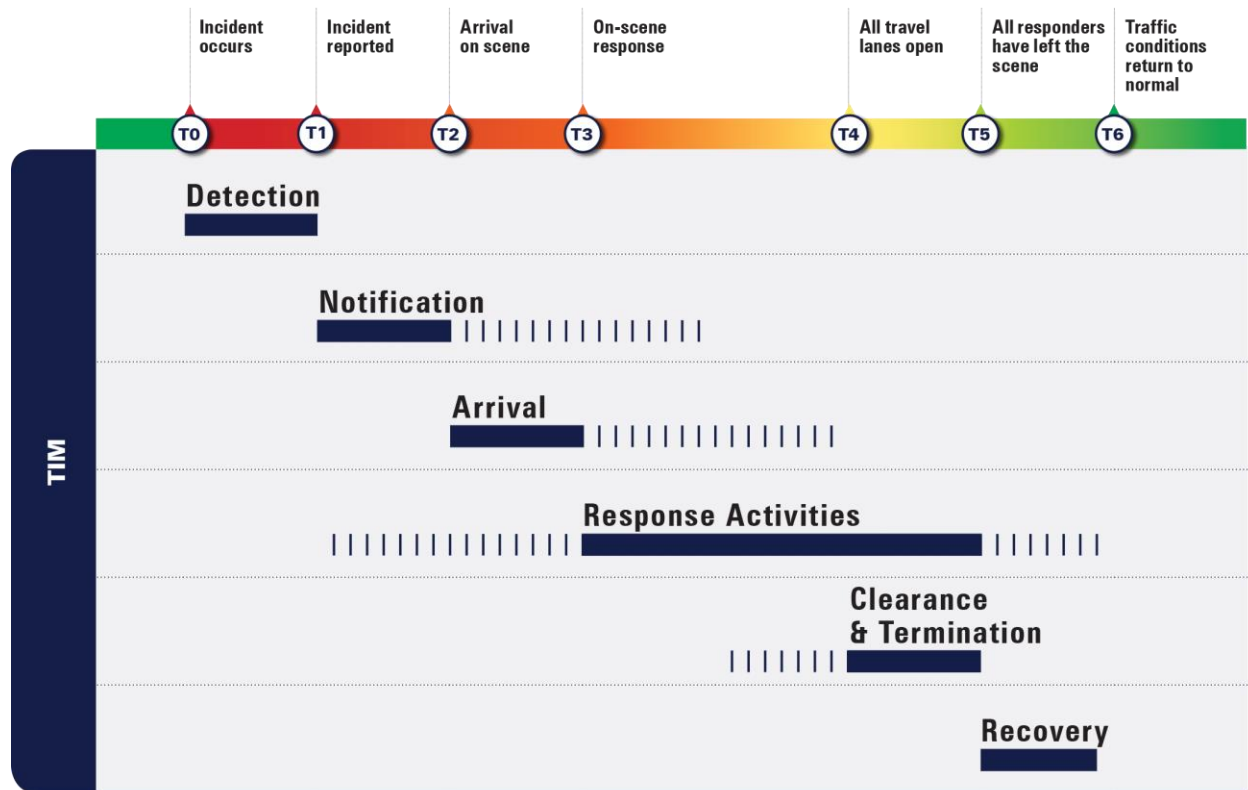
**Toll-free: 1-888-575-2666** for ITD, or  
 1-800-632-8000  
 1-208-846-7610 (from within the Treasure Valley)  
 (Bridge# 800-575-8877)

After the initial call for assistance, render medical care and resuscitation procedures (according to the responder’s level of training) to stabilize any patients encountered until higher-trained emergency medical crews arrive.

Stabilizing the scene and requesting additional assistance as needed requires that an accurate on-going assessment of the entire incident is made by the incident commander.

According to Idaho law, vehicles involved in non-injury crashes on a divided, controlled-access highway or interstate highway of the state highway system must be moved ... “to a safe refuge on the shoulder, emergency lane or median whenever such moving of a vehicle may be done safely and the vehicle is capable of being normally and safely driven, does not require towing, and may be operated under its own powers.” (*Excerpt; See Appendix B.1, Page A-8 for Idaho’s quick clearance law.*)

### 3.2.2 Incident detection and verification



Quick, accurate detection and reporting will reduce response time, save lives, lower the risks of additional injuries or secondary incidents, and hasten the restoration of traffic. Incident detection improvements can be achieved with cellular phones, citizen band (CB) radios, ham radios, aircraft patrols, service patrols, traffic cameras, and other technology.



Most reports of highway incidents come from motorists. Occasionally, initial reports are generated by law enforcement patrols, highway maintenance workers, or others who encounter highway incidents while traveling. It is important that initial reports include basic information conveyed quickly and accurately to dispatch centers. Accurate assessment and reporting of the incident scene can help medical providers determine the extent of possible injuries and summon the most appropriate resources **before** their arrival at the scene.

When reporting a highway incident, your initial contact should include information such as:

- The exact location (highway number and mile marker)
- Number of vehicles involved
- Number of victims/patients involved,
- Possible injuries
- Degree of damage to vehicles (minor, major, rollover, etc)
- Damage to the highway, signs, barricades, bridge approaches, etc.
- Number of lanes blocked
- Apparent traffic hazards (limited sight distance, fuel leaks, fire, hazardous materials present)
- The need for an ambulance, fire trucks, extrication equipment, or medical helicopter

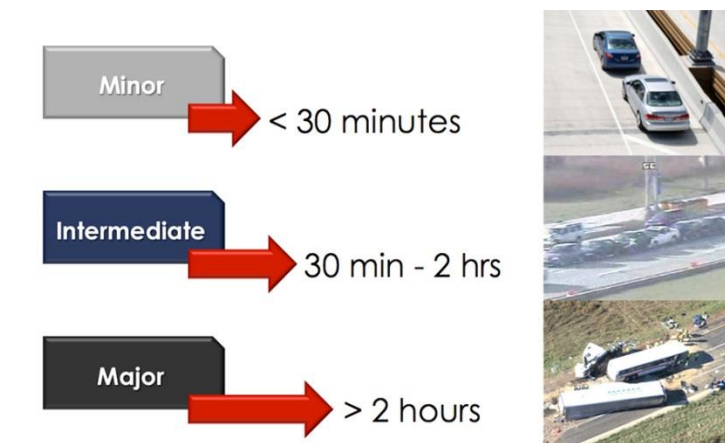
Incomplete or inaccurate information can hinder response time and treatment of victims.

The National Traffic Incident Management guide recommends the following information be provided on an initial radio / phone call to a dispatch center (*Appendix A.3, Pages A-4, 5* for details):

- Identification of responding unit
- Exact location of the incident
- Number and type of vehicles involved
- Degree of damage incurred
- Number of lanes blocked/closed
- Hazards or unique circumstances
- Establishment of command responsibilities

### 3.2.3 Incident classification and response

Proper incident classification sets the stage for an effective and efficient response. Incidents can be divided into three general classes based on duration of the event, each of which has unique traffic control characteristics and needs. The incident commander will classify incidents according to the following parameters, established by the Manual on Uniform Traffic Control Devices (Chapter 61):



- **MINOR** – An incident that takes up to 30 minutes to detect and to fully restore traffic. This category includes stalled vehicles, minor traffic crashes that may involve quick or off-

site investigations, or any impacts to traffic that can be safely moved to the highway shoulder and out of the way. This classification might require the use of traffic control.

- **INTERMEDIATE** – An incident that takes 30 minutes to two hours to detect and to fully restore traffic. This response includes most severe traffic crashes that require detailed investigations or cleanups.
- **MAJOR** – An incident that takes more than two hours to detect and to fully restore traffic. This includes catastrophic traffic crashes with multiple victims and/or fatalities, the release or spilling of hazardous materials, or local disasters. This classification **requires** traffic control. The Idaho Transportation Department must be notified of all incidents on the state highway system expected to take more than two hours for clearance or resolution.

Although law enforcement officers and fire department responders can block lanes temporarily for minor and intermediate incidents, only the ITD is authorized to officially **close** or restrict the use of any state highway. That authority is found in Idaho law (Section 40-310). Closures usually require the implementation of designated detours and appropriate directional signs.

After the expected or anticipated duration of an incident has been determined by the IC and reported to a dispatch center, responders should identify the resources needed and expedite the arrival of those resources to the site. Improving the response time depends on two key factors: identifying the proper response and getting that response to the location.

**1. Identifying the proper response.** Plan ahead and request assistance or services for all responding agencies for incident detection through the cleanup phase. Request additional resources, such as a tow truck or heavy wrecker, before they are actually needed at the scene. It is better to have those resources “staged” and ready at the scene before they begin working rather than waiting for them to arrive because they were called late to the incident.

**2. Get the response resources to the site.** Personnel resources and equipment lists should be updated regularly and maintained. Improved interagency radio communication is important to quick response. Maintain closely spaced milepost markers for quick, accurate, and easy location identification of incidents. Use of highway shoulders and interstate crossovers can be planned and used. Responders should know in advance the location of interstate crossovers. Never travel down interstates in the oncoming lanes (contra-flow) unless traffic in those lanes has been completely blocked.

### 3.2.4 On-site Procedures

After the selected personnel and equipment have begun to arrive at the incident scene, the effectiveness of the response is based on how well suited the response technique is to that incident and how well the personnel at the scene manage the incident site.

The highest priority for emergency responders and incident managers is to ensure the safety of response personnel, incident victims, and other motorists. As a result, first responders should:

- Provide for the safety, accountability, and welfare of responders (these are responsibilities that will be ongoing throughout the incident)
- Take immediate steps to stabilize the incident, provide for life safety, and establish traffic control
- Establish the needed perimeter for the scene, and
- Evacuate persons as required

**The highest priority for emergency responders and incident managers is to ensure the safety of response personnel, incident victims, and other motorists.**

Coordination directly impacts the success of the incident response process, especially for larger, more complex incidents. Success often relates to a shared desire to compromise and jointly find solutions to problems regardless of jurisdiction.

An effective site management strategy is to properly define traffic control techniques, plans, and parking for response vehicles. The flashing lights policy needs to consider the safety of responders, liabilities, and impacts on normal traffic flow. Responders arriving at the incident should, within 15 minutes of reaching the location, estimate the magnitude of the traffic incident, the expected duration of the incident, and the expected vehicle queue – the line(s) of stationary vehicles waiting for clearance and resumption of travel. This expected duration information should be relayed to an appropriate dispatch center. On-site managers then should set up the appropriate temporary traffic controls according to those estimates. (See “Traffic Control,” *Appendix C.3, Page A-12*)

The primary function of temporary traffic control at an incident is to move highway users safely and expeditiously through or around the incident and to reduce the likelihood of secondary crashes.

During incidents, large trucks may need to follow an alternate route separate from that of automobiles because of bridge, weight, clearance, or geometric restrictions. Vehicles carrying hazardous cargo also may be required to use a different route from passenger vehicles.

If responders need to block additional lanes to extinguish fires, load injured crash victims, remove vehicles or debris, or clean up hazardous material spills, they should do everything possible to make those lanes available for use by traffic as soon as possible. This will improve clearance time and expedite the return of normal traffic flow.

The goal is to restrict traffic lanes only when necessary and only for as long as necessary to assure the safety of responders and victims. Unnecessary travel impediments dramatically increase the potential for secondary crashes.

Having a responder continuously directing traffic, as a “flagger” typically does at a highway work zone, and being positioned at the correct location(s) may help alleviate instances of passing motorists slowing to look at the scene. Through this positive traffic control, the designated flagger(s) directing traffic can increase vehicle flow and enhance responder safety for those on the scene. *(See Flagging Operations section 4.1.5, Page 20)*

### 3.2.4 Site clearance

Site clearance is the process of removing wreckage, debris, or any other element that may disrupt the normal flow of traffic, and restoring the highway capacity back to its pre-incident condition.

**The first step in site clearance is to relocate the damaged vehicles and/or products spilled to the shoulder if possible.**

Idaho’s Quick Clearance Law allows law enforcement officers to require the removal of vehicles, cargo, and debris resulting from crashes when that removal results in improved safety and convenience for travelers on the highway. This law frees officers from liability for damage caused by reasonable removal efforts. It also allows ITD employees to assist in the removal of cargo and debris resulting from crashes when directed by a law enforcement officer and when the removal results in improved safety and convenience for highway travelers, and frees transportation department employees from liability for damage caused by reasonable removal efforts. *(See Idaho Quick Clearance Law, Appendix B.1, Page A-8)*

The traffic-carrying portion of a highway should be handled differently than the shoulder or areas next to the highway. Cleanup should be prioritized with first efforts concentrated on the traveled portion of the highway. The first arriving wrecker or responder should clear travel lanes first, when it is safe to do so and authority has been granted.

The first step in site clearance is to relocate the damaged vehicles and/or products spilled to the shoulder if possible. If incidents involve injuries, or if debris cannot be moved safely, the crash site will remain blocked only for as long as it takes to properly clear the site; alternative methods for routing traffic must be used.

Simple tasks, like picking up broken auto parts and sweeping broken glass to the shoulder, can allow the travel lane to be reopened and traffic to be restored. If there is a fuel, oil, or anti-freeze leaks, clean up the highway surface quickly with absorbents and/or other available resources. Remember the collected product remains the property of the person who caused the spill.

After the crash investigation is completed by the responding law enforcement officer (or partially completed if authorized by the officer), proceed in driving, pushing or pulling damaged vehicles to the shoulder and removing spilled products instead of waiting for a tow/recovery truck. Vehicles that have rolled over can be moved to the shoulder by pushing them with appropriate vehicles, equipment, and personnel.

Cargo off-loading, vehicle repairs, or loading and securing of vehicles should not be allowed in the travel lanes unless there is a threat to life-safety, the environment, or infrastructure (such as explosion hazard, immediate waterway threat, etc.) Often this process can be delayed until traffic volume is lightest and the danger of secondary crashes is minimized.

### **3.2.5 Crash Scene Investigation – Debris or Evidence?**

Clearing debris from a traffic incident scene typically is the responsibility of tow/rescue truck personnel. Quickly moving debris to a non-travel lane or removing it from the highway is critical to restoration of traffic.

If the crash results in a fatality or multiple fatalities, or there are extenuating legal reasons for preserving the scene, debris should not be removed until a responding law enforcement officer and/or the incident commander authorizes it for removal. When fatalities are involved, the crash site should be considered a crime scene. Site clean-up can play a key role in properly documenting findings for presenting in court proceedings.

The purpose of the crash scene investigation is to:


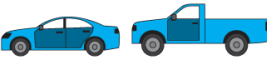
















- Collect data that ultimately helps understand when, where, and why the crash occurred
- Identifies who is at fault for vehicle repairs or other compensation
- Ensures that individuals who may have committed a crime in connection with the crash are properly prosecuted

It is the responsibility of all incident responders to ensure the scene is preserved until the investigation is complete. Refrain from removing, moving, or eradicating physical evidence until approved by law enforcement officers so they can collect physical evidence from the roadway and vehicles and carefully document the scene.

Preserve short-lived evidence such as tire marks, debris fields, pavement gouges, scrapes, paint transfer, fluid trails, and blood, hair, tissue, and fibers. Photographs of the scene often are crucial to the investigation. Responders should ask if they can assist in the documentation process if time and work conditions permit.

The primary goal is to clear a traffic incident scene and restore traffic as quickly as possible, but not at the expense of a thorough investigation by law enforcement officers or an attending coroner. Take only actions needed to complete your own area of responsibility with minimal disturbance of the scene until or unless authorized/assigned to do otherwise.

Always ask, is it debris or evidence?

FHWA Vehicle Classifications			
<p><b>1. Motorcycles</b> 2 axles, 2 or 3 tires</p> 	<p><b>2. Passenger Cars</b> 2 axles, can have 1- or 2-axle trailers</p> 	<p><b>3. Pickups, Panels, Vans</b> 2 axles, 4-tire single units Can have 1 or 2 axle trailers</p> 	<p><b>4. Buses</b> 2 or 3 axles, full length</p> 
<p><b>5. Single Unit 2-Axle Trucks</b> 2 axles, 6 tires (dual rear tires), single-unit</p> 	<p><b>6. Single Unit 3-Axle Trucks</b> 3 axles, single unit</p> 	<p><b>7. Single Unit 4 or More-Axle Trucks</b> 4 or more axles, single unit</p> 	<p><b>8. Single Trailer 3- or 4-Axle Trucks</b> 3 or 4 axles, single trailer</p> 
<p><b>9. Single Trailer 5-Axle Trucks</b> 5 axles, single trailer</p>  	<p><b>10. Single Trailer 6 or More-Axle Trucks</b> 6 or more axles, single trailer</p>  	<p><b>8. Single Trailer 3- or 4-Axle Trucks</b> 3 or 4 axles, single trailer</p>  	
<p><b>11. Multi-Trailer 5 or Less-Axle Trucks</b> 5 or less axles, multiple trailers</p> 	<p><b>12. Multi-Trailer 6-Axle Trucks</b> 6 axles, multiple trailers</p>  		
<p><b>13. Multi-Trailer 7 or More-Axle Trucks</b> 7 or more axles, multiple trailers</p> 			

## Truck classifications

Size	Class	Gross Vehicle Weight (lbs.)	No. of Axles	No. of Tires	Representative Vehicles
Light	1	< 6,000	2	4	Pick-up, Van
	2	6,000 – 10,000	2	4	Step Van, Small Courier Van
Medium	3	10,000 – 14,000	2	6	Metro van, small tow truck
	4	14,000 – 16,000	2	6	Flatbed
	5	16,000 – 19,500	2	6	Large Tow Truck, Stake Truck, Package Delivery Van
Light-Heavy	6	19,500 – 26,000	3	6	Single Unit Truck (30 feet), Moving Van, Beverage Truck, Home Heating Oil Truck, Armored Car, Mini Bus
Heavy	7	26,000 – 33,000	3	10	Tractor/Trailer (40 feet), Moving Truck, Dump Truck, Transit Bus
	8	>33,000	3	10	Tractor/Trailer (50 feet), Moving Truck, Freight Truck, Concrete Truck, Gravel Truck, Articulated Bus
	8		3+	10+	Interstate Bus

*See Appendix G.6, Pages A-47, 48 for additional vehicle diagrams*

### 3.2.5 Requesting Tow or Rescue Vehicle Services

Identify the equipment needs and mobilize required equipment through communication with the Idaho State Police dispatch center or State Comm. Refer to the Vehicle Identification Guide to determine the kind of commercial vehicle involved. (See previous page, Appendix G.6, Pages A-47, 48) The type of truck will dictate whether a tow truck with winching capabilities is used or whether a flatbed transport truck will be adequate. Neither the on-scene police officer nor the dispatch/communications center operator should specify what equipment the tow truck company might need in response to special handling circumstances. That decision is best made by removal experts.

**Note:** The Gross Vehicle Weight Rating (GVWR) of the vehicle to be towed or removed can be found on the identification label attached to the door frame of the vehicle on the driver's side. The number of pounds listed on the label can then be compared with the DOT Classification Vehicle Type Chart for the correct DOT class.

Specifically report whether the commercial vehicle is carrying any hazardous material and identify the material by providing information on the placard of the truck and/or trailer involved. Advise the dispatch center of any rupture, leakage, or spillage.



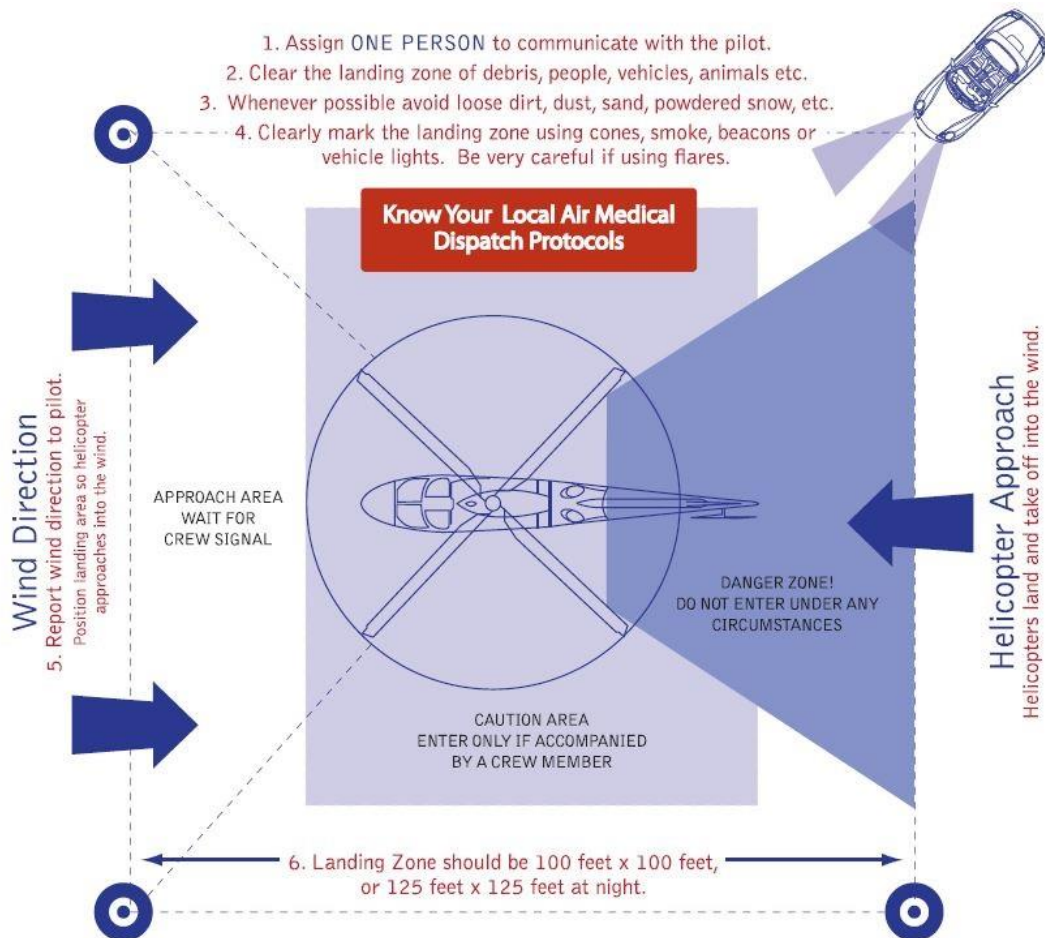
### 3.2.6 Preparing for emergency helicopter landings

Saving the lives of traffic incident victims sometimes requires the use of helicopters to provide timely treatment and transport. Helicopters usually can land safely on or near highways in remote regions or near highly congested areas that are not easily accessible otherwise.



The preference, however, is to identify a nearby site for a helicopter to land and takeoff, and avoid highway landings unless absolutely necessary. That enables medical technicians to treat victims away from the crash site and to avoid extended delays if conditions – such as storms – ground the helicopter longer than expected.

When identifying safe landing locations for helicopters consider the following:



(Illustration from Intermountain Life Flight)

### Landing zone

- 100 feet-by-100 feet of firm level (less than six degrees slope) open space clear of obstacles such as trees, power lines, and other major vertical obstructions
- The zone should be free of debris to reduce the likelihood of stationary objects becoming projectiles during take-off and landing;
- Stay within the pilot's vision and approach the helicopter only when signaled by the pilot or crew to do so.
- The safest approach is from a triangle zone extending at 45 degrees in both directions from the front of the helicopter.
- **Never approach a helicopter from the back if rotors are engaged.**

### Steps to setting up a helicopter landing zone (illustrated above)

1. Assign one person to communicate with the pilot
2. Clear the landing zone of debris, people, vehicles and any other potential hazards
3. Whenever possible, avoid loose dirt, dust, sand, powdered snow, etc.
4. Clearly mark the landing zone using cones, smoke, beacons or vehicle lights
5. Report wind direction to the pilot. Position landing area so the helicopter approaches into the wind.
6. The landing zone should be at least 100 feet-by-100 feet; at night the zone should be 125 feet-by-125 feet.
7. Report any obstruction to the pilot. Avoid obstructions such as wires, trees, utility poles, signs, antenna towers, etc.
8. Prepare the landing zone as level as possible, away from such hazards as light posts, power line poles, trees, and antenna towers.

