



Emergency Plan 2015

Blackhawk Valley Region, SCCA

Purpose: This plan is to define who to call and when during an emergency. This plan also specifies rolls of workers during an emergency situation to avoid panic. And this plan establishes control of the track and the emergency site to prevent delay in the care and transport of the injured.

Emergency Situations: An emergency situation shall be any situation or incident that there is either a reasonable potential for injury, there is a need to transport a patient using an outside service, or an out of control fire.

Weather: An emergency situation for weather is when there is a severe weather warning issued by the National Weather Service for the area of the track or there is witnessed severe weather occurring at the track. (See page 7 for procedures for weather incidents)

During Racing Hours:

Racing hours are defined for Emergency Services as a 30 minutes prior to first session on track to 45 minutes after last checkered flag for that day.

Racing Incidents: If a race vehicle makes significant contact with a stationary object, another race vehicle, or rolls over and does not continue; if a race vehicle(s) leave the confines of the race area (ex: over a wall); if the vehicle or surrounding area is on fire; or any other situation where there is a potential for injury.

- 1) The corner station shall declare an emergency (ex: Calling mayday, alert, etc.) and describe the location of the incident and the situation.
- 2) Our organization within one (1) minute of the emergency being declared shall dispatch at least one safety vehicle to evaluate the potential injured.
- 3) Any driver involved in a situation that required the declaration of an emergency shall at least be evaluated by medical personnel at the track.

Paddock Incidents: When an emergency situation is discovered in the paddock a worker (if not equipped with radio) shall find another worker with a radio and do the following:

- 1) Contact race control on a designated radio channel (see page 10 for channels) declare an emergency (ex: calling mayday, alert, etc.), describe the location of the incident and the situation.
- 2) Our organization within one (1) minute of the emergency being declared shall dispatch at least one safety vehicle to evaluate the situation.

Structure Fires: A structure fire is a fire that is in or under a structure larger than a car. This includes car trailers, campers, large awnings, and buildings located on the track property. When a structure fire is discovered a worker (if not equipped with radio shall find another worker with a radio) and do the following:

- 1) Contact race control on a designated radio channel (see page 10 for channels) declare an emergency (ex: calling mayday, alert, etc.), describe the location of the incident and the situation.
- 2) Our organization within one (1) minute of the emergency being declared shall dispatch at least one safety vehicle to evaluate the situation.
- 3) 9-1-1 shall be called to have Rockton Fire Department respond to the fire. This will activate the Level IV incident response plan in this emergency plan.
- 4) Reminder SCCA Emergency Services is neither equipped nor trained to do any kind of interior attack or overhaul of a structure fire. The responding safety crew shall isolate the area and protect exposures if safe to do so until fire department personnel arrive on the scene.

Outside of Racing Hours

Outside of racing hours is defined as any time that is outside of 30 minutes before first session on track to 45 minutes after last checkered flag for that day.

When an emergency situation is discovered a person discovering the emergency shall do the following:

- 1) Call 9-1-1 give the location of the incident (the more detail the better) and describe what is occurring.
- 2) The person calling 9-1-1 shall stay at the scene of the emergency until the outside agency arrives on scene. If there is another bystander available. Have that person attempt to notify Emergency Service personnel. Emergency Service personnel if able shall respond and provide first response until proper outside agencies arrive on the scene. (Emergency Service personnel are generally located in the paddock by 6A after racing hours.)
- 3) An attempt shall also be made to obtain any of the injured names, member numbers, and injuries if possible. The incident and information gathered shall be reported to the Chief Steward as soon as possible.

Level of Incident Response

Any Level: During any level of incident response the following actions should be taken:

Paddock Personnel: Should secure the Medical Center, establish crowd control and assist Track Security in maintaining open roads for Emergency Vehicles.

Grid & Pit Personnel: Should continue to control the Pit Lane and keep the Pit Entrance and Exit open for Emergency Vehicles. Grid personnel should also keep the main roadway clear of traffic.

Timing & Scoring Personnel: Should remain at their stations as a resource personnel pool until otherwise instructed by the Chief Steward.

