



# THE FIRST 15 MINUTES AT ROADWAY INCIDENTS

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# WHY THE FIRST 15 MINUTES ARE CRUCIAL

- In the first 15 minutes, the on-scene commander will:
  - Size-up the incident
  - Determine whether to move it or work it.
  - Determine what additional resources are needed.
  - Communicate those needs to dispatch and other agencies.
  - Establish traffic control to protect the work area and warn and direct on coming motorists around that work area.
  - Begin crucial incident operations
    - Such as fire suppression, hazmat, patient care, and excoriation.

Being **THOUGHTFUL, THOROUGH, and DELIBERATE** early on ensures a better outcome to roadway incident responses.



# WHY THE FIRST 15 MINUTES ARE CRUCIAL

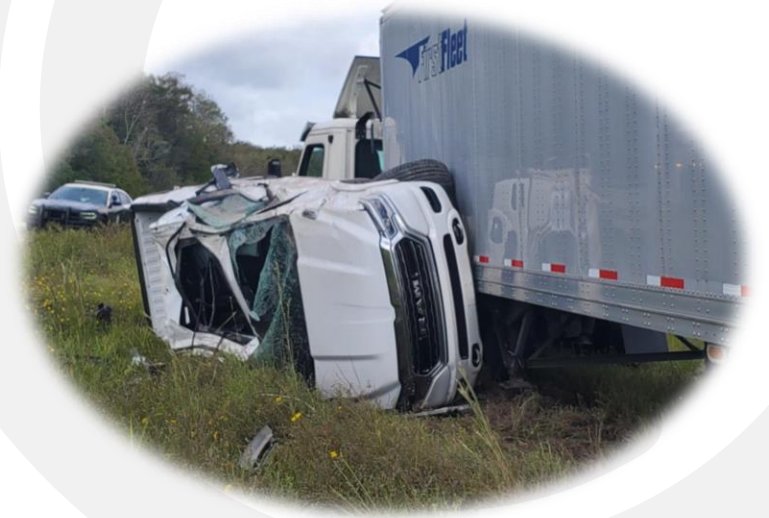
- If the needed resources are called in early, it will **decrease clearance times** and **minimize exposure** to roadside hazards for both responders and the public.
- Communicating the proper incident needs will ensure the proper operations will be carried out and the needed resources will be available.
- Setting up a traffic incident management area **properly and early on** it will reduce the chance of a secondary incident.

Accurate size-up with an appropriate response in these first 15 minutes will dramatically improve the chances that the incident will be **resolved quickly safely and successfully!**



# WHILE ENROUTE TO INCIDENT

- Planning response starts as soon as the call comes by providing as much information as possible to dispatch communications.
- This information should include:
  - Incident location in details
  - Involved vehicles
  - Reported conditions, injuries, or hazards
  - What units are responding from what agencies
  - What additional resources are available



***What the first responding units do, and do not do, will impact the response in many ways, including safety, traffic control, secondary incidents, and clearance time.***

