

L32C Interdisciplinary TIM Training Post-Course Assessment Tool 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?
 - a. Prompt, Reliable, Interoperable Communications
 - b. Congestion Mitigation**
 - c. Safe, Quick Clearance
 - d. Responder Safety

2. Drunk, drugged, drowsy, or distracted drivers are referred to as:
 - a. Responder Safety Risks
 - b. Contributing Causes
 - c. Incident Safety Impacts
 - d. "D" Drivers**

3. Crashes that occur within the incident scene or within the queue or backup, including the opposite direction, resulting from an original incident, are called:
 - a. Subsequent Harmful Events
 - b. Tertiary Crashes
 - c. Secondary Crashes**
 - d. Unplanned Events

4. Which of the listed items is not considered part of the definition for Traffic Incident Management?
 - a. Planned and organized multidisciplinary process
 - b. Detection and response to incidents
 - c. Clearing traffic incidents to restore traffic flow
 - d. Minimizing responder and motorist safety**

Lesson 2: TIM Fundamentals and Terminology

5. Which of the following is not an example of safe, quick clearance?
 - a. Utilizing all available resources for clearance activities
 - b. Completing tasks concurrently whenever possible
 - c. Working with a sense of urgency

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d. 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:

- a. Responder Safety Acts
- b. Authority Removal Laws
- c. Move Over Laws**
- d. Driver Removal Laws

7. The acronym MUTCD stands for:

- a. Manual on Uniform Traffic Control Devices**
- b. Manual on Unified Traffic Control Devices
- c. Manual on Uniform Transportation Control Devices
- d. Manual on Unified Transportation Control Devices

8. 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:

- a. Radio Ten Codes
- b. Plain English**
- c. International Communications Code
- d. Uniform Radio Terminology (URT)

Lesson 3: Notification and Scene Size-Up

9. Telecommunicators working at public safety communications centers are typically the first to receive notification of an incident and are responsible for:

- a. Providing a basic assessment of the situation
- b. Dispatching an appropriate response based on their knowledge of available resources
- c. Implementing the Incident Command System (ICS) as needed
- d. Both a and b**

10. Collecting as much information as possible from the individual(s) reporting a traffic incident is referred to as:

- a. Verification**
- b. Escalation
- c. Notification
- d. Response

11. Transportation Management Centers (TMCs) are typically responsible for:

- a. Monitoring traffic conditions using CCTV cameras and roadway detectors
- b. Providing real-time traveler information
- c. Providing traffic and incident information notification to other traffic management/communication centers, public safety partners, and the news media

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d. All of the above

12. 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?

- a. On-Scene Check-In Report
- b. Arriving Unit Status Report
- c. Windshield Size-Up Report**
- d. Unit Arrival Confirmation Report

Lesson 4: Safe Vehicle Positioning

13. The term Move It or Work It describes what type of decision?

- a. Whether involved vehicles can be relocated**
- b. The type of report that will be required
- c. If a patient should be placed on a backboard
- d. Whether the collision meets reporting thresholds

14. 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:

- a. Shadowing
- b. Safe, Quick Clearance
- c. Safe-Positioning**
- d. Longitudinal Buffer

15. The purpose of Lane +1 blocking is to:

- a. Keep as many lanes closed as possible
- b. Provide a protected incident space**
- c. Direct motorists out of their travel lane
- d. 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:

- a. Safe Parking
- b. Critical Wheel Angle**
- c. Wheel Alignment
- d. Roll Forward Awareness

17. The area of danger at the point between the blocking vehicle and moving traffic is commonly referred to as the:

- a. Zero Buffer**

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- b. Blocking Area
- c. Danger Zone
- d. Unprotected Area

Lesson 5: Scene Safety

18. For which of the following responder vehicle types is there a national/industry requirement for conspicuity markings on the rear of the vehicle?

- a. Marked Law Enforcement vehicles
- b. Freeway Safety Service Patrol vehicles
- c. Ambulances**
- d. State Dept of Transportation vehicles

19. The MUTCD recommends the use of emergency-vehicle lighting be reduced once good traffic control has been established because:

- a. Different colors and flash patterns of emergency vehicle lighting are a health concern
- b. Emergency vehicle lighting systems unnecessarily stress vehicle charging systems
- c. Scene lighting is more important than emergency lighting
- d. Use of too many lights at an incident scene can be distracting and can create confusion**

20. 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?

- a. Direct exposure to fire
- b. Direct exposure to flame
- c. Direct exposure to heat
- d. Direct exposure to blood-borne pathogens**

21. 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?

- a. Directing traffic at an incident scene
- b. Assisting a disabled motorist
- c. Conducting traffic stops**
- d. Investigating a crash off the roadway

Lesson 6: Command Responsibilities

22. The goals of the Incident Command System (ICS) do not include:

- a. Safety of responders and others
- b. Efficient use of resources
- c. Independent incident response from each responder**

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d. Achievement of tactical objectives

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23. 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?