Communications Personnel: Should remain at their stations until instructed otherwise by the Chief Steward. All Track Radios and/or Phones must be manned at all times and kept clear of unnecessary traffic.

Safety Stewards: Are charged with gathering all information from corner captains, witnesses and race staff, including names and addresses, Etc.

Race Physician: (if available) Shall be able to be reached on the Emergency Network.

Emergency Services: All vehicles shall be at a stand ready state with engines running and personnel seated on the vehicles.

Level I Incident: A Level I incident shall be a one truck and possibly an ambulance response to an incident. There may or may not be stoppage of the session for the incident. In addition to the above the following actions should be taken:

Corner Personnel: At the incident shall provide emergency aid as needed until the arrival of emergency services and then assist emergency services with processing the incident. All corner personnel shall maintain their accesses from the paddock to restrict access of the track by non official personnel (ex: crew, spectators, etc). This restriction of access shall be maintained throughout the entire incident.

Emergency Services: Upon arrival at the incident the truck captain shall establish incident command. They shall direct all operations at the scene in conjunction with the medical personnel on scene and the chief steward.

Medical Personnel: Upon arrival on the scene shall take over patient care and be responsible for directing all patient movements and treatments. They shall communicate with the incident commander the best options for treating and moving the patient.

Course Marshals: Shall be standing by to assist with the clean up and movement of debris and/ or cars.

Chief Steward & the Assistant Stewards: Will direct all overall operations in conjunction with the incident command (Doctor, Paramedic, EMT, E. S. Captain, or E. S. Chief) so that no new lines of authority need to be established.

Level II Incident: A Level II incident shall be an incident where more than one truck and/or more than one ambulance is needed to respond to an incident. There most likely will be stoppage of the session for the incident. In addition to the above the following actions should be taken:

Corner Personnel: At the incident shall provide emergency aid as needed until the arrival of emergency services and then assist emergency services with processing the incident. All corner personnel shall maintain their accesses from the paddock to restrict access of the track by non official personnel (ex, crew, spectators, etc). This restriction of access shall be maintained throughout the entire incident.

Emergency Services: Upon arrival at the incident the truck captain shall establish incident command. They shall direct all operations at the scene in conjunction with the medical personnel on scene and the chief steward. Incident command maybe transferred to another truck captain or an Emergency Services Chief if the initial incident commander decides to transfer. This transfer shall be announced over the radio.

Medical Personnel: Upon arrival on the scene shall take over patient care and be responsible for directing all patient movements and treatments. They shall communicate with the incident commander the best options for treating and moving the patient.

Course Marshals: Shall send at least one course marshal to the Rear Exit by Corner 5 to keep it open and maintain restricted access to the track by non official personnel (ex: crew, spectators, etc). Other course marshals shall be standing by to assist with the clean up and movement of debris and/ or cars.

Tech Personnel: Shall send personnel to take over in securing the Rear Exit by Corner 5 to keep it open and maintain restricted access to the track by non official personnel (ex: crew, spectators, etc). All other tech personnel should support Paddock Personnel by keeping roads open to the Medical Center.

Chief Steward & the Assistant Stewards: Will direct all overall operations in conjunction with the incident command (Doctor, Paramedic, EMT, E. S. Captain, or E. S. Chief) so that no new lines of authority need to be established.

Level III Incident: A Level III incident shall be an incident where all available safety trucks and/or all available ambulances are needed to respond to an incident(s). The session shall be stopped per the GCR until the depleted resource becomes available. In addition to the above the following actions should be taken:

Corner Personnel: At the incident shall provide emergency aid as needed until the arrival of emergency services and then assist emergency services with processing the incident. All corner personnel shall maintain their accesses from the paddock to restrict access of the track by non official personnel (ex: crew, spectators, etc). This restriction of access shall be maintained throughout the entire incident.

Emergency Services: Upon arrival at the incident the truck captain shall establish incident command. They shall direct all operations at the scene in conjunction with the medical personnel on scene and the chief steward. Incident command maybe transferred to another truck captain or an Emergency Services Chief if the initial incident commander decides to transfer. This transfer shall be announced over the radio.

Medical Personnel: Upon arrival on the scene shall take over patient care and be responsible for directing all patient movements and treatments. They shall communicate with the incident commander the best options for treating and moving the patient.