### Minimum visibility requirements

- One-quarter mile visibility; and
- 500-foot vertical ceiling

## 4.0 Traffic Control

Blocking or closing all travel lanes is done only as a last resort to ensure the safety of responders, delivery of medical services to victims, and to expedite clearance. If possible, establish traffic control procedures that will allow continued safe travel around the incident on a limited basis. That requires a fundamental knowledge of sign placement, the use of emergency lights, establishing proper “tapers,” creating a “buffer zone,” and the safe positioning of emergency vehicles. (See *Appendix G.4, Pages A-41, 42*)

**Take only as many lanes as you need for as long as you need them – as the incident is cleared, lanes can be progressively opened.**

ITD has identified detour routes to divert traffic during extended incidents on interstate and state highways. Because those predetermined routes sometimes direct traffic through small communities and limit the movement of oversized loads, detours should be activated only when necessary. The ITD Alternate Route Plan includes detour descriptions and maps for each highway in Idaho’s six districts; they are available on the ITD website at: <http://itd.idaho.gov/NewsAndInfo/Publications.htm> under Emergency Management.

### 4.1 Manual on Uniform Traffic Control Devices (Chapter 6I)

The following is an excerpt from the Manual on Uniform Traffic Control Devices related to traffic incident management activities and responses to incidents on Idaho highways:

“The primary functions of TTC (Temporary Traffic Control) at a traffic incident management area are to inform road users of the incident and to provide guidance information on the path to follow through the incident area. Alerting road users and establishing a safe route through or around the incident area will serve to:

- Protect the incident responders and those involved in working at the incident scene
- Aid in moving road users expeditiously past or around the traffic incident

- Reduce the likelihood of secondary traffic crashes, and
- Preclude unnecessary use of the surrounding local road system”

Examples include a stalled vehicle blocking a lane, a traffic crash blocking the traveled way, a hazardous material spill along a highway, and natural disasters such as floods and severe storm damage.” (MUTCD, Chapter 6I, Page 726)

#### 4.1.1 MUTCD guidance

“... to reduce response time for traffic incidents, highway agencies, appropriate public safety agencies (law enforcement, fire and rescue, emergency communications, emergency medical, and other emergency management), and private-sector responders (towing and recovery and hazardous materials contractors) should mutually plan for occurrences of traffic incidents...

“On-scene responder organizations should train their personnel in TTC practices for accomplishing their tasks in and near traffic and in the requirements for traffic incident management contained in the MUTCD manual. (See Appendix G.3, Page A-40)

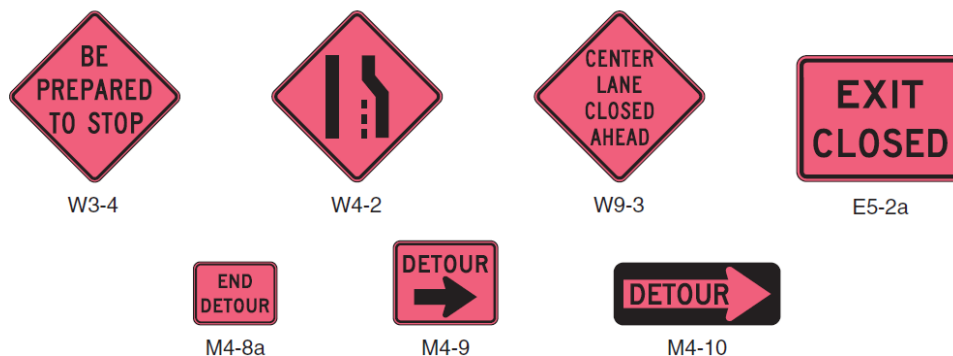
“On-scene responders should take measures to move the vehicles involved off the travel lanes or to provide for appropriate warning. All on-scene responders and news media personnel should constantly be aware of their visibility to oncoming traffic and wear high-visibility apparel.

“Emergency vehicles should be safely positioned such that traffic flow through the incident scene is optimized. All emergency vehicles that subsequently arrive should be positioned in a manner that does not interfere with the established temporary traffic flow.

“Responders arriving at a traffic incident should estimate the magnitude of the traffic incident, the expected time duration of the traffic incident, and the expected vehicle queue length, and then should set up the appropriate temporary traffic controls for these estimates. (See Appendix G.4, G.5, Pages A-41-48)” (MUTCD Chapter 6I, Page 726)

#### 4.1.2 Traffic Incident Management Signs

Warning and guide signs used for TTC incidents may have a black legend and border on a fluorescent pink background.



## Advanced warning sign spacing

Road Type	Distance Between Signs (feet)		
	A	B	C
Urban (35 mph or less)	100	100	100
Urban (45 mph or more)	350	350	350
Rural	500	500	500
Interstate freeway	1,000	1,500	2,640

### 4.1.3 Support *(from the MUTCD, Chapter 6I, Pages 727-729)*

While some traffic incidents might be anticipated and planned for, emergencies and disasters might pose more severe and unpredictable problems. The ability to quickly install proper temporary traffic controls might greatly reduce the effects of an incident, such as secondary crashes or excessive traffic delays.

### 4.1.4 Guidelines specific to incident classification

#### Minor traffic incidents

Minor traffic incidents are typically disabled vehicles and minor crashes that result in lane closures of less than 30 minutes. On-scene responders are typically law enforcement and towing companies, and occasionally highway agency service patrol vehicles.

Diversion of traffic into other lanes often is not needed or is needed only briefly. It is not generally possible or practical to set up a lane closure with traffic control devices for a minor traffic incident. Traffic control is the responsibility of on-scene responders.

When a minor traffic incident blocks a travel lane, the vehicle(s) should be removed from that lane to the shoulder as quickly as possible.

#### Intermediate Traffic Incidents

Intermediate traffic incidents typically affect travel lanes for a period of 30 minutes to two hours, and usually require traffic control on the scene to divert road users past the blockage. Full roadway closures might be needed for short periods during traffic incident clearance to allow traffic incident responders to accomplish their tasks.

The establishment, maintenance, and prompt removal of lane diversions can be effectively managed by interagency planning that includes representatives of highway and public safety agencies.

- All traffic control devices needed to set up the TTC at a traffic incident should be available so that they can be readily deployed for intermediate traffic incidents. The TTC should include the proper traffic diversions, tapered lane closures, and upstream warning devices to alert traffic approaching the queue and to encourage early diversion to an appropriate alternative lane or route.
- Attention should be paid to the “upstream” end of the traffic queue so advance warning is given to road users approaching the back of the queue.
- If manual traffic control is needed, it should be provided by qualified flaggers or uniformed law enforcement officers.
- If flaggers are used to provide traffic control at an incident, they should use appropriate traffic control devices that are readily available or that can be brought to the traffic incident scene on short notice.

- When light sticks or flares are used to establish the initial traffic control at incident scenes, channelizing devices should be installed as soon thereafter as practical.
- The light sticks or flares may remain in place if they are being used to supplement the channelizing devices.
- The light sticks, flares, and channelizing devices should be removed after the incident is terminated.

### **Major Traffic Incidents**

Major traffic incidents are typically traffic incidents involving hazardous materials, fatal traffic crashes involving numerous vehicles, and other natural or man-made disasters. They typically involve closing all or part of a highway for a period exceeding two hours.

A closure can be caused by a traffic incident such as a crash that blocks the route. Road users are usually diverted through lane shifts or detoured around the traffic incident and back to the original roadway. A combination of traffic engineering and enforcement preparations is needed to determine the detour route, and to install, maintain or operate, and then to remove the necessary traffic control devices when the detour is terminated. Large trucks are a significant concern in such a detour, especially when they are rerouted from a controlled-access roadway onto local or arterial streets.

During traffic incidents, large trucks might need to follow a route separate from that of automobiles because of bridge, weight, clearance, or geometric restrictions. Also, vehicles carrying hazardous material might need to follow a different route from other vehicles.

Some traffic incidents such as hazardous material spills might require closure of an entire highway. Travelers must have adequate guidance around the traffic incident. Maintaining good public relations is important.

The cooperation of the news media in publicizing the existence of, and reasons for, traffic incident management areas and their TTC can be of great assistance in keeping road users and the general public well informed.”

### **Traveler Information and Advisories**

Idaho travelers will find the most current information about closures by visiting the 511 Traveler Services website (511.idaho.gov) or by calling 5-1-1 toll-free from anywhere in Idaho. Closures are prominently displayed in a “crawler” message at the top of pages, with more specific information included in the main body of the website. ITD and other emergency personnel also might find the website or telephone service helpful on extended closures. ITD and the Idaho State Police also announce information on major incidents through news releases and automatically generated email and text messages.

Information typically available on the full-feature 511.idaho.gov website includes:

- Weather-related road conditions
- Highway images
- Road surface data
- Traffic incidents and delays
- Emergency road closures
- Highway construction projects, and
- Tourist information, special events

## Temporary Traffic Control Measures

The establishment, maintenance, and prompt removal of lane diversions can be effectively managed by interagency planning that includes representatives of highway and public safety agencies.

All traffic control devices needed to set up the TTC at a traffic incident should be readily available so that they can be deployed quickly for all major traffic incidents. The TTC should include the proper traffic diversions, tapered lane closures, and upstream warning devices to alert traffic approaching the queue and to encourage early diversion to an appropriate alternative route.

Attention should be paid to the upstream end of the traffic queue such that warning is given to road users approaching the back of the queue. If manual traffic control is needed, it should be provided by qualified flaggers, uniformed law enforcement officers, or transportation personnel.

If flaggers are used to provide traffic control for an incident, they should use appropriate traffic control devices that are readily available or that can be brought to the traffic incident scene on short notice.

- When light sticks or flares are used to establish the initial traffic control at incident scenes, channelizing devices should be installed as soon thereafter as practical.
- The light sticks or flares may remain in place if they are being used to supplement the channelizing devices.
- The light sticks, flares, and channelizing devices should be removed after the incident is terminated.

## Sequence of Placing Traffic Cones

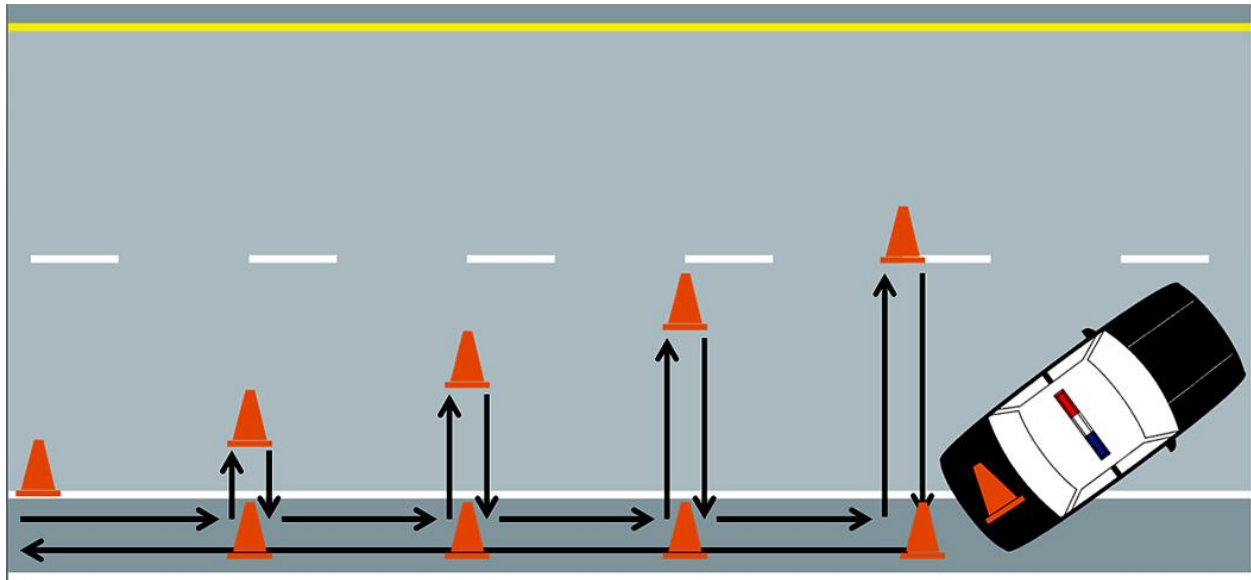
The order in which traffic cones are deployed upstream – or approaching an incident – is extremely important to maintaining safety for responders and for notifying motorists of a lane reduction / merger. From the cone placement charts below, determine where the first cone should be placed – on the shoulder (not the fog line) at the beginning of the taper.

*Note: Most skip lines (painted dashed-lines) on Idaho interstate and state highways are 50 feet apart, from the front of one skip line to the front of the next one. On highways with lower speed limits, the skip line is 25 feet. The spacing can be used to determine the rough placement of cones. (See Appendix G.4, Page A-41, 42)*

Exit the emergency vehicle used to block the lane and walk outside the traffic area to where the first cone will be placed, maintaining a safe buffer away from traffic and always facing oncoming vehicles. After placing the first cone, proceed back to the shoulder and walk to a point perpendicular to where the next cone will be placed, inside the travel lane. Continue toward the emergency vehicle in similar manner, placing cones in the closed traffic lane.

*Note: Follow the path designated by arrows in the illustration on the next page, beginning at near the shoulder and proceeding back toward the blocking vehicle.*

After the incident is cleared, follow the same pattern to retrieve traffic cones.



**Set up sequence →**

**← Take down sequence**

**Taper lengths (see Appendix for illustrations)**

Type of Taper	Taper Length
Merging taper – The number of lanes is reduced on a multilane road	L minimum
Shifting taper – A lateral shift, no reduction in the number of travel lanes	At least 0.5 L
Shoulder taper – shoulder is closed	At least 0.33L
Two-way traffic taper – Opposing directions of traffic share one open lane	50 feet minimum 100 feet per lane minimum
Downstream taper – The work area ends and traffic resumes normal driving (use is optional)	50 feet minimum 100 feet maximum

*Source: Manual on Uniform Traffic Control Devices, 2009 (Federal Highway Administration)*

Formulas for L	
Speed Limit	Formula
40 mph or less	$L = WS^2 / 60$
45 mph or greater	$L = W \times S$
L = Taper Length in feet W = Width of offset (lane width or lane shift) in feet S = Posted speed limit, off-peak 85 <sup>th</sup> percentile speed in effect before work started, or the anticipated operating speed in mph	



Source: *Manual on Uniform Traffic Control Devices, 2009 (Federal Highway Administration)*  
**Recommended Cone Spacing**

Type of Tapers	Cone Spacing
Merging	1.0 feet x Speed Limit
Shifting and Shoulder	1.0 Feet x Speed Limit
One-lane, two-way traffic	20 Feet

Source: *Emergency Traffic Control for Responders, Kentucky Transportation Center*

**Taper length required for closure of a single lane**

Speed Limit (mph)	Taper Length (in feet) for 12-foot lane	Minimum No. of Cones for Taper	Spacing of Cones Along Taper (in feet)
20	80	5	20
25	125	6	25
30	180	7	30
35	245	8	35
40	320	9	40
45	540	13	45
50	600	13	50
55	660	13	55
60	720	13	60
65	780	13	65
70	840	13	70
75	900	13	75
80	960	13	80

Source: *Procedures for Incident Response, Kansas Department of Transportation*

**Recommended Buffer Area for Operating within an Incident Zone**

Longitudinal Buffer Space	
Speed (mph)	Distance (feet)
25	155
35	250
45	360
55	495
65	645
75	820

Source: *Emergency Traffic Control for Responders, Kentucky Transportation Center*

**4.1.5 Flagging Operations**

If time and resources permit, or after an incident that exceeds 24 hours, the following guidelines are recommended.

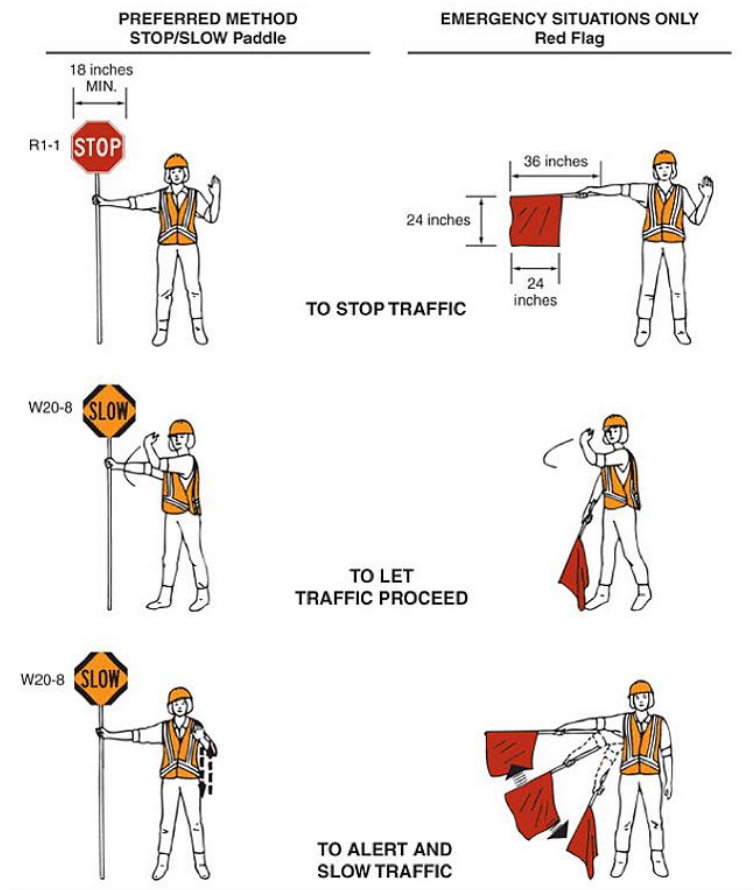
Remember, for your personal safety while working at an incident on-site, **never** turn your back on, or put yourself in the path of, moving traffic.

## Recommended tools / equipment

- Standard STOP/SLOW paddle is 18-by-18 inches, octagon sign with a five-foot minimum staff (to the bottom of the sign); seven-foot is recommended; fully reflectorized in standard colors
- Two-way radios for two-flagger operations
- Floodlights and flashlight with wand, if flagging at night

## Flagging position

- Face oncoming traffic; never turn your back on approaching traffic
- Take a position on the shoulder of the road, near the lane line
- Park vehicle off the road, away from your station
- Remain alert at all times; do not mingle with others; remain standing at all times
- Station at a location in advance of the incident to allow oncoming traffic adequate Decision Sight Distance



## High-visibility Safety Apparel

All workers within the right-of-way of a Federal-aid highway who are exposed either to traffic (vehicles using the highway for purposes of travel) or to construction equipment within the work area must wear high-visibility safety apparel.

### Daylight hours:

For daytime and nighttime activity, flaggers shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107-2004 publication entitled "American National Standard for High-Visibility Apparel and Headwear" and labeled as meeting the ANSI 107-2004 standard performance for Class 2 or 3 risk exposure. The apparel background (outer) material color shall be fluorescent orange-red, fluorescent yellow-green, or a combination of the two as defined in the ANSI standard.

The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of 1,000 feet. The retroreflective safety apparel shall be designed to clearly indicate the wearer as a person.

### Non-daylight hours:

For nighttime activity, high-visibility safety apparel that meets the Performance Class 3 requirements of the ANSI/ISEA 107-2004 publication entitled “American National Standard for High-Visibility Apparel and Headwear” and labeled as meeting the ANSI 107-2004 standard performance for Class 3 risk exposure should be considered for flagger wear.

### **High Visibility and Safety**

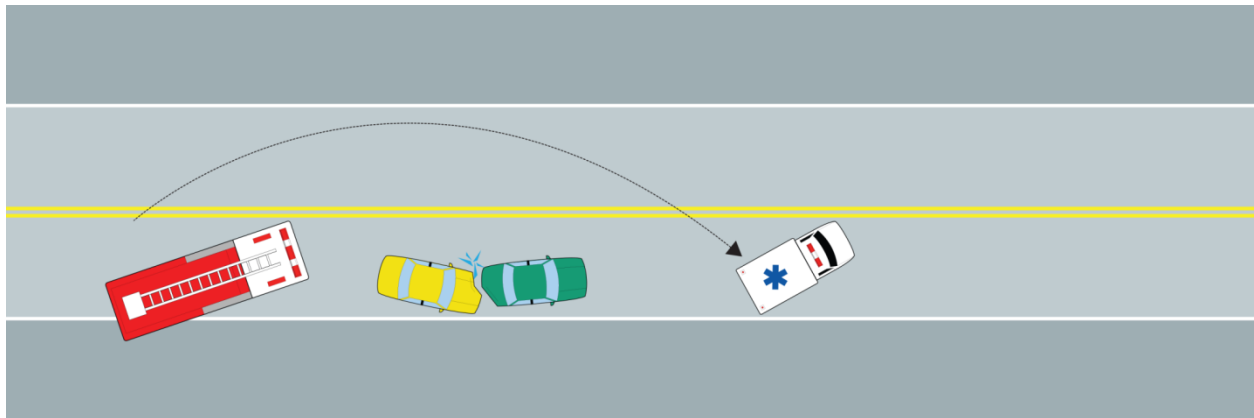
When uniformed law enforcement officers are used to direct traffic within a TTC zone, they shall wear high-visibility safety apparel as described on the previous page.

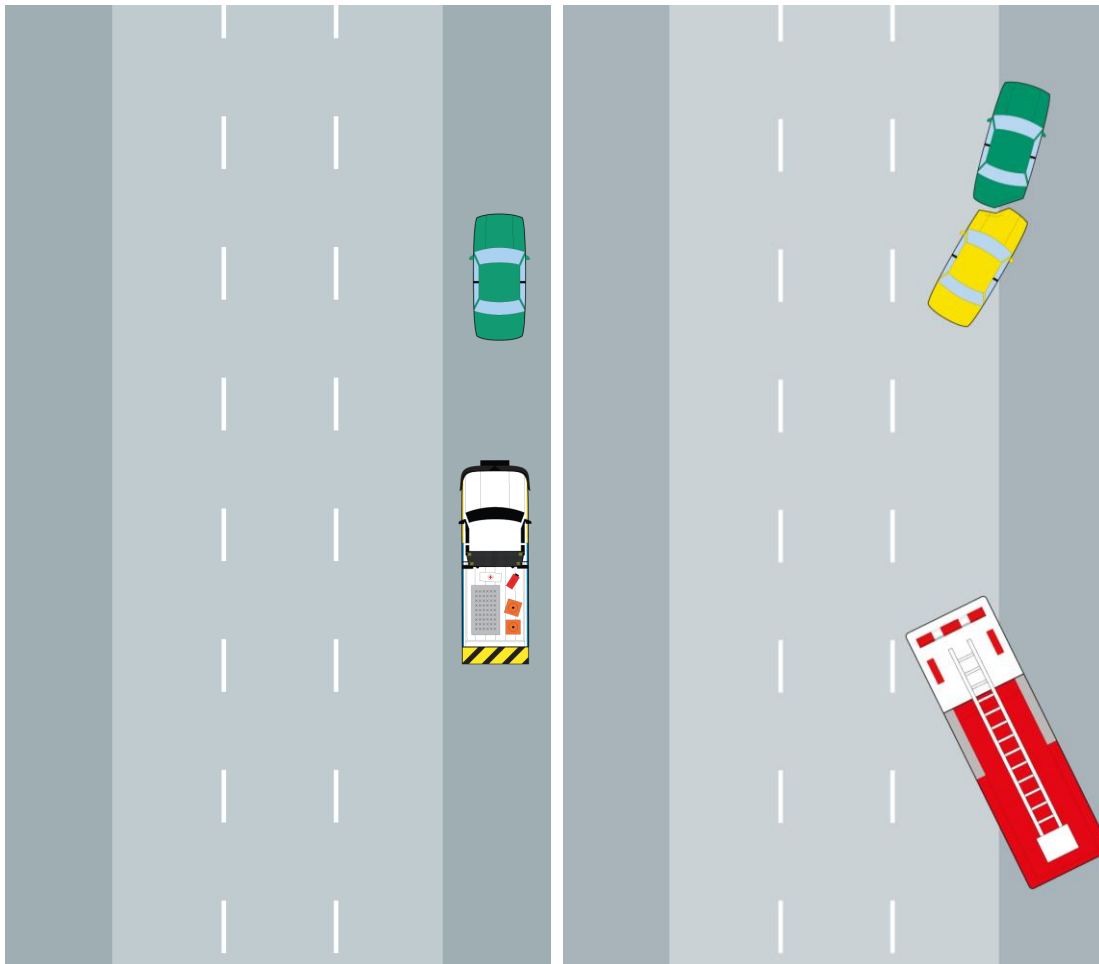
The purpose is to decrease the possibility of worker fatalities or injuries caused by motor vehicles and construction vehicles and equipment while working within the right-of-way on Federal-aid highways.

