

NATIONAL TRAFFIC INCIDENT MANAGEMENT (TIM) RESPONDER TRAINING PROGRAM

4-HOUR COURSE STUDENT HANDOUT



U.S. Department of Transportation
Federal Highway Administration

Lesson 1: Introduction

Lesson Objective 1.1 - Describe the purpose of the Strategic Highway Research Program 2 (SHRP 2) National TIM Responder Training Program

The National TIM Responder Training Program was created as part of SHRP 2, which was authorized by Congress in 2005. SHRP 2 has four areas of focus -- safety, renewal, reliability, and capacity -- and the National TIM Responder Training Program was developed under the reliability focus area. The TIM training program was designed to establish the foundation for and to promote consistent training of all responders to achieve the three objectives of the TIM National Unified Goal (NUG):

- Responder Safety
- Safe, Quick Clearance
- Prompt, Reliable, Interoperable Communications

The National TIM Responder Training Program was developed and reviewed by professionals from all responder disciplines and those disciplines are the target audience for the training.

Lesson Objective 1.2 - Recognize the dangers encountered by emergency responders working in or near traffic

Responder Struck-By Fatalities:

- According to the National Law Enforcement Officers Memorial, over the past 24 years, an average of 12 officers were killed each year in struck-by incidents.
- The National Fallen Firefighters Memorial in Emmitsburg, MD indicated that statistics from 2010 are typical for firefighter struck-by deaths, about 5 per year.
- The International Towing and Recovery Hall of Fame and Museum in Chattanooga, TN tells us that about 60 tow operators are struck and killed each year.
- Aside from work zone deaths, transportation professionals are also killed at incidents, though the exact numbers are difficult to pin down.



Examples of Responder Struck-By Crashes

At the core of many responder deaths and injuries are drivers who are inattentive, impaired, or make poor driving decisions. According to the National Safety Council, using a mobile phone while driving is equivalent to driving impaired and texting while driving is equivalent to driving blindfolded.



D · Drivers

- ✓ **Drunk,**
- ✓ **Drugged,**
- ✓ **Drowsy,**
- ✓ **Distracted, or**
- ✓ **Just plain...Dumb**

Secondary Crashes – are those crashes that occur within the incident scene or within the queue or backup, including the opposite direction, resulting from an original incident.

Responders are not the only victims of secondary crashes. Motorists struck in traffic backups are also innocent victims.



Lesson Objective 1.3 - Define traffic incident management (TIM)

TIM consists of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible.

Effective TIM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims, and emergency responders.

The TIM timeline lays out the events and activities that occur from the time when an incident happens to when traffic conditions return to normal. The color bar at the top of the chart represents potential traffic congestion along the timeline. The goal of TIM is to

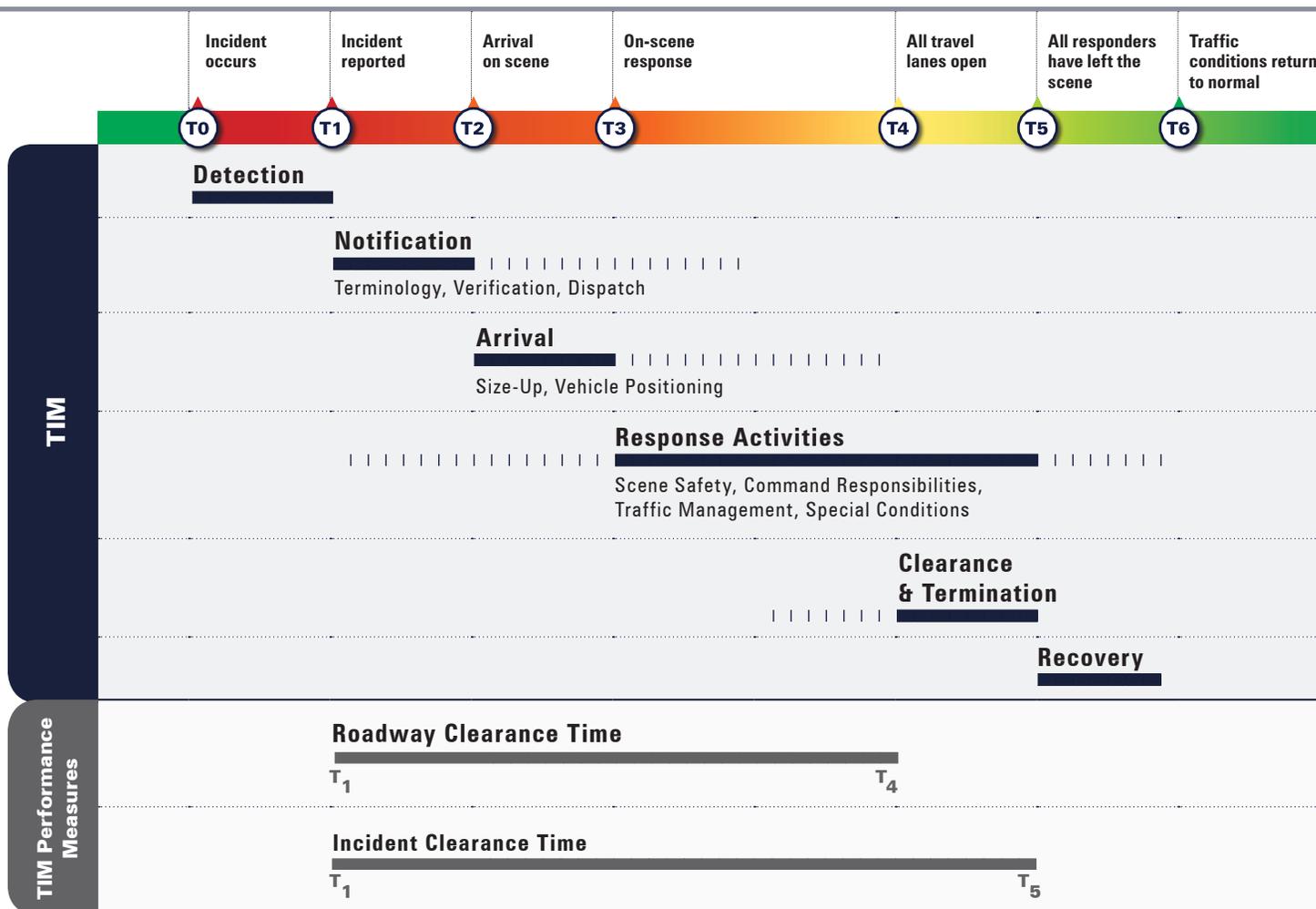
shorten the time duration between T0 and T6, recognizing that incremental improvements during each phase are typically easier to accomplish than drastically re-working any one aspect of TIM.

The bottom section of the TIM timeline illustrates two standard TIM performance measures:

- **Roadway Clearance Time (T4-T1)** – the time between the first recordable awareness of an incident by a responsible agency and first confirmation that all travel lanes are open.
- **Incident Clearance Time (T5-T1)** – the time between the first recordable awareness and the time at which the last responder has left the scene.

The number of secondary crashes is the third standard TIM performance measure identified by the Federal Highway Administration (FHWA).

TIM Timeline





Lesson 2: TIM Fundamentals and Terminology

Lesson Objective 2.1 - Define safe, quick clearance

Safe, quick clearance is the practice of rapidly, safely, and aggressively removing temporary obstructions from the roadway to:

- Increase the safety of incident responders by minimizing their exposure to adjacent passing traffic
- Reduce the probability of secondary crashes
- Relieve overall congestion and delay

What is Safe, Quick Clearance?

- ✓ Working with a sense of urgency
- ✓ Utilizing Unified Command and incorporating safe, quick clearance into the incident objectives
- ✓ Completing tasks concurrently whenever possible
- ✓ Regularly assessing traffic control and on-scene activities to determine if additional lanes can be opened
- ✓ Utilizing all available resources for clearance activities
- ✓ Thinking outside of the box and considering how things could be done differently

Safe, quick clearance and responder safety are NOT mutually exclusive, as a matter of fact they complement each other.