Course Marshals: Shall send at least one course marshal to the Rear Exit by Corner 5 to keep it open and maintain restricted access to the track by non official personnel (ex: crew, spectators, etc). Other course marshals shall be standing by to assist with the clean up and movement of debris and/ or cars.

Tech Personnel: Shall send personnel to take over in securing the Rear Exit by Corner 5 to keep it open and maintain restricted access to the track by non official personnel (ex: crew, spectators, etc). All other tech personnel should support Paddock Personnel by keeping roads open to the Medical Center.

Chief Steward & the Assistant Stewards: Will direct all overall operations in conjunction with the incident command (Doctor, Paramedic, EMT, E. S. Captain, or E. S. Chief) so that no new lines of authority need to be established.

Level IV Incident: A Level IV incident shall be an incident where an outside agency is called in for assistance (ex: to transport a patient(s), assist in extrication, assist in fire extinguishment, etc). There will be stoppage of the session for the incident. In addition to the above the following actions should be taken:

Corner Personnel: At the incident shall provide emergency aid as needed until the arrival of emergency services and then assist emergency services with processing the incident. All corner personnel shall maintain their accesses from the paddock to restrict access of the track by non emergency services personnel (ex: crew, spectators, etc). This restriction of access shall be maintained throughout the entire incident.

Emergency Services: Upon arrival at the incident the truck captain shall establish incident command. They shall direct all operations at the scene in conjunction with the medical personnel on scene and the chief steward. Incident command shall be transferred the Emergency Services Chief (or their designee). This transfer shall be announced over the radio. The incident commander shall try to establish unified command with the Authority Having Jurisdiction (AHJ) to help maintain a seamless transition of care and actions being taken at the incident.

Medical Personnel: Upon arrival on the scene shall take over patient care and be responsible for directing all patient movements and treatments. They shall communicate with the incident commander the best options for treating and moving the patient.

Course Marshals: Shall send at least one course marshal to the Rear Exit by Corner 5 to keep it open and maintain restricted access to the track by non emergency services personnel (ex: crew, spectators, etc). Other course marshals shall be standing by to assist with the clean up and movement of debris and/ or cars.

Tech Personnel: Shall send personnel to take over in securing the Rear Exit by Corner 5 to keep it open and maintain restricted access to the track by non emergency services personnel (ex: crew, spectators, etc). All other tech personnel should support Paddock Personnel by keeping roads open to the Medical Center.

Chief Steward & the Assistant Stewards: Will direct all overall operations in conjunction with the incident command (Doctor, Paramedic, EMT, E. S. Captain, or E. S. Chief) so that no new lines of authority need to be established while race vehicles are moving on course.

The following actions shall be taken by the Chief Steward and Assistant Stewards during a Level IV incident:

- 1.) Emergency Services will inform the, Chief Steward that an outside agency is required.
- 2.) Our organization within (3) three minutes of the inbound service/ agency being called will be expected to have displayed a Black Flag All or a Red Flag to all race vehicles on the track and gained control of all traffic on the race course and in the paddock area. At all times thereafter, traffic control will be maintained until the conclusion of the emergency.
- 3.) After control of the race traffic has been obtained the overall operations of the incident shall be under the control of the incident commander and the unified command with the AHJ. If the AHJ does not wish to have a unified command then all operations rest with the AHJ until conclusion of the incident.

Inbound Ground Agency:

- 1.) The in-bound service will be directed at the Main Gate to precede reverse course toward corner 5 unless directed otherwise.
- 2.) The in-bound service will be directed at the Rear Gate by corner 5 toward the Medical Building unless directed otherwise.
- 3.) The in-bound service when exiting the track property will be directed by Emergency Services to leave by way of the safest and fastest route possible.

In-Bound Medical Helicopter Service(s):

- 1.) Emergency Services will contact the air service and set up the designated Landing Zone (LZ) unless an alternative LZ is required. Radio communications with an inbound helicopter for landing shall be conducted on IREACH radio frequency.
- 2.) For reference only: The airstrip near Corner 6 area will be the designated landing zone for all in-bound Medical Helicopters unless otherwise directed.