## WHILE ENROUTE TO INCIDENT

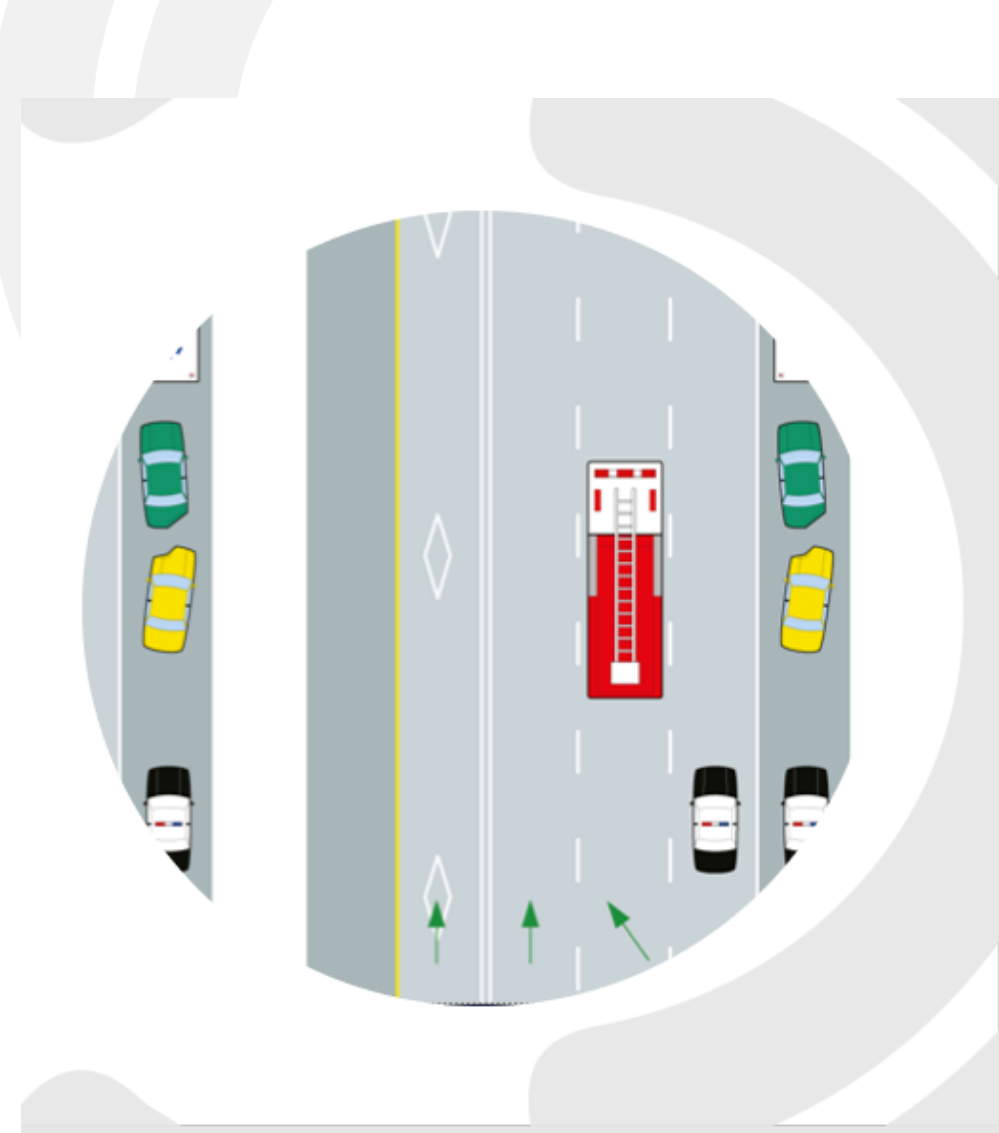
- Roadway responses are often multiagency and multidiscipline therefore it's important to be in communication with other responding agencies, even as you are responding to the scene.
- As you respond to the scene go through your mental checklist of first arriving actions making your plan based on the incident information you have at that time.
- Respond with caution and due care working your way through any traffic queue.



