**L32C Interdisciplinary TIM Training Assessment Tool**

**Level 2 Questions – Pre-Course**

Note: All questions will be used for the full version and train the trainer session (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. Responders 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. Designation of a Command Post
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 (Longitudinal) 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