Workers are defined as people on foot whose duties place them within the right-of-way of a Federal-aid highway, such as highway construction and maintenance forces, survey crews, utility crews, responders to incidents within a highway right-of way, and law enforcement personnel when directing traffic, investigating crashes, and handling lane closures, obstructed roadways, and disasters within the right-of-way of a Federal-aid highway.

## **5.0 Emergency Vehicles**

Responders must use established procedures for ensuring their safety and that of incident victims and other . Inattention to detail can turn responders into victims. Chapter 6 of the Manual on Uniform Traffic Control Devices offers specific guidelines to protect emergency responders.





***Linear Blocking on Shoulder***

***Multi-lane Blocking***

### **5.1 Positioning emergency vehicles**

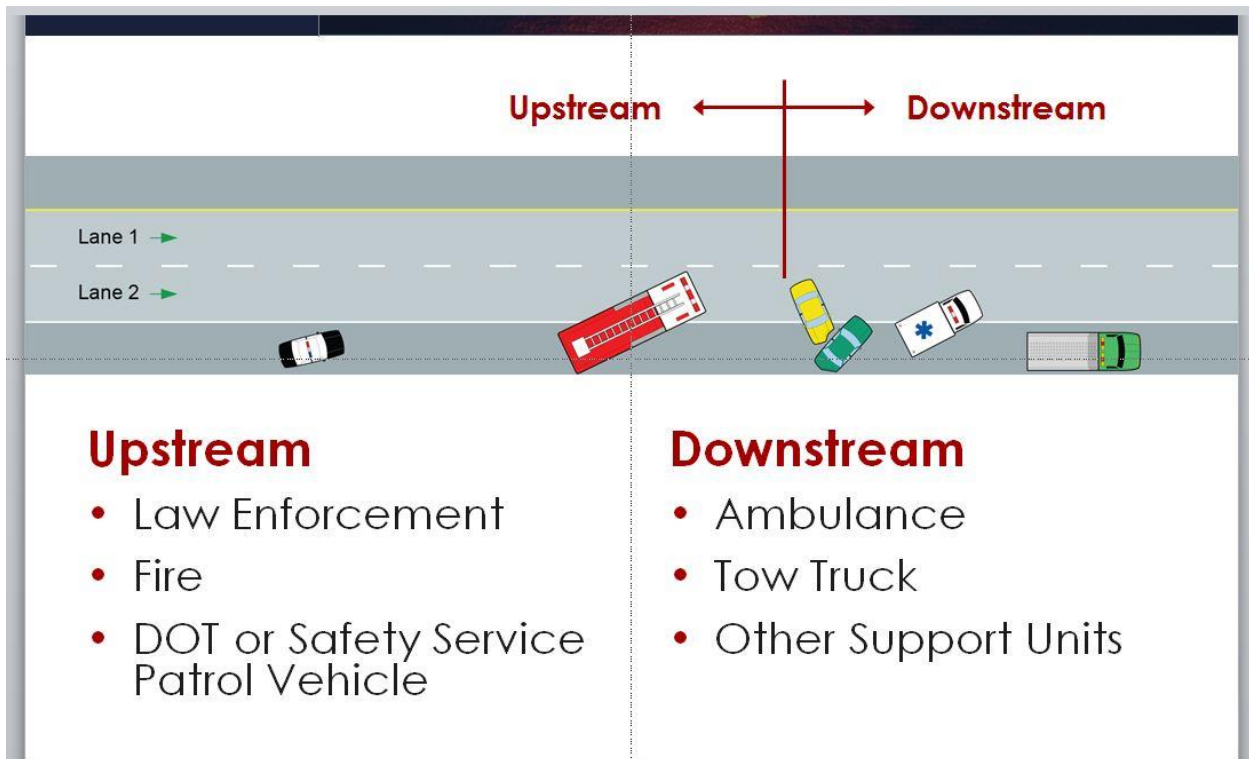
The first vehicle on scene should park at an angle that serves to divert traffic out of the blocked lane(s) and toward the open traffic lane(s). (See “Multi-lane Blocking illustration above and Upstream-Downstream emergency vehicle positioning on next page). Vehicles should be parked on the side of the highway where the incident has occurred. Do not park emergency vehicles on both sides of the highway while allowing traffic to continue driving in the middle.

- If using a fire truck to divert traffic, position it to protect pump operators and controls. They should be on the incident side of the truck and not exposed to traffic from the rear.
- Stage non-critical vehicles on the shoulder approximately 300-500 feet in front of (upstream) of the incident or past the incident (downstream).
- Allow enough of a buffer distance to prevent traffic from knocking emergency vehicles into the work area.
- Advanced warning signs should be placed quickly “upstream” of the incident (See illustration)
- Response vehicles should be positioned according to the spacing guidelines.

Before stepping out of the vehicle and into the incident site, responders should put on Class 2 or Class 3 retro-reflective garments in accordance with standards established by the MUTCD and ITD. Responders should always exit emergency vehicles on the curb side, or non-traffic side of their vehicle if possible.

When operating in or near moving vehicle traffic, always keep in mind the following:

- Never assume your safety
- Do not assume drivers will recognize an emergency incident and drive safely
- Engage in proper protective parking
- Wear high-visibility reflective apparel
- Reduce motorist vision impairment; and
- Use traffic cones and flares



### 5.1.2 Emergency vehicle lighting

*(Source: Manual on Uniform Traffic Control Devices, Chapter 6I; 23 CFR Part 655)*

The use of emergency vehicle lighting (such as high-intensity rotating, flashing, oscillating, or strobe lights) is essential, especially in the initial stages of a traffic incident, for the safety of emergency responders, persons involved in the traffic incident, and travelers approaching the incident scene.

Emergency-vehicle lights, however, provide warning only and offer no effective traffic control. It is often confusing to road users, especially at night. Travelers approaching the scene from the opposite direction on a divided highway often find it difficult to determine in advance whether their lane is affected. They also can be distracted by emergency vehicle lights and slow their vehicles to look at the traffic incident, which puts them and drivers following them at risk of becoming involved in a secondary crash.

**Vehicle headlights not needed for illumination, or to provide notice to other road users of the incident response vehicle being in an unexpected location, should be turned off at night.**

The use of emergency vehicle lights can be reduced if good traffic control has been established at a traffic incident scene. This is especially true for major traffic incidents that might involve a number of emergency vehicles. If good traffic control is established through placement of advanced warning signs and traffic control devices to divert or detour traffic, then public safety agencies can perform their tasks on scene with minimal emergency-vehicle lighting.

Public safety agencies should examine their policies on the use of emergency vehicle lights, especially after a traffic incident scene is secured, with the intent of reducing the use of the lights as much as possible while not endangering those at the scene. Special consideration should be given to reducing or deactivating forward-facing emergency lights, especially on divided roadways, to reduce distractions to oncoming road users.

Vehicle headlights not needed for illumination, or to provide notice to other road users of the incident response vehicle being in an unexpected location, should be turned off at night to avoid distractions, prevent secondary crashes, and improve scene safety.

# Traffic Incident Management (TIM)

## APPENDIX

### A.1 Checklist: Initial on-scene assessment

#### On-scene Assessment

- Are there injuries involved?
- If so, do they appear to be life threatening?
- What is the nature of those injuries?
- Does there appear to be a fatality or multiple fatalities?
- Has there been a release or spill of hazardous materials, or the potential for such spill or release?
- Request a hazmat team and **do not** enter an area where there appears to be a hazardous gas leak.
- Report information from the placard of a commercial vehicle if one carrying hazardous material is involved in a crash.
- Report as accurately as possible the location of the incident. Report the nearest cross-road, intersection, interchange and mileage marker.
- Determine the accessibility of the site by other responders.
- If the scene is not readily accessible by emergency vehicles, is a medical helicopter necessary? If so, determine the closest, safest landing site and provide that information in your report. (See helicopter landing sites, for more information.)
- Determine the type of tow or rescue truck(s) necessary for removing damaged vehicles. If there is a commercial vehicle involved, provide an accurate description of the vehicle: size, number of axels, number of trailers, whether the vehicle is upright and whether its load or contents have spilled and whether there are special conditions that will complicate its removal. Note requirements for possible hazardous materials spill.



- ❑ Request the tow truck or recovery vehicle services needed early in your assessment. It is essential to have the right equipment dispatched and available on the scene early to ensure quick clearance of the incident.

## A.2 Checklist: Managing an incident scene

### On-scene Management

- The first vehicle on scene should park at an angle that diverts traffic out of the blocked lane(s) and out toward the open traffic lane(s). Park vehicles on the same side of the roadway as the incident that has occurred, stage non-critical vehicles on the shoulder approximately 300 to 500 feet in front of or past the incident.
- Approach the incident safely and with caution.
- Review the scene to be sure that hazardous materials are not present. Note: If the incident appears to be hazmat-related, refer to the Hazmat Manual and contact the Idaho State Communications Center immediately: 1-800-632-8000 or (208) 846-7610.
- Provide initial first aid and emergency response support as necessary; assist those in immediate danger and distress; request additional emergency services.
- Set up temporary traffic control using flares or cones until adequate traffic control equipment arrives.
- Obtain critical vehicle information from each vehicle involved, such as gross vehicle weight, make/model, vehicle condition, location within the incident scene.
- Contact the State Communications Center or Idaho State Police dispatch center to arrange for emergency medical services, a hazmat team (if required), and tow/wrecker service.
- Set up long-term traffic control if the incident is expected to last more than two hours. ITD must be notified of blockages or closures on interstate highways or state highways that are expected to last more than **two hours**.
- Use appropriate tapers, cones/barricades, lights and flaggers (if needed). Heavy duty tow companies are required to perform traffic control at the incident where the recovery operation is expected to last longer than **one hour**. Request a tow truck early in the incident response to ensure services are available when needed.
- Review alternate route options and/or set up a detour if needed.

**A.3 Checklist: Incident Dispatch Information**

**Dispatcher Incident Checklist (example)**

All dispatch centers receiving information regarding highway traffic incidents should collect and document as much of the following information as possible. If received by phone, keep the reporting party on the line as long as necessary to obtain this information and dispatch appropriate resources. Notify ITD of all incidents on state and federal highways through the Idaho State EMS Communications Center at 1-888-575-2666.

Date: \_\_\_\_\_ Day of week: \_\_\_\_\_ Time: \_\_\_\_\_

Dispatcher # \_\_\_\_\_ Highway/route number \_\_\_\_\_

Location/milepost/nearest town \_\_\_\_\_

Injuries/fatalities? **YES NO**                      Extrication required? **YES NO**

Number of injuries \_\_\_\_\_ Condition of victims? \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Medical helicopter required/dispatched? **YES NO** Time dispatched: \_\_\_\_\_

Responding helicopter service \_\_\_\_\_

**Vehicle information**

Number of vehicles involved \_\_\_\_\_ Number of lanes blocked \_\_\_\_\_

License plate numbers \_\_\_\_\_ License plate numbers \_\_\_\_\_

License plate numbers \_\_\_\_\_ License plate numbers \_\_\_\_\_

Lanes blocked? **YES NO SHOULDER**                      Cargo spilled? **YES NO**

Reporting individual's name/phone number \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

**Towing/rescue information**

Are keys in the vehicle? **YES NO**                      If not, are they available? **YES NO**

Year, Make, Model to be towed \_\_\_\_\_

Vehicle location \_\_\_\_\_

Vehicle condition \_\_\_\_\_

Cargo condition \_\_\_\_\_

### Highway information

Type of incident or situation \_\_\_\_\_ Location \_\_\_\_\_

Road conditions \_\_\_\_\_ Weather conditions \_\_\_\_\_

Traffic control needed? **YES NO** Hazardous materials spilled? **YES NO**

Type of hazardous material spilled/released \_\_\_\_\_

\_\_\_\_\_

### Hazardous materials information

Has a hazmat team been dispatched? **YES NO** Time: \_\_\_\_\_

Has the area been evacuated? **YES NO**

Location of evacuees \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### Response level

- Minor:** An incident that takes 30 minutes or less to detect and to fully restore traffic
- Intermediate:** An incident that takes 30 minutes to two hours to detect and to fully restore traffic
- Major:** An incident that takes more than two hours to detect and to fully restore traffic

## **A.4 Checklist: Requesting a tow truck, rescue vehicle**

### **Requesting Tow, Rescue Vehicle**

Call for towing/removal assistance if the following supporting services are required during an incident response:

- Removal of disabled vehicle(s) and/or cargo from the roadway
- Transportation for the uninjured vehicle occupants; and/or
- Clearance of the crash debris from the roadway

By providing a description of the vehicle(s) and the scene, the towing service provider can better mobilize the appropriate equipment to respond.

Information to provide dispatchers when requesting vehicle removal assistance:

*Requesting Tow, Rescue Vehicle, continued*

**Vehicle location**

- Direction of travel \_\_\_\_\_
- Proximity to major intersection or mile post marker \_\_\_\_\_
- Which shoulder? \_\_\_\_\_
- Distance off of roadway \_\_\_\_\_
- Access to the scene, number of lanes or ramps closed \_\_\_\_\_

**Vehicle description**

- Make and model \_\_\_\_\_
- Camper or trailer attached **YES or NO**
- Double or triple trailer \_\_\_\_\_
- Box truck length \_\_\_\_\_

**Vehicle condition**

- Vehicle upright or rolled over? **YES or NO**
- Flat/missing tires **YES or NO**
- If YES, how many and which tire(s)? \_\_\_\_\_
- Broken axels? **YES or NO**
- Trailers connected to semi-tractor? **YES or NO**
- Is the vehicle still on the roadway? **YES or NO**
- Are the keys with the vehicle? **YES or NO**

**For all commercial vehicles**

- How many axles does the truck have? \_\_\_\_\_
- Is trailer loaded? **YES or NO**
- What is the estimated weight of truck and/or cargo? \_\_\_\_\_
- What is the estimated length of truck and/or cargo? \_\_\_\_\_
- What cargo was being transported? \_\_\_\_\_
- Is the cargo organized on pallets? **YES or NO**
- If so, is cargo dislodged from the pallet? **YES or NO**
- Is HAZMAT involved? **YES or NO**

***Note:** The Regional Communications Center Officer (RCO) may relay information to tow/rescue truck operators about damage, cargo, or location/position that can require special handling; however, neither the on-scene police officer nor the dispatch/communications center operator should specify what equipment the tow truck company might need in response to special handling circumstances. Leave that decision to the removal operators, based on the above report.*

*(For illustrations of vehicle size, weight and number of axles, see Appendix G.6, Pages 47, 48.)*

## **B.1 Idaho's Quick Clearance Law**

### **Title 49: Motor Vehicles Chapter 13, Accidents**

#### **49-1301. Accidents involving damage to vehicle**

(1) The driver of any vehicle involved in an accident, either on public or private property open to the public, resulting only in damage to a vehicle which is driven or attended by any person shall immediately stop the vehicle at the scene of the accident, or as close as possible, and shall immediately return to, and in every event shall remain at, the scene of the accident until he has fulfilled the requirements of law.

(2) For any accident which occurs on a divided, controlled-access highway or interstate highway of the state highway system, a stop as required by subsection (1) of this section shall be made by moving the vehicle into a safe refuge on the shoulder, emergency lane or median whenever such moving of a vehicle may be done safely and the vehicle is capable of being normally and safely driven, does not require towing, and may be operated under its own power in its customary manner without further damage or hazard to itself, to the traffic elements or to the roadway.

(a) For any other highway, a stop as required by subsection (1) of this section shall be made without obstructing traffic more than is necessary.

(b) The driver or any other person who has removed a motor vehicle from the main-traveled part of the road as provided in this subsection before the arrival of a law enforcement officer shall not be considered liable or at fault regarding the cause of the accident solely by reason of moving the vehicle pursuant to this subsection.

(3) Any person failing to stop or to comply with the requirements under these circumstances shall be guilty of a misdemeanor.

(4) The department shall revoke for a period of one (1) year the driver's license, privileges or permit to drive, or the nonresident operating privilege, of any person convicted of a violation of the provisions of subsection (1) of this section.

(5) Nothing herein shall be construed to interfere with the duty of any city, county or state police officer to investigate and detect crime and enforce the penal, traffic or highway laws of this state or any political subdivision.



## **B.2 Idaho's "Move Over" Law**

### **Title 49: Motor Vehicles Chapter 6, Rules of the Road**

**49-624.** Driver duty upon approaching a stationary police vehicle or an authorized emergency vehicle displaying flashing lights. The driver of a motor vehicle, upon approaching a stationary police vehicle displaying flashing lights or an authorized emergency vehicle displaying flashing lights shall:

(1) If the driver is traveling on a highway with two (2) or more lanes carrying traffic in the same direction, immediately reduce the speed of his vehicle below the posted speed limit, proceed with due caution and, if traveling in a lane adjacent to the stationary police vehicle displaying flashing lights or the authorized emergency vehicle displaying flashing lights, change lanes into a lane that is not adjacent to such vehicle as soon as it is possible to do so in a manner that is reasonable and prudent under the conditions then existing, with regard to actual and potential hazards.

(2) If the driver is traveling on a highway with one (1) lane for each direction of travel, immediately reduce the speed of his vehicle below the posted speed limit, and maintain a safe speed for the road, weather and traffic conditions until completely past the stationary police vehicle or authorized emergency vehicle.

## **C.1 Incident Command System**

### **Incident Command System (ICS) Overview Federal Emergency Management Agency**

The Incident Command System (ICS) is a standardized, on-scene, all-hazards incident management approach that:

- Allows for the integration of facilities, equipment, personnel, procedures and communications operating within a common organizational structure
- Enables a coordinated response among various jurisdictions and functional agencies, both public and private
- Establishes common processes for planning and managing resources

ICS is flexible and can be used for incidents of any type, scope and complexity. ICS allows its users to adopt an integrated organizational structure to match the complexities and demands of single or multiple incidents.

ICS is used by all levels of government—federal, state, tribal and local—as well as by many nongovernmental organizations and the private sector. ICS is also applicable across disciplines. It is typically structured to facilitate activities in five major functional areas:

- Command
- Operations
- Planning
- Logistics, and
- Finance/Administration

All of the five functional areas may or may not be used based on the incident.

Intelligence/investigation is an optional sixth functional area that is activated on a case-by-case basis.

As a system, ICS is extremely useful. Not only does it provide an organizational structure for incident management but it also guides the process for planning, building, and adapting that structure. Using ICS for every incident or planned event helps hone and maintain skills needed for large-scale incidents.

## **C.2 National Incident Management System (NIMS)**

### **National Incident Management System (NIMS) Overview Federal Emergency Management Agency**

The National Incident Management System (NIMS) is a systematic, proactive approach to guide departments and agencies at all levels of government, nongovernmental organizations, and the private sector to work together seamlessly and manage incidents involving all threats and hazards—regardless of cause, size, location, or complexity – to reduce loss of life, property and harm to the environment. The NIMS is the essential foundation to the National Preparedness System (NPS) and provides the template for the management of incidents and operations in support of all five National Planning Frameworks.

Five mission areas:

- Prevention
- Protection
- Mitigation
- Response, and
- Recovery

The purpose of the NIMS is to provide a common approach for managing incidents. The concepts provide for a flexible but standardized set of incident management practices with emphasis on common principles, a consistent approach to operational structures and supporting mechanisms, and an integrated approach to resource management.

Incidents typically begin and end locally, and they are managed daily at the lowest possible geographical, organizational, and jurisdictional level. There are other instances where success depends on the involvement of multiple jurisdictions, levels of government, functional agencies, and/or emergency-responder disciplines.

These instances necessitate effective and efficient coordination across this broad spectrum of organizations and activities. By using NIMS, communities are part of a comprehensive national approach that improves the effectiveness of emergency management and response personnel across the full spectrum of potential threats and hazards (including natural hazards, terrorist activities, and other human-caused disasters) regardless of size or complexity.

## C.3 Incident Traffic Control Overview

### Temporary Traffic Control during a Highway Incident

This overview is composed of excerpts from the Manual on Uniform Traffic Control Devices (MUTCD), Chapter 61, Control of Traffic Through Traffic Incident Management Areas, adopted by the state of Idaho. For more details on traffic control devices, refer to the MUTCD.

*Note: Whenever the acronym "TTC" is used, it refers to "temporary traffic control."*

The needs and control of all road users through a Temporary Traffic Control zone shall be an essential part of highway management of traffic incidents.

A traffic incident is an emergency road user occurrence, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic.

A traffic incident management area is an area of a highway where temporary traffic controls are imposed by authorized officials in response to a road user incident, natural disaster, hazardous material spill, or other unplanned incident. It is a type of TTC zone and extends from the first warning device (such as a sign, light, or cone) to the last TTC device or to a point where vehicles return to the original lane alignment and are clear of the incident.

Traffic incidents can be divided into three general classes of duration, each of which has unique traffic control characteristics and needs. These classes are:

**Minor** – expected duration of less than 30 minutes

**Intermediate** – expected duration of 30 minutes to two hours; and

**Major** – expected duration of more than two hours

The primary functions of TTC at a traffic incident management area are to move road users reasonably safely and expeditiously past or around the traffic incident, to reduce the likelihood of secondary traffic crashes, and to preclude unnecessary use of the surrounding local road system.

In order to reduce response time for traffic incidents, highway agencies, appropriate public safety agencies (law enforcement, fire and rescue, emergency communications, emergency medical and other emergency management) and private-sector responders (towing and recovery and hazardous materials contractors) should mutually plan for occurrences of traffic incidents along the major and heavily traveled highway and street system.

On-scene responders should be trained in safe practices for accomplishing their tasks in and near traffic. Responders always should be aware of their visibility to oncoming traffic and take measures to move the traffic incident as far off the traveled roadway as possible or to provide for appropriate warning.

Responders arriving at a traffic incident should, within 15 minutes of arrival on-scene, estimate the magnitude of the traffic incident, the expected duration of the traffic incident, and the expected vehicle queue length, and then should set up the appropriate temporary traffic controls for these estimates.

## **D.1 Roles and Responsibilities**

### **Functional Roles and Organizational Responsibilities**

#### **Functional Roles Stakeholder Duties and Responsibilities**

##### **LAW ENFORCEMENT**

Secures incident scene	Establishes emergency access routes
Performs first-responder duties	Controls arrival and departure of incident responders
Assists responders in accessing the incident scene	Supports unified command, as necessary

##### **FIRE AND RESCUE**

Protects incident scene	Contains or mitigates a hazardous materials release
Rescues/extricates victims	Assumes role of Incident Commander, if appropriate
Extinguishes fires	Supports unified command, as necessary
Responds to and assesses incidents involving a hazardous materials release	

##### **EMERGENCY MEDICAL SERVICES (EMS)**

Secures Incident Scene	Establishes emergency access routes
Performs first-responder duties	Controls arrival and departure of incident responders
Assists responders in accessing the incident scene	

##### **EMERGENCY MANAGEMENT AGENCY**

Coordinates government response and resources	Coordinates response from other state and federal agencies
Provides technical expertise	Assumes role of Incident Commander, if appropriate
Provides evacuation recommendations	Supports unified command, as necessary
Facilitates communication and coordination across jurisdictions	

**Functional Roles**  
**Stakeholder Duties and Responsibilities, Continued**

**TRANSPORTATION AGENCIES**

Highway maintenance	May perform first-responder duties (service patrol)
Operates service patrols	Clears minor incidents (service patrol)
Protects incident scene	Performs incident detection and verification (service patrol)
Implements traffic control strategies and provides supporting resources	Develops and operates alternate routes
Monitors traffic operations	Assesses and performs emergency roadwork and infrastructure repair
Disseminates motorist information	Assumes role of Incident Commander, if appropriate
Mitigates incidental vehicle fluid spill confined to roadway	Supports unified command, as necessary
Assesses and directs incident clearance activities	

**TOWING AND RECOVERY**

Recovers vehicles and cargo	Mitigates non-hazardous material spills
Removes disabled or wrecked vehicles and debris from incident scene	Supports unified command, as necessary

**DISPATCH AGENCIES**

Receive emergency and non-emergency phone calls	Activates Dynamic Message Signs, if appropriate
Dispatches appropriate response agency to emergency and non-emergency incidents	Provide telecommunications for bridge and conference calls
Monitor and assist response agencies in relaying communications to other agencies	Enters information and updates as necessary on Idaho's 511 Traveler Information website (State Comm.)
Activation of the Emergency Alert System, if appropriate	

**D.2 Organizational Responsibilities**

**Organizational Responsibilities**

The Idaho Traffic Incident Management plan (TIM) requires the coordinated efforts of all signatory agencies.