- a. Minor incidents
- b. Intermediate and Major incidents
- c. Only incidents lasting more than 24 hours
- d. All traffic incidents scenes**

24. 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:

- a. Unified Command Post
- b. Unified Command**
- c. Incident Directors
- d. Single Command

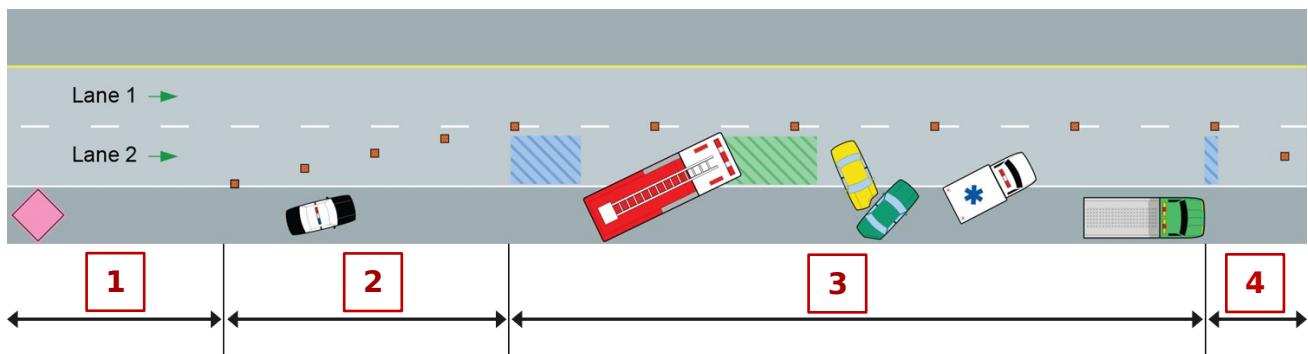
25. A Staging Area is a location that is established to:

- a. Conduct primary tactical-level incident command functions
- b. Create incident action plans
- c. Place resources while awaiting tactical assignment**
- d. Prepare command staff for operations

Lesson 7: Traffic Management

26. Select the correct labeling for the four components of a Traffic Incident Management Area as depicted in the graphic below.

- a. 1: Termination Area, 2: Advance Warning Area, 3: Activity Area, 4: Transition Area
- b. 1: Advance Warning Area, 2: Buffer Area, 3: Transition Area, 4: Termination Area
- c. 1: Advance Warning Area, 2: Transition Area, 3: Activity Area, 4: Termination Area**
- d. 1: Buffer Area, 2: Transition Area, 3: Activity Area, 4: Termination Area



27. Which of the following is not an adverse weather condition that would necessitate additional or enhanced advance warning?

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- a. Rain
- b. Fog
- c. Snow
- d. Cold**

28. 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?

- a. Advanced Warning Signs**
- b. Tapers
- c. Cones
- d. Flares

29. Which of the following is not a recommended alternative for placing cones?

- a. Placed every 10 paces
- b. Placed no further apart in feet than the posted speed limit
- c. Placed every 100 feet on freeways**
- d. Placed at every skip line

30. 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:

- a. Upstream (Longitudinal) Buffer Space**
- b. Transition Buffer Space
- c. Recovery Buffer Space
- d. Latitudinal Buffer Space

Lesson 8: Special Circumstances

31. Which of the following are sound TIM guidance for dealing with vehicle fires?

- a. The area in front of and behind a burning vehicle are danger zones for projectiles
- b. Non-firefighting responders should remain clear of all sides of a burning vehicle
- c. Smoke created by a vehicle fire and steam created by extinguishing may necessitate closing additional lanes for a short time
- d. All of the above**

32. Which of the following cannot assist with hazardous materials identification?

- a. Placards
- b. Labels
- c. Container codes**
- d. Shipping papers or bill of lading

33. Which of the following is not a response step for a spill that has been identified as a vehicle fluid that does not meet reportable quantity thresholds?

- a. Apply available absorbents
- b. Notify a Hazmat contractor**

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- c. Stop leaking material at the source
- d. Contain and limit the spill from spreading

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34. Which of the following would not be a type of “short-lived” evidence?

- a. Tire marks
- b. Fluid trails
- c. Gouges, scrapes, paint transfer
- d. Roadway lane width**

35. Which of the following enhance safe, quick clearance?

- a. Each responder discipline performs their duties after others finish and authorize action
- b. Response activities should occur concurrently whenever possible**
- c. Fire personnel should completely finish activities before investigation begins
- d. 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

36. Which of the following quick clearance decisions is incorrect?

- a. If the vehicle is still functional, have the motorist move it out of the roadway onto the shoulder, if possible
- b. If the vehicle is not functional, an appropriate-sized tow truck must be called
- c. If the disabled vehicle is commercial and has spilled cargo, it must be determined if the cargo is hazardous before initiating clearance
- d. If authority removal legislation is in place, vehicles and/or spilled cargo should not be moved out of travel lanes**

37. Which of the following support the use of push bumpers on responder vehicles?

- a. Authority removal laws in many states hold harmless if damage results
- b. 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
- c. Responders are at risk when push bumpers are not used and they must work near moving traffic
- d. All of the above**

38. The Towing and Recovery Association of America (TRAA) Vehicle Identification Guide is intended to provide guidance on:

- a. What information to gather and relay to correctly dispatch towing and recovery units**
- b. How to respond to hazmat incidents
- c. How to contact local towing and recovery professionals
- d. The proper response techniques for hybrid vehicles

39. Which of the following provides an opportunity for other responders to better understand the capabilities of their towing and recovery partners?

- a. Towing contracts and rotation lists

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- b. The MUTCD
- c. The FHWA TIM Handbook
- d. Joint training**

40. Which of the following would not be included on a termination checklist used by responders to safely terminate a traffic incident scene?

- a. Let other responders know when you're leaving
- b. Leave the scene to allow towers to finish their task**
- c. Make sure all personnel are accounted for
- d. Check with the Incident Commander prior to leaving