Conclusion of an incident: Emergency Services will inform the Chief Steward of the conclusion of the incident and will make all efforts to be clear of the track and back on station and/or in service at the earliest possible time to allow the organization to return back to racing activities.

Vehicle Impound

After a car is involved in an incident where injury has occurred to the driver and he/she requires transport to a hospital; the vehicle shall be impounded in an area where it is not visible to the public. If no location is available then the vehicle shall be placed in an isolated area where a tarp shall be placed over the vehicle. The vehicle shall only be released from impound by the Chief Steward after arrangements have been made by the team to take possession of the vehicle.

The designated areas for Blackhawk Farms shall be:

- 1.) Maintenance Shop
- 2.) Hanger
- 3.) Maintenance area driver's left at turn 5.

Weather Incidents

Definition: A weather incident is any weather event that could pose a risk of injury to personnel on the track property.

Preparations: Prior to the start of the day's events and periodically during the day the Chief Steward and the chief of Emergency Services shall check the weather forecast and the Storms Prediction Center to find out the potential for severe weather of the day. The Chief Steward and the Emergency Services Chief should consult each other prior to the start of the event to make sure each other are aware of the current forecasts.

Severe Weather Watch: Upon notification of a severe weather watch being issued for the area of the track the following actions shall be taken.

- 1.) The Chief Steward shall make sure that all specialty chiefs are informed of the type and length of the severe weather watch.
- 2.) The chief of each specialty shall make sure that every member of their responsible specialty is informed of the situation and that they are aware of what actions to take if there is a warning issued.

Severe Weather Warning: Upon notification of a severe weather warning for the track or severe weather occurring at the track the following actions shall be taken:

- 1.) Racing activities shall be halted to give all personnel time to take cover.
- 2.) Announcements over radio channels and over the PA shall be made advising everyone of the situation and to take cover.
- 3.) After the severe weather has passed the Chief Steward shall make sure that there are no incidents or problems that need to be addressed on track or in the paddock before racing activity shall resume.
- 4.) Any severe weather event that requires any emergency declaration. The procedures shall be followed as listed in the prior pages.

Reference: The following attached pages are information about severe weather.

Weather Conditions

Storms Prediction Center Severe Weather Outlook:

What do the outlook probabilities mean?

For the day-1 outlook graphics, the percentage lines enclose the chance that the given type of severe weather (tornado, hail or damaging thunderstorm wind) will happen within roughly a 25 mile radius of any given point inside that line. For Day-2 and Day-3, the probabilities cover *all* severe storm hazards together. Categorical (SLGT, MDT, HIGH) labels are tied *directly* to the probability numbers as defined in [this table for Day-1](#), in [this table for Day-2](#) and [this one for Day-3](#) outlooks.

Day 1 Probability to Categorical Outlook Conversion

(SIGNIFICANT SEVERE area needed where denoted by hatching - otherwise default to next lower category)

| Outlook Probability | TORN | WIND | HAIL |
|---------------------|----------|----------|----------|
| 2% | SEE TEXT | NOT USED | NOT USED |
| 5% | SLGT | SEE TEXT | SEE TEXT |
| 10% | SLGT | NOT USED | NOT USED |
| 15% | MDT | SLGT | SLGT |
| 30% | HIGH | SLGT | SLGT |
| 45% | HIGH | MDT | MDT |
| 60% | HIGH | HIGH | MDT |

Day 2 Probability to Categorical Outlook Conversion

(SIGNIFICANT SEVERE area needed where denoted by hatching - otherwise default to next lower category)

| Outlook Probability | Combined TORN, WIND, and HAIL |
|---------------------|-------------------------------|
| 5% | SEE TEXT |
| 15% | SLGT |
| 30% | SLGT |
| 45% | MDT |
| 60% | HIGH |

Day 3 Probability to Categorical Outlook Conversion

(SIGNIFICANT SEVERE area needed where denoted by hatching - otherwise default to next lower category)

| Outlook Probability | Combined TORN, WIND, and HAIL |
|---------------------|-------------------------------|
| 5% | SEE TEXT |
| 15% | SLGT |
| 30% | SLGT |
| 45% | MDT |

Why do the probability values on the outlooks seem so low?