**Responsibilities common to all agencies**

1. Designate agency personnel who are available and capable of responding to transportation incidents.

2. Contact the Idaho State EMS Communications Center (State Comm.) at 1-888-575-2666 to report transportation incidents that require significant assistance from other first-response agencies and to activate 511 Traveler Information system updates.
3. Adhere to the provisions and procedures of the Idaho Traffic Incident Management plan
4. Establish a technical advisory workgroup to address response-related problems within the agency's area of expertise, as needed.
5. Channel on-site news media communications through the incident commander or his/her designated public information officer.
6. Cooperate with the directions of the incident commander for on-site emergency response activities.
7. Cooperate in developing qualified response support personnel.
8. Educate and train employees in traffic incident response on a continuing basis. The first priority of training is protection of public and employee health and safety.
9. Participate in after-action reports of traffic incidents to aid in future prevention and improved emergency response.
10. Participate in periodic traffic incident drills and/or exercises.
11. Require each employee designated to be involved with traffic incident response to review the Idaho Traffic Incident Management plan on an annual basis.

## **D.3 Organizational Responsibilities**

### **Organizational Responsibilities of State Agencies**

#### **Idaho State Police**

1. Coordinate with local law enforcement agencies and all other agencies to provide law enforcement support including: traffic control, evacuation routes, crowd control, and site security.
2. If requested by local first-response authorities, assume the incident command role at all incidents on interstate, U.S., and state numbered routes, including rights-of-way, and in other areas designated by local response personnel.
3. Provide a transportation enforcement coordinator, designated by, and reporting to, the incident commander.
4. Investigate transportation-related incidents as part of civil and criminal enforcement responsibilities.
5. Provide a multi-jurisdictional communications link.

#### **Idaho Transportation Department**

1. Assist in traffic control, detours, and incident site access, including debris removal (excluding accident debris) from highways and roads and emergency road repairs.
2. Assist in providing transportation of essential personnel and equipment.
3. Provide road closure authority for state highway system.
4. Implement the ITD “Emergency Highway Regulations” during a major emergency as needed. Regulations are available at any ITD district office.
5. Enforce statutes within the Motor Carrier Act as necessary.

#### **Executive Office of the Governor – Military Division**

##### **Idaho Bureau of Homeland Security**

1. Coordinate all state activities when a state disaster declaration is imminent or declared, or the support limits of the Idaho Traffic Incident Management plan are exceeded.
2. Coordinate all requests for a Governor’s Declaration of Emergency or Disaster.
3. Coordinate all requests for Idaho Army National Guard support.
4. Assist local governments and their disaster agencies to establish and operate training programs and programs of public information.
5. Maintain a register of search and rescue organizations, units, teams, or individuals with specific areas of expertise within the state.
6. Provide technical assistance to, and cooperate with, local emergency planning committees (LEPCs), and with state emergency response training programs.
7. Advise, consult, and cooperate with agencies of state and federal government, other states, cities, counties, tribal governments, and others concerned with emergency response incidents.
8. Coordinate hazardous materials response activities.
9. Coordinate response of the State Regional Response Hazardous Materials Teams for incidents involving hazardous materials.



## **D.4 Traffic Incident Management plan**

### **Idaho State EMS Communications Center (State Comm.) Traffic Incident Management plan**

#### **Incident responsibilities**

The mission of the Idaho State EMS Communications Center is to provide high-quality and efficient communications support for the public, government agencies and emergency responders through the coordination of resources contributing to the health and safety of Idaho citizens and communities. State Comm. is a program within the Idaho EMS Bureau under the direction of the Idaho Department of Health and Welfare. State Comm. serves a unique role in Idaho, functioning as a key partner with ITD for operations and incident management on a statewide basis, including dispatching of ITD personnel and equipment and activating dynamic message signs (DMS) and 5-1-1 alerts and updates. State Comm. is co-located with the Idaho State Police in Meridian, Idaho, and operates on a 24-hour basis daily.

#### **Emergency contact and coordination**

The Idaho State EMS Communications Center is a statewide center that uses mountaintop radio transmitters and a statewide microwave system to ensure communications in most areas of the state. State Comm. has direct communication with all EMS providers throughout the state and with numerous cooperating agencies, public and private. It functions as a focal point for communication on major incidents. The following procedure will be used by State Com.:

1. State Comm. is the primary communications link for the Idaho Transportation for 24-hour dispatch services and public safety response.
2. State Comm. will obtain all pertinent information regarding traffic incidents.
3. It will coordinate responses to hazardous materials incidents throughout Idaho.
4. A conference call or bridge call can be established at any time during an incident to efficiently communicate pertinent information to all agencies simultaneously.
5. Using the teleconference bridge, the incident commander will access information from agencies involved to make a decision to classify the incident.
6. State Comm. will provide notifications to all agencies as requested.
7. It will post messages to ITD-owned DMS on behalf of the department and has access to all DMS statewide for information dissemination concerning incidents, road closures, weather events, disasters, and AMBER Alerts.
8. State Comm. monitors and assists EMS providers and hospitals statewide with emergency radio communications, including medical control assistance.
9. The center shares data with the Idaho Bureau of Homeland Security, Idaho Department of Health and Welfare, district health departments, the Idaho Department of Fish and Game, air medical response agencies, law enforcement, fire departments, and other state, local and government agencies in response to public and government requests.
10. State Comm. will provide additional assistance as requested.

## **D.5 Traffic Incident Management plan**

### **Idaho State Police Traffic Incident Management plan**

#### **Incident responsibilities**

The Idaho State Police (ISP) has the statutory duty, outlined by Idaho Code Section 19-4804, to (a) enforce all of the penal and regulatory laws of the state; (b) require the persons using the highways to do so carefully; and (c) protect the physical portions of the highway and enforce laws promoting highway safety. Additionally, Idaho Code Section 67-2905 charges the Idaho State Police with the enforcement of the motor carrier safety and hazardous materials rules promulgated under Idaho Code Section 67-2901A.

ISP provides statewide public safety services through patrol activities; law enforcement actions; forensics laboratory analysis of evidence submitted by all Idaho law enforcement agencies from crime scenes; maintenance of criminal history records, a variety of registries, hot lines, and the Idaho Law Enforcement Telecommunications System (ILETS) network; and connectivity to national public safety databases.

A member of the Idaho State Police often is the first law enforcement officer to arrive at the scene of a traffic incident on the highways in Idaho. Upon notification of any traffic incident, ISP will respond according to its established policy. If a local law enforcement officer(s) is the first on the scene of an incident, he/she will fulfill the role of ISP and establish coordination with ISP until a state officer arrives.

A direct telephone call to any ISP regional office can initiate the state police response; however, ISP dispatch centers are designated 9-1-1 public safety answering points. They receive “\*ISP” cell phone calls, and direct-dial emergency calls. ISP provides a mobile command post to support responses to incidents and special field operations as a temporary dispatch post when required.

State police level of response depends on the magnitude of the incident. ISP troopers respond to investigate criminal and civil law violations, and to provide assistance and service to motorists.

ISP vehicles generally contain the following emergency equipment:

- Cellular telephones (limited number)
- Radio communications capabilities anywhere in Idaho
- Emergency first aid supplies
- Blankets
- Traffic cones
- Emergency fuses
- Jumper cables
- Fuel transfer kits
- Push bumpers
- Water rescue ropes and floats
- Fire extinguishers
- Laser measuring devices

- Radiation monitoring (commercial vehicle/hazardous material specialist inspectors)
- Gas monitoring (hazardous material specialist inspectors)
- Level A, B, C protective clothing (hazardous materials specialist)
- Self-contained breathing apparatus (SCBA) (hazardous materials specialist)

State police troopers can provide the following emergency services at traffic incidents:

- First aid to the injured
- Transportation of victims to their home or a safe place
- Traffic control
- Emergency tire changes
- Complete incident investigations
- Arrest drivers under the influence of alcohol/drugs and others suspected of violating the law
- Provide fuel for those who run out of gasoline for their vehicles
- Provide the transportation enforcement coordinator for traffic incidents involving regulated vehicles and hazardous materials
- Fulfill duties of the local emergency response authority for traffic incidents involving hazardous materials if so designated or by default
- Crash scene reconstruction
- Notification of family or workplace for those involved in the incident
- Contact authorized towing service
- Other emergency actions as required

**For key ISP telephone numbers, see Appendix, Pages A-50, A-51)**

## **D.6 Traffic Incident Management plan**

### **Idaho Transportation Department Traffic Incident Management plan**

#### **Incident responsibilities**

The ITD mission is “*Your Safety. Your Mobility. Your Economic Opportunity.*” Toward that end, ITD operates a transportation that provides safe and reliable transportation that moves people and products and contributes to the state’s economic prosperity.

#### **Resources and capabilities**

ITD’s intended level of incident response involvement generally is limited to traffic control, including signs, barricades, flagging operations, and highway closures, assisting in non-hazardous material cleanup, clearance of debris, highway damage repair, and maintenance activities.

ITD can assist other state agencies and local governments in the evacuation of citizens if necessary to protect human life. By state statute, only ITD has the authority to close a state-numbered or U.S.-numbered highway in Idaho. Call the appropriate ITD district office (*see H. 1. Page 50 for phone numbers and addresses.*)

#### **Incident response units**

ITD operates several incident response trucks on Interstate 84 in the Treasure Valley, Mondays through Fridays, usually between 6 a.m. and 9 a.m. and in the afternoons between 3 p.m. and 6 p.m. to assist motorists and to ensure safe, uninterrupted traffic flow. The highest priority of operators is traffic control; it is dispatched through the ISP in Meridian. The units are prepared to render the following services:

- Accident traffic control
- Fuel for disabled vehicles
- Movement of disabled vehicles to the highway shoulder
- Jump-start dead batteries
- Flat tire changes
- Minor auto repairs
- Telephone for special assistance
- Transport motorists to a safe place
- Radiator coolant
- Small tools for emergency repairs
- Clear the travel lanes of debris and obstructions

#### **ITD incident notification**

When an incident affecting a state highway occurs or there are hazardous conditions that could affect safe travel, contact the appropriate district engineer or his/her representative directly. ITD staff can be reached 24 hours per day by calling district offices or through State Comm. At 1-888-575-2666 (ITD only).

## **D.7 Traffic Incident Management plan**

### **Bureau of Homeland Security (BHS) Traffic Incident Management plan**

#### **Incident responsibilities**

The mission of the Bureau of Homeland Security (BHS) is to save lives and limit human suffering, injury to wildlife, damage to natural resources, private and public property, the environment, and the economy as a result of natural and human-caused disasters. Responses include, but are not limited to: terrorism, the use of weapons of mass destruction, hazardous materials, and cybersecurity. BHS also is responsible for planning and training exercises that support the U.S. Department of Homeland Security and the Federal Emergency Management Agency (FEMA).

#### **Available resources and capabilities**

Emergency management is organized analysis, planning, decision-making, and assignment of available resources to mitigate (lessen the effect of or prevent), prepare for, respond to, and recover from the effects of all hazards. The goal of emergency management is to save lives, prevent injuries, and protect property and the environment if an emergency occurs.

The State Disaster Preparedness Act designates BHS at the state level and designates the counties at the local level for the responsibilities of emergency management. BHS operates as part of the Military Division with the adjutant general as its bureau chief. It is organized under Idaho's executive branch and the governor.

When a disaster exceeds local resources and capacity to adequately respond, supplemental assistance is provided through the resources of the state of Idaho, upon a disaster declaration from the governor. When the state's capabilities are exceeded, the governor can request assistance from the federal government through the Region X FEMA office. The assistance is available after a formal Presidential Disaster Declaration.

#### **Area field offices**

BHS maintains six area field offices to provide direct assistance to Idaho counties. The offices are located in Coeur d'Alene, Lewiston, Boise, Twin Falls, Pocatello, and Idaho Falls. Area field officers work closely with county emergency managers, commissioners, mayors, emergency response agencies, volunteer organizations, and the public to prevent or limit damage from disasters through mitigation programs, and to prepare communities to respond to and recover from the damage caused by human-caused and natural disasters.

#### **Regional response teams**

Idaho's regional response teams were created as support units for hazardous materials incidents that exceed the resources of local response agencies. Each hazardous materials regional response team consists of three five-person response units that provide 24-hour coverage, seven days a week. Each unit consists of a team leader, assistant leader, intensive care paramedic, and two firefighters. The specially trained teams are based out of fire departments in Boise, Nampa/Caldwell, Lewiston, Pocatello, Coeur d'Alene, the Twin Falls area, and Idaho Falls/Jefferson County. They can provide the following services:

- Emergency response anywhere in Idaho, or upon special request to adjoining states; capable of either ground response or fly-in response and can be in almost any part of Idaho within a few hours
- Provide from two to five specialized technical support personnel and up to 10 responders upon special request for serious releases
- Provide specialized equipment, resource information, and instrumentation to assist local responders
- Sample unknown chemicals remotely and safely and to do field testing for identification, often with immediate results
- Contain, neutralize, overpack, and prepare for the disposal of many isolated spilled chemicals
- Transfer loads up to 100 gallons per minute or assist transfer teams in larger operations from unsafe storage containers
- Provide advanced life support to victims of chemical releases, including on-scene rescuers and prepare them for transport without contaminating ambulances or medical facilities
- Provide expertise on current wet or dry decontamination techniques for people and equipment at incidents
- Provide and set up booms for spill containment in waterways
- Assist in training, emergency planning, and disaster drills for industry and communities
- Assist in the cleanup of spills that require the highest levels of protection
- Assist with obtaining contractors for cleanup efforts
- Provide technical expertise that includes specialists, chemists, and resource individuals to assist in on-scene operation set-up for local responders

To activate the regional response teams, contact State Comm. at 1-800-632-8000.

Upon placing a call to the dispatch center, callers will be required to provide the following information:

- Name of reporting person
- Call-back telephone number
- Location of the incident
- Summary of the situation
- Material identification (if known)
- Placard information from trucks/trailers or fixed facilities
- Quantity of material released (if known)
- Injuries or contamination/exposure (if known)

Requests for regional response team assistance will be provided through:

- State Bureau of Homeland Security
- Local emergency response authorities
- On-scene incident commanders
- Private organizations, firms having prearranged agreements

BHS 24-hour emergency response through its duty officer is available by contacting State Comm. at: 1-800-632-8000. The office phone number is (208) 334-3460.

## **D.8 Traffic Incident Management plan**

### **Towing and Recovery Services Traffic Incident Management plan**

#### **Incident responsibilities**

The Idaho Towing and Recovery Professionals Association (ITRP) **ITRP** was established to provide a means of united efforts in the solution of common problems, and to administer such action as might be deemed necessary to benefit the individual, and to communicate with government agencies on a state and local basis.

It promotes training and minimum standards for tow truck and rescue truck operators in Idaho. The organization is committed to working with state and local agencies in responding to traffic incidents.

#### **Available resources and capabilities**

1. ITRP response is for the removal of abandoned and/or damaged vehicles under the direction of law enforcement officers and the clean-up of debris from incidents, excluding hazardous materials.
2. ITRP (those who have met ITRP standards for equipment and training) will assist in extrication and/or evacuation to save lives
3. ITRP supports cross-training with fire, police, and EMS professionals to help bridge the communication gap and to promote the quick and safe clearance of highway incidents.

For more information about the association, visit its website: <http://www.idahotowers.org/>

## **D.9 Traffic Incident Management plan**

### **Ada County Highway District Traffic Incident Management plan**

#### **Incident responsibilities**

During interstate incidents, the Ada County Highway District's primary function is to maintain smooth traffic flow on parallel arterials that support the safe, efficient movement of vehicles diverted from state highways or interstate highways.

#### **Available resources**

The highway district can assist in establishing signs, coordinate signal operations, incident cleanup, and other maintenance duties if requested by the incident commander.

#### **Contact information**

- ACHD Traffic Management Center, signal operations and DMS control (7 a.m. to 5:30 p.m.), (208) 387-6195
- After-hours signal operations (5:30 p.m. to 7 a.m.), (208) 890-9729
- Maintenance and operations (maintenance equipment and sweepers), (208) 387-6325



## **D.10 Traffic Incident Management plan**

### **Local Agencies Traffic Incident Management plan (Template for Planning Purposes)**

*This template provides guidance for local agencies to develop and complete their own local or regional plan for guiding responses to traffic incidents.*

Local agencies may include, but are not limited to:

- Law enforcement agencies
- Fire and/or rescue departments
- Emergency response units
- County sheriff's departments
- Regional response teams
- Local highway agencies, departments, and districts
- Local emergency response agencies
- County and local emergency/disaster coordinators

#### **Incident responsibilities**

The agency's role and general responsibilities related to traffic incidents or emergencies

#### **Responsibilities may include, but are not limited to:**

- Traffic enforcement
- Medical assistance
- Emergency medical services
- Traffic control
- Incident command
- Crash investigation/reconstruction
- Detour routing
- Firefighting
- Extrication
- Air medical coordination
- Vehicle clearance and removal
- Hazardous materials capabilities
- Search and rescue capabilities
- Site cleanup

#### **Available resources and capabilities**

- Include an inventory of equipment material and services that can be available for responding to a traffic incident

#### **Emergency contact information**

- Office telephone number and hours
- After-hours contact information
- Duty officers

## **E. 1 Traffic Incident Management Training**

### **Training Specifications**

Each responding agency must determine what level of response and training is appropriate. In-state programs with applicable classes include the Peace Officers Standards and Training Academy, the Emergency Services Training program of the Division of Professional Technical Education, and the incident management workshops offered by the U.S. Department of Transportation, National Highway Institute (NHI).

Trainers who take a special course from the Federal Highway Administration will begin offering local traffic incident management classes to transportation officials, law enforcement officers, firefighters, emergency medical technicians, tow/rescue truck operators, and other interested individuals.

Training first responders how to properly protect their work areas while clearing wreckage and freeing crash victims, FHWA's "Traffic Incident Management" course helps to protect emergency workers and reduce traffic congestion caused by highway crashes. The course is part of FHWA's ongoing "Every Day Counts" initiative, which promotes a more effective, multi-agency incident response and improves safety for all first responders.

FHWA introduced the "train-the-trainer" course in 2012. Since then, training sessions held at various locations nationwide have prepared more than 50,000 firefighters and other first responders. The course is a central component to the safety mission of the Strategic Highway Research Program, a large-scale cooperative research program funded by Congress and administered by FHWA in coordination with the American Association of State Highway and Transportation Officials (AASHTO) and the Transportation Research Board (TRB).

FHWA plans to conduct at least one training course in every state, including Washington D.C. and Puerto Rico, in 2014 – training thousands of first responders, including more than 3,500 instructors who train state traffic incident response teams. The goal is to train more than one million responders over the next decade to improve safety and traffic flow.

#### **Courses**

***NIMS Incident Command System (ICS) training:*** ICS is designated by the National Incident Management System as the standard organizational system for on-scene incident command and management. Highway incidents occur at random and create unique working scenarios. ICS training and the use of ICS on incidents overcome many challenges by establishing standard operating procedures and consistency among agencies.

The use of ICS by all agencies and individuals in emergency response is the best way to ensure that when an incident occurs, it is resolved safely, quickly, and effectively.

It is highly recommended that all agencies responding to highway incidents be trained in ICS. The training is available through the Idaho Institute of Emergency Management ([www.idahoprepares.com](http://www.idahoprepares.com)) and as an online, independent study course by the Federal Emergency Management Agency.

**Incident management workshop:** The training is offered by the U.S. Department of Transportation – NHI. The two-day course addresses the concepts and technologies of incident management and focuses on the safety and operational efficiency of responding agencies. It provides suggestions for breaking down administrative barriers that can hinder interagency cooperation and collaboration.

**Incident commander training:** The course is available through the Idaho Emergency Services Training program. It is a two-day course designed to train first responders to use, deploy, implement, and/or function within a departmental ICS environment. The program addresses the need for incident management systems, an overview of the structure and expandability of ICS, an understanding of the command skills needed by departmental officers to effectively use ICS, guidelines and scenario practice on how to apply ICS, and guidelines and resource information for setting up and implementing a departmental ICS.

**Basic traffic control/basic traffic control refresher:** The course can be taken either as an introductory or refresher class. Upon completion, participants will be able to:

- Understand the requirements of national standards for work zone traffic control
- Become familiar with work zone traffic control devices
- Learn the five parts of a traffic control zone
- Learn to use the handbook *Work Zone Safety: Guidelines for Construction, Maintenance, and Utility Operations* to set up work zone traffic control for typical short-term stationary, short duration measures, and mobile operations
- Learn how pedestrians, workers, and flaggers are considered in work zone traffic control
- Become aware of legal liability problems associated with work zone traffic control

**Towing certification training:** The training includes multiple levels of certification for towing and recovery operations.

“Wreckmaster” Incorporated is a contract training company that offers the following:

- Level 2/3, provides training for students to learn recovery, moving, towing cars/trucks, upright and upset, with or without wheels, and how to incorporate predictability and efficiency as well as the correct towing vocabulary.
- Level 4/5 includes information required to successfully move vehicles from soft surfaces and embankments with grades.
- Level 6/7 provides more instruction on moving or up-righting exotic, unusual, or loaded recoveries, including end rolls.
- Level 8/9, teaches operators the art of difficult or delicate situations, regardless of the position, location or circumstance.

See the “Wreckmaster” website at: [www.wreckmaster.com/spint.htm](http://www.wreckmaster.com/spint.htm)

Towing and Recovery Association of America Inc. (TRAA) provides tow truck specifications to assist in standardizing the equipment and its capabilities. TRAA also developed a National Drivers Certification Program for tow operators. Call 1-800-325-2090 for information.

**Peace Officers Standards and Training (POST) Academy:** Training is available specifically for traffic incident management operations in Idaho. The course covers all of the general response operations involved throughout the incident cycle. Students are challenged to consider the decision process of other responding agencies. They will be taught best management practices in equipment

placement and operation with regard to traffic impact and site safety. Students also will learn the specific points in the Idaho Traffic Incident Management plan to properly classify the response level needed and manage an incident.

***Idaho Emergency Services training:*** Future training is planned for traffic incident management operations in Idaho. The course will cover general response operations involved through the life of an incident. Students will learn the best management practices in equipment placement and operation with regard to traffic impact and site safety. They also will learn basic elements in the Idaho Traffic Incident Management plan.

*Air ambulance training:* The training is highly specialized for emergency medical responses by helicopter transport units. The course includes setting up a landing zone for air ambulance landing and takeoff, and is available from St. Alphonsus Life Flight in Boise, 1-800-521-2444. The instruction is free.

The Idaho Transportation Department and other recognized trainers will develop a training course in the fundamentals of traffic incident management for delivery to appropriate groups throughout Idaho. A statewide “train-the-trainer” course is planned in Boise for the fall of 2014; others will be added, based on demand.

## **E. 2 Resources and Publications**

### **Publications / Resources**

#### **Making the Connection: Advancing Traffic Incident Management in Transportation Planning**

The intent of "*Making the Connection: Advancing Traffic Incident Management in Transportation Planning primer*" is to inform and guide traffic incident management (TIM) professionals and transportation planners to initiate and develop collaborative relationships and advance TIM programs through the metropolitan planning process.

