# Blocking Procedures at Roadway Incidents

## Knowledge Check

**1. When the police cruiser arrives, where should it park to create a safe work zone?**

- Linear position
- **Blocking position**

## Knowledge Check

**1. There are two common vehicle positioning strategies used at highway incident scenes. The positioning when a responder vehicle is placed on an angle across one or more lanes of traffic is known as?**

- A. Linear positioning
- B. **Block positioning**
- C. Shoulder taper
- D. Echelon parking

**2. Linear positioning of a responder vehicle involves positioning the response vehicle**

- A. directly upstream of vehicles involved in the incident and in the lane beside the crash-damaged vehicles involved in the incident.
- **B. directly upstream of vehicles involved in the incident and within the same lane as the crash-damaged vehicles involved in the incident.**
- C. on the shoulder of the highway so as to not obstruct traffic passing the scene
- D. within any open and unobstructed travel lane

**3. A common example where linear positioning could be used would be at the scene of:**

- A. A vehicle fire
- B. A motor vehicle crash with people trapped
- C. A hazardous material leak or spill
- D. **A disabled vehicle parked on the shoulder**

**4. An example where Lane + 1 block positioning typically could be used would be at the scene of:**

- A. A traffic stop for a driving violation
- **B. A medical emergency where the injured party is in a vehicle**
- C. A staged tow truck waiting for an assignment
- D. All of the above

**5. The use of blocking vehicles is an important way to reduce the risk of a secondary incident by providing clear, concise direction to motorists, improving traffic flow around the incident, reducing congestion, and**

- A. notifying police officers that an incident has occurred
- B. protecting response personnel
- **C. providing additional advance warning to approaching traffic**
- D. obstructing a lane of traffic

# Skills Challenge

**1. The decision process for choosing linear positioning or a blocking position begins upon your arrival, as your vehicle is approaching the incident scene, and;**

- **as you are conducting a windshield size-up**
- once the vehicle is stopped
- during receipt of your initial dispatch information
- when a second responder vehicle arrives at the incident scene

**2. The Block positioning strategy provides for responder safety by :**

- Placing more emergency vehicles at the scene
- Providing for more personnel at the scene
- Putting more emergency lights at the scene
- **Creating a physical barrier between approaching traffic and responders**

**3. Three factors that help determine whether to park in a linear or lane 1 block position are;**

- Time of day, condition of shoulder, type of lines on the roadway
- Number of vehicles involved, age of vehicles involved and color of vehicles
- **Speed of traffic, volume of traffic, location of vehicles involved in incident**
- Type of first arriving emergency vehicle, type of street lights and posted speed limit

**4. When using linear positioning at an incident, it is important that:**

- **Sufficient space remain between the emergency vehicle and a crash-damaged vehicle**
- The emergency vehicles' headlights remain on
- The emergency vehicles' parking brake is set
- The front wheels pointed straight ahead

**5. When emergency vehicles park in a linear manner with a "slight block" that means that :**

- Extra lanes are blocked
- The emergency vehicle is a car instead of a larger truck
- There is minimal space between the blocking vehicle and the first incident vehicle
- **The emergency vehicle is parked on a slight angle that does not close any additional lanes**

**6. When using block positioning, the shoulder of a roadway is:**

- Not really important
- **Counted as a lane**
- Only considered if the speed limit is above 45mph
- Where the police cars should park

**7. Block positioning typically is accomplished with;**

- larger emergency vehicles during rush hour, high volume traffic times
- police patrol vehicles during traffic stops
- **larger emergency vehicles such as fire apparatus**
- tow trucks servicing a disable vehicle on high-speed, limited access roads

**8. The main reason for using block positioning at an incident is to:**

- Protect the victims of the original incident
- Protect the emergency responders
- Create a shadow or safe work area for the emergency personnel
- **All of the above**

**9. Blocking vehicles are parked on an angle:**

- **So approaching drivers can see that the blocking vehicle is stopped and parked**
- So approaching drivers can see what type of emergency is there
- So approaching drivers can see more emergency lights
- So emergency vehicles can leave the scene quickly

**10. Ideally, when using a block position, emergency vehicles should park :**

- At a block left angle
- At a block right angle
- Facing toward oncoming traffic
- **Physically in the direction you want motorists to merge from one lane to another**

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**11. The NFPA Standard that requires fire departments to establish SOPs regarding emergency operations for traffic incidents, place apparatus and warning devices, and park apparatus in a blocking position is;***

- NFPA 1901
- NFPA 1001
- **NFPA 1500**
- NFPA 1091

**12. The rule of thumb when using block positioning is "Lane + 1," with the shoulder counting as a lane. The purpose of taking that additional lane or lanes includes:***

- obstructing traffic to create a backup that will slow approaching traffic
- **creating an adequate buffer space between those who are "feet on the street" and the moving traffic**
- allowing tow operators to hook up to the front of any damaged vehicle
- allowing the driver and passenger to both exit the responder vehicle without stepping into an open lane of moving traffic

**13. Linear blocking positioning is appropriate when;***

- oncoming traffic is heavy and required to maintain highway speeds
- **oncoming traffic is minimal and traffic speed is low**
- visibility is poor
- traffic is completely stopped and not flowing past the incident

**14. In the case of an ambulance that is the initial arriving unit and therefore the initial blocking vehicle, patient care may take place, however;***

- patients should not be loaded until another response vehicle has assumed a blocking position downstream of the ambulance
- patients must be able to physically walk to the ambulance on their own
- police officials must be on-scene to assist with the process
- **patients should not be loaded until another response vehicle has assumed a blocking position upstream of the ambulance**

**15. For high speed, multi-lane divided highway traffic incident responses, many jurisdictions dispatch a second fire apparatus, typically a fire department pumper, ladder truck or tanker because of their size and weight. This second apparatus typically positions in a block to the left or block to the right approximately _____ upstream of the units working at the incident scene in most situations.***

- 50 feet
- **100 feet**
- 200 feet
- 300 feet

**16. Where should emergency vehicles functioning as blocking vehicles be parked?***

- In the Advance Warning Area
- At the beginning of the Incident Space
- Anywhere within the TIMA
- **In the Buffer**

**17. Once the blocking vehicle is parked, the wheels must be set to their 'critical wheel angle' so that, if struck from the rear, the responder vehicle is not pushed into the work area. This is best achieved by:***

- turning the steering wheel all the way to the left towards moving traffic.
- turning the steering wheel all the way to the right towards an open lane of traffic.
- turning the steering wheel so the front tires of the blocking vehicle point straight ahead.
- **turning the steering wheel to point the vehicle away from the protected activity area.**

**18. When operating at the scene around a blocking vehicle, it is important to recognize that the blocking position creates a specific spot where there is very little room to walk and where the approaching traffic comes close to the blocking vehicle. This area is known as the;***

- downstream area
- **zero buffer**
- shadow area
- responder area