

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:
 - a. Traveler Information
 - b. Congestion Mitigation
 - c. **Prompt, Reliable, Interoperable Communications**
 - d. 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:
 - a. **Traffic flow may be restored as safely and quickly as possible**
 - b. A unified approach to scene command is utilized
 - c. Responder safety is minimized
 - d. It is established which responder is in charge
3. Which of following is not one of the three main types of laws that facilitate and support TIM?
 - a. **Mutual Aid Laws**
 - b. Authority Removal Laws
 - c. Move Over Laws
 - d. Driver Removal Laws
4. 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?
 - a. Federal Communications Commission
 - b. Responder Safety Act
 - c. **Incident Command System (ICS)**
 - d. Uniform Communications Act
5. 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?
 - a. Exact location
 - b. Number of vehicles involved
 - c. **Names of persons involved**
 - d. Injuries or entrapment

6. Which of the following is not true about an initial/windshield size-up report?
- a. It confirms the geographical location of the incident
 - b. It should be provided within 15 minutes of arrival at the scene**
 - c. It should provide a preliminary analysis of the incident
 - d. It should take into consideration any unique safety situations apparent to responders as they arrive on-scene
7. 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?
- a. Move It or Work It**
 - b. Safe, Quick Clearance
 - c. Authority Removal
 - d. Driver Removal
8. 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?
- a. Protect the responders performing their duties
 - b. Protect the road users traveling through the incident scene
 - c. Protect and preserve physical evidence at the scene**
 - d. Minimize, to the extent practical, disruption of the adjacent traffic flow
9. Vehicle positioning that blocks the involved lane(s) plus one additional lane to provide a protected lateral space for safety is the definition of:
- a. Enhanced Lane Blocking
 - b. Lane +1 Blocking**
 - c. Added Safety Blocking
 - d. Fire Safety Blocking
10. Since the use of too many lights at an incident scene can be distracting and can create confusion, the MUTCD recommends:
- a. Only fire apparatus on the scene should use their emergency lights
 - b. The use of emergency-vehicle lighting be reduced if good traffic control has been established**
 - c. Responder vehicles should only use amber emergency/four-way flashers
 - d. LED lights should be used in lieu of rotating or flashing lights
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 example of an authorized exemption?
- a. Responders directly exposed to flame, fire, or heat
 - b. Fire personnel directly exposed to hazardous materials

This collection of information is voluntary and will be used to validate the effectiveness of, and assess the value of the National Traffic Incident Management (TIM) Responder Training Program. Public reporting burden is estimated to average 7.5 minutes per response, including the time for reviewing instructions searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2125-XXXX. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Michael Howell, Michael.howell@dot.gov, 202 366-5707, Federal Highway Administration, 1200 New Jersey Avenue, SE, E66-233, Washington, DC 20590.

- c. Law enforcement personnel directing traffic**
- d. Law enforcement personnel conducting a traffic stop**

12. Which of the following is a goal of the Incident Command System (ICS)?

- a. Independent incident response from each responder
- b. Achievement of tactical objectives**
- c. Accountability for equipment utilized
- d. Designation of a Command Post

13. A location that is established where resources can be placed while awaiting tactical assignment is the definition of:

- a. Tactical Queue
- b. Holding Area
- c. Staging Area**
- d. Traffic Incident Management Area

14. Which of the following is not a situation where sight distances might be limited, requiring additional or enhanced advance warning:

- a. Rural roads**
- b. Curves
- c. Bridges
- d. Hills

15. The area used to redirect drivers out of their normal path or lane of travel at an incident scene is referred to as the:

- a. Termination Area
- b. Activity Area
- c. Lane Shift Area
- d. Transition Area**

16. Which of the following is not true about the Upstream (Longitudinal) Buffer Space?

- a. It separates the Transition Area from the Termination Area**
- b. No vehicles should be positioned within the Upstream Buffer Space
- c. It provides a recovery area for errant vehicles
- d. Speed of passing traffic and sight distance should be considered when determining the length of the Upstream Buffer Space

17. Which of the following can assist with hazardous materials identification?

- a. Labels
- b. Placards
- c. Bill of lading
- d. All of the above**

18. Evidence that will most likely be lost, destroyed, or compromised once the scene has been cleared is referred to as:

- a. Trace evidence
- b. Critical evidence
- c. Short-lived evidence**
- d. Physical evidence

19. Which of the following is not considered when using the Towing and Recovery Association of America (TRAA) Vehicle Identification Guide?

- a. Vehicle class
- b. Location
- c. Type of tow truck required**
- d. Reason for tow

20. Demobilizing and removing equipment, personnel, and response vehicles at an incident scene is referred to as:

- a. Termination**
- b. Completion
- c. Recovery
- d. Conclusion