



LEAST RESISTANCE TRAINING CONCEPTS

PROCEDURE GUIDE No. 20-02

TRAPPED LIVESTOCK ON HIGHWAYS

Issue date: 1-1-2020, revised: 4-14-2024



This Procedure Guide supersedes all previous guides in order to comply with the latest Lyon County and state training and operational standards.

Discussion:

Livestock (primarily range horses) sometimes become entrapped in facilities adjacent to highways or roadways. Most often these entrapments involve cattle guards or entanglements in fencing.

Responder Qualifications:

IS-100.c, IS-700.b, National Traffic Incident Management (TIM) Certificate, Emergency Livestock Handling (refreshed within previous 2 years) Technical Large Animal Rescue – Operations Level (refreshed within previous 2 years)

1. Safety Policy:

- 1.1 Safety is the overarching priority in all responses. No procedure or protocol provided in this Procedure Guide shall supersede the use of sound judgment as may be appropriate to maximize incident safety.
- 1.2 All responders shall wear appropriate ANSI Class-II or Class-III vests or jackets and appropriate helmets whenever operating on or near any active traffic lanes.
- 1.3 In circumstances where responders cannot reliably communicate by direct voice, portable radios shall be utilized.
- 1.4 All responders shall park in appropriate locations clear of traffic lanes, in positions that avoid blocking the view of approaching motorists of the activities that are taking place, and with wheels locked at critical angles per TIM protocols.
- 1.5 Rescue units shall, whenever possible, park on the same side of the roadway as the incident and be positioned so that rescue gear can be deployed without responders having to cross or approach active traffic lanes.
- 1.6 All responders shall size-up the scene before taking action. If the line-of-sight of approaching vehicles is limited or obstructed, if lighting conditions are poor, or if any other safety issues are apparent, activities shall fall under “work it or leave it” protocols until appropriate law enforcement personnel arrive to manage traffic issues.

2. Resource Responses:

- 2.1 For cattle guard incidents, the following response matrix shall be utilized.
 - 2.1.1 Closest TLAR Rescue Unit
 - 2.1.2 Rescue-2 (Heavy Rescue)
 - 2.1.3 Closest Transport Unit with Panels
- 2.2 For entanglement issues or vertical lifting requirements, additional equipment shall be deployed as appropriate for disentanglement and repair of fencing.

3. Operations:

- 3.1 Disentanglement / extrication activities shall be in accordance with applicable technical best practices and protocols.
- 3.2 Provisions shall be made as applicable to prevent extricated livestock from encroaching onto traffic lanes. (Request a panel trailer before extricating if warranted.)
- 3.3 Once extrications are complete, the area should be inspected for open gates or damaged Fencing / infrastructure.

4. Public Safety (NHP / S.O. / F.D.) Dispatches:

- 4.1 When a response is requested by a public agency or a public agency has been requested, the responding team's Incident Commander shall contact the requesting agency at the end of the operation to provide a "Code-4" status report (or an "unable to complete mission" report,) and to advise that all responders have cleared the incident.

5. Damaged Highway / Roadway Infrastructure:

- 5.1 In the event that during follow-up inspections damaged infrastructure is discovered (e.g., cut or broken fencing, knocked down gates, etc.) and when a representative of the agency having jurisdiction over the highway or roadway is not in attendance, temporary repairs should be made as may be practicable, with pink flagging ribbon conspicuously applied at the location of the repair, "CAUTION" ribbon hung where hazards exist, and a report being made to the agency having jurisdiction.

6. Citizens at the Scene:

- 6.1 Citizens may be in attendance at some scenes. An operational zone shall be established and citizens should be restricted from entering that zone. If citizens disrupt operations or present safety hazards, appropriate law enforcement should be called and operations stopped until law enforcement arrives and the operation can be resumed safely.

NOTE: All personnel should review *Highway Incident Safety*
<https://www.youtube.com/watch?v=K5omF38ETBI>