#### **2012 Senior Executive Transportation & Public Safety Summit Report**

The 2012 Senior Executive Transportation & Public Safety Summit Report summarizes the proceedings, findings, and recommendations from a two-day Senior Executive Summit on Transportation and Public Safety, held June 26 and 27, 2012, at the U.S. Department of Transportation (USDOT) in Washington, D.C.

#### **Analysis, Modeling, and Simulation for Traffic Incident Management Applications**

Traffic incidents are a major source of congestion. Implementing traffic incident management (TIM) strategies has proven to be a highly cost effective way of reducing non-recurrent congestion. This publication provides the current state of practice of various analytical methodologies and related TIM applications. It, also, identifies some research activities to improve analysis of incident impacts and TIM strategies.

- Report ([HTML](#), [PDF](#) 2.9MB) (Publication Number: FHWA-HOP-12-045)

#### **Traffic Incident Management Cost Management and Cost Recovery Primer**

This publication provides mid-level managers at transportation and other stakeholder agencies with the resources they need to explain the benefits of traffic incident management (TIM) and TIM cost management and cost recovery to executive leadership. It also provides the same mid-level managers with information that will help them implement TIM cost management and cost recovery techniques.

Report ([HTML](#), [PDF](#) 3.4MB) (Publication Number FHWA-HOP-12-044)

- Presentations
  - Executive-Level Briefing ([HTML](#), [PDF](#) 733KB)
  - Mid-Level Briefing ([HTML](#), [PDF](#) 1.1MB)

#### **Best Practices in Traffic Incident Management**

TIM responders in the performance of their duties, and novel and/or effective strategies for overcoming these issues and challenges (i.e., best practices).

- Report ([HTML](#), [PDF](#) 1.3MB) (Publication Number: FHWA-HOP-10-050)
- Executive Summary ([HTML](#), [PDF](#) 384KB) (Publication Number: FHWA-HOP-10-050x)

#### **Field Operations Guide for Safety/Service Patrols**

This guide was produced by the Federal Highway Administration and was developed for use by safety/service patrol operators and supervisors. It is expected that safety/service patrol personnel will carry the guide in their vehicle to use as a quick reference while performing patrol tasks. They should refer to this guide on a regular basis as a refresher on steps and tasks associated with managing incidents - particularly for those situations not encountered every day. This guide is not designed to stand alone, but in conjunction with training and exercises that will indoctrinate the

Safety/Service patrol operators into these good practices as well as Agency formal Standard Operating Guidelines or Procedures.

- Guide ([HTML](#), [PDF](#) 1.5MB) (Publication Number: FHWA-HOP-10-014)

### **2010 Traffic Incident Management Handbook**

The 2010 version of the *Traffic Incident Management Handbook (TIM)* (*the Handbook* or *TIM Handbook*) includes the latest advances in TIM programs and practices across the country, and offers practitioners insights into the latest innovations in TIM tools and technologies. The **2010 TIM Handbook** also features a parallel Web-based version that can be conveniently bookmarked, browsed, or searched for quick reference. This version supersedes the *Freeway Incident Management Handbook* published by FHWA in 1991 and the *Traffic Incident Management Handbook* published in 2000.

- Handbook ([HTML](#), [PDF](#) 1.5MB) (Publication Number: FHWA-HOP-10-013)

### **Emergency Vehicle Visibility and Conspicuity Report**

The United States Fire Administration (USFA), in partnership with the International Fire Service Training Association (IFSTA), announced the release of the *Emergency Vehicle Visibility and Conspicuity Study*. The study report highlights the results of a U.S. Department of Justice - National Institute of Justice (NIJ) supported project intended to enhance emergency vehicle and roadway operations safety for firefighters, law enforcement officers, and other emergency responders.

The report describes best practices in emergency vehicle visibility and conspicuity, including cutting-edge international efforts. It covers retroreflective striping and chevrons, high-visibility paint, built-in passive light, and other reflectors for law enforcement patrol vehicles, fire apparatus, ambulances and other EMS vehicles, and motorcycles. This report may be viewed and downloaded from the USFA Web site: [http://www.usfa.dhs.gov/downloads/pdf/publications/fa\\_323.pdf](http://www.usfa.dhs.gov/downloads/pdf/publications/fa_323.pdf) (PDF, 2.18MB).

A complete list of Emergency Transportation Operations' publications can be found at [http://www.ops.fhwa.dot.gov/eto\\_tim\\_pse/publications/index.htm](http://www.ops.fhwa.dot.gov/eto_tim_pse/publications/index.htm).

## **E. 3 Definitions**

### **Traffic Incident Management Definitions**

**Emergency responder:** Those individuals who are in the early stages of a traffic incident are responsible for the protection and preservation of life, property, evidence, and the environment. Emergency responders may be local, state, federal, or private personnel.

**Incident:** An event that results in the slowing or stopping of the traveling public. This can include traffic crashes, stalled vehicles, stopped vehicles, emergency vehicles, and obstructions. The incident begins with initial incident notification and ends with full traffic restoration. Incidents will be classified according to their severity and expected duration as defined by the U.S. Department of Transportation, Federal Highway Administration.

- **MINOR** – An incident that takes up to 30 minutes to detect and to fully restore traffic. This category includes stalled vehicles, minor traffic crashes that may involve quick or off-site investigations, or any impacts to traffic that can be safely moved to the highway shoulder and out of the way. This classification might require the use of traffic control.
- **INTERMEDIATE** – An incident that takes 30 minutes to two hours to detect and to fully restore traffic. This response includes most severe traffic crashes that require detailed investigations or cleanups.
- **MAJOR** – An incident that takes more than two hours to detect and to fully restore traffic. This includes catastrophic traffic crashes, the release or spilling of hazardous materials, or local disasters. This classification requires traffic control. ITD must be notified of all incidents expected to take more than two hours for clearance or resolution.

**Incident Command System (ICS):** A standardized, on-scene incident management concept designed specifically to allow responders to adopt an integrated organizational structure that meets the complexity and demands of any single incident or multiple incidents without being hindered by jurisdictional boundaries. *(See Page 4; C.1, Page 10)*

**Incident Commander (IC):** The individual responsible for all aspects of an incident response, including developing incident response objectives and managing all incident response operations.

**Unified Command (UC):** A system that brings together the incident commanders of all major organizations involved in the incident to coordinate an effective response while at the same time carrying out their own jurisdictional responsibilities. Unified Command may be used whenever multiple jurisdictions are involved in a joint response effort.

**National Unified Goal (NUG):** The National Unified Goal is national policy developed by major organizations representing traffic incident responders, under the leadership of the National Traffic Incident Management Coalition. It was adopted in 2007 to promote a multi-jurisdictional, collaborative approach to highway incident management.

The three primary goals of NUG are: responder safety; safe, quick clearance of incident scenes; and prompt, reliable, interoperable communications. The NUG encourages state and local transportation and public safety agencies to adopt policies, procedures, and practices that will dramatically improve the way traffic incidents are managed.

**Public information officer (PIO):** The public information officer's role is to develop and release information about the incident to the news media, incident personnel, and other appropriate agencies and organizations.

**Road blockage:** Generally, a blockage is a temporary interruption to a lane or multiple lanes of traffic as a result of a vehicle crash or other incident. Blockages can be implemented by local law enforcement officers and firefighters when necessary, and are intended to be of short duration, (less than two hours). ITD must be notified anytime a lane of traffic on a state or federal highway is blocked.

**Road closure:** The authority to issue state highway closures is contained in Section 40-30, Idaho Code. The Idaho Transportation Department is solely responsible for closing or restricting the use of any state highway whenever a closure or restriction is deemed necessary to protect travelers and the highway system; however, law enforcement personnel may, at their discretion, enforce temporary delays or blockages with notification to the Idaho Transportation Department.



## **E.4 Acronyms**

### **Traffic Incident Management Acronyms**

The Idaho Traffic Incident Management plan seeks to clarify for all responders the procedures for highway incident response. Acronyms used judiciously are an efficient tool in that process. To avoid confusion that sometimes comes by using unfamiliar acronyms, the traffic incident plan includes a minimal number of important acronyms, as follows:

AASHTO	American Association of State Highway and Transportation Officials
BHS	Idaho Bureau of Homeland Security
DMS	Dynamic Message Sign
EMS	Emergency Medical Services
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
HAZMAT	Hazardous Materials
IC	Incident Command
ICS	Incident Command System
ISETS	Idaho Law Enforcement Telecommunications System
ISP	Idaho State Police
ITD	Idaho Transportation Department
ITRP	Idaho Towing and Recovery Professionals
MUTCD	Manual on Uniform Traffic Control Devices
NHI	National Highway Institute
NIMS	National Incident Management System
NTIIMC	National Traffic Incident Management Coalition
NUG	National Unified Goal
RCC	Regional Communications Center
TRAA	Towing and Recovery Association of America
TRB	Transportation Research Board
TTC	Temporary Traffic Control
USDOT	U.S. Department of Transportation

## **E.5 Memorandum of Understanding**

### **Idaho Transportation Department Traffic Incident Management Memorandum**

The Idaho Traffic Incident Management plan was created to provide an efficient, coordinated response to, and management of, any major delay or hazard on Idaho's highways and road systems. Incidents covered by the plan include: vehicle crashes, stalled or stopped vehicles, traffic lane obstructions that might require closures and traffic control for planned and unplanned events.

The plan acknowledges that slow responses to and recovery from traffic incidents can lead to secondary crashes, additional travel time, costs and impacts on the state's commerce, and unnecessary air pollution. Therefore a coordinated, well-planned strategy for timely response and quick clearance is essential to the safety of motorists, prompt delivery of medical assistance, and restoration of travel. Agencies and organizations throughout Idaho commit to the national priorities for traffic incident management.

Signatories of the Idaho Traffic Incident Management plan, in consideration of the following mutual commitments and covenants, agree and understand that:

1. The Idaho Traffic Incident Management plan shall coordinate activity among local-level and signatory agencies to protect the public and responders during a traffic incident. The plan shall coordinate with and provide guidance and support to local incident management plans.
2. The plan shall be reviewed at least annually under the direction of a committee chaired by the Idaho Transportation Department. The committee shall be composed of signatories of this Memorandum of Understanding or their representatives.
3. Implementation of the plan at the time of an incident shall be accomplished through notification of the Idaho State ems Communication Center at 1-888-575-2666. The Idaho State EMS Communications Center will notify the appropriate agencies and serve as the primary communication link during a response.
4. The incident commander shall be the designated response officer or official responding to an incident. This person must be fully trained and knowledgeable in the Incident Command System. Normally the incident commander will be the local fire chief or law enforcement officer. A local jurisdiction, based on its local plan and resource assessment, may request the Idaho State Police assume the incident command, particularly for incidents on interstates, U.S.- and state-numbered routes. The incident commander shall be in overall charge of all efforts at the scene.
5. The prevention of, and efficient response to, crashes and other incidents, shall be aided by the follow-up of incident reporting, critiques, and training.
6. It shall be the responsibility of all involved agencies to obtain appropriate emergency training for response and support personnel.
7. All signatory agencies will embrace the concept of periodic incident management drills and exercises.

*In WITNESS TO this agreement, the parties hereto have set their hand on the dates indicated.*

## Memorandum of Understanding Signatories

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Idaho State Police

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Date

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Idaho Transportation Department

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Date

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Idaho Bureau of Homeland Security

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Date

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Idaho Attorney General

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Date

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Idaho Department of Health and Welfare

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Date

---

Idaho Department of Health and Welfare

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Date

---

Federal Highway Administration

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Date

## Concurrence to the Memorandum of Understanding

The undersigned, while not parties to the Memorandum of Understanding, have set their hands in concurrence on the dates indicated:

\_\_\_\_\_  
Idaho Peace Officers Association

\_\_\_\_\_  
Date

\_\_\_\_\_  
Idaho Association of Counties

\_\_\_\_\_  
Date

\_\_\_\_\_  
Idaho Association of Highway Districts

\_\_\_\_\_  
Date

\_\_\_\_\_  
Idaho Highway Users Association

\_\_\_\_\_  
Date

\_\_\_\_\_  
Idaho Highway Users Alliance

\_\_\_\_\_  
Date

\_\_\_\_\_  
Idaho Motor Transport Association

\_\_\_\_\_  
Date

\_\_\_\_\_  
Idaho Truckers Association

\_\_\_\_\_  
Date

\_\_\_\_\_  
Idaho-Oregon Automobile Association

\_\_\_\_\_  
Date

\_\_\_\_\_  
Idaho Sheriff's Association

\_\_\_\_\_  
Date

\_\_\_\_\_  
Idaho Towing and Recovery Professionals

\_\_\_\_\_  
Date

\_\_\_\_\_  
Local Highway Technical Assistance Council

\_\_\_\_\_  
Date

\_\_\_\_\_  
Public Utilities Commission

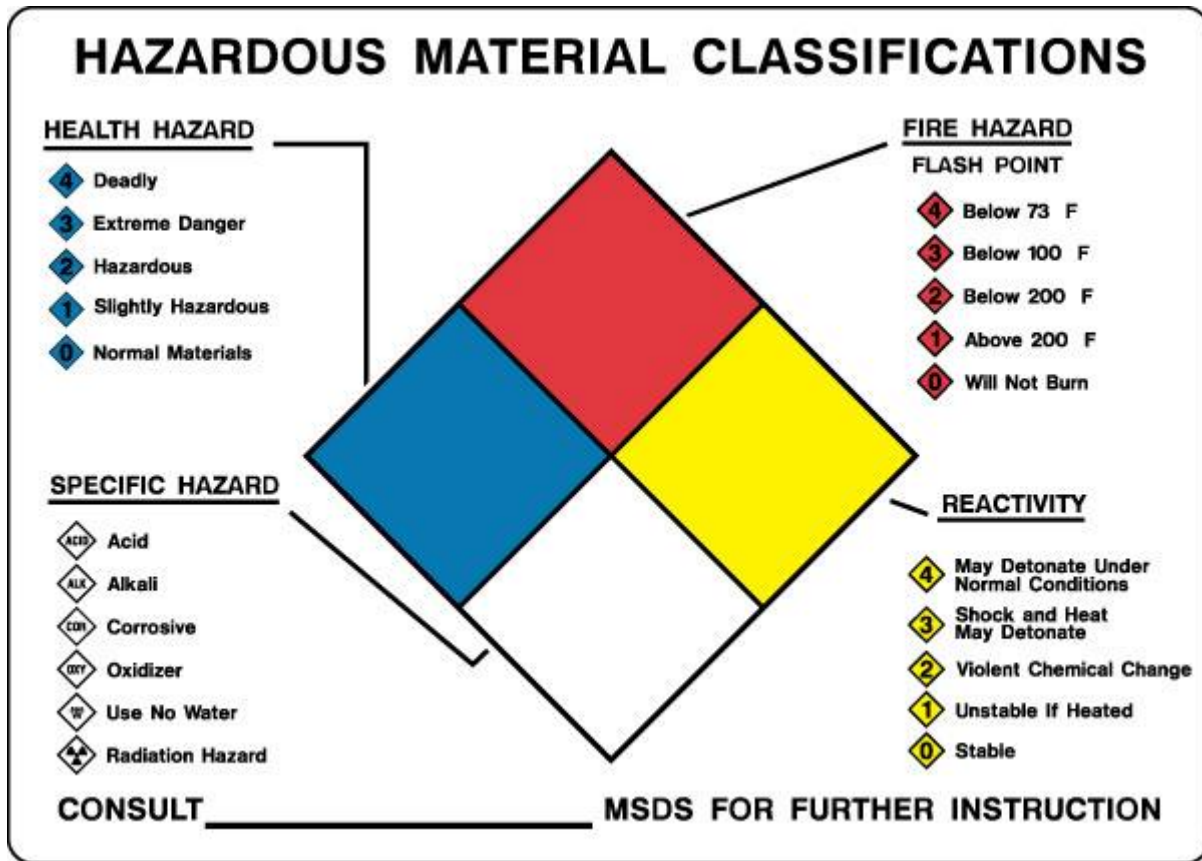
\_\_\_\_\_  
Date

\_\_\_\_\_  
Idaho Department of Environmental Quality

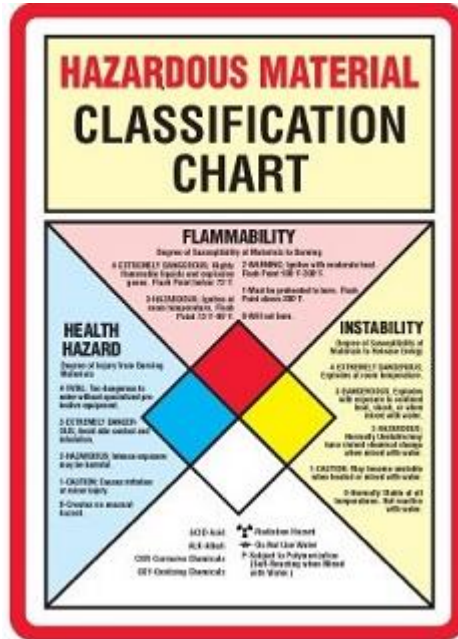
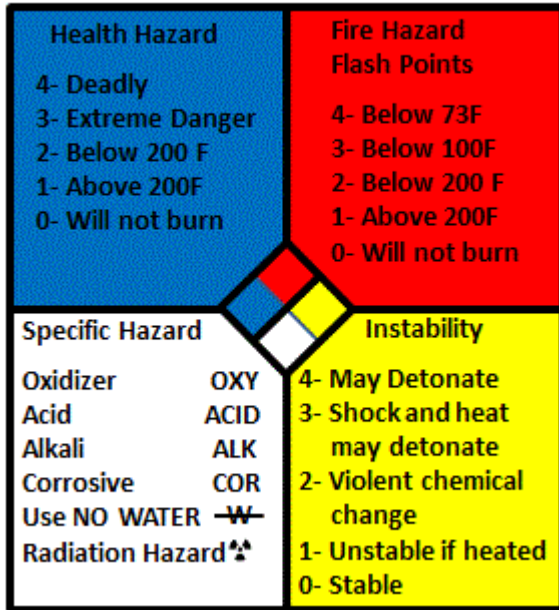
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Date