Lesson Objective 2.2 - List the principal laws that relate to responder safety and safe, quick clearance

Nationally, there are three types of laws that facilitate TIM:

- **Move Over Laws** – require drivers approaching a scene where emergency responders are present to either change lanes when possible and/or reduce vehicle speed.
- **Driver Removal Laws** – require motorists involved in

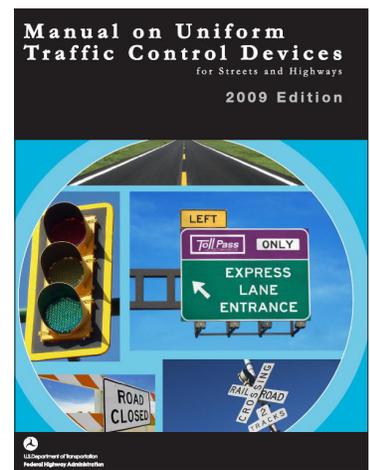
minor crashes (where there are no serious injuries and the vehicle can be driven) to move their vehicles out of the travel lanes to the shoulder or other safe area.

- **Authority Removal Laws** – provide authority (and immunity from liability in general) for designated public agencies to remove vehicles and/or spilled cargo from the roadway to restore traffic flow.

Not all states have all three laws, and the exact language of the laws varies among the states that do, so it is important to become educated about your state's laws.

Lesson Objective 2.3 - Describe how the Manual on Uniform Traffic Control Devices (MUTCD) relates to TIM

The MUTCD is a national standard that was first published in 1935, and it has been maintained by FHWA since 1971. The manual, which is revised periodically, promotes the uniformity of traffic control signs, signals, and markings from state to state. This uniformity improves safety and driver expectancy. Practitioners from transportation and public safety are involved in developing and evaluating the content of the MUTCD. States may adopt the document as is, add a state supplement, or create a state version, but the content remains mostly uniform.



Part 6 of the MUTCD covers Temporary Traffic Control (TTC) zones, commonly known as highway construction or work zones. A subset of Part 6 is Chapter 6I, which specifically addresses traffic incidents and Traffic Incident Management Areas. The requirements of the MUTCD as they apply to TIM are addressed in the National TIM Responder Training.



Lesson Objective 2.4 - Recall common response terminology, lane designations, and incident scene terminology

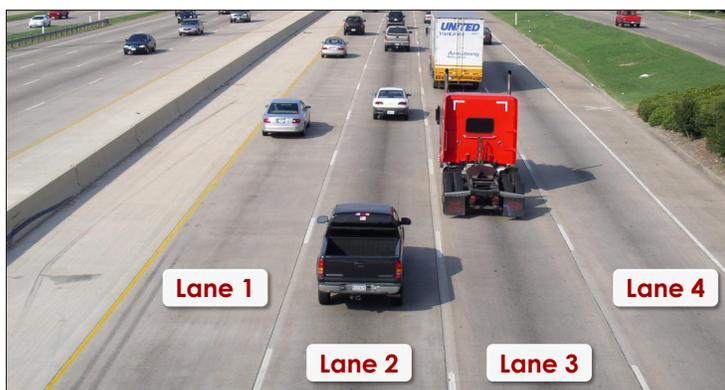
The MUTCD highlights the required use of the Incident Command System (ICS) at traffic incident scenes. In turn, ICS requires the use of uniform terminology and plain English in incident communication so that all responders and responder disciplines easily understand them. The following standardized roadway and incident scene terminology is intended to facilitate incident communications.

Lane Designation Terminology: Plain English – when describing highway lanes, left is analogous with inside and right with outside, from the perspective of the flow of traffic.



Lane Designation Terminology: Plain English

Lane Designation Terminology: Lane Numbering – as an alternative, a numbering system that assigns numbers 1, 2, 3, etc. from the left to right lane, again from the perspective of the flow of traffic, can be used.



Lane Designation Terminology: Lane Numbering

Either plain English or numbering are acceptable, provided area responders train to both. Note that a

special or unique use lane, such as a high-occupancy vehicle (HOV) lane is not a numbered lane.

TIM terminology is not just applicable to urban roads and freeways, the techniques apply to local streets and rural roadways too.



Rural Road Response Terminology

Upstream/Downstream – traffic that is entering or approaching the incident scene is considered upstream traffic and traffic that is departing or past the incident is considered downstream traffic.



Upstream/Downstream

Queue – a traffic queue (pronounced “Q”) is the backup of traffic that results from an incident or blocked lanes. A queue may form in either direction of travel because of rubberneckers.



Lesson 3: Notification and Scene Size-Up

Lesson Objective 3.1 - Recognize the important role public safety communications centers play in incident response

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

- Providing a basic assessment of the situation
- Dispatching an appropriate response based on their knowledge of available resources



Telecommunicator Working at a Public Safety Communications Center

As a conduit or connection between responders, agencies, and other resources, the accuracy, timeliness, and overall quality of information received by the communications center has a significant impact on effective TIM.

Lesson Objective 3.2 - Describe the notification and verification process

Detection – is the discovery of an incident and the first step in the TIM process. Incident detection can be a call from the parties involved in the incident, a call from a passing motorist, or by responders who happen upon them.

Verification – involves collecting as much information as possible from the individual(s) reporting the incident including the exact location, the make, model, and color of the involved vehicles, and a call back number in case more information is needed.

Notification – once verification is complete, the communications center will dispatch the appropriate response.

It is worth noting that motorists may have traveled past the incident by the time they talk to the communications center, so it is not uncommon for them to give a location that is downstream of the actual incident.

A simple TIM strategy for states that have a Driver Removal Law is to have telecommunicators direct motorists to remove vehicles from travel lanes if the vehicles are drivable.

Lesson Objective 3.3 - Recall the typical responsibilities of a Transportation Management Center (TMC)



Regional TMC in Ft. Lauderdale, FL

TMCs, also referred to as Traffic Operations Centers (TOCs), may be operated at the local, regional, or state level, and they serve as the hub for the collection and dissemination of incident information. TMCs are typically responsible for:

- Monitoring traffic conditions using:
 - » Closed-circuit television (CCTV) cameras
 - » Roadway detectors and congestion maps
 - » Public safety contacts via phone and/or computer-aided dispatch (CAD) links



- Providing real-time traveler information using:
 - » 511 – phone systems, websites and social media
 - » Dynamic message signs (DMS)
 - » Portable changeable message signs (PCMS)
 - » Highway advisory radio (HAR)
- Providing traffic and incident information notification to other traffic management/communication centers, public safety partners and the news media
- Monitoring traffic management devices to ensure they are functioning properly
- Controlling traffic management devices, including ramp meters, traffic signal systems, etc.

Lesson Objective 3.4 - List the key information that should be included in a scene size-up report

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. This initial arrival/windshield size-up report should include:

- Unit identification
- Exact location of incident
- Number and type of vehicles involved
- Degree of damage
- Number of lanes closed
- Hazards or problems
- Establishment of command

A more detailed and accurate size-up should be provided after the responder has more fully assessed the scene.



The following information should be provided during the detailed size-up report and/or during subsequent progress reports:

- Location – exact incident location
- Vehicles – number and type of vehicles involved
- Injured Persons – number and extent of injuries, and need for extrication
- Incident Duration Classification – Minor, Intermediate, or Major
- On-Scene Conditions – any conditions present that may affect the safety of responders
- Hazardous Materials – presence or potential presence at the scene
- Traffic Conditions – traffic queue length, detour/alternate route needs, etc.
- Towing and Recovery – accurate, detailed vehicle information
- Additional Resources Needed – crash reconstruction, medical examiner, etc.

