



# Informational Bulletin

## Roadway Incident Response Change

Date: March 16, 2018

Number: 18.008

Effective Date: March 16, 2018

Expiration Date: N/A

Approved By: Darren L. Stevens, Fire Rescue Chief

At the March 2018 Chief's Meeting, the hazards associated with responding to incidents on high speed roadways was discussed. The group pushed an initiative forward to increase responder safety by enhancing the response algorithm with additional resources for incidents on roadways.

The targeted roadways typically fall into the category of having four or more lanes with a posted speed limit of 50 mph or greater that are not part of the interstate highway system. This includes the following roadways:

Route 50 from Route 17 to Clarke County

Route 50 from Bittersweet Lane to Loudoun County

Route 17 from I66 to Warrenton including the Route 17 bypass

Route 211 from Van Roijen Street to Culpeper County

Route 29 from Prince William County to Culpeper County

Route 17 from Opal to Stafford County.

On these roadways, the response to vehicle crashes will be upgraded to include two companies in addition to the EMS unit(s). The intention to have two pieces of heavy fire apparatus respond to provide blocking to create the protected work area. The following apparatus types are suitable for accomplishing this:

Engines and Wagons

Trucks and Towers

Rescues

Tankers

Hazmat Units

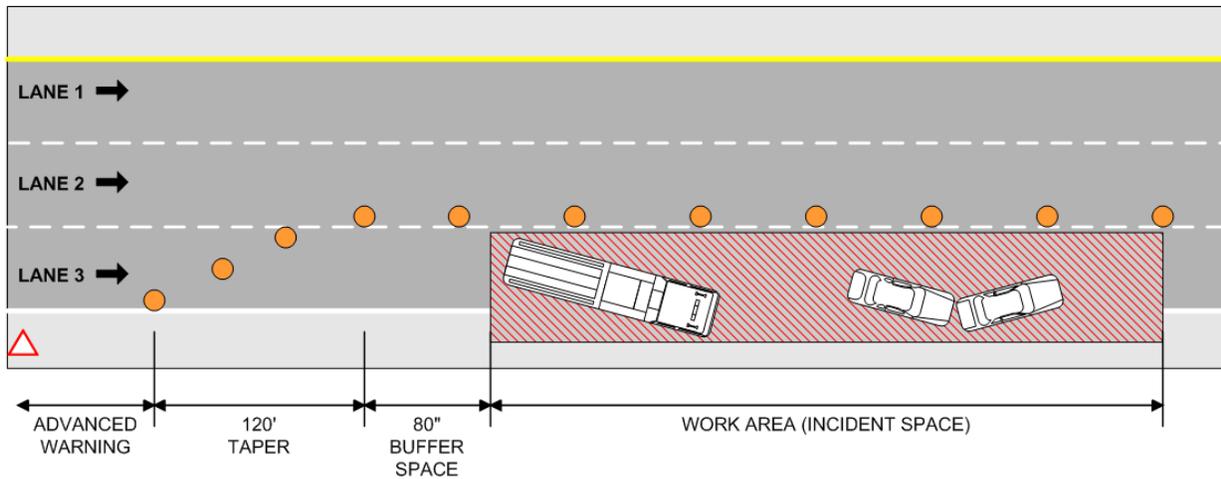
If two of the above mentioned units respond from one company (e.g. E1101 and K1101), it would be appropriate to place the second dispatched company in service. Utility vehicles and response vehicles do not satisfy requirement for two blocking units.

It is expected that, as is the case for any incident, units arriving on scene do a thorough size up and determine the appropriate resources to manage the incident. Size up considerations should include traffic volume and speed, terrain, visibility, weather conditions and complexity of incident. It should be noted that depending on staffing availability, the second due company may be the primary blocking apparatus. The implementation of this response algorithm change reduces the overall response time for the blocking apparatus in this scenario.

