**L32C Interdisciplinary TIM Training Post-Course Assessment Tool**

**Level 2 Questions – Pre-Course**

Note: All questions will be used for the full version (10-hour) pre-course evaluation and questions denoted in red will be used for the 4-hour pre-course evaluation.

1. The three objectives of the National Unified Goal (NUG) for TIM are Responder Safety; Safe, Quick Clearance; and:
   1. Traveler Information
   2. Congestion Mitigation
   3. **Prompt, Reliable, Interoperable Communications**
   4. Incident Command System (ICS)
2. Traffic Incident Management consists of a planned and coordinated multidisciplinary process to detect, respond to, and clear traffic incidents so that:
3. **Traffic flow may be restored as safely and quickly as possible**
4. A unified approach to scene command is utilized
5. Responder safety is minimized
6. It is established which responder is in charge
7. Which of following is not one of the three main types of laws that facilitate and support TIM?
8. **Mutual Aid Laws**
9. Authority Removal Laws
10. Move Over Laws
11. Driver Removal Laws
12. The use of uniform terminology and plain English during traffic incident communications is intended to ensure that all responders and responder disciplines can understand each other and is promoted by which of the following?
13. Federal Communications Commission
14. Responder Safety Act
15. **Incident Command System (ICS)**
16. Uniform Communications Act
17. Verification involves collecting as much information as possible from the individual(s) reporting a traffic incident, but it does not include which of the following?
    1. Exact location
    2. Number of vehicles involved
    3. **Names of persons involved**
    4. Injuries or entrapment
18. Which of the following is not true about an initial/windshield size-up report?
19. It confirms the geographical location of the incident
20. **It should be provided within 15 minutes of arrival at the scene**
21. It should provide a preliminary analysis of the incident
22. It should take into consideration any unique safety situations apparent to responders as they arrive on-scene
23. One of the first decisions that responders make at an incident scene is whether involved vehicles can be relocated. Which of the following terms describes this important assessment and decision?
24. **Move It or Work It**
25. Safe, Quick Clearance
26. Authority Removal
27. Driver Removal
28. Which of the following is not used in the MUTCD definition of safe-positioning to describe the manner in which emergency vehicles should be positioned at traffic incident scenes?
29. Protect the responders performing their duties
30. Protect the road users traveling through the incident scene
31. **Protect and preserve physical evidence at the scene**
32. Minimize, to the extent practical, disruption of the adjacent traffic flow
33. Vehicle positioning that blocks the involved lane(s) plus one additional lane to provide a protected lateral space for safety is the definition of:
34. Enhanced Lane Blocking
35. **Lane +1 Blocking**
36. Added Safety Blocking
37. Fire Safety Blocking
38. Since the use of too many lights at an incident scene can be distracting and can create confusion, the MUTCD recommends:
39. Only fire apparatus on the scene should use their emergency lights
40. **The use of emergency-vehicle lighting be reduced if good traffic control has been established**
41. Responder vehicles should only use amber emergency/four-way flashers
42. LED lights should be used in lieu of rotating or flashing lights
43. The MUTCD states “All workers, including emergency responders, within the right-of-way of a roadway…SHALL wear high-visibility safety apparel…”. Which of the following is not an example of an authorized exemption?
44. EMS directly exposed to flame, fire, or heat
45. Fire personnel directly exposed to hazardous materials
46. **Law enforcement personnel directing traffic**
47. Law enforcement personnel conducting a traffic stop
48. Which of the following is a goal of the Incident Command System (ICS)?
49. Independent incident response from each responder
50. **Achievement of tactical objectives**
51. Accountability for equipment utilized
52. Compliance with the National Incident Management System (NIMS)
53. A location that is established where resources can be placed while awaiting tactical assignment is the definition of:
54. Tactical Queue
55. Holding Area
56. **Staging Area**
57. Traffic Incident Management Area
58. Which of the following is not a situation where sight distances might be limited, requiring additional or enhanced advance warning:
59. **Rural roads**
60. Curves
61. Bridges
62. Hills
63. The area used to redirect drivers out of their normal path or lane of travel at an incident scene is referred to as the:
64. Termination Area
65. Activity Area
66. Lane Shift Area
67. **Transition Area**
68. Which of the following is not true about the Upstream Buffer Space?
69. **It separates the Transition Area from the Termination Area**
70. No vehicles should be positioned within the Upstream Buffer Space
71. It provides a recovery area for errant vehicles
72. Speed of passing traffic and sight distance should be considered when determining the length of the Upstream Buffer Space
73. Which of the following can assist with hazardous materials identification?
74. Labels
75. Placards
76. Bill of lading
77. **All of the above**
78. Evidence that will most likely be lost, destroyed, or compromised once the scene has been cleared is referred to as:
79. Trace evidence
80. Critical evidence
81. **Short-lived evidence**
82. Physical evidence
83. Which of the following is not considered when using the Towing and Recovery Association of America (TRAA) Vehicle Identification Guide?
84. Vehicle class
85. Location
86. **Type of tow truck required**
87. Reason for tow
88. Demobilizing and removing equipment, personnel, and response vehicles at an incident scene is referred to as:
89. **Termination**
90. Completion
91. Recovery
92. Conclusion