An important component of the detailed size-up report is the incident duration classification. MUTCD Chapter 6I divides traffic incidents into three general incident classes based on the anticipated duration:

- Minor: < 30 minutes
- Intermediate: 30 minutes to 2 hours
- Major: > 2 hours

If the expected duration is bordering between two classifications, it is recommended that the higher (longer) classification be used to ensure that adequate resources are requested and mobilized.

Typical Windshield Size-Up Report



Unit one on-scene... Main Street... Minivan fully engulfed in flames in the right lane... The vehicle is leaking fuel... Assuming Main Street command



Lesson 4: Safe Vehicle Positioning

Lesson Objective 4.1 - Differentiate between Move It and Work It incidents

The initial assessment, or windshield size-up, sets the stage for early decisions that need to be made at traffic incidents. One of the first decisions that responders make is whether to Move It or to Work It.

Move It – refers to moving vehicles involved in an incident to a secondary location before being worked.

Work It – describes a situation where the vehicles involved cannot be moved to a secondary location before being worked.

When possible, moving the incident is preferred since it obstructs traffic less and minimizes distractions for passing motorists – a very effective quick clearance strategy.

Lesson Objective 4.2 - State the MUTCD definition of safe-positioned and describe blocking

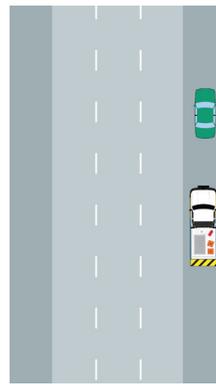
Positioning emergency vehicles to establish a safe work area is a foundational decision for responders arriving at an incident scene, and a critical element to protecting both emergency responders and motorists. Safe-positioned, as defined by the MUTCD, is the positioning of emergency vehicles at an incident in a manner that attempts to:

- Protect the responders performing their duties
- Protect road users traveling through the incident scene
- Minimize, to the extent practical, disruption of the adjacent traffic flow

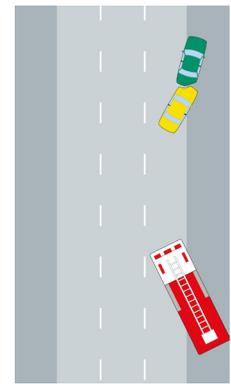
The first emergency vehicle that arrives at an incident scene is generally responsible for positioning their vehicle to create a barrier between approaching traffic and the incident scene. The number of lanes that need to be blocked will vary based on the circumstances of the incident and the shoulder of a highway is considered a lane when establishing a block. A responder vehicle positioned to block a single lane or the shoulder is referred to as a linear block. When the responder

vehicle is positioned to block multiple involved lanes it is called a multi-lane block.

Linear Blocking



Multi-Lane Blocking



There are also two ways a blocking vehicle can be positioned on the roadway:

- **Angled** – meaning the vehicle is positioned at an angle with respect to the travel lanes
- **Parallel** – meaning the vehicle is positioned parallel to the travel lanes or the shoulder



Angled Multi-Lane Blocking

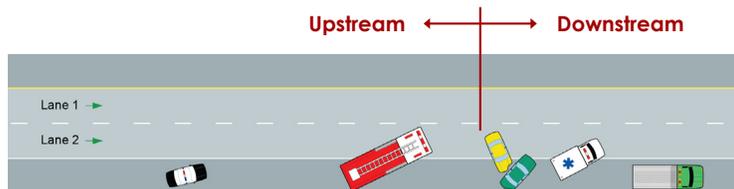


Parallel Linear Blocking



When positioning a response vehicle, drivers should work on the assumption that the unit may be hit by a vehicle approaching from upstream. Turning a blocking vehicle's wheels so that they are not facing the incident space is a recommended practice referred to as critical wheel angle. Using the critical wheel angle may help divert a responder vehicle, which is struck from the rear, away from downstream responders.

During initial incident response, it is typical for law enforcement, fire, and DOT or Safety Service Patrol vehicles to position upstream, while ambulances, tow trucks, and other support units typically position downstream.



Typical Vehicle Positioning

It is important that vehicle positioning be reviewed and adjusted as the incident progresses.

Lesson Objective 4.3 - Define Lane +1 blocking and describe the need for it

Fire and EMS personnel need additional room to work during firefighting, extrication, patient treatment, and patient movement activities. To ensure responder and motorist safety, it may be necessary to close additional lanes for a short time, a practice referred to as Lane +1 blocking.



Lane +1 Blocking

A good rule of thumb is to take only as many lanes as you need for only as long as you need them and then work together to give them back once the patient is loaded or other activities that necessitate the extra space are completed.

Lesson Objective 4.4 - Describe safe practices for working around or avoiding the zero buffer

Every block creates an area of danger between the blocking vehicle and moving traffic, commonly referred to as the zero buffer. Though not an official MUTCD term, the zero buffer requires responders to stop, check for traffic, proceed as close to the emergency vehicle as possible, and return to safety as quickly as possible.



Zero Buffer

The use of a non-traffic side approach during a traffic stop can reduce law enforcement exposure to the hazard of being in the zero buffer.



Avoiding the Zero Buffer



Lesson 5: Scene Safety

Lesson Objective 5.1 - Describe how emergency vehicle markings can improve scene safety

Making responder vehicles more visible improves safety by reducing the chances they will be hit at incident scenes.

Conspicuity – the ability of a vehicle to draw attention to its presence, even when other road users are not actively looking for it.

Markings on responder vehicles are passive treatments that complement emergency lighting by using:

- Contrasting colors that make the vehicle stand out
- Fluorescent colors to increase daytime visibility
- Retroreflective materials to maximize nighttime visibility

National Fire Protection Association (NFPA) Standard 1901 for Automotive Fire Apparatus requires the application of retroreflective markings on fire apparatus built on or after January 2009. It specifies that 50% of the rear of the fire apparatus have 6 inch (minimum) retroreflective striping, alternating between red and either yellow or fluorescent yellow-green, in a chevron pattern sloping downward and away from the centerline of the vehicle at an angle of 45 degrees.



Emergency Vehicle Markings – Fire Apparatus



Emergency Vehicle Markings – Ambulance

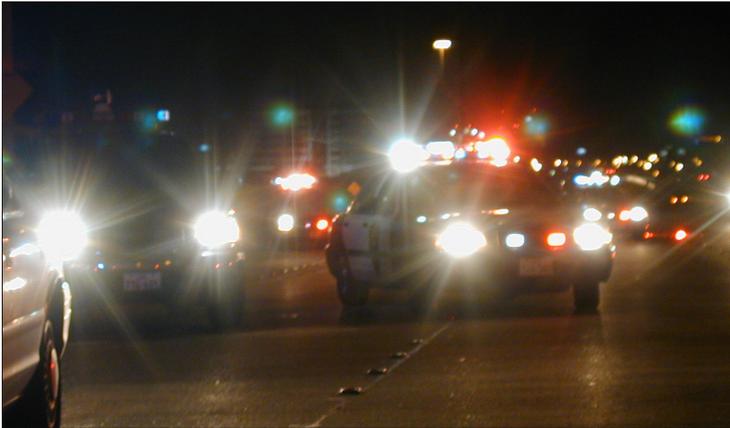
NFPA Standard 1917, released in 2013, includes similar retro-reflective striping requirements for ambulances, but there is no standard for vehicles used by other disciplines, including law enforcement, DOT, Safety Service Patrol, and towing and recovery. However, law enforcement agencies are increasingly using high-visibility markings on their vehicles, such as contour markings to silhouette the outline of the vehicle when viewed from the side, or the addition of chevrons on the rear bumper.