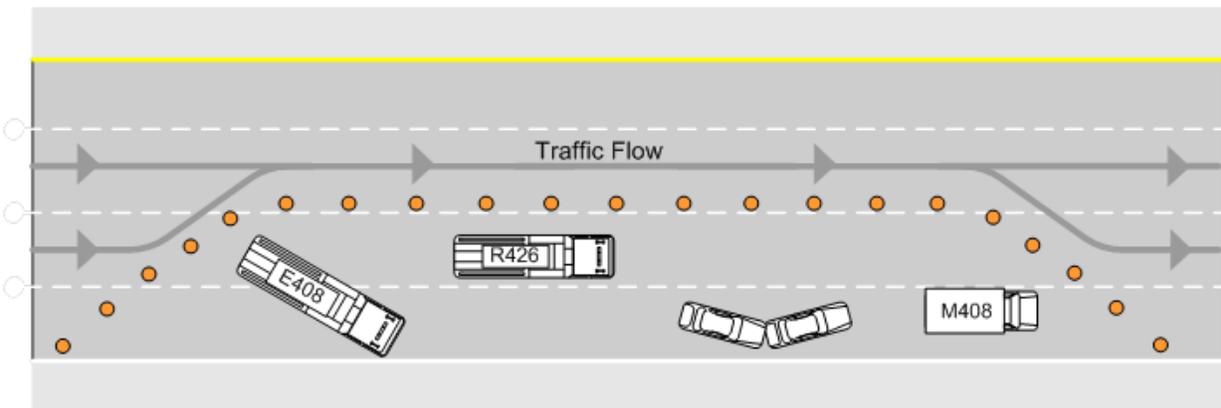
The response algorithm for EMS events (non-crash related) will be increased to one company in addition to the EMS unit on the roadways listed above. This change is to create a protected work area on medical calls as needed.

The response algorithm changes will be implemented on **March 21, 2018 at 0700 hours**. The effectiveness and impact of this change will be reviewed after a 60 days.

Below are excerpts from the Operating Procedures for Roadway Incidents manual, 3<sup>rd</sup> edition, referenced in Operating Procedure 206.



**First Blocking Unit Position (Figure 1)**



**Positioning of Units for an Extrication (Additional blocking units would position behind E408 in a similar manner)**

- *A work area shall be established allowing EMS units and the rescue company, or other company responsible for extrication, to position in close proximity of the incident in a safe manner.*
- *The first-arriving engine should position prior to the incident (can also be thought of as behind the incident based on the flow of traffic); the engine must be close enough to the involved vehicles to provide a hose line for protection but far enough away to allow room for other units to operate. This engine shall provide a shielding effect for members operating on the incident scene.*

- *The engine company shall be placed at an angle to the lanes, with the pump panel toward the work area to protect the pump operator and front wheels rotated away from the incident. This is known as a “fend-off” position. In the event that a motorist strikes the engine, the engine will act as a barrier and in the unlikely event the engine is moved upon impact, it will travel away from the work area.*
- *At intersections or where the incident may be near the middle of the street, two or more sides of the incident may need to be protected. Block all exposed sides. Where apparatus is in limited numbers, prioritize the blocking from the most critical to the least critical.*
- ***Based on the number of vehicles involved and the configuration of the roadway, the incident space may require more than one engine company for adequate protection. Additional engine companies or the rescue company, if not needed for extrication, may be used for blocking. Blocking apparatus shall be placed at least 50 feet behind the first operating unit to create a safe working area.***
- *The rescue or extrication company shall position in front of the first-arriving engine in the most advantageous tactical position for extrication functions. It is important that the rescue company position within the area shielded by the first-arriving engine company.*
- *EMS units shall position past the incident but within the incident space in a manner that allows for rescue company functions, patient loading, and rapid egress from the scene. It is important that EMS units position within the shielded work area.*
- *Command and staff vehicles shall position past the incident, but within the incident space in a manner that facilitates command functions and allows for rescue company functions and patient loading into EMS vehicles. It is important that command and staff vehicles position within the shielded work area.*
- *If units arrive prior to the first-due engine company, the positioning plan must be altered with scene safety as the basis for deviation. The first-arriving unit, regardless of type, will take the position normally taken by the first-arriving engine company to shield the scene for members, patients, and witnesses; the engine will take the blocking position behind that unit when arriving on scene.*

Questions regarding this bulletin should be directed to Assistant Chief Ciarrocca.