The probability values represent the chance of severe weather within about 25 miles of a point, which is about the size of a major metropolitan area. Though severe storms tend to receive a large amount of media coverage, severe weather is uncommon at any one location. Your chance of getting a tornado on any random day are very small, climatologically speaking. Put in that context, even a 10% chance of a tornado within 25 miles of a point means a *much* bigger threat than usual, and should be taken seriously. Think of how often tornadoes normally happen close to you on any given day, and those small-looking probabilities start to seem large by comparison!

Severe Weather Outlooks can be found at: www.spc.noaa.gov

Weather Watches and Warnings:

Severe Thunderstorm Watch

This is issued by the National Weather Service when conditions are favorable for the development of severe thunderstorms in and close to the watch area. A severe thunderstorm by definition is a thunderstorm that produces 1 inch hail or larger in diameter and/or winds equal or exceed 58 miles an hour. The size of the watch can vary depending on the weather situation. They are usually issued for a duration of 4 to 8 hours. They are normally issued well in advance of the actual occurrence of severe weather. During the watch, people should review severe thunderstorm safety rules and be prepared to move a place of safety if threatening weather approaches.

Tornado Watch

This is issued by the National Weather Service when conditions are favorable for the development of tornadoes in and close to the watch area. Their size can vary depending on the weather situation. They are usually issued for a duration of 4 to 8 hours. They normally are issued well in advance of the actual occurrence of severe weather. During the watch, people should review tornado safety rules and be prepared to move a place of safety if threatening weather approaches.

Severe Thunderstorm Warning

This is issued when either a severe thunderstorm is indicated by the WSR-88D radar or a spotter reports a thunderstorm producing hail 1 inch or larger in diameter and/or winds equal or exceed 58 miles an hour; therefore, people in the affected area should seek safe shelter immediately. Severe thunderstorms can produce tornadoes with little or no advance warning. Lightning frequency is not a criteria for issuing a severe thunderstorm warning. They are usually issued for a duration of one hour. They can be issued without a Severe Thunderstorm Watch being already in effect.

Tornado Warning

This is issued when a tornado is indicated by the WSR-88D radar or sighted by spotters; therefore, people in the affected area should seek safe shelter immediately. They can be issued without a Tornado Watch being already in effect. They are usually issued for a duration of around 30 minutes.

What's the difference between a watch and a warning?

A watch means severe weather is possible during the next few hours, while a warning means that severe weather has been observed, or is expected soon.

Watches and warnings are issued by the local weather office. This information can be found by many sources including TV, radio, weather radio, and the following website: <http://www.crh.noaa.gov/lot/>

Phone Numbers

Fire and Ambulance

Rockton Fire/Rescue/Ambulance (Emergency)..... 911
(Non-Emergency) (815) 624-6010

Helicopters

OSF Life Flight Helicopter (855) 673-3598
(formerly Lifeline Helicopter)

R.E.A.C.T. Helicopter..... (800) 63R-EACT
(637-3228)

Hospitals

OSF St. Anthony Medical Center (Level I Trauma Center) (815) 226-2000

Rockford Memorial (Level I Trauma Center) (815) 971-5000

Swedish American Hospital (Level II Trauma Center) (815) 968-4400

Beloit Memorial Hospital (Emergency)..... (608) 364-5011

Other Numbers

Winnebago County Sheriff (Emergency)..... 911

Winnebago County Sheriff (Non-Emergency) (815) 282-2600

Blackhawk Farms Medical Center (815) 389-3323

Blackhawk Region Critical Incident Stress Management (800) 225-2473

Radio Frequencies

Emergency Network Ch: 8- 463.225

Corner Network..... Ch: 2- 461.150

Steward Network Ch: 3- 461.325

IREACH..... 155.0550 PL=D156

Rockton Fire..... Rockton #1- RX154.8525 TX 153.7475 PL=D315
Rockton #2- RX154.8525 TX 154.8525 PL=D315

MERCI 155.3400

NOAA Weather Radio..... 162.4750

Directions to Hospitals

To OSF St. Anthony Medical Center (5668 E. State St Rockford, IL):