Emergency Vehicle Markings – Law Enforcement Vehicles

Lesson Objective 5.2 - Describe recommendations for emergency-vehicle lighting as set forth in the MUTCD

Section 6I.05 of the MUTCD specifically covers the use of emergency-vehicle lighting and recognizes that the use of emergency lighting is critical to the safety of responders and approaching motorists in the initial stages of an incident. However, while an important tool for warning drivers, most emergency lighting does little to augment traffic control or guide drivers, therefore more is not always better where emergency lighting is concerned.



Forward-Facing Emergency-Vehicle Lighting

The use of too many lights at an incident scene can be distracting and can create confusion for approaching road users (and other responders), especially at night. The MUTCD recommends that the use of emergency-vehicle lighting be reduced if good traffic control has been established at a traffic incident scene. When multiple responder vehicles are present, only the rear-most (upstream) vehicles and blocking vehicles should continue the use of emergency (warning) lights after appropriate traffic control is in place. Reducing forward-facing lights is an important part of TIM as it minimizes distractions to motorists approaching from the opposite direction. Additionally, any floodlights or vehicle headlights that are not needed for illumination should be turned off at night.

Lesson Objective 5.3 - Describe high-visibility safety apparel requirements for incident responders

MUTCD Section 6D.03 states:

“All workers, including emergency responders, within the right-of-way of a roadway who are exposed either to traffic (vehicles using the highway for purposes of travel) or to work vehicles and construction equipment SHALL wear high-visibility safety apparel...”

The American National Standards Institute (ANSI) provides standards for the design and use of high-visibility safety apparel. The high-visibility safety apparel worn by incident responders must meet, and be labeled as meeting, one of two standards:

- ANSI/ISEA 107 Performance Class II or III
- ANSI/ISEA 207 Public Safety Vests

ANSI-compliant jackets and coats are also available and acceptable for use, but firefighter turnout gear does not meet these requirements.



Class II – 207 Public Safety Vest



Class II – 107 Vest



Class III – 107 Vest

Law enforcement personnel are exempt from MUTCD high-visibility safety apparel requirements when engaged in potentially confrontational law enforcement activities such as traffic stops and searches, but are required to wear high-visibility apparel any other time they are afoot near a roadway including directing traffic, investigating crashes, or assisting other officers. Firefighters are exempt from MUTCD high-visibility safety apparel requirements when they are engaged in any activity that directly exposes them to flame, fire, heat, and/or hazardous materials. Other firefighters on the scene are required to comply with the requirement.



MUTCD Section 6D.03 Exception – Exposure to Flames



Lesson 6: Command Responsibilities

Lesson Objective 6.1 - Describe both the need and the requirements for establishing and participating in the Incident Command System (ICS)

Clearing incidents safely and quickly depends on developing coordinated, multi-agency operations that are supported by integrated communications. Coordination results when all responders from all disciplines are trained and can effectively operate under ICS at highway incidents.

Goals of ICS

- ✓ Safety of responders and others
- ✓ Achievement of tactical objectives
- ✓ Efficient use of resources

In Section 6I.01 of the MUTCD, it is emphasized that the National Incident Management System (NIMS) requires the use of ICS at traffic incident scenes.

Lesson Objective 6.2 - Describe when it is appropriate to implement Unified Command

Single Command – when one individual is designated as Incident Commander and has complete responsibility for incident management.

Unified Command – a joint management and authority structure in which two or more individuals share the role of Command.

Unified Command typically is fulfilled by a team of individuals already having authority within their discipline or responding agency. Unified Command allows responding agencies and/or jurisdictions with responsibility for the incident to share incident management. Unified Command is most appropriate for major incidents involving multiple agencies.



Unified Command

Unified Command works together to develop and implement an Incident Action Plan (IAP) that establishes tactical objectives and identifies:

- How the objectives will be accomplished
- The resources needed to achieve those objectives

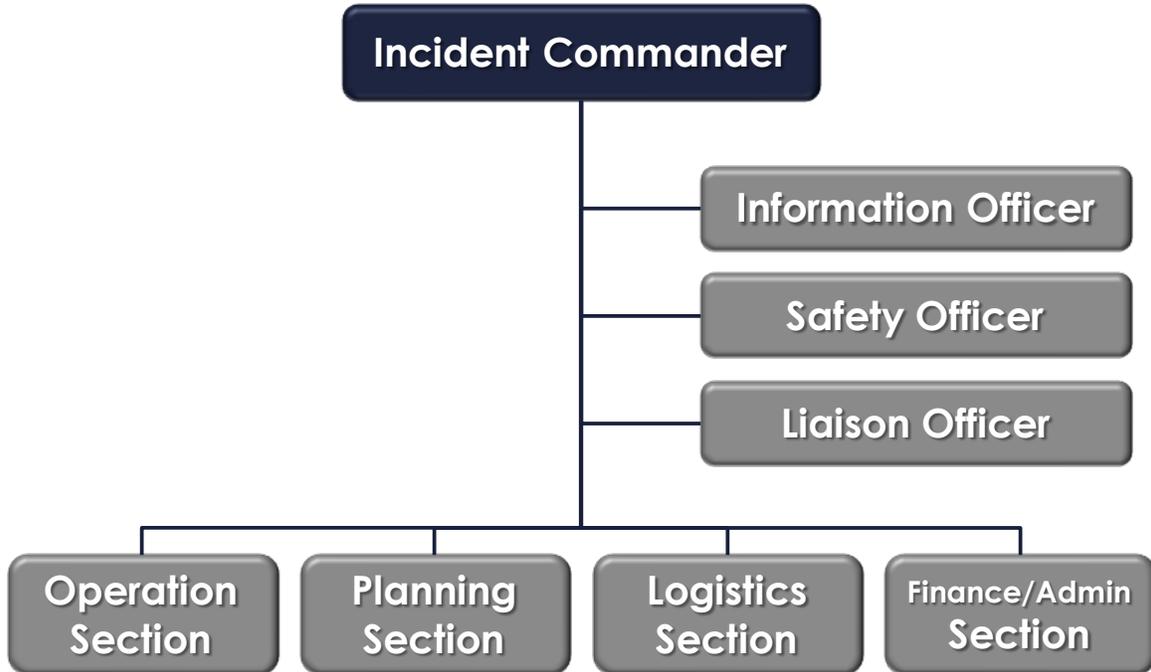
IAPs are often communicated verbally in small-scale incidents and recorded in writing during large-scale incidents.

Lesson Objective 6.3 - Identify the need for and use of Staging Areas

For large-scale incidents, physical organization of a scene involves the establishment of a Traffic Incident Management Area, an Incident Command Post, Staging Area(s), and diversion routes if necessary. A Staging Area is a location where resources can be placed while awaiting tactical assignment. Staging Areas allow for the organization of personnel and equipment for immediate use at the incident scene as soon as they are needed.



ICS General and Command Staff





Lesson 7: Traffic Management

Lesson Objective 7.1 - Describe the four main components of a Traffic Incident Management Area

A Traffic Incident Management Area is a type of temporary traffic control zone that is described in MUTCD Chapter 6I. While there are similarities between a highway work zone and a Traffic Incident Management Area, the time available to plan and the availability of resources results in significant differences between the two. Despite differences, the four main components of a Traffic Incident Management Area are the same as any temporary traffic control zone:

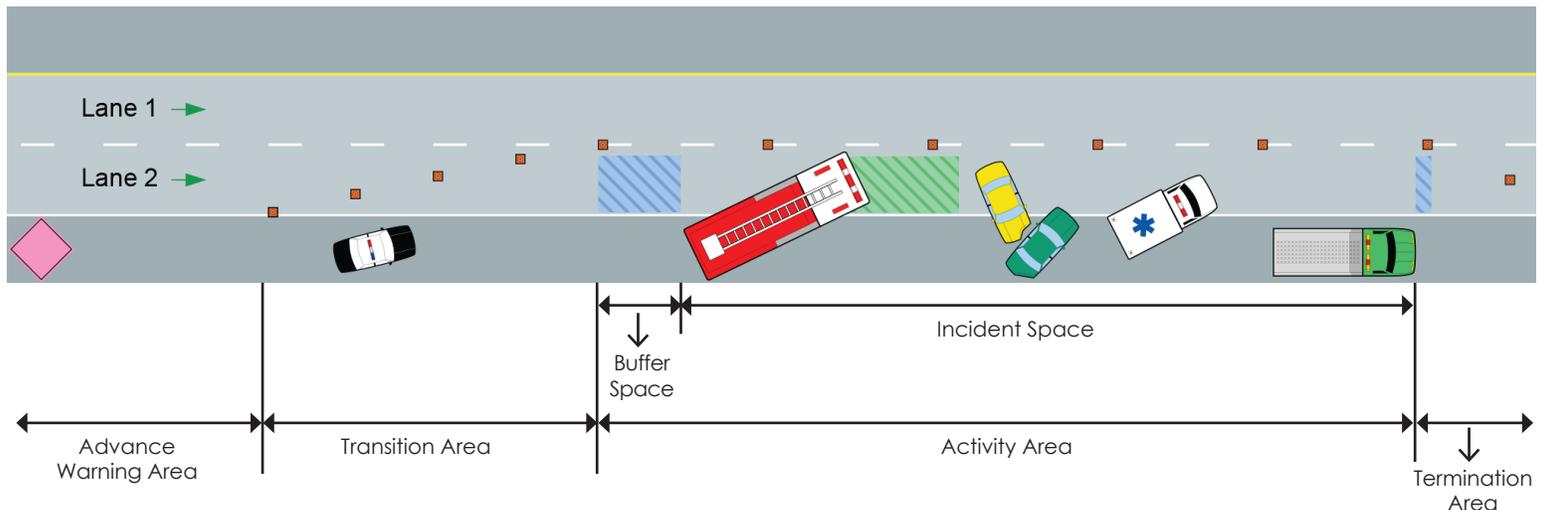
- **Advance Warning Area** – established upstream of the incident to alert drivers of the upcoming incident scene. All advance warning devices should be placed so that they will provide enough warning for vehicles to slow before reaching the incident and any traffic queue that might form.
- **Transition Area** – section of roadway where drivers are redirected out of their normal path. Transition Areas usually involve the strategic use of tapers, which can be set up using cones or flares.
- **Activity Area** – section of the roadway where incident response activities take place and is comprised of the:
 - » **Buffer Space (Upstream)** – separates the Transition Area from the Incident Space and provides a recovery area for errant vehicles. No vehicles should be positioned within the upstream Buffer Space.

- » **Incident Space** – location where the incident has occurred and emergency responders are working. A blocking vehicle should be positioned at the upstream end of the Incident Space to protect workers from impacts by errant vehicles.
- **Termination Area** – used to notify drivers that the Traffic Incident Management Area is ending and they may resume normal driving. The Termination Area includes the downstream buffer space and taper, which is in place to protect emergency responders working at the end of the Incident Space.

Lesson Objective 7.2 - Identify conditions at an incident scene that would require the Advance Warning Area be extended

Wet roads can double the average motorist's stopping distance over that for dry road conditions and poor visibility can lengthen driver perception-reaction time. Therefore, additional or extended advance warning may be necessary during adverse weather conditions, such as rain, fog, and/or snow.

Additionally, the placement of advance warning devices may need to be adjusted when sight distance is limited by hills, curves, bridges, intersections, or other driver view obstructions. Sight distance can also be reduced due to weather, smoke, fog, and/or darkness. A well-positioned responder vehicle, upstream of the incident scene, can serve as advance warning until signs or other traffic control devices are in place.





Advanced Warning Considerations – Rain or Fog

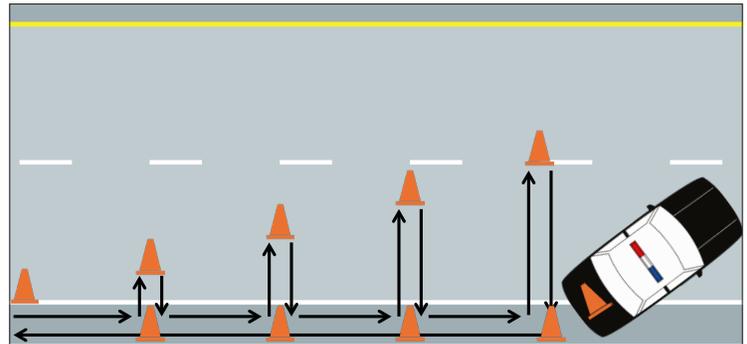
Lesson Objective 7.3 - Describe the need for, and how to set up, a taper

Transition Areas typically involve the strategic use of tapers to redirect drivers out of their normal path. Tapers can be set up using cones, flares, reflectors, or other channelizing devices. Channelizing devices used to establish a taper are typically placed no further apart in feet than the speed limit (i.e., in a 35 mph zone the cones would be placed 35 feet apart). However, responders can also use roadway skip lines or 10 walking paces to establish uniform spacing.

Traffic Cone Deployment Technique

1. The responder retrieves available cones from the trunk placing one at the rear of the responder vehicle on the edge line
2. Walking along the shoulder, facing traffic, a cone is subsequently placed on the edge line at each skip line (alternatively, they can be placed every 10 paces)
3. When the last cone has been placed on the edge line, the responder begins walking backwards until the next cone is reached
4. The responder takes one lateral step into the travel lane and places the cone, immediately returning to the shoulder – facing traffic
5. The responder again walks backwards until the next cone is reached and then takes two lateral steps into the travel lane to place the cone, immediately returning to the shoulder
6. The steps are repeated until all cones are deployed

Using this methodology while maintaining situational awareness and following personal safety common practices, like never turning your back on traffic, helps minimize the exposure of the responder.



Traffic Cone Deployment

Lesson Objective 7.4 - Identify and describe the two types of buffers that may be established at an incident scene

At an incident scene, the two types of buffers that may be established as part of the Traffic Incident Management Area are longitudinal buffer spaces and lateral buffer spaces. The upstream longitudinal Buffer Space covers the distance between the Transition Area and the Incident Space, basically the space up to the blocking vehicle. By definition, it is a recovery area for errant vehicles, so no responder vehicles should be parked in the Buffer Space. In work zone settings, the length of the longitudinal buffer is based on the stopping sight distance of a vehicle traveling at the posted speed limit. However, the Buffer Space in TIM applications will typically be fairly short due to the limited availability of channelizing devices, but speed and stopping distances should still be considered and the buffer should be extended as additional resources become available. The Traffic Incident Management Area may also include a downstream buffer space in the Termination Area.

Lateral buffer space is the area between the Incident Space and the adjacent travel lanes, and can be beneficial because it allows more room for responders to work. The lateral buffer space can be increased through the use of Lane +1 blocking when necessary. When lateral buffer spaces are used it is recommended that the entire lane be closed and that partial lane closures be avoided.

NATIONAL TRAFFIC INCIDENT MANAGEMENT (TIM) RESPONDER TRAINING PROGRAM

4-HOUR COURSE STUDENT HANDOUT



U.S. Department of Transportation
Federal Highway Administration

Lesson 8: Special Circumstances

Lesson Objective 8.1 - Identify the safety concerns related to responding to an incident involving a vehicle fire

A vehicle fire presents a danger zone that specifically includes the area directly in front of and behind the burning vehicle where projectiles, like gas-charged struts and pistons, may launch from the vehicle. Non-firefighting responders should remain clear of all sides of a burning vehicle, and remain uphill and upwind of the incident. Additionally, the smoke created by a vehicle fire and the steam created while extinguishing the fire can affect both responder and motorist visibility at the incident scene. It is sometimes necessary close additional lanes while a fire is burning or being extinguished.