## G.1 Diagrams & Illustrations

### Hazardous Materials

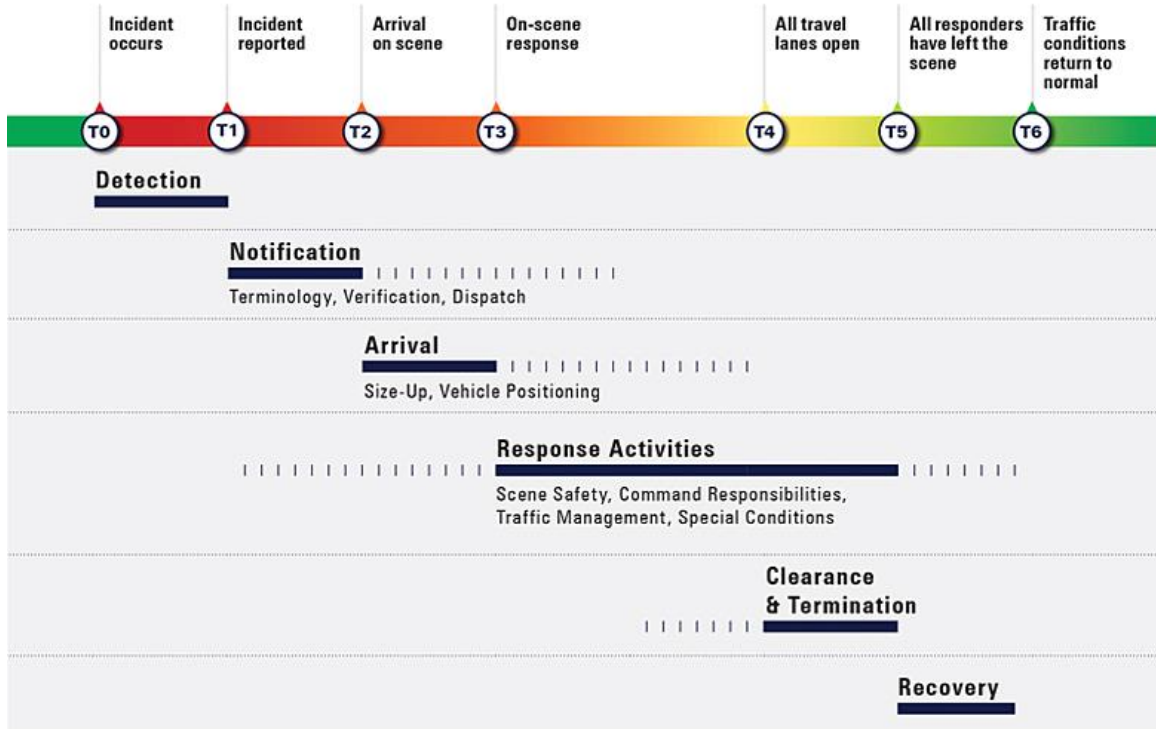


# Hazardous Materials Classifications



## G.2 Diagrams & Illustrations

### Response Timeline



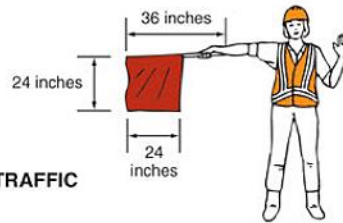
**G.3 Diagrams & Illustrations**

**Incident Flagging**



**PREFERRED METHOD  
STOP/SLOW Paddle**

**EMERGENCY SITUATIONS ONLY  
Red Flag**



**TO STOP TRAFFIC**



**TO LET TRAFFIC PROCEED**

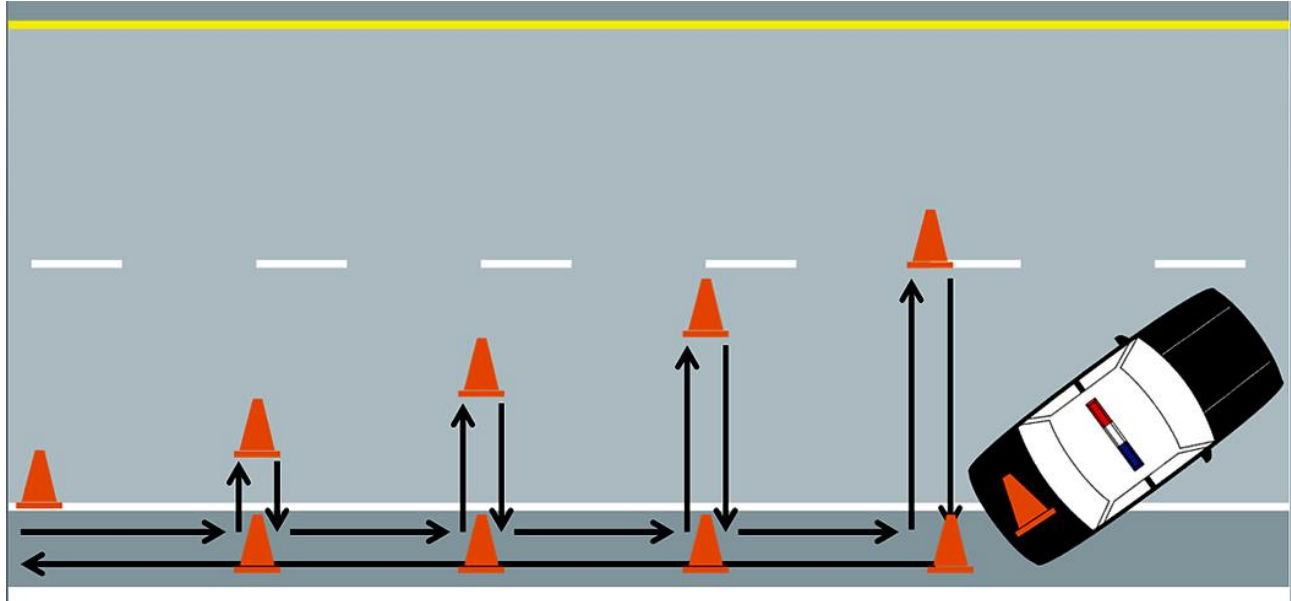


**TO ALERT AND SLOW TRAFFIC**



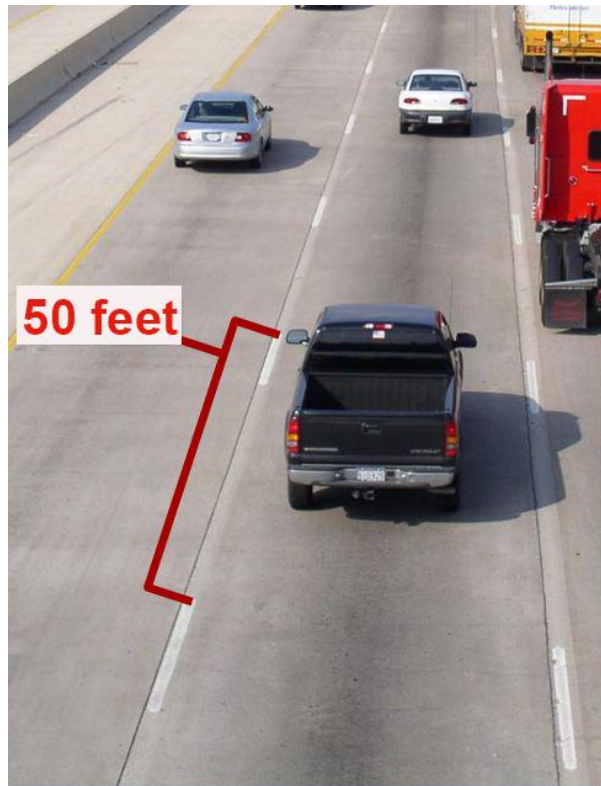
**G.4 Diagrams & Illustrations**

**Emergency Vehicle Positioning**

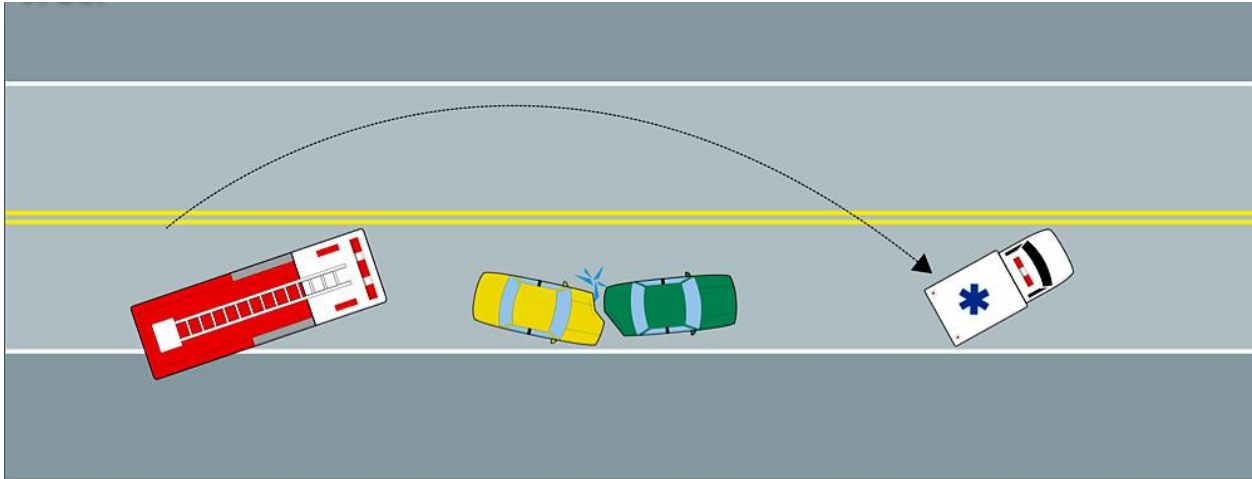


**Set up sequence →**

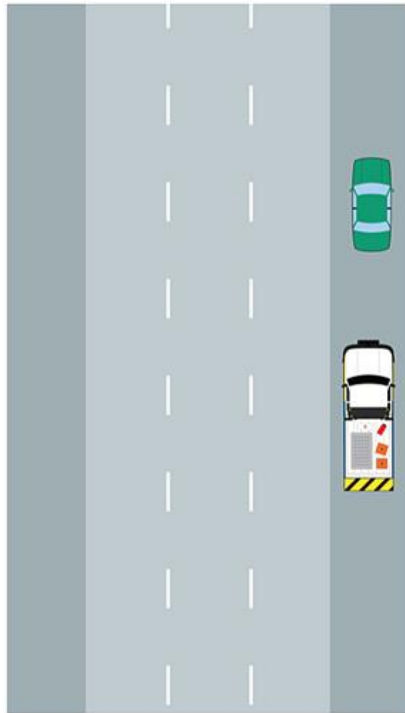
**← Take down sequence**



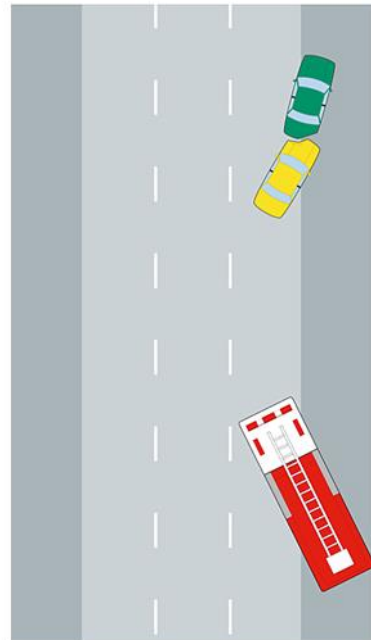




### Linear Blocking

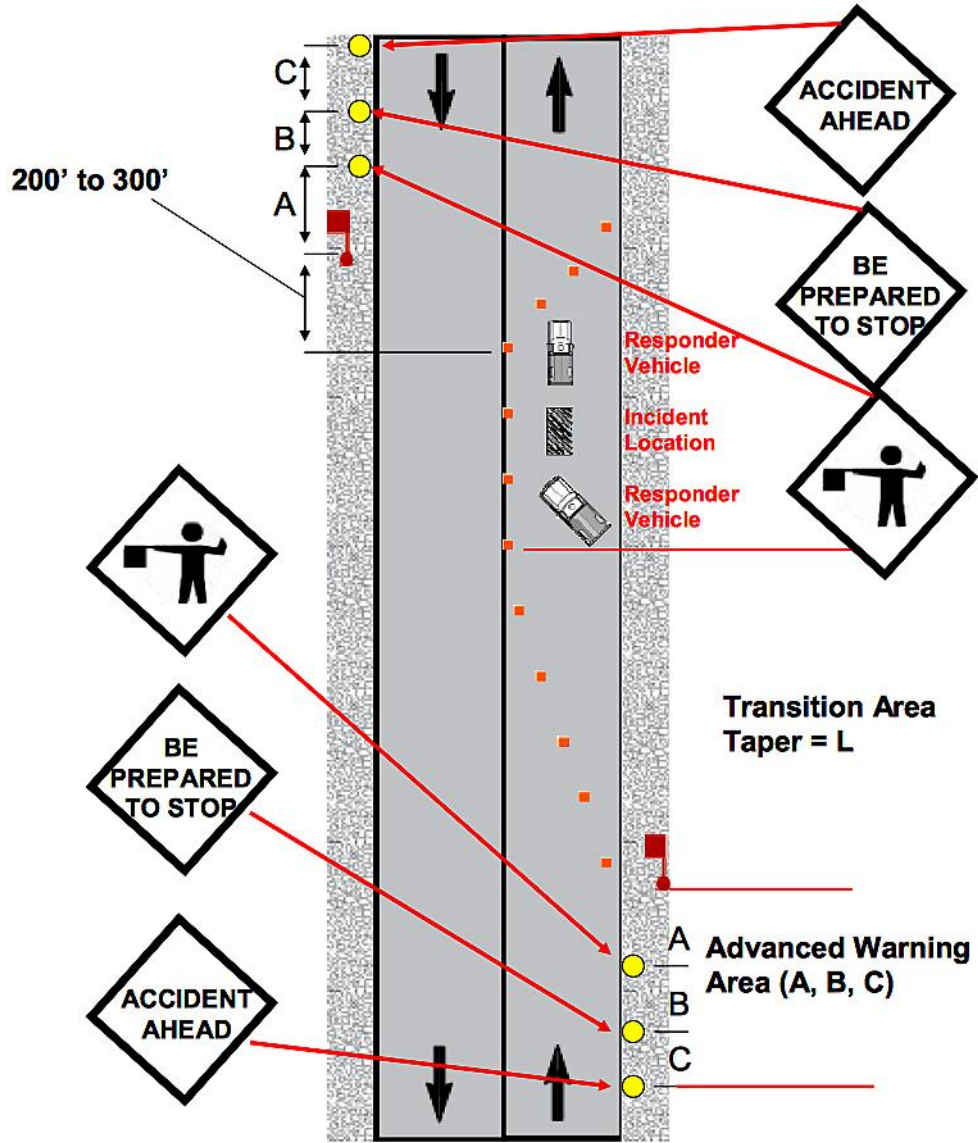


### Multi-Lane Blocking

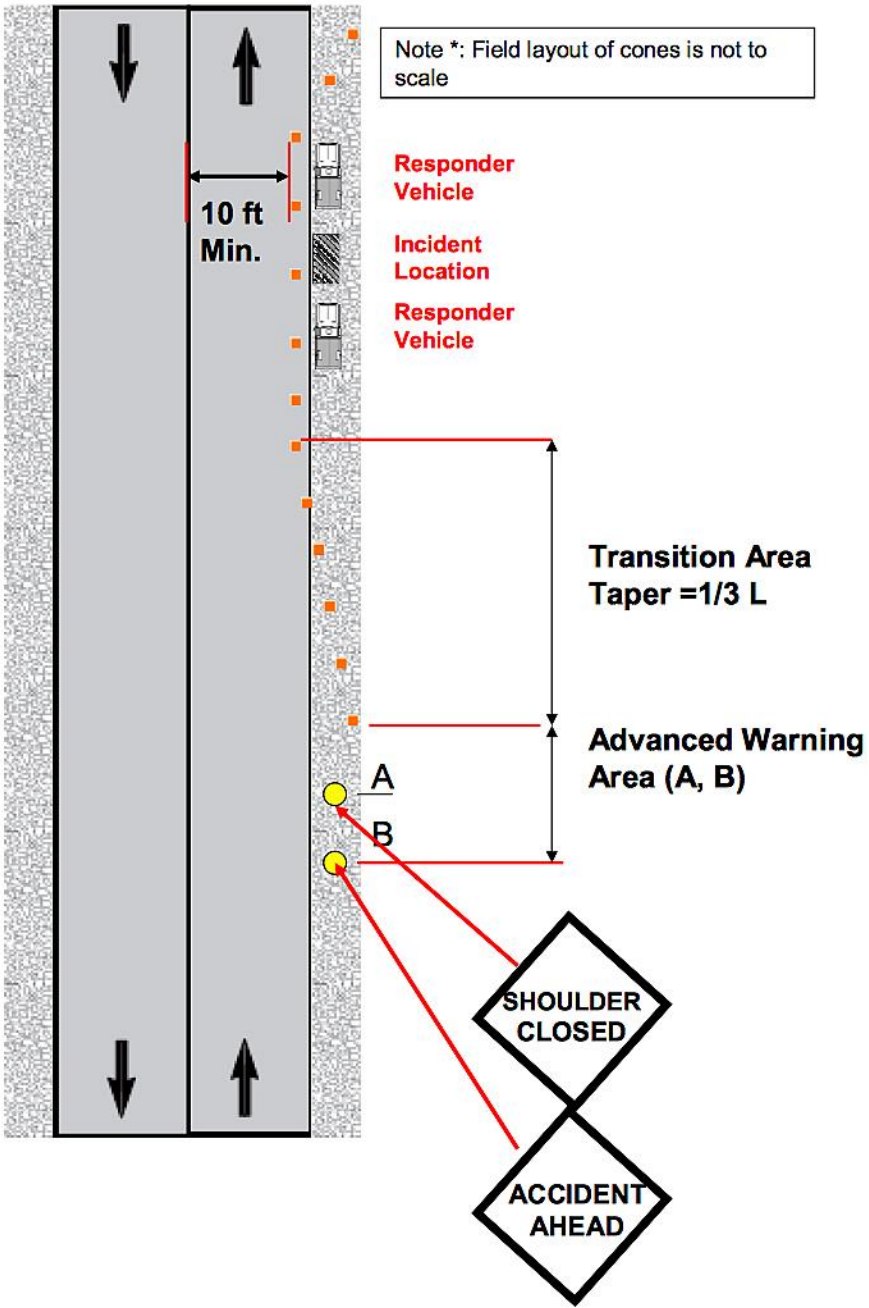


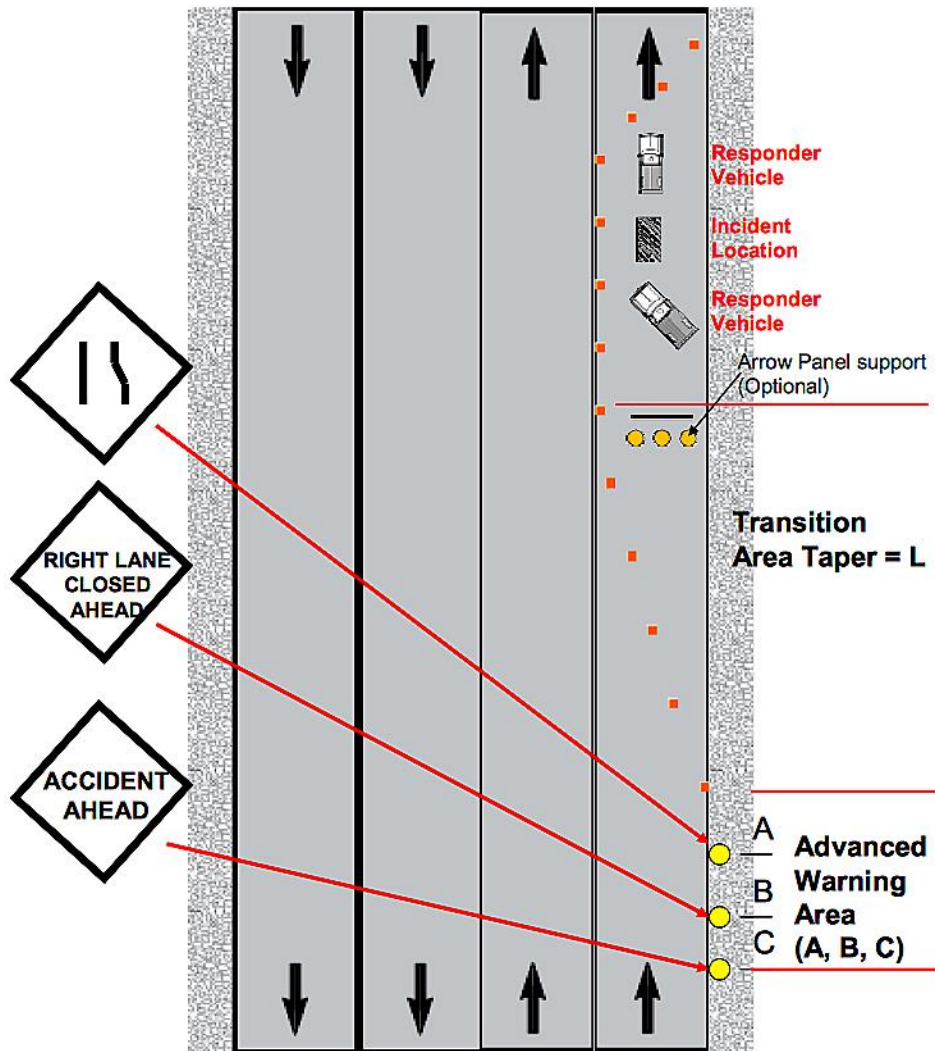
**G.5 Diagrams & Illustrations**

**Traffic Control Tapers & Signs**

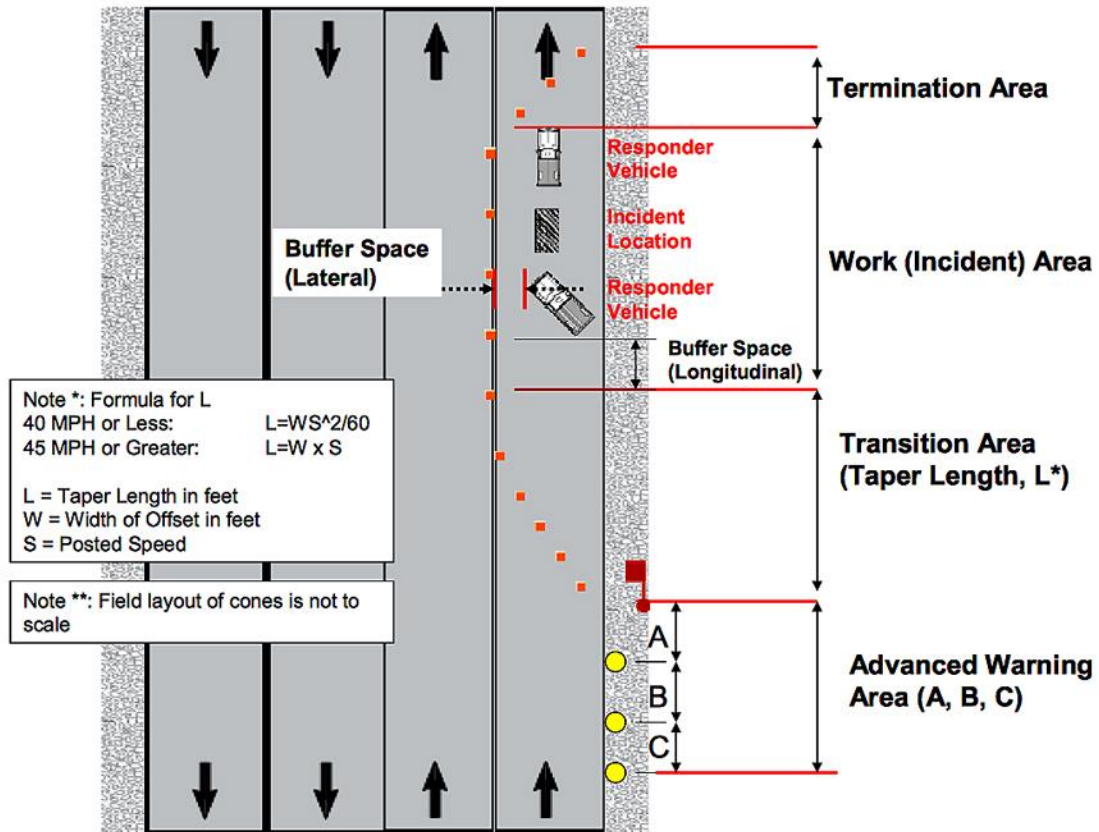


Note \*: Field layout of cones is not to scale






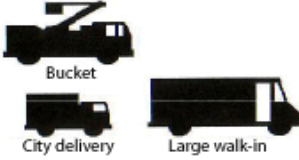
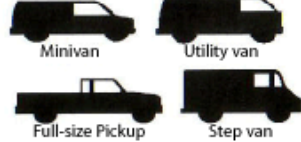
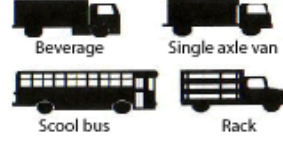

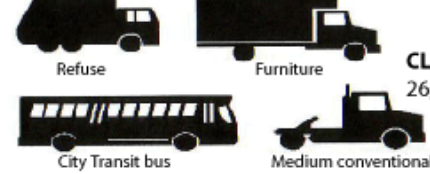

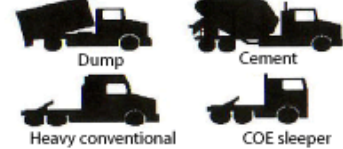
Note \*: Field layout of cones is not to scale









## G.6 Vehicle Classifications by Size, Weight, Number of Axles

### Passenger & Commercial Vehicles

 <p>Minivan Utility Van Multi-purpose Full-size pickup</p>	<p><b>CLASS 1</b> 6000 lb &amp; LESS</p>	 <p>Bucket City delivery Large walk-in</p>	<p><b>CLASS 5</b> 16,001 to 19,500 lb</p>
 <p>Minivan Utility van Full-size Pickup Step van</p>	<p><b>CLASS 2</b> 6001 to 10,000 lb</p>	 <p>Beverage Single axle van School bus Rack</p>	<p><b>CLASS 6</b> 19,501 to 26,000 lb</p>
 <p>Walk In Conventional van City delivery</p>	<p><b>CLASS 3</b> 10,001 to 14,000 lb</p>	 <p>Refuse Furniture City Transit bus Medium conventional</p>	<p><b>CLASS 7</b> 26,001 to 33,000 lb</p>
 <p>Conventional van City delivery Large walk-in</p>	<p><b>CLASS 4</b> 14,001 to 16,000 lb</p>	 <p>Dump Cement Heavy conventional COE sleeper</p>	<p><b>CLASS 8</b> 33,001 lb &amp; OVER</p>

<p><b>CLASS 3 • MEDIUM-DUTY • (10,001 - 14,000 lbs. GVW - 6 tires or more)*</b></p>

<p><b>CLASS 4 • MEDIUM-DUTY • (14,001 - 16,000 lbs. GVW - 6 tires or more)*</b></p>

<p><b>CLASS 5 • MEDIUM-DUTY • (16,001 - 19,500 lbs. GVW - 6 tires or more)*</b></p>

<p><b>CLASS 6 • MEDIUM-DUTY • (19,501 - 26,000 lbs. GVW - 6 tires or more)*</b></p>




**CLASS 7 - HEAVY-DUTY**

(26,001 - 33,000 lbs. GVWR - 6 tires or more)\*



**CLASS 8 - HEAVY-DUTY**

(33,001 lbs. and over GVWR - 10 tires or more)\*



Class 7 and 8 includes a range of heavier vehicles including large delivery trucks, motor coaches, all tractor-trailer combinations, refuse trucks, construction vehicles, etc.

**CLASS 7 AND 8 - HEAVY-DUTY TOW**

Gross Vehicle Weight Rating

(Class 7 - 26,001 to 33,000 lbs.)

(Class 8 - 33,001 and up to state limit)

- Year, make and model?
- Two or three axle truck or tractor-trailer?
- Bus or motor home?
- What is the load and is it damaged?
- Number of occupants?
- Keys?

**STRAIGHT TRUCKS, BUSES OR MOTOR HOMES IN THESE CLASSES WILL USUALLY HAVE SIX TO TEN TIRES. TRACTOR AND TRAILER COMBINATIONS WILL HAVE FOURTEEN OR MORE TIRES.**

**MOTORCYCLES - LIGHT-DUTY TOW**

- Sports motorcycle – off road/basic street type
- Performance motorcycle – “racing” model type
- Touring motorcycle – large, heavy road touring type
- Custom or 3-wheel motorcycle



**TRAILERS - LIGHT-, MEDIUM- OR HEAVY-DUTY TOW**

- Is it a truck and trailer to tow or just a trailer to tow?
- Number of axles and what is it hauling or is it designed to haul?
- Type of load or weight of load?
- If a tow, does the trailer have a ball, pintle or a fifth wheel hitch?