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**Level 2 Questions – Post-Course**

Note: All questions will be used for the full version (10-hour) post-course evaluation and questions denoted in red will be used for the 4-hour post-course evaluation.

**Lesson 1: Introduction**

1. Which of the following is not one of the three objectives of the National Unified Goal (NUG) for TIM?
2. Prompt, Reliable, Interoperable Communications
3. **Congestion Mitigation**
4. Safe, Quick Clearance
5. Responder Safety
6. Drunk, drugged, drowsy, or distracted drivers are referred to as:
7. Responder Safety Risks
8. Contributing Causes
9. Incident Safety Impacts
10. **“D” Drivers**
11. Crashes that occur within the incident scene or within the queue or backup, including the opposite direction, resulting from an original incident, are called:
12. Subsequent Harmful Events
13. Tertiary Crashes
14. **Secondary Crashes**
15. Unplanned Events
16. Which of the listed items is not considered part of the definition for Traffic Incident Management?
17. Planned and organized multidisciplinary process
18. Detection and response to incidents
19. Clearing traffic incidents to restore traffic flow
20. **Using Unified Command**

**Lesson 2: TIM Fundamentals and Terminology**

1. Which of the following is not an example of safe, quick clearance?
2. Utilizing all available resources for clearance activities
3. Completing tasks concurrently whenever possible
4. Working with a sense of urgency
5. **Regularly assessing traffic control and keeping all lanes closed until the entire incident is cleared**
6. Nationally, every state has enacted this TIM-related law, which is designed to protect incident responders at roadside:
7. Responder Safety Acts
8. Authority Removal Laws
9. **Move Over Laws**
10. Driver Removal Laws
11. The acronym MUTCD stands for:
12. **Manual on Uniform Traffic Control Devices**
13. Manual on Unified Traffic Control Devices
14. Manual on Uniform Transportation Control Devices
15. Manual on Unified Transportation Control Devices
16. To ensure that all responders and responder disciplines can understand each other at traffic incident scenes, the Incident Command System (ICS) recommends the use of:
17. Radio Ten Codes
18. **Plain English**
19. International Communications Code
20. Uniform Radio Terminology (URT)

**Lesson 3: Notification and Scene Size-Up**

1. Telecommunicators working at public safety communications centers are typically the first to receive notification of an incident and are responsible for:
2. Providing a basic assessment of the situation
3. Dispatching an appropriate response based on their knowledge of available resources
4. Implementing the Incident Command System (ICS) as needed
5. **Both a and b**
6. Collecting as much information as possible from the individual(s) reporting a traffic incident is referred to as:
7. **Verification**
8. Detection
9. Notification
10. Response
11. Transportation Management Centers (TMCs) are typically responsible for:
12. Monitoring traffic conditions using CCTV cameras and roadway detectors
13. Providing real-time traveler information
14. Providing traffic and incident information notification to other traffic management/ communication centers, public safety partners, and the news media
15. **All of the above**
16. Upon first arriving on-scene, an immediate arrival report should be given to the communications center to confirm the geographical location and approach specifics for later-arriving units. What is the name of this arrival report?
17. On-Scene Check-In Report
18. Arriving Unit Status Report
19. **Windshield Size-Up Report**
20. Unit Arrival Confirmation Report

**Lesson 4: Safe Vehicle Positioning**

1. The term Move It or Work It describes what type of decision?
2. **Whether involved vehicles can be relocated**
3. The type of report that will be required
4. If a patient should be placed on a backboard
5. Whether the collision meets reporting thresholds
6. The practice of positioning emergency vehicles to protect responders performing their duties, protect road users traveling through the incident scene, and minimize disruption of the adjacent traffic flow is referred to as:
7. Safe-Blocking
8. Safe, Quick Clearance
9. **Safe-Positioning**
10. Linear Blocking
11. The purpose of Lane +1 blocking is to:
12. Keep as many lanes closed as possible
13. **Provide a protected incident space**
14. Direct motorists out of their travel lane
15. Protect upstream responders
16. Turning an emergency vehicle’s front wheels so that they are not facing the incident space is a recommended practice referred to as:
17. Safe Parking
18. **Critical Wheel Angle**
19. Critical Wheel Alignment
20. Roll Forward Awareness
21. The area of danger at the point between the blocking vehicle and moving traffic is commonly referred to as the:
22. **Zero Buffer**
23. Blocking Area
24. Danger Zone
25. Unprotected Area