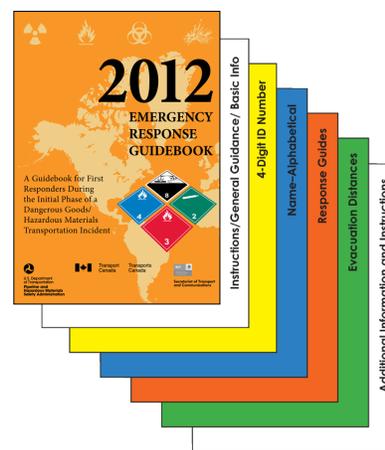
Vehicle Fire with Projectile

Lesson Objective 8.2 - Describe how to identify what hazardous material is being transported

Hazardous materials (hazmat) can be identified through labels, markings, or placards. Labels are placed on the actual item or the individual package containing the material. Markings are placed on the boxes that the materials are transported in. Placards are placed on the outside of the trucks (or other vehicles) transporting the material. If available, the vehicle's bill of lading, or shipping papers, can also be referenced to identify the type of material(s) being transported.

Placards, which should be placed on each side and each end of the transport vehicle, are color-coded based on the class of hazardous material being transported. The placard, or an orange panel placed

below the placard, should include a four-digit number that can be referenced to identify the hazardous material using the Emergency Response Guidebook (ERG). The ERG is an excellent resource for all incident responders and, in addition to the printed version, electronic versions are now available for computers and mobile devices.



Emergency Response Guidebook

How to Use the ERG

1. Identify the material using either the:
 - ID number (4-digit) from the placard, orange panel, shipping document, or package
 - Name of the material from a shipping document or package
2. Identify 3-digit guide number
 - ID Number Index (yellow)
 - Name of Material Index (blue)
3. Turn to the numbered guide (orange) and read carefully



Lesson Objective 8.3 - Recount good practices for responding to an incident involving a vehicle fluid spill

Individual responders should limit themselves to only working on spills or leaks of a magnitude that are within their capabilities, training, and equipment. Dedicated hazmat teams should be used to deal with those incidents which fall outside of the capabilities of on-scene responders.

Once the spill has been identified as a vehicle fluid that does not meet reportable quantity thresholds:

1. Stop leaking material at the source
2. Contain and limit the spill from spreading
3. Apply available absorbents
4. Remove material from travel lanes
5. Gradually restore traffic flow

Lesson Objective 8.4 - Describe the primary goal of a crash investigation and the importance of preserving short-lived evidence

The foundation of traffic crash investigations involves the collection of information that ultimately helps understand when, where, and why crashes occur. Investigations also help to identify who is at fault, enabling vehicle repairs and other compensation. Ultimately, individuals who might have committed a crime through their driving actions can be brought to justice with a competent investigation.

It is the responsibility of all incident responders to ensure that the incident scene is preserved by refraining from removing, moving, or eradicating physical evidence. Responders should take only those actions needed to complete their own area of responsibility with minimal disturbance of the scene unless authorized or assigned. Remember, all debris should be considered evidence until law enforcement personnel indicates otherwise.

Short-Lived Evidence – evidence that which will most likely be lost, destroyed, or compromised once the scene has been cleared. Critical short-lived evidence can disappear when walked on by responders, flushed away with water, or unintentionally swept away with a broom.



Short-Lived Evidence – Tire Print

Lesson Objective 8.5 - Describe the importance of performing response tasks concurrently as it relates to safe, quick clearance

It is important for responders to communicate and coordinate their individual activities on the scene, but also perform them concurrently, not sequentially, whenever possible. Like the analogy of an auto racing pit crew, every team member works simultaneously to accomplish the overall goal of the team. Each discipline can work cooperatively to achieve their respective tasks, in many cases at the same time.

Concurrent activities also apply to requests for additional resources. The travel time for a medical examiner or towing operator should be factored into the overall scene activities so that unnecessary delay does not result. Investigators should anticipate when their activities will be concluded and make requests for terminal resources like towing and recovery accordingly.



Fatality Investigation



Lesson 9: Clearance and Termination

Lesson Objective 9.1 - Describe quick clearance strategies for both minor incidents and incidents that involve tractor trailers and/or spilled cargo

For minor incidents, if an involved vehicle is still functional, having the driver move it out of travel lanes is a simple quick clearance strategy. If the vehicle is not operational or is damaged, a responder vehicle with a push bumper can clear it out of the roadway. When a tow truck is required, the request must be made as soon as possible, even if the vehicle has been relocated to the shoulder.

If a commercial vehicle has spilled cargo, it must be determined if the cargo is hazardous before initiating clearance. If Authority Removal Legislation is in place, determine if the vehicle and/or spilled cargo can be moved out of travel lanes. Unloading cargo versus dragging or pushing it out of travel lanes can impact clearance time significantly.

Lesson Objective 9.2 - List the type of information that needs to be provided to towing and recovery to facilitate their response

During incident response, tow operators play an invaluable role in promoting quick clearance by removing damaged vehicles. Tow operator responsibilities include loading vehicles and departing the scene as quickly as possible, transporting occupants from towed vehicles to a safe location away from the incident, and handling financial negotiations off-site.



Towing and Recovery

Tow operators depend on getting timely, accurate information from those on the scene. The Towing

and Recovery Association of America (TRAA) has developed a Vehicle Identification Guide to assist non-towing responders who are responsible for requesting tow services. The guide lists the information that towing dispatchers need to secure the appropriate towing vehicle.

Lesson Objective 9.3 - Describe the major activities that take place during termination and identify safety related considerations for scene breakdown

Termination is the final stage of incident response and includes demobilizing and removing all equipment, personnel and response vehicles, and restoring traffic flow to normal. All responders must exercise care when demobilizing, particularly if other responders remain present at an incident scene. Major activities during termination include:

- Recovering the roadway from any damage caused by the incident
- Removing temporary traffic control devices from the incident scene
- Lifting the alternate route or detour restrictions
- Informing drivers of the return to normal traffic flow conditions
- Departure of the responders from the incident scene

Termination Checklist

- ✓ Let other responders know when you're leaving
- ✓ Protect towers while they finish up
- ✓ Check with Incident Commander prior to leaving
- ✓ Make sure all personnel are accounted for
- ✓ Let the TMC know that lanes are open



LAW ENFORCEMENT VEHICLE IDENTIFICATION GUIDE

CLASS 1 - LIGHT-DUTY

(6,000 lbs. or less GVWR - 4 tires)*



CLASS 2 - LIGHT-DUTY

(6,001 - 10,000 lbs. GVWR - 4 tires)*



Class 1 through 2 include passenger cars, light trucks and mini vans, full size pickups, sport utility vehicles, full size vans

CLASS 1 AND 2 - LIGHT-DUTY TOW

Gross Vehicle Weight Rating (6,000 to 10,000 lbs.)

Passenger cars, small SUVs and pickup trucks

- Year, make and model?
- Number of occupants?
- Full-size pickup or van?
- Is it loaded?
- 4x4 or AWD?
- Keys?
- Trailer?
- What is the load?

VEHICLES IN THESE CLASSES USUALLY HAVE FOUR TIRES.

CLASS 3 - LIGHT- OR MEDIUM-DUTY

(10,001 - 14,000 lbs. GVWR - 6 tires or more)*



CLASS 4 - MEDIUM-DUTY

(14,001 - 16,000 lbs. GVWR - 6 tires or more)*



CLASS 5 - MEDIUM-DUTY

(16,001 - 19,500 lbs. GVWR - 6 tires or more)*



CLASS 6 - MEDIUM-DUTY

(19,501 - 26,000 lbs. GVWR - 6 tires or more)*



Class 3 through 6 include a range of mid-sized to larger vehicles including delivery trucks, utility vehicles, motor homes, package parcel trucks, ambulances, small dump trucks, landscape vehicles, small flatbed and stake-type trucks, refrigerated and box trucks, small and medium-duty buses (school and local transit buses.)