**MOTOR HOMES - LIGHT-, MEDIUM- OR HEAVY-DUTY TOW**

**Class C** – usually built on a van or pickup type truck chassis

**Class A** – usually built on a medium to large truck or bus chassis



## **H.1 Key telephone numbers and addresses**

### **Contact Information / Phone Numbers**

#### **Ada County Highway District** \_\_\_\_\_

3775 Adams Street

Garden City, ID 83714

<http://www.achdidaho.org/>

General business	(208) 387-6100
Traffic Management Center (7 a.m. – 5:30 p.m.) Signal operations and DMS control)	(208) 387-6195
Traffic Management Center (5:20 p.m. - 7 a.m.)	(208) 890-9729
Maintenance and Operations Maintenance equipment and sweepers	(208) 387-6325

#### **Idaho Bureau of Homeland Security** \_\_\_\_\_

4040 West Guard Building 600

Boise, ID 83705-5004

General business	(208) 422-3040
BHS Chief	(208) 422-5301
Special Assistant	(208) 422-3041
Public Information Officer	(208) 422-3033
Branch Chief, Operations	(208) 422-3012
Branch Chief, Preparedness and Protection	(208) 422-3025
Branch Chief, Grant Management	(208) 422-3017
Logistics Manager	(208) 422-5725
Finance Branch Manager	(208) 422-3032
Public Private Partnerships Section Chief	(208) 422-5723
Hazard Material Operations	(208) 422-5724
Hazard Material Duty Officer (STATECOMM – 24 Hours)	(208) 846-7610
Critical Infrastructure Protection	(208) 422-3047
State Hazard Mitigation Officer	(208) 422-5726
Fax:	(208) 422-3044

#### **State EMS Communications Center (State Comm.)** \_\_\_\_\_

700 South Stratford Drive Building 7

Meridian, ID 83642

(ITD only)	1-888-575-2666
(Emergency response and HAZMAT)	1-800-632-8000
	(208) 846-7610

## Idaho Transportation Department

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3311 W. State Street / P.O. Box 7129

Boise, Idaho 83707-1129

itd.idaho.gov

General business	(208) 334-8000
<b>Emergency Program Supervisor</b>	<b>(208) 334-8414</b>
<b>Emergency Program Supervisor 24-hour cellular phone</b>	<b>(208) 870-5202</b>
District 1 (Coeur d'Alene)	(208) 772-1200
*Operations: John Minzghor	(208) 772-1224
*Hazmat coordinator: Wally Brown	(208) 772-1225
District 2 (Lewiston)	(208) 799-5090
*Operations	(208) 799-4255
*Hazmat coordinator	(208) 799-4208
District 3(Boise)	(208) 334-8300
*Operations	(208) 334-8347
*Hazmat coordinator	(208) 334-8348
District 4 (Shoshone)	(208) 886-7800
*Operations	(208) 886-7849
*Hazmat coordinator	(208) 886-7808
District 5 (Pocatello)	(208) 339-3300
*Operations	(208) 239-3309
*Hazmat coordinator	(208) 239-3308
District 6 (Rigby)	(208) 745-5614
*Operations	(208) 745-5640
*Hazmat coordinator	(208) 754-5609

*Note: Numbers listed are for office contacts. After hours emergency calls usually can be relayed through the State Communications Center 1-888-575-2666*

## Idaho State Police

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700 S. Stratford Dr.

Meridian, ID 8364

www.isp.idaho.gov

General business (non-emergencies)	(208) 884-7200
All local emergencies:	9-1-1
Patrol Region 1 (Coeur d'Alene)	(208) 209-8620
Patrol Region 2 (Lewiston)	(208) 799-5151
Patrol Region 3 (Meridian)	(208) 884-7360
Patrol Region 4 (Jerome)	(208) 324-6000
Patrol Region 5 (Pocatello)	(208) 236-6466
Patrol Region 6 (Idaho Falls)	(208) 525-7294

### **Regional Communications Center North (RCC-North)**

615 West Wilbur, Suite A, Coeur d'Alene, ID 83815

Emergency: (Coeur d'Alene, Lewiston) (208) 209-8730

Coordinator: (208) 209-8720

**Regional Communications Center - West (RCC-South)**

700 S. Stratford Dr., Meridian, ID 83642

Emergency: (Boise) (208) 846-7500  
Emergency: (Twin Falls, Jerome) (208) 736-3060  
Coordinator (208) 846-7512

**Federal Highway Administration**

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3050 Lakeharbor Lane, #126

Boise, ID 83703

Idaho.FHWA@fhwa.dot.gov

General business (208) 334-1843  
*Direct lines (208) 334-9180 (plus extension below)*  
Division Administrator ext. 118  
Administrator ext. 119  
Environmental Program ext. 114  
Engineer Planning / ROW ext. 115  
Safety / Traffic / ITS Engineer ext. 124  
Program Analyst / Civil Rights ext. 131  
Community Planner ext. 132  
Field Operations Engineer ext. 116  
Operations Engineer / GARVEE projects ext. 112  
Operations Engineer / Bridge ext. 122  
Operations Engineer / Pavement, Materials ext. 127  
Operations Engineer, Design ext. 123  
Transportation Finance Manager ext. 120  
Administrative Officer ext. 110  
Fax: (208) 334-1691

**Other Key Numbers**

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American Red Cross of Greater Idaho (208) 947-4357  
Army Corps of Engineers (208) 345-2281  
Avista (gas, electric, northern Idaho) (800) 372-1645  
Bureau of Land Management (Boise) (208) 373-4000  
    State Fire Management Officer (208) 373-3851  
Bureau of Reclamation (water resources, dams)  
    Idaho facilities (208) 383-2262  
    Pacific Northwest Region, Boise) (208) 378-5204  
Centers for Disease Control (800) 232-4636  
Hazardous materials (State Communications Center) 1-800-632-8000  
    or 846-7610  
    Hazard Material Operations (Bureau of Homeland Security) (208) 422-5724  
Idaho Department of Agriculture (208) 332-8500  
Idaho Department of Environmental Quality (208) 373-0502  
Idaho EMS (208) 334-4000  
    (877) 554-3367  
Idaho Department of Fish and Game (208) 334-3700

Idaho Department of Health and Welfare	(208) 334-5500
Idaho Department of Lands	(208) 334-0200
Idaho National Laboratory	
Warning Communications Center	(208) 526-1515
Media relations	(208) 351-9900
Idaho Power (southeastern Idaho), general information	(208) 388-2200
Idaho Poison Control Center	(800) 860-0620
Idaho State Fire Marshal	(208) 334-4371
Idaho Towing and Recovery Professionals (Boise)	(800) 376-7114
Environmental Protection Agency (EPA), Idaho	(208) 378-5746
National Capital Poison Center (to report poison incident)	(800) 222-1222
National Interagency Fire Center, Boise	(208) 387-5050
National Weather Service	
<b>Boise</b>	
Administrative office (8 a.m.-4 pm)	(208) 334-9860
Warning coordinator	(208) 334-9861
<b>Pocatello</b>	
Administrative office (8 a.m.-4 p.m.)	(208) 232-9306
<b>Missoula</b>	
Administrative office (8 a.m.-4 p.m.)	(406) 320-4715
(24-hour, unlisted)	(406) 329-4840
Emergency managers	(406) 329-4718
<b>Spokane</b>	
Administrative office (8 a.m.-4 p.m.)	(509) 244-0110
Rocky Mountain Power (eastern Idaho)	(888) 221-7070
U.S. Forest Service	
Boise National Forest (Boise)	(208) 373-4100
Caribou-Targhee National Forest (Pocatello)	(208) 236-7500
Idaho Panhandle National Forest (Coeur d'Alene)	(208) 765-7233
Nez Perce-Clearwater National Forest (Kamiah)	(208) 935-2513
Payette National Forest (McCall)	(208) 634-0700
Salmon-Challis National Forest (Salmon)	(208) 756-5100
Sawtooth National Forest (Twin Falls)	(208) 737-3200
U.S. Fish and Wildlife Service	(208) 378-5243

## **H.2 Key Telephone Numbers by County**

### **Contact Information / Phone Numbers**

#### **Non-Emergency Responder Phone Numbers (listed by county) (For emergencies, dial 9-1-1)**

*Note: Some of the following numbers may have changed since the last printing of this directory. To update the information, please contact the Idaho Transportation Department Emergency Program Office, (208) 334-8414  
(All telephone numbers are Area Code 208 unless otherwise specified.)*

#### **Ada County**

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(Boise, Eagle, Garden City, Kuna, Meridian, Star)

	County Sheriff	577-3000
	ISP Region 3	846-7500
	County Coroner's Office	287-5556
	Ada County Highway District	387-6100
	Ada City/County Emergency Management	577-4750
Boise	Access Air Ambulance	333-9911
	Ada Boi Inc. (EMS)	362-2973
	Ada County Paramedics	287-2962
	Saint Alphonsus Life Flight	367-3079
	Saint Lukes Medical Transport	381-2818
	Boise Fire Department	384-3950
	Clear Creek Fire Department	392-4457
	Gowen Field Fire Department	422-5828
	North Ada County Fire and Rescue	375-0906
	Idaho Air National Guard Fire Department	389-5867
	Whitney Fire Protection District	375-6407
	Boise Police Department	377-6670
Eagle	Eagle Fire Department	939-6463
	Eagle Police Department	938-2260
Garden City	North Ada County Fire Department	375-0906
	Garden City Police Department	377-7351
Kuna	Kuna Rural Fire District	922-1144
	Kuna Police Department	922-5743
Meridian	Meridian Fire Department	888-1234
	Meridian Police Department	888-6678
Star	Star Joint Fire Protection District	286-7772

#### **Adams County**

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(Council, Indian Valley, New Meadows)

	County Sheriff	253-4228
	ISP Region 3	846-7500
	ITD District 3	334-8300
	County Coroner's Office	258-4461
	Adams County Road and Bridge Department	253-4203
	Adams County Civil Defense	253-6125

Council	Council Valley Ambulance	253-0132
	Council Valley Volunteer Fire Department	253-4201
Indian Valley	Indian Valley Fire and Rescue	256-4478
	Indian Valley Rural Fire Department	256-9300
New Meadows	New Meadows Ambulance Service	347-2843
	Meadows Valley Fire Protection District	347-2171

### **Bannock County**

(Arimo, Chubbuck, Downey, Inkom, Lava Hot Springs, McCammon, Pocatello)

	County Sheriff	236-7111
	ISP Region 5	236-6066
	ITD District 5	239-3300
	County Coroner's Office	243-1326
	Downey-Swan Lake County Highway District	897-5288
	Bannock County Road and Bridge Department	233-9591
	Bannock County Emergency Management	236-7104
Arimo	Arimo Fire Department	254-3507
Chubbuck	Chubbuck Fire Department	237-3212
	Chubbuck Police Department	237-7172
Downey	Downey Ambulance	897-5919
	Downey Fire Department	897-5150
Inkom	Inkom Quick Response Unit	775-3607
	Inkom Fire Department	775-4964/3630
	Pocatello Valley Fire Department	775-3581
	Lava Hot Springs Lava Ambulance	776-5225
	Lava Hot Springs Fire Department	776-5820
McCammon	McCammon Fire Department	254-3200
	Pocatello Bannock County Ambulance Service	234-6200
	Bannock County Sheriff's Search and Rescue	236-7148
	Bannock Life Flight	239-1822
	Tri Med Ambulance	235-2487
	Pocatello Fire Department	234-6202
	Pocatello Police Department	234-6100
Bear Lake County	(Bloomington, Georgetown, Montpelier, Paris, St. Charles)	
	County Sheriff	945-2121
	ISP Region 5	236-6066
	ITD District 5	239-3300
	County Coroner's Office	847-0451
	Bear Lake County Road and Bridge Department	945-2212
	Bear Lake County Civil Defense	945-2211
	Bennington Bear Lake County Volunteer Fire Protection District	847-2287
Montpelier	Bear Lake County Ambulance Service	847-2247
	Montpelier Fire Department	847-1324
	Montpelier Police Department	847-1324

### **Benewah County**

(Plummer, St. Maries, Tensed)

	County Sheriff	245-2555
	ISP Region 1	772-8585
	ITD District 1	772-1200
	County Coroner's Office	245-2611
	Alert II Up River Ambulance (Fernwood)	245-5712
	Fernwood Fire Department	245-2098
Plummer	Plummer-Gateway Highway District	686-1410
	Benewah County Road and Bridge Department	245-2234
	Benewah County Civil Defense	245-5331
	Plummer Gateway Fire Department	686-1313
St. Maries	St. Maries Ambulance	245-2575
	St. Maries City/Rural Fire Department	245-2445
	St. Maries Fire Department	245-2555
	St. Maries Maintenance	245-4102
	St. Maries Police Department	245-2555
Tensed	Tensed Ambulance Service	274-3026
	Tensed Rural Fire District	274-4217

## **Bingham County**

(Aberdeen, Atomic City, Basalt, Blackfoot, Firth, Shelley)

	County Sheriff	785-1234
	ISP Region 5	236-6066
	ITD District 5	239-3300
	County Coroner's Office	782-3153
	Bingham County Road and Bridge Department	785-5505
	Bingham County Disaster Services	785-8040 - ext. 239
Aberdeen	Aberdeen/Springfield Fire District	397-4178
	Aberdeen Fire Department	397-4270
	Aberdeen Police Department	397-4270
Blackfoot	Blackfoot Fire Department	785-8605
	Blackfoot Police Department	785-1235
Firth	Firth Fire Protection District	357-3032
Shelley	Shelley City Fire Department	346-6802
	Shelley-Firth Quick Response Unit	357-3032
	Shelley Police Department	357-3446

## **Blaine County**

(Bellevue, Carey, Hailey, Ketchum, Sun Valley)

	County Sheriff	578-0745
	ISP Region 4	736-3060
	ITD District 4	886-7800
	County Coroner's Office	578-1000
	Blaine County Road and Bridge Department	788-5580
	Blaine County Disaster Services	788-5508
Bellevue	Bellevue Fire Department	788-5351



Carey	Carey Quick Response Unit	823-4635
	Carey Rural Fire Protection District	823-4342
Hailey	Hailey Fire Department	788-3147
	Wood River Rural Fire Protection District	788-5577
	Hailey Police Department	788-3531
Ketchum	Ketchum Fire Department	726-7805
	Ketchum Police Department	726-7819
Sun Valley	Sun Valley Police Department	622-5345
	Sun Valley Fire Department	622-8234

## **Boise County**

(Crouch, Horseshoe Bend, Idaho City, Placerville)

	County Sheriff	392-3761
	ISP Region 3	846-7500
	ITD District 3	334-8300
	County Coroner's Office	392-4411
	Clear Creek Volunteer Fire Department	392-4944
	Garden Valley Rural Fire Department	462-3033
	Grand Jean Volunteer Fire Department	259-3331
	Lowman Ambulance (Lowman)	259-3361
	Lowman Volunteer Fire Department	259-3865
	Lowman Ranger District (Lowman)	259-3836
	Mores Creek Ambulance	383-3746
	Robie Creek Volunteer Fire Department	343-1845
	Valley of the Pines Volunteer Fire Department	392-6693
	Wilderness Ranch Volunteer Fire department	344-0856
	Boise County Road and Bridge Department	793-2380
	Boise County Disaster Services	793-3238
Crouch	Crouch Volunteer Ambulance Service Inc.	462-4009
Horseshoe Bend	Horseshoe Bend Horseshoe Bend Ambulance	793-2219
	Horseshoe Bend Fire Department	793-2219
	Chief of Police	793-2255
Idaho City	Idaho City Idaho City Ambulance	392-6644
	City Marshal	392-4411
Placerville	Placerville Ambulance	392-9908
	Placerville Fire District	392-6711

## **Bonner County**

(Clark Fork, Dover, East Hope, Hope, Kootenai, Oldtown, Ponderay,

Priest River, Sandpoint)

	County Sheriff	263-8417
	ISP Region 1	772-8585
	ITD District 1	772-1200
	County Coroner's Office	265-5274
	Coolin-Cavanaugh Bay Fire Protection District (Coolin)	443-3118
	Sagle Fire District (Sagle)	263-9541
	Bonner County Road and Bridge Department	255-5681

	Sandpoint Independent Highway District	263-8131
	Bonner County Emergency Management	265-8867
	Bonner County EMS	255-2194
Clark Fork	Clark Fork Valley Ambulance Service Inc.	266-1161
	Clark Fork Fire Department	266-1337
Dover	Westside Fire District	265-9745
Hope	East Hope Fire Department	264-5151
Ponderay	Bonner County Sheriff's Search and Rescue	263-8417
Priest Lake	Priest Lake Emergency Medical Technicians Inc.	443-2000
	West Priest Lake Fire Department	443-2251
Priest River	Priest River EMT Association Inc.	448-2941
	West Pend Oreille Fire District	448-2600
	Priest River Police Department	448-1521
Ponderay	Northside Fire Protection District	265-4114
Sandpoint	Sandpoint Fire Department	263-3533 or 263-3556
	Schweitzer Fire Rescue District	265-4741
	Sandpoint Police Department	263-3158

### **Bonneville County**

(Ammon, Idaho Falls, Iona, Irwin, Swan Valley, Ucon)

	County Sheriff	529-1200
	ISP Region 6	525-7277
	ITD District 6	745-7781
	County Coroner's Office	390-8797
	Bonneville County Road and Bridge Department	529-1290
	Bonneville County Emergency Management	529-1220
Ammon	Ammon Fire Department	529-4211
Idaho Falls	Air Idaho Rescue	529-6022
	City of Idaho Falls Ambulance Service	529-1173
	Premier Ambulance	529-0993
	INEEL Fire Department	526-7971
	Idaho Falls/Bonneville Fire Protection District #1	529-1495
	Bonneville County Sheriff's Search and Rescue	526-6925
	Idaho Falls Police Department	529-1200
Irwin	Greater Swan Valley Fire Protection District	483-2882
Swan Valley	Swan Valley Ambulance Service	483-2296
Ucon	Ucon Fire Department	523-3971

### **Boundary County**

(Bonners Ferry, Moyie Springs)

	County Sheriff	267-3151
	ISP Region 1	772-8585
	ITD District 1	772-1200
	County Coroner's Office	267-2146
	Hall Mountain Volunteer Fire Department (Eastport)	267-7375
	Naples Fire Department	267-2839
	Boundary County Road and Bridge Department	267-3838
	Boundary County Civil Defense	267-4391

Bonners Ferry	Boundary Volunteer Ambulance Service Inc.	267-2604
	Bonners Ferry Fire Department	267-4390
	Kootenai Valley Forest Protection District	267-5577
	North Bench Fire District	267-7722
	Paradise Valley Fire Department	267-2494
Moyie Springs	Moyie Springs Fire Department	267-2836
	Curley Creek Volunteer Fire Department	267-7740

### **Butte County**

(Arco, Butte City, Moore)

	County Sheriff	527-8553
	ISP Region 6	525-7277
	ITD District 6	745-7781
	County Coroner's Office	527-3900
	Butte County Road and Bridge Department	527-3364
	Butte County Civil Defense	527-8287
Arco	Lost Rivers EMTs Inc.	527-3046
	Arco Fire Department	527-8252
Moore	Lost River Fire Protection District	533-7814

### **Camas County**

(Fairfield)

	County Sheriff	764-2261
	ISP Region 4	736-3060
	ITD District 4	886-7800
	County Coroner's Office	934-5774
	Camas County Road and Bridge Department	764-2271
	Camas County Disaster Services	764-2261
Fairfield	Camas County Ambulance	764-2261
	Fairfield Fire Department	764-2254

### **Canyon County**

(Caldwell, Greenleaf, Melba, Middleton, Nampa, Notus, Parma, Wilder)

	County Sheriff	454-7531	
	ISP Region 3	846-7500	
	ITD District 3	334-8300	
	County Coroner's Office	454-0448	
	Canyon Highway District No.4	454-8135	
	Golden Gate Highway District No.3	428-6267	
	Nampa Highway District No.1	467-6576	
	Notus-Parma Highway District No.2	722-5343	
	Canyon County Emergency Management	454-7531	
	Canyon County Ambulance District	466-8800	
	Caldwell	Caldwell Fire Department	455-3032
		Caldwell Police Department	455-3122
	Middleton	Middleton Quick Response Unit	585-6650
		Middleton Fire District	585-6650
		Middleton Rural Fire District	585-6650

Melba	Melba Quick Response Unit	495-1211
	Melba Rural Fire District	495-2351
Nampa	Nampa Canyon County Ambulance District	466-8800
	Nampa Fire Department	468-5790
	Nampa Police Department	465-2257
	Upper Deer Flat Fire Protection District	466-4120
Notus	Notus Fire Department	454-2833
	Parma Parma Ambulance Service	722-6753
Parma	City/Rural Fire Department	722-5716
	Parma Police Department	722-5900
Wilder	Wilder Quick Response	482-7228
	Wilder Fire Department	482-7228
	Wilder Rural Fire Protection District	482-7563
	Wilder Police Department	454-7531

### **Caribou County**

(Bancroft, Grace, Soda Springs)

	County Sheriff	547-2561
	ISP Region 5	236-6066
	ITD District 5	239-3300
	County Coroner's Office	547-3742
	Caribou County Road and Bridge Department	547-3573
	Caribou County Public Safety	547-2583
Bancroft	Bancroft Fire Department	648-7375
Grace	Grace Fire Department	425-3747
Soda Springs	Caribou County Emergency Medical Services	547-2583
	Solutia Ambulance	547-4300
	Caribou County Fire Department	547-4959
	Soda Springs Fire Department	547-3534
	Soda Springs Police Department	547-3213

### **Cassia County**

	County Sheriff	878-2251
	ISP Region 4	736-3060
	ITD District 4	886-7800
	County Coroner's Office	678-1455
	Albion Highway District	673-5335
	Burley Highway District	678-5322
	Oakley Highway District	862-3321
	Raft River Highway District	645-2463
	City of Rocks Almo/ Elba Quick Response Unit	824-5575
	Cassia County Road and Bridge Department	824-5736
	Cassia County Civil Defense	878-4460 - ext. 316
Albion	Albion Quick Response	678-0988
	Albion Fire Protection District	673-5377
Burley	Mini-Cassia Search and Rescue	678-8400
	Life Run Ambulance	678-4444

	West Cassia Quick Response Unit	678-5353
	Burley City/North Cassia Fire Department	878-7371
Declo	Declo Quick Response Unit	654-2111
	Declo Fire Department	654-2732
Malta	Malta Raft River Fire Protection District	645-2588 or 645-2255
Oakley	Oakley Quick Response Unit	862-3386
	Oakley Fire Department	862-3364

### **Clark County**

(Dubois, Spencer)

	County Sheriff	374-5403
	ISP Region 6	525-7277
	ITD District 6	745-7781
	County Coroner's Office	374-5469
	Clark County Road and Bridge Department	374-5408
	Clark County Civil Defense	374-5397
Dubois	Dubois Clark County Ambulance	374-5455
	Dubois City Fire Department	374-5241

### **Clearwater County**

(Elk River, Orofino, Pierce, Weippe)

	County Sheriff	476-4521
	ISP Region 2	799-5144
	ITD District 2	799-5090
	County Coroner's Office	476-4528
	Clearwater County Road and Bridge Department	426-4813
	Clearwater Highway District	435-8002
	Clearwater County Emergency Management	476-4064
	Elk River Elk River Fire Department	826-3351
	Clearwater County Ambulance - Elk River	476-3771
Orofino	North Idaho Back Country Medical Response Team	476-4521
	Clearwater County Ambulance – Orofino	476-3771
	Orofino Fire Department	476-4725
	Twin Ridge Rural Fire District	476-3353
	Orofino Police Department	476-5551
Pierce	Pierce Volunteer Fire Department	464-2704
	Clearwater County Ambulance – Pierce	476-3771
Weippe	Weippe Fire Department	435-4568
	Clearwater County Ambulance – Weippe	476-3771

### **Custer County**

(Challis, Clayton, Mackay, Stanley)

	County Sheriff	879-2232
	ISP Region 6	525-7277
	ITD District 6/ (4 has Clayton south and west)	745-7781
	County Coroner's Office	879-4559
	Custer County Road and Bridge	879-2379

	Lost River Highway District	588-2824
	Custer County Disaster Services	879-2360
Challis	Challis Volunteer Ambulance Service	879-5115
	Challis/Custer County Rural Fire Department	879-2400
Clayton	Thompson Creek Ambulance	838-2200
	Clayton Fire Department	838-2370
Mackay	South Custer County Ambulance	588-2226
	Mackay Fire Department	588-2274
	South Custer Rural Fire Protection Department	588-3387
Stanley	Stanley Ambulance	774-3565
	Sawtooth Valley Rural Fire District	774-2222

### **Elmore County**

(Glens Ferry, Mountain Home)