**Lesson 5: Scene Safety**

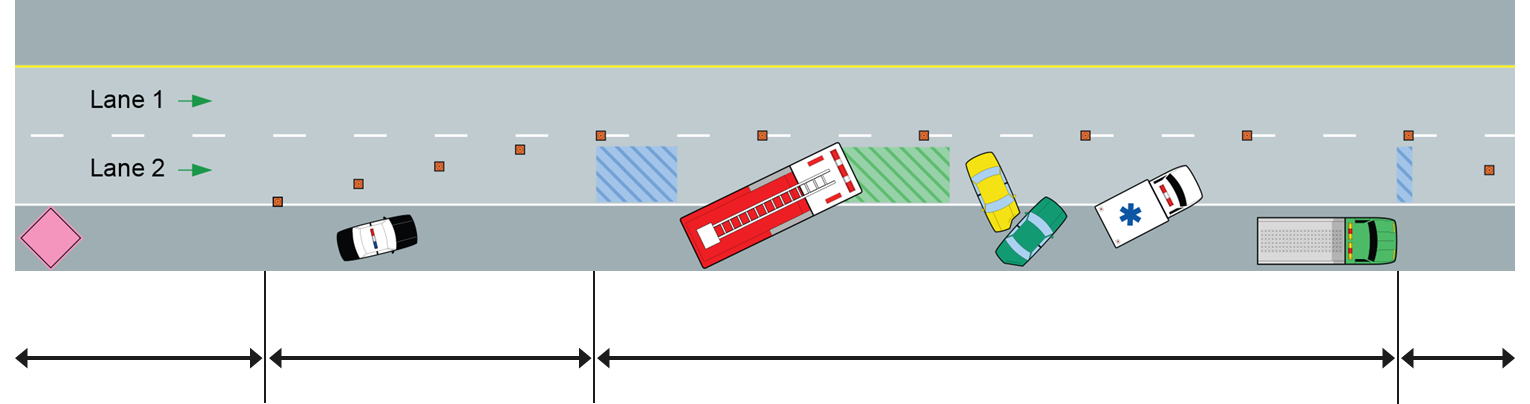
1. For which of the following responder vehicle types is there a national/industry requirement for conspicuity markings on the rear of the vehicle?
2. Marked Law Enforcement vehicles
3. Freeway Safety Service Patrol vehicles
4. **Ambulances**
5. State Dept of Transportation vehicles
6. The MUTCD recommends the use of emergency-vehicle lighting be reduced once good traffic control has been established because:
7. Different colors and flash patterns of emergency vehicle lighting are a health concern
8. Emergency vehicle lighting systems unnecessarily stress vehicle charging systems
9. Scene lighting is more important than emergency lighting
10. **Use of too many lights at an incident scene can be distracting and can create confusion**
11. The MUTCD states “All workers, including emergency responders, within the right-of-way of a roadway…SHALL wear high-visibility safety apparel…”. Which of the following is not an authorized exemption for fire personnel?
12. Direct exposure to fire
13. Direct exposure to flame
14. Direct exposure to heat
15. **Direct exposure to blood-borne pathogens**
16. The MUTCD states “All workers, including emergency responders, within the right-of-way of a roadway…SHALL wear high-visibility safety apparel…”. Which of the following is an authorized exemption for law enforcement personnel?
17. Directing traffic at an incident scene
18. Assisting a disabled motorist
19. **Conducting traffic stops**
20. Investigating a crash off the roadway

**Lesson 6: Command Responsibilities**

1. The goals of the Incident Command System (ICS) do not include:
2. Safety of responders and others
3. Efficient use of resources
4. **Independent incident response from each responder**
5. Achievement of tactical objectives
6. The NIMS requirement that ICS be used at traffic incident scenes is emphasized in the MUTCD and it applies to which type of traffic incidents?
7. Minor incidents
8. Intermediate and Major incidents
9. Only incidents lasting more than 24 hours
10. **All traffic incidents scenes**
11. A Battalion Chief, a County Sheriff, a DOT Supervisor, and a State Trooper are working together to coordinate a major duration incident. Under ICS they are collectively referred to as:
12. Unified Command Post
13. **Unified Command**
14. Incident Directors
15. Single Command
16. A Staging Area is a location that is established to:
17. Conduct primary tactical-level incident command functions
18. Create incident action plans
19. **Place resources while awaiting tactical assignment**
20. Prepare command staff for operations