CLASS 3, 4, 5 & 6 - LIGHT- OR MEDIUM-DUTY TOW

Gross Vehicle Weight Rating (10,001 up to 26,000 lbs.)

- Year, make and model?
- Body type – pickup truck, box truck, flatbed, step van
- What is the load and is it damaged?
- Pickup, van, shuttle bus or motor home?
- Number of occupants?
- Vehicle description is critical to determine the proper tow vehicle
- Keys?
- What is the load?

VEHICLES IN THESE CLASSES USUALLY HAVE SIX TIRES.

This card is produced and distributed by the Towing and Recovery Association of America.

Copyright 2013 by ©TRAA

www.towserver.net • 800-728-0136



CLASS 7 - HEAVY-DUTY

(26,001 - 33,000 lbs. GVWR - 6 tires or more)*



CLASS 8 - HEAVY-DUTY

(33,001 lbs. and over GVWR - 10 tires or more)*



Class 7 and 8 include a range of heavier vehicles including large delivery trucks, motor coaches, all tractor-trailer combinations, refuse trucks, construction vehicles, etc.

CLASS 7 AND 8 - HEAVY-DUTY TOW

Gross Vehicle Weight Rating

(Class 7 - 26,001 to 33,000 lbs.)

(Class 8 - 33,001 and up to state limit)

- Year, make and model?
- Bus or motor home?
- Number of occupants?
- Two or three axle truck or tractor-trailer?
- What is the load and is it damaged?
- Keys?

STRAIGHT TRUCKS, BUSES OR MOTOR HOMES IN THESE CLASSES WILL USUALLY HAVE SIX TO TEN TIRES. TRACTOR AND TRAILER COMBINATIONS WILL HAVE FOURTEEN OR MORE TIRES.

MOTORCYCLES - LIGHT-DUTY TOW

Sports motorcycle – off road/basic street type
 Performance motorcycle – “racing” model type
 Touring motorcycle – large, heavy road touring type
 Custom or 3-wheel motorcycle



TRAILERS - LIGHT-, MEDIUM- OR HEAVY-DUTY TOW

- Is it a truck and trailer to tow or just a trailer to tow?
- Number of axles and what is it hauling or is it designed to haul?
- Type of load or weight of load?
- If a tow, does the trailer have a ball, pintle or a fifth wheel hitch?



MOTOR HOMES - LIGHT-, MEDIUM- OR HEAVY-DUTY TOW

Class C – usually built on a van or pickup type truck chassis

Class A – usually built on a medium to large truck or bus chassis



LOCATION:

All locations are considered to be on the right hand shoulder unless advised the incident is in a lane of travel, in the center divider or off the road. Locations should always be given so the tow truck can access the scene safely. Freeway locations should always be given going in one direction, such as southbound south of a specific landmark or intersection.

REASON FOR THE TOW:

Service call, storage, wreck or recovery

- Service call:** Specify the reason, fuel, tire, etc.
- Tow:** Specify the reason
- Storage:** Arrest or impound tow
 - Is the vehicle stripped, burned, flat tires or no wheels?
- Wreck:** Condition of the vehicle
 - Is the vehicle/truck overturned?
 - Are lanes blocked?
 - Is the vehicle off the road?
 - Any special problems at the scene or special equipment needed?

* Note: The Gross Vehicle Weight Rating (GVWR) of the vehicle to be towed or recovered can be found on the identification label on the vehicle's driver's side doorframe. The number of pounds listed on the label can then be compared with the DOT Classification Vehicle Type Chart for the correct DOT class.



TRAA



MICHIGAN LAWS

MOVE OVER LAW – EMERGENCY VEHICLE CAUTION LAW

257.653a - Stationary emergency vehicle giving visual signal; duty of approaching vehicle to exhibit due care and caution; violation; penalty.

- (1) Upon approaching and passing a stationary authorized emergency vehicle that is giving a visual signal by means of flashing, rotating, or oscillating red, blue, or white lights as permitted by section 698, the driver of an approaching vehicle shall exhibit due care and caution, as required under the following:
 - (a) On any public roadway with at least 2 adjacent lanes proceeding in the same direction of the stationary authorized emergency vehicle, the driver of the approaching vehicle shall proceed with caution and yield the right-of-way by moving into a lane at least 1 moving lane or 2 vehicle widths apart from the stationary authorized emergency vehicle, unless directed otherwise by a police officer. If movement to an adjacent lane or 2 vehicle widths apart is not possible due to weather, road conditions, or the immediate presence of vehicular or pedestrian traffic in parallel moving lanes, the driver of the approaching vehicle shall proceed as required in subdivision (b).
 - (b) On any public roadway that does not have at least 2 adjacent lanes proceeding in the same direction as the stationary authorized emergency vehicle, or if the movement by the driver of the vehicle into an adjacent lane or 2 vehicle widths apart is not possible as described in subdivision (a), the approaching vehicle shall reduce and maintain a safe speed for weather, road conditions, and vehicular or pedestrian traffic and proceed with due care and caution, or as directed by a police officer.
- (2) Except as provided in subsections (3) and (4), a person who violates this section is guilty of a misdemeanor punishable by a fine of not more than \$500.00 or imprisonment for not more than 90 days, or both.
- (3) A person who violates this section and causes injury to a police officer, firefighter, or other emergency response personnel in the immediate area of the stationary authorized emergency vehicle is guilty of a felony punishable by a fine of not more than \$1,000.00 or imprisonment for not more than 2 years, or both.
- (4) A person who violates this section and causes death to a police officer, firefighter, or other emergency response personnel in the immediate area of the stationary authorized emergency vehicle is guilty of a felony punishable by a fine of not more than \$7,500.00 or by imprisonment for not more than 15 years, or both.

History: Add. 2000, Act 458, Eff. Mar. 28, 2001.

HOLD HARMLESS LAW AND DRIVER REMOVAL LAW – STEER IT, CLEAR IT LAW

618a. (1) of Public Act 10 of 2010 (HB 5140) and Public Act 303 of 2014 (HB 4545)

An act to provide for the registration, titling, sale, transfer, and regulation of certain vehicles operated upon the public highways of this state or any other place open to the general public or generally accessible to motor vehicles and distressed vehicles; to provide for the licensing of dealers; to provide for the examination, licensing, and control of operators and chauffeurs; to provide for the giving of proof of financial responsibility and security by owners and operators of vehicles; to provide for the imposition, levy, and collection of



specific taxes on vehicles, and the levy and collection of sales and use taxes, license fees, and permit fees; to provide for the regulation and use of streets and highways; to create certain funds; to provide penalties and sanctions for a violation of this act; to provide for civil liability of owners and operators of vehicles and service of process on residents and nonresidents; to regulate the introduction and use of certain evidence; to provide for the levy of certain assessments; to provide for the enforcement of this act; to provide for the creation of and to prescribe the powers and duties of certain state and local agencies; to impose liability upon the state or local agencies; to provide appropriations for certain purposes; to repeal all other acts or parts of acts inconsistent with this act or contrary to this act; and to repeal certain parts of this act on a specific date.

Sec. 618a.