	County Sheriff	587-2121
	ISP Region 3	846-7500
	ITD District 3	334-8300
	County Coroner's Office	587-6981
	Atlanta Highway District	864-2115
	Glens Ferry Highway District	366-7744
	Mountain Home Highway District	587-3211
	Atlanta Quick Response Unit (Atlanta)	864-2133
	Atlanta Rural Fire Department (Atlanta)	864-2157
	Pine/Featherville Ambulance	846-7610
	Prairie Quick Response Unit (Prairie)	868-3248
	Elmore County Disaster Services	587-2311
Glens Ferry	Glens Ferry/King Hill Rural Fire	366-7418
Mountain Home	Elmore County Ambulance	587-8661
	Elmore County Rescue/Extrication	587-3387
	Mountain Home Fire Department	587-2117
	Mountain Home Air Force Fire Department	828-6235
	Mountain Home Police Department	587-2100

### **Franklin County**

(Clifton, Dayton, Franklin, Oxford, Preston, Weston)

	County Sheriff	852-1234
	ISP Region 5	236-6066
	ITD District 5	239-3300
	County Coroner's Office	852-0533
	Franklin County Road and Bridge Department	852-1090
	Franklin County Emergency Services	852-1332
Preston	Preston Franklin County Ambulance	852-3764
	Preston Fire Department	852-1817
	Preston Police Department	852-2433

### **Fremont County**

(Ashton, Drummond, Island Park, Newdale, Parker, St. Anthony, Teton, Warm River)

	County Sheriff	624-4482
	ISP Region 6	525-7277
	ITD District 6	745-7781
	County Coroner's Office	624-4482
	Fremont County Road and Bridge Department	624-4271
	Fremont County Civil Defense	624-7625
Ashton	North Fremont Fire Protection District	652-7711
Island Park	Island Park Fire Department	558-7522
St. Anthony	Fremont County Emergency Medical Services	624-7557
	St. Anthony/Fremont Fire Department	624-4404
	St Anthony Police Department	624-4001

## **Gem County**

(Emmett)

	County Sheriff	392-3761
	ISP Region 3	846-7500
	ITD District 3	334-8300
	County Coroner's Office	365-4491
	Gem County Road and Bridge Department	365-3305
	Gem County Fire Protection District (Ola)	584-3327
	Gem County Disaster Services	477-2034
	Gem County Emergency Medical Services	477-2033
Emmett	Emmett Fire Department	365-6050
	Gem County Fire District # 1	365-3771
	Gem Fire District	365-3521
	Emmett Police Department	365-6055

## **Gooding County**

(Bliss, Gooding, Hagenan, Wendell)

	County Sheriff	934-5515
	ISP Region 4	736-3060
	ITD District 4	886-7800
	County Coroner's Office	934-4406
	Bliss Highway District	352-4400
	Hagerman Highway District	539-0898
	Wendell Highway District	536-6157
	West Point Highway District	308-8027
	Gooding County Road and Bridge Department	934-4841
	Gooding County Disaster Services	934-5958
Bliss	Bliss Quick Response Unit	352-4320
	Bliss Rural Fire Department	352-4320
Gooding	Gooding County Emergency Medical Services	934-4841
	Gooding Volunteer Fire Department	934-8348
	Gooding Police Department	934-8436
Hagerman	Hagerman Quick Response Unit Inc.	837-4552
	Hagerman Volunteer Fire Department	837-4552
	Hagerman Police Department	837-6636

Wendell	Wendell First Response	536-5431
	Wendell City/Rural Fire Protection District	536-5431
	Wendell Police Department	536-2935

## **Idaho County**

(Cottonwood, Ferdinand, Grangeville, Kooskia, Riggins, Stites, White Bird)

	County Sheriff	1-800-922-914
	ISP Region 2	799-5144
	ITD District 2	799-5090
	County Coroner's Office	983-9957
	Cottonwood Highway District	962-3128
	Deer Creek Highway District	839-2297
	Doumecq Highway District	839-2365
	Fenn Highway District	983-2437
	Ferdinand Highway District	962-5525
	Good Roads Highway District II	983-0910
	Grangeville Highway District	983-2880
	Green Creek Highway District	962-3457
	Keuterville Highway District	962-5525
	Kidder-Harris Highway District	926-4471
	Union Independent Highway District	983-0910
	White Bird Highway District	839-2446
	Winona Highway District	983-0669
	Elk City Ambulance Service Inc. (Elk City)	842-2705
	Elk City Fire Department (Elk City)	842-2449
	Powell Ambulance and Quick Response Unit (Powell)	942-3113
	Idaho County Road Department	926-4471
	Idaho County Disaster Management	983-3074
Cottonwood	Saint Mary's Hospital Ambulance	962-3251
	Cottonwood City/Rural Fire Protection District	962-7134
Ferdinand	Ferdinand Rural/City Fire Department	962-5914
Grangeville	Syringa Hospital Ambulance	983-1700
	Grangeville Fire Department	983-1166
	Grangeville Police Department	983-1351
Kooskia	Lowell Quick Response Unit	926-4548
	Clearwater Valley Rescue Unit	926-4858
	Tahoe Quick Response Unit	926-4931
	Kooskia Fire Department	926-7241
	Ridgerunners Volunteer Fire Protection District	926-4775
Riggins	City of Riggins Ambulance	628-3394
	Riggins City/Rural Fire Department	628-3572
	Salmon River Rural Fire Department	628-3604
Stites	Stites Fire Department	926-0141
White Bird	White Bird Quick Response Unit	839-2810
	White Bird Fire Department	839-2294

## **Jefferson County**



(Hamer, Lewisville, Menan, Mud Lake, Rigby, Ririe, Roberts)		
	County Sheriff	745-9210
	ISP Region 6	525-7277
	ITD District 6	745-7781
	County Coroner's Office	745-7988
	Jefferson County Road and Bridge Department	745-9224
	West Jefferson Fire Protection District (Terreton)	663-4511
	Jefferson County Road and Bridge Department	745-9224
	Jefferson County Emergency Management	745-7988
Hamer	Hamer Fire Protection District	662-5415
Menan	Jefferson County Sheriff	745-9210
Mud Lake	Mud Lake Ambulance	662-5444
	Mud Lake Fire Department	663-4569
Rigby	Central Fire District	745-6003
	Rigby Police Department	745-9210
Roberts	Roberts Fire District/Quick Response Unit	228-3413
	Roberts Fire Department	745-6636

## Jerome County

(Eden, Hazelton, Jerome)

	County Sheriff	324-8845
	ISP Region 4	736-3060
	ITD District 4	886-7800
	County Coroner's Office	324-2566
	Hillsdale Highway District	829-5449
	Jerome Highway District	324-4601
	Jerome County Disaster Services	324-9261
	Jerome Rural Fire District #1	324-7468 or 420-8382
Eden	First Segregation Fire District	825-5725 or 420-5351
Hazelton	First Segregation Fire District	825-5725 or 420-5351
Jerome	Jerome Paramedics	324-0134
	Jerome City Fire and Rescue Department	324-8189

## Kootenai County

(Athol, Coeur d' Alene, Dalton Gardens, Fernan Lake, Harrison, Hauser, Hayden, Hayden Lake, Huetter, Post Falls, Rathdrum, Spirit Lake, Stateline, Worley)

	County Fire Protection District and Quick Response Unit	676-8739
	(Dalton Gardens, Fernan Lake, Huetter, Post Falls, Stateline)	676-8739 x-101
	County Emergency Medical Services System	446-1300
	County Sheriff	446-1300
	Central Dispatch	446-1850
	Post Falls Dispatch Center	773-3517
	ISP Region 1	772-8585
	IID District 1	772-1200
	County Coroner's Office	446-2199
	Cataldo Forest Protection District (Kingston)	682-4611

	East Side Fire Protection District	765-4269
	Kellogg Fire District and Quick Response Unit	784-1188
	Rose Lake Quick Response Unit (Cataldo)	682-4313
	East Side Highway District	765-4714
	Lakes Highway District	772-7527
	Post Falls Highway District	765-3717
	Worley Highway District	664-0483
	Kootenai County Office of Emergency Management	446-1775
Athol	Timberlake Fire Department	683-3333
	Timberlake Fire Protection District and Quick Response Unit	683-3333
Coeur d'Alene	Mica-Kidd Island Fire District	769-7946
	Coeur d'Alene Fire Department and Quick Response Unit	769-2340
	Coeur d' Alene Police Department	769-2320
	Coeur d' Alene Streets Department	769-2233
Dalton Gardens	Dalton Gardens Streets Department	772-3698
Harrison	Eastside Fire	765-4269
Hauser	Hauser Lake Fire Protection District	773-1174
Hayden	Northern Lake Fire Protection District and Quick Resp. Unit	772-5711
	Hayden Streets Department	772-4411
Hayden Lake	Northern Lake Fire Protection District and Quick Resp. Unit	772-5711
	Hayden Lake Police Department	772-2161
	Hauser Lake Quick Response Unit	773-1174
	Kootenai County Fire and Rescue	676-8739
	Post Falls Police Department	773-3517
	Post Falls Street Department	773-1722
Rathdrum	Northern Lakes Fire Department	772-5711
	Rathdrum Police Department	687-0711
	Rathdrum Street Department	687-2700
	Northern Lake Fire Protection District and Quick Resp. Unit	772-5711
Spirit Lake	Spirit Lake Fire Protection Department and Quick Resp. Unit	623-5800
	Spirit Lake Police Department	623-2701
Worley	Worley Ambulance Association Inc.	686-1883
	Worley Fire Protection District and Quick Response Unit	686-1718

## **Latah County**

(Bovill, Deary, Genesee, Juliaetta, Kendrick, Moscow, Onaway, Potlatch, Troy)

	County Sheriff	882-2216
	ISP Region 2	799-5144
	ITD District 2	799-5090
	County Coroner's Office	882-2011
	North Latah Highway District	882-7490
	South Latah Highway District	285-1412
	Latah County Disaster Services	883-2265
Bovill	Bovill Volunteer Fire Department	826-3220
Deary	Deary Ambulance	877-1515
	Deary Fire Department	877-1515
Genesee	Genesee Community Ambulance	285-1621

	Genesee Rural/Community Fire Department	285-1621
Juliaetta	Juliaetta Volunteer Fire Department	276-3381
Kendrick	J-K Ambulance	289-8181
	Kendrick Volunteer Fire Department	289-5151
Moscow	Moscow Ambulance	882-2831
	Moscow Rural Fire Protection District	882-2831
	Moscow Police Department	882-2677
Potlatch	Potlatch Ambulance	875-0111
	Potlatch Rural Fire Protection District	875-0111
Troy	Troy Volunteer Ambulance	835-2601
	Troy Volunteer Fire Department	835-2601

## **Lemhi County**

(Leadore, Salmon)

	County Sheriff	756-8980
	ISP Region 6	525-7277
	ITD District 6	745-7781
	County Coroner's Office	756-3203
	Gibbonsville Quick Response	865-2361
	Gibbonsville Volunteer Fire Department	865-2261
	North Fork Fire Protection District (North Fork)	865-2321
	North Fork Fire Ranger District (North Fork)	865-2383
Leadore	Leadore EMTs Inc.	768-2674
	Lemhi County Road and Bridge Department	756-4995
	Leadore Fire Department	768-2237
	Lemhi County Civil Defense	756-2471
	Lemhi County Emergency Services Coordinator	756-8980
Salmon	Elk Bend Quick Response	894-2285
	Salmon EMT	756-2102
	Salmon Search and Rescue	756-8321
	Elk Bend Fire District	894-2276
	Salmon Fire Department	756-6275
	Salmon Police Department	756-8980 or 756-3214

## **Lewis County**

(Craigmont, Kamiah, Nezperce, Reubens, Winchester)

	County Sheriff	937-2447
	ISP Region 2	799-5144
	ITD District 2	799-5090
	County Coroner's Office	937-2447
	Central Highway District	962-5525
	Evergreen Highway District	462-5525
	Kamiah Highway District	935-2946
	North Highway District	937-2409
	Prairie Highway District	937-2454
	Dietrich Highway District No.5	544-2445
	Lewis County Emergency Management	937-2380

Craigmont	Craigmont Quick Response Rescue Unit	924-5678
	Craigmont Fire Department	924-5882
Kamiah	Kamiah Ambulance	935-2672
	Kamiah City/Rural Fire Protection District	935-0049
Nezperce	Nezperce Ambulance Inc.	937-2447
	Nezperce Fire Department	937-2454
Reubens	Reubens Fire Department	924-6835
Winchester	Winchester Quick Response Unit	924-5358
	Winchester Fire Department	924-5865

## **Lincoln County**

(Dietrich, Richfield, Shoshone)

	County Sheriff	886-2250
	ISP Region 4	736-3060
	ITD District 4	886-7800
	County Coroner's Office	886-2224
	Kimama Highway District No.6	544-2878
	Richfield Highway District No.3	487-2754
	Shoshone Highway District No.2	886-7515
	Lincoln County Disaster Services	886-2452
Dietrich	Dietrich Quick Response Unit	544-2942
	Detrich Rural Fire Department	544-2445
Richfield	Richfield Quick Response Unit Inc.	487-2707
	Richfield Fire Protection District	487-2306
Shoshone	Lincoln County EMS	886-2883
	Lincoln County Sheriff's Search and Rescue/Extrication	886-2250
	Shoshone City/Wood River Fire Protection District	886-7500
	West Magic Fire Department	487-2037

## **Madison County**

(Rexburg, Sugar City)

	County Sheriff	356-5426
	ISP Region 6	525-7277
	ITD District 6	745-7781
	County Coroner's Office	496-1253
	Madison County Road and Bridge Department	356-3101
	Madison County Homeland Security Department	359-6209
Rexburg	Madison County Ambulance	359-3010
	Rexburg/Madison County Fire Protection District	359-3010/3011
	Rexburg Police Department	359-3008

## **Minidoka County**

(Acequia, Heyburn, Minidoka, Paul, Rupert)

	County Sheriff	434-2320
	ISP Region 4	736-3060
	ITD District 4	886-7800
	County Coroner's Office	436-0262

	Minidoka Highway District	436-6112
	Minidoka County Disaster Services	436-6976
Acequia	ID Youth Ranch Fire Department	532-4117/434-2320
Heyburn	Minidoka County Fire Protection District	678-8250
	Heyburn Police Department	678-4545
Minidoka	North Side Fire Department	532-4236/434-2320
Paul	West End Fire District	438-4101
Rupert	Emergency Response Ambulance	436-0481
	Rupert City Fire/Rescue	436-0756
	Rupert Fire Department	436-4900/436-9600
	East End Fire Protection District	436-4451
	North Side Fire Department	532-4236
	Rupert Police Department	434-2330

### Nez Perce County

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(Culdesac, Lapwai, Lewiston, Peck)

	County Sheriff	746-3366
	ISP Region 2	799-5144
	ITD District 2	799-5090
	County Coroner's Office	799-3074
	Evergreen Volunteer Fire District (Lenore)	476-5362
	Sunnyside Rural Fire District (Lenore)	476-3473
	Nez Perce County Road and Bridge Department	799-3060
	Lewiston/Nez Perce County Emergency Management	799-3084
Culdesac	Culdesac Quick Response Unit	843-2417
	Culdesac Fire Department	799-1450
Lapwai	Lapwai Valley Quick Response Unit	843-7170
	Lapwai Fire Department	843-2212
	Lapwai Police Department	843-2212
	Lewiston Fire Department	743-3554
	Lewiston Police Department	746-0171
Peck	Big Canyon Fire District	486-7351/486-6640

### Oneida County

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(Malad)

	County Sheriff	766-2251
	ISP Region 5	236-6066
	ITD District 5	239-3300
	County Coroner's Office	766-4330
	Oneida County Road and Bridge Department	766-4116
	Oneida County Emergency Services	766-2251
	Oneida County Ambulance	852-0504
Malad	Malad Fire Department	776-4030

### Owyhee County

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(Grand View, Homedale, Marsing)

	County Sheriff	495-1154
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	ISP Region 3	846-7500
	ITD District 3	334-8300
	County Coroner's Office	896-4266
	Gem Highway District No.3	896-4312/4581
	Homedale Highway District	337-3500
	Three Creek Good Roads Highway District	543-9296
	Bruneau Quick Response Unit (Bruneau)	845-2821
	Bruneau Fire Protection District (Bruneau)	845-2790
	Murphy-Reynolds-Wilson Fire Protection Dist. (Murphy)	495-1154
	Owyhee County Road and Bridge Department	495-1170
	Owyhee County Emergency Services	834-2449
Grand View	Grand View Ambulance Service	834-2398
	Grand View Fire Department	834-2511
Homedale	Homedale Ambulance	337-3271
	Homedale Rural Fire Department	337-3450
	Homedale Police Department	337-4642
Marsing	Marsing Ambulance Services Inc.	459-4944
	Marsing Fire Protection District	896-4396
	Marsing Fire Department	896-4444

### **Payette County**

(Fruitland, New Plymouth, Payette)

	County Sheriff	642-6008
	ISP Region 3	846-7500
	ITD District 3	334-8300
	County Coroner's Office	452-3377
	Highway District No.1	278-3041
	Payette County Road and Bridge Department	278-3402
	Payette County Disaster Services	642-6002
Fruitland	Fruitland United Ambulance Service	452-4166
	Fruitland Fire Department	642-6008
	Fruitland Police Department	452-3110
New Plymouth	New Plymouth Quick Response Unit	278-5338
	New Plymouth Fire Department	278-5338
	New Plymouth Police Department	642-6006
Payette	Payette City Fire Department	642-6028
	Payette Police Department	642-6026

### **Power County**

(American Falls, Rockland)

	County Sheriff	226-2311
	ISP Region 5	236-6066
	ITD District 5	239-3300
	County Coroner's Office	226-2147
	Power County Highway District	226-2661
	Astaris Idaho Emergency Response Team (Pocatello)	236-8344
	Power County Civil Defense	226-5605
American Falls	Power County Emergency Medical Services	226-5605

	American Falls Fire Department	226-5477
	American Falls Police Department	226-5922
Rockland	Rockland Rural Fire District	226-5001

### **Shoshone County**

(Kellogg, Mullan, Osburn, Pinehurst, Smeltonville, Wallace, Wardner)

	County Sheriff	556-1114
	ISP Region 1	772-8585
	ITD District 1	772-1200
	County Coroner's Office	786-5121
	Clarkia Better Roads Highway District	245-5097
	Avery Quick Response Unit (Avery)	245-4517
	St. Joe Valley Fire District (Calder)	245-5059
	Shoshone County Road and Bridge Department	752-1264
	Shoshone County Disaster Services	752-5011
Kellogg	Community Ambulance Service Inc.	786-5434
	Kellogg Fire Department	784-1188
	Kellogg Police Department	784-1131
	Shoshone County Fire Protection District #2	784-1188
Mullan	Mullan Volunteer Ambulance	744-1774
	Mullan Volunteer Fire Department	744-1679
	Shoshone County Fire Protection District #3	744-1100
	Osburn Shoshone County Fire Protection District # 1	752-1101
	Osburn Police Department	556-1114
Pinehurst	Pinehurst Police Department	682-3662
Smeltonville	Shoshone Co. Fire District #2	784-1188
Wallace	Prichard/Murray Volunteer Fire Department	682-3952
	Shoshone Co. Fire District # 1	752-1101
	Wallace Police Department	753-3000
Wardner	Shoshone Co. Fire District #2	784-1188

### **Teton County**

(Driggs, Tetonia, Victor)

	County Sheriff	354-2323
	ISP Region 6	525-7277
	ITD District 6	745-7781
	County Coroner's Office	787-2193
	Teton County Road and Bridge Department	354-2932
	Teton County Emergency Management Coordinator	354-2703
Driggs	Teton Valley Ambulance	354-2383
	Teton County Fire Protection District/Quick Response Unit	354-2760

### **Twin Falls County**

(Buhl, Castleford, Filer, Hansen, Hollister, Kimberly, Murtaugh, Twin Falls)

	County Sheriff	736-4063
	ISP Region 4	736-3060
	ITD District 4	886-7800

	County Coroner's Office	733-7610
	Buhl Highway District	543-4298
	Filer Highway District	326-4415
	Murtaugh Highway District	432-5469
	Twin Falls Highway District	733-4062
	Twin Falls County Disaster Services	736-4234
	County Coroner's Office	733-7610 - ext. 22
Buhl	Buhl Fire Department Quick Response Unit	543-5664
	Buhl Fire Department	543-5664
	Buhl Police Department	543-4200
Castleford	Castleford Quick Response Unit	537-6359
	Castleford Fire Department	537-6919
Filer	Filer Quick Response Unit	326-5000
	Filer Fire Department	326-5000
	Filer Police Department	326-4123
Hansen	Hansen Fire Department	423-6356
	Kimberly Rock Creek Rural Protection District	423-4336
Murtaugh	Murtaugh/Hansen Quick Response Unit	432-5492
Twin Falls	Magic Valley Regional Medical Center Paramedics	737-2299
	Salmon Tract Rural Fire District	655-4222
	Twin Falls Fire and Rescue	735-7233
	Twin Falls Fire Department	735-7233
	Dept. of Public Services, Police Division	735-4357

## Valley County

(Cascade, Donnelly, McCall)

	County Sheriff	382-4242
	ISP Region 3	846-7500
	ITD District 3	334-8300
	County Coroner's Office	634-2220
	Valley County Road and Bridge Department	382-7195
	Valley County Emergency Services	382-7166
	Valley County Dispatch	382-7151
Cascade	Cascade Rural Fire and Emergency Medical Services	382-3200
	Cascade Fire Department	382-4141
	Cascade Police Department	382-4123
	High Valley Fire Protection Association	382-4222
Donnelly	Donnelly Ambulance	325-8619
	Donnelly Volunteer Fire Department	325-8619
McCall	McCall Fire and Emergency Medical Services	634-4306
	McCall Smoke Jumpers	634-0390
	McCall Fire Department	634-7070
	McCall Police Department	634-7144

## Washington County

(Cambridge, Midvale, Weiser)

	County Sheriff	549-2121
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	ISP Region 3	846-7500
	ITD District 3	334-8300
	County Coroner's Office	414-1234
	Weiser Valley Highway District	549-1220
	Washington County Road and Bridge Department	549-0950
	Washington County Disaster Services	549-0370
Cambridge	Cambridge Ambulance Services	257-3811
	Cambridge Volunteer Fire Department	257-3811
Midvale	Midvale Fire Department Ambulance	550-1603
	Midvale Volunteer Fire Department	549-2121
	Midvale Fire Department	355-2375
Weiser	Weiser Ambulance District	549-1636
	Weiser Fire Department	549-1483
	Weiser Rural Fire Department	549-2379
	Stibnite Fire Department	
	Weiser Police Department	549-2244

#### ADJACENT STATES AND PROVINCES

Montana Highway Patrol- Missoula	(406) 543-6368
Montana Department of Transportation - St. Regis	(406) 494-9639
Nevada Highway Patrol- Winnemucca	(775) 623-6419
Oregon State Police (Eastern region) – Bend	(541) 889-6568
Utah Highway Patrol- Salt Lake City	(801) 887-3800
Washington State Patrol- Spokane	(509) 456-2824
Washington Department of Transportation – Spokane	(509) 324-6586
Wyoming Highway Patrol- Cheyenne	(307) 777-4321
Emergency Coordination Center	(800) 663-3456

#### INDIAN NATIONS

Coeur d'Alene	(208) 686-1800	
Duck Valley	(702) 757-3211	
Fort Hall		
	Fort Hall Fire and Emergency Medical Services Dist.	(208) 478-3782
	Fort Hall Fire Department	(208) 238-3784
	Chief of Police	(208) 478-4001
	Shoshone-Bannock Tribes Emergency Management Coordinator	237-0137
Kootenai	(208) 267-3519 or (208) 267-5223	
Nez Perce	(208) 843-2253 or (208) 843-5501	
Nez Perce Tribe Emergency Response Planner	(208) 843-7375 - ext. 2630	

**H.3 Key telephone numbers and addresses**

**Custom / Frequently Called Phone Numbers**

Name	Agency	Telephone	Cell Phone	Fax. No.