Distance: 22.64 miles 36.44 kilometers — Time: 28 mins

1. Head toward Yale Bridge Rd (CR-48) on Prairie Rd. 0.6 mi/973 m
2. Turn left onto Yale Bridge Rd (CR-48). 1.5 mi/2.4 km
3. Turn left onto S Bluff Rd (CR-45). 0.2 mi/349 m
4. Turn right onto Prairie Hill Rd (CR-76). 1.6 mi/2.5 km
5. Turn right onto Dorr Rd (CR-58). 1.0 mi/1.6 km
6. Turn left onto E Rockton Rd (CR-9). 2.1 mi/3.5 km
7. Turn right and take ramp onto Jane Addams Memorial Tollway (I-39 S, I-90 E) (toll road) toward Tollway/Chicago. 12.5 mi/20.1 km
8. Take the US-20-BR/State St exit onto E State St (US-20-BR) toward Rockford. 3.2 mi/5.1 km
9. Your destination on E State St (US-20-BR) is on the right. The trip takes 22.6 mi/36.4 km and 28 mins.

To Rockford Memorial Hospital (2400 N. Rockton Ave Rockford, IL):

Distance: 16.27 miles 26.18 kilometers — Time: 25 mins

1. Head toward Yale Bridge Rd (CR-48) on Prairie Rd. 0.6 mi/973 m
2. Turn left onto Yale Bridge Rd (CR-48). 1.5 mi/2.4 km
3. Turn left onto S Bluff Rd (CR-45). 0.2 mi/349 m
4. Turn right onto Prairie Hill Rd (CR-76). 0.6 mi/991 m
5. Turn right onto N Blackhawk Blvd (IL-2 S, IL-75 W). 0.4 mi/656 m
6. Continue on IL-2 S. 10.8 mi/17.3 km
7. Turn right onto W Riverside Blvd. 1.0 mi/1.6 km
8. Turn left onto N Rockton Ave. 1.2 mi/1.9 km
9. Your destination on N Rockton Ave is on the right. The trip takes 16.3 mi/26.2 km and 25 mins.

To Swedish American Hospital (1401 E. State St Rockford, IL):

Distance: 20.5 miles 33 kilometers — Time: 31 mins

1. Head toward Yale Bridge Rd (CR-48) on Prairie Rd. 0.6 mi/973 m
2. Turn left onto Yale Bridge Rd (CR-48). 1.5 mi/2.4 km
3. Turn left onto S Bluff Rd (CR-45). 0.2 mi/349 m
4. Turn right onto Prairie Hill Rd (CR-76). 2.6 mi/4.1 km
5. Turn right onto Dearborn Ave (IL-251 S). 2.9 mi/4.7 km
6. Continue on N 2nd St (IL-251 S). 0.6 mi/933 m
7. Continue on N 2nd St (IL-251 S). 1.2 mi/2.0 km
8. Continue on N 2nd St (IL-251 S). 9.9 mi/15.9 km
9. Bear left toward 6Th Street. 0.2 mi/391 m
10. Continue on N 6th St. 0.3 mi/549 m
11. Turn left onto E State St. 0.4 mi/719 m
12. Your destination on E State St (US-20-BR) is on the right. The trip takes 20.5 mi/33.0 km and 31 mins.

Directions to Hospitals (con't)

To Beloit Memorial Hospital (1650 Lee Ln Beloit, WI):

Distance: *7.39 miles* *11.9 kilometers* — Time: *18 mins*

1. Head toward Fischer Rd on Prairie Rd. 0.4 mi/642 m
2. Turn right onto Fischer Rd. 2.0 mi/3.2 km
3. Bear left onto Townline Ave. 0.3 mi/470 m
4. Turn right onto Shirland Ave. 1.1 mi/1.8 km
5. Turn left onto Mill St. 0.2 mi/290 m
6. Turn left onto Broad St (WI-213). 0.6 mi/919 m
7. Turn right onto Portland Ave (WI-81). 2.7 mi/4.3 km
8. Turn right onto Lee Ln. 0.2 mi/303 m
9. Your destination on Lee Ln is on the right. The trip takes 7.4 mi/11.9 km and 18 mins.