**Lesson 7: Traffic Management**

1. Label the four components of a Traffic Incident Management Area on the graphic below.
2. Termination Area
3. Advance Warning Area
4. Activity Area
5. Transition Area



**C**

**B**

**D**

**A**

1. Which of the following is not an adverse weather condition that would necessitate additional or enhanced advance warning?
2. Rain
3. Fog
4. Snow
5. **Cold**
6. Which of the following are not used in the Transition Area to redirect drivers out of their normal path or lane of travel at incident scenes?
7. **Advanced Warning Signs**
8. Tapers
9. Cones
10. Flares
11. Which of the following is not a recommended alternative for placing cones?
12. Placed every 10 paces
13. Placed no further apart in feet than the posted speed limit
14. **Placed every 100 feet on freeways**
15. Placed at every skip line
16. The space that covers the distance between the Transition Area and the Incident Space is a recovery area for errant vehicles and is referred to as the:
17. **Upstream Buffer Space**
18. Transition Buffer Space
19. Recovery Buffer Space
20. Latitudinal Buffer Space

**Lesson 8: Special Circumstances**

1. Which of the following are sound TIM guidance for dealing with vehicle fires?
2. The area in front of and behind a burning vehicle are danger zones for projectiles
3. Non-firefighting responders should remain clear of all sides of a burning vehicle
4. Smoke created by a vehicle fire and steam created by extinguishing may necessitate closing additional lanes for a short time
5. **All of the above**
6. Which of the following cannot assist with hazardous materials identification?
7. Placards
8. Labels
9. **Container codes**
10. Shipping papers or bill of lading
11. Put the following response steps for a spill that has been identified as a vehicle fluid that does not meet reportable quantity thresholds in chronological order (1-5).

\_**3**\_ Apply available absorbents

\_**1**\_ Stop leaking material at the source

\_**5**\_ Gradually restore traffic flow

\_**2**\_ Contain and limit the spill from spreading

\_**4**\_ Remove material from travel lanes

1. Which of the following would not be a type of “short-lived” evidence?
2. Tire marks
3. Fluid trails
4. Gouges, scrapes, paint transfer
5. **A vehicle mirror**
6. Which of the following enhance safe, quick clearance?
7. Each responder discipline performs their duties after others finish and authorize action
8. **Response activities should occur concurrently whenever possible**
9. Fire personnel should completely finish activities before investigation begins
10. Towing and recovery should only be called after all other activities are concluded to avoid unnecessary wait time and charges

**Lesson 9: Clearance and Termination**

1. Which of the following quick clearance decisions is incorrect?
2. If the vehicle is still functional, have the motorist move it out of the roadway onto the shoulder, if possible
3. If the vehicle is not functional, an appropriate-sized tow truck must be called
4. If the disabled vehicle is commercial and has spilled cargo, it must be determined if the cargo is hazardous before initiating clearance
5. **If authority removal legislation is in place, vehicles and/or spilled cargo should not be moved out of travel lanes**
6. Which of the following support the use of push bumpers on responder vehicles?
7. Authority removal laws in many states hold harmless if damage results
8. The cost of occasional minor vehicle damage that results is far outweighed by more serious secondary crashes involving responder vehicles and responders in active travel lanes
9. Responders are at risk when push bumpers are not used and they must work near moving traffic
10. **All of the above**
11. The Towing and Recovery Association of America (TRAA) Vehicle Identification Guide is intended to provide guidance on:
12. **What information to gather and relay to correctly dispatch towing and recovery units**
13. How to respond to hazmat incidents
14. How to contact local towing and recovery professionals
15. The proper response techniques for hybrid vehicles
16. Which of the following provides an opportunity for other responders to better understand the capabilities of their towing and recovery partners?
17. Towing contracts and rotation lists
18. The MUTCD
19. The FHWA TIM Handbook
20. **Joint training**
21. Which of the following would not be included on a termination checklist used by responders to safely terminate a traffic incident scene?
22. Let other responders know when you’re leaving
23. **Leave the scene to allow towers to finish their task**
24. Make sure all personnel are accounted for
25. Check with the Incident Commander prior to leaving