**You cannot address the incident if you don't arrive safely!**

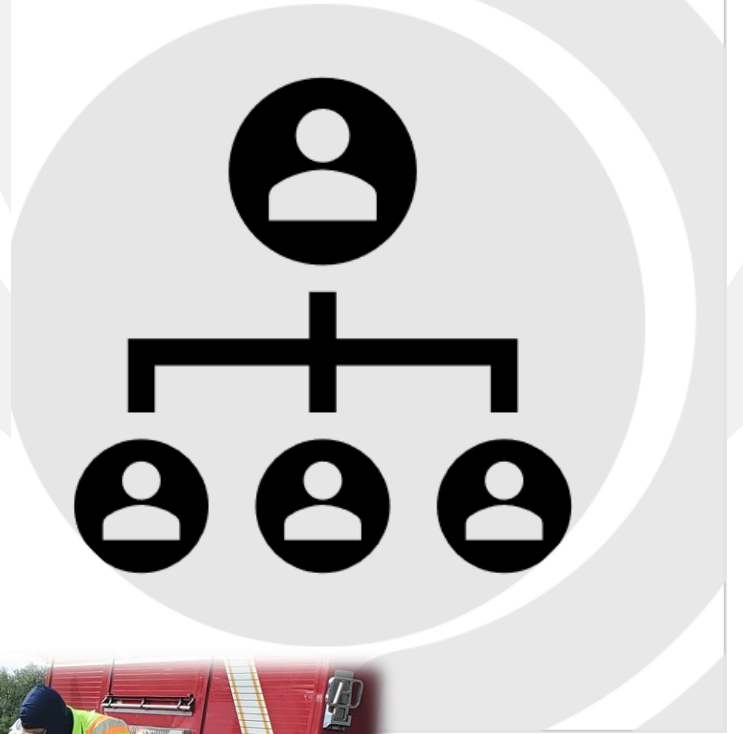
# AT THE SCENE

- If you are the **initial arriving unit**, establish a protective block for scene safety.
- if **you're a subsequent arriving unit** position your emergency vehicle in a way that supports the existing block.
- Wear high visibility safety apparel in accordance with the requirements in the Manual on Uniform Traffic Control Devices (MUTCD).



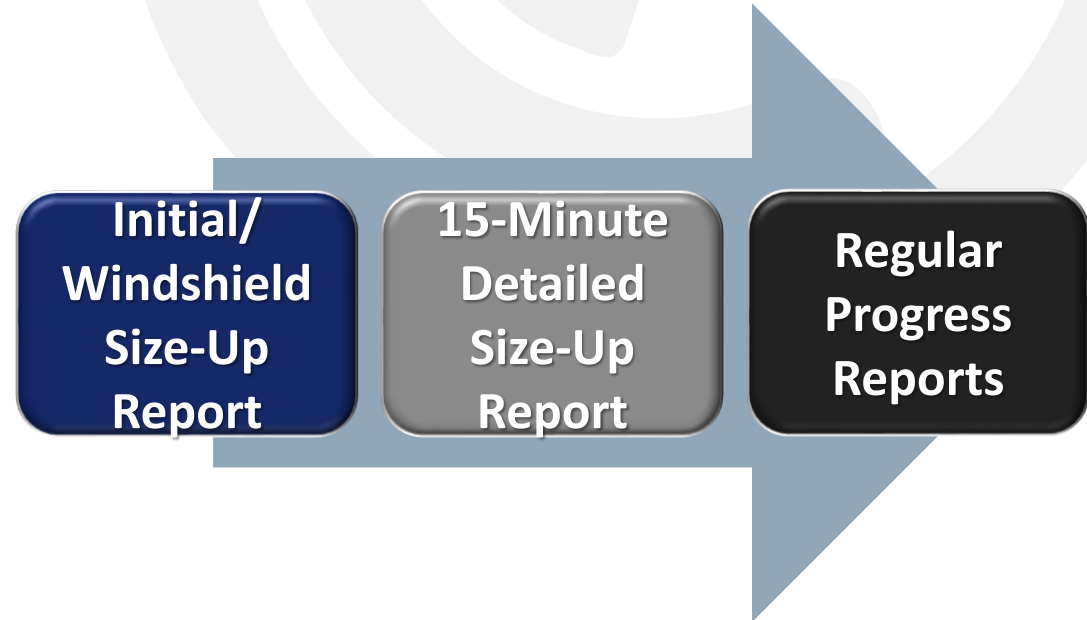
# AT THE SCENE

- Establish incident command
  - Incident command should be established immediately upon arrival in accordance with local SOP's during the life of the incident.
- During the life of the incident command can be transferred, as appropriate, in the chain of command at the scene.



# AT THE SCENE

- A detailed scene size-up should be provided within 15 minutes to include:
  - Unit identification
  - Number and type of vehicles involved
  - Degree of damage
  - Number of lanes closed
  - Hazards or unique safety concerns
  - Establishment of command
- Determine whether to **MOVIE IT** or **WORK IT**.
- Make your initial windshield size-up report
- Additional progress reports should be provided at regular intervals





# AT THE SCENE

- Establish a traffic incident management area