- (1) Unless the operator of a motor vehicle involved in an accident knows or reasonably should know that serious impairment of a bodily function or death has resulted from the accident, the operator or any other occupant of the motor vehicle who possesses a valid driver license shall remove the motor vehicle from the main traveled portion of the roadway into a safe refuge on the shoulder, emergency lane, or median or to a place otherwise removed from the roadway if both of the following apply:
 - (a) Moving the motor vehicle may be done safely.
 - (b) The motor vehicle is capable of being normally and safely operated and can be operated under its own power in its customary manner without further damage or hazard to the traffic elements or to the roadway.
- (2) A person who violates subsection (1) is responsible for a civil infraction.
- (3) The operator or any other person who removes a motor vehicle from the main traveled portion of the roadway as provided in this section before the arrival of a police officer is not prima facie at fault regarding the cause of the traffic accident solely by reason of moving the motor vehicle as provided in this section.
- (4) The decision of the operator or any other person to remove or not to remove a motor vehicle from the main traveled portion of the roadway as provided in this section is not admissible in a civil action as evidence that a serious impairment of bodily function has or has not resulted from the accident.
- (5) A law enforcement agency may, without the consent of the owner or operator and with the assistance of the state transportation department, other road agencies, fire department, emergency management, other local public safety agencies, or towing or recovery companies under the direction of any of those entities remove and dispose of motor vehicles and cargoes of vehicles involved in accidents, including any personal property, from the main traveled portion of a roadway and the right-of-way if the vehicle, cargo, or personal property is blocking the roadway or right-of-way or may otherwise endanger public safety.
- (6) Except as otherwise provided in this subsection, a public agency or department that moves a motor vehicle, cargo, or personal property as described in subsection (5), and any of their officers, employees, or agents, or anyone acting in good faith under, and within the scope of, the authority conferred under subsection (5), is not liable for any damages or claims that may arise from the exercise or the failure to exercise any authority granted under subsection (5). This subsection does not apply to the transport of a motor vehicle from the scene of an accident, or if the conduct of the individual acting under the authority conferred under subsection (5) constitutes gross negligence. As used in this subsection, "gross negligence" means that term as defined in section 606a.
- (7) The owner or carrier, if any, of a motor vehicle, cargo, or personal property removed or disposed of under subsection (5) shall reimburse the public agency, departments, and towing companies, if any, for all documented reasonable costs incurred in that removal and disposal.



AUTHORITY RELATED LAWS

691.1407 Immunity from tort liability; intentional torts; immunity of judge, legislator, official, and guardian ad litem; immunity of governmental agency under MISS DIG underground facility damage prevention and safety act; definitions.

Sec. 7.

- (1) Except as otherwise provided in this act, a governmental agency is immune from tort liability if the governmental agency is engaged in the exercise or discharge of a governmental function. Except as otherwise provided in this act, this act does not modify or restrict the immunity of the state from tort liability as it existed before July 1, 1965, which immunity is affirmed.
- (2) Except as otherwise provided in this section, and without regard to the discretionary or ministerial nature of the conduct in question, each officer and employee of a governmental agency, each volunteer acting on behalf of a governmental agency, and each member of a board, council, commission, or statutorily created task force of a governmental agency is immune from tort liability for an injury to a person or damage to property caused by the officer, employee, or member while in the course of employment or service or caused by the volunteer while acting on behalf of a governmental agency if all of the following are met:
 - (a) The officer, employee, member, or volunteer is acting or reasonably believes he or she is acting within the scope of his or her authority.
 - (b) The governmental agency is engaged in the exercise or discharge of a governmental function.
 - (c) The officer's, employee's, member's, or volunteer's conduct does not amount to gross negligence that is the proximate cause of the injury or damage.
- (3) Subsection (2) does not alter the law of intentional torts as it existed before July 7, 1986.
- (4) This act does not grant immunity to a governmental agency or an employee or agent of a governmental agency with respect to providing medical care or treatment to a patient, except medical care or treatment provided to a patient in a hospital owned or operated by the department of community health or a hospital owned or operated by the department of corrections and except care or treatment provided by an uncompensated search and rescue operation medical assistant or tactical operation medical assistant.
- (5) A judge, a legislator, and the elective or highest appointive executive official of all levels of government are immune from tort liability for injuries to persons or damages to property if he or she is acting within the scope of his or her judicial, legislative, or executive authority.
- (6) A guardian ad litem is immune from civil liability for an injury to a person or damage to property if he or she is acting within the scope of his or her authority as guardian ad litem. This subsection applies to actions filed before, on, or after May 1, 1996.
- (7) The immunity provided by this act does not apply to liability of a governmental agency under the MISS DIG underground facility damage prevention and safety act.
- (8) As used in this section:
 - (a) "Gross negligence" means conduct so reckless as to demonstrate a substantial lack of concern for whether an injury results.
 - (b) "Search and rescue operation" means an action by a governmental agency to search for, rescue, or recover victims of a natural or manmade disaster, accident, or emergency on land or water.



- (c) "Search and rescue operation medical assistant" means an individual licensed to practice 1 or more of the occupations listed in subdivision (e), acting within the scope of the license, and assisting a governmental agency in a search and rescue operation.
- (d) "Tactical operation" means a coordinated, planned action by a special operations, weapons, or response team of a law enforcement agency that is 1 of the following:
 - (i) Taken to deal with imminent violence, a riot, an act of terrorism, or a similar civic emergency.
 - (ii) The entry into a building, area, watercraft, aircraft, land vehicle, or body of water to seize evidence, or to arrest an individual for a felony, under the authority of a warrant issued by a court.
 - (iii) Training for the team.
- (e) "Tactical operation medical assistant" means an individual licensed to practice 1 or more of the following, acting within the scope of the license, and assisting law enforcement officers while they are engaged in a tactical operation:
 - (i) Medicine, osteopathic medicine and surgery, or as a registered professional nurse, under article 15 of the public health code, 1978 PA 368, MCL 333.16101 to 333.18838.
 - (ii) As an emergency medical technician, emergency medical technician specialist, or paramedic under part 209 of the public health code, 1978 PA 368, MCL 333.20901 to 333.20979.

History: 1964, Act 170, Eff. July 1, 1965 ;-- Am. 1970, Act 155, Imd. Eff. Aug. 1, 1970 ;-- Am. 1986, Act 175, Imd. Eff. July 7, 1986 ;-- Am. 1996, Act 143, Eff. May 1, 1996 ;-- Am. 1999, Act 241, Imd. Eff. Dec. 28, 1999 ;-- Am. 2000, Act 318, Imd. Eff. Oct. 24, 2000 ;-- Am. 2004, Act 428, Imd. Eff. Dec. 17, 2004 ;-- Am. 2005, Act 318, Imd. Eff. Dec. 27, 2005 ;-- Am. 2013, Act 173, Eff. Apr. 1, 2014
Compiler's Notes: Section 3 of Act 175 of 1986 provides: "(1) Sections 1, 7, and 13 of Act No. 170 of the Public Acts of 1964, as amended by this amendatory act, being sections 691.1401, 691.1407, and 691.1413 of the Michigan Compiled Laws, shall not apply to causes of action which arise before July 1, 1986." (2) Section 6a of Act No. 170 of the Public Acts of 1964, as added by this amendatory act, shall apply to cases filed on or after July 1, 1986." Enacting section 1 of Act 318 of 2000 provides: "Enacting section 1. This amendatory act applies only to a cause of action arising on or after the effective date of this amendatory act."

Popular Name: Governmental Immunity Act

257.602 Compliance with order or direction of police officer.

A person shall not refuse to comply with a lawful order or direction of a police officer when that officer, for public interest and safety, is guiding, directing, controlling, or regulating traffic on the highways of this state.

History: 1949, Act 300, Eff. Sept. 23, 1949; 3/4 Am. 1975, Act 209, Imd. Eff. Aug. 25, 1975.

750.241 Firefighter; obstructing and disobeying; interfering with public service facility during riot or civil disturbance.

- (1) Any person who, while in the vicinity of any fire, willfully disobeys any reasonable order or rule of the officer commanding any fire department at the fire, when the order or rule is given by the commanding officer or a firefighter there present, is guilty of a misdemeanor.
- (2) During a riot or other civil disturbance, any person who knowingly and willfully hinders, obstructs, endangers, or interferes with any person who is engaged in the operation, installation, repair, or maintenance of any essential public service facility, including a facility for the transmission of electricity, gas, telephone messages, or water, is guilty of a felony.

History: 1931, Act 328, Eff. Sept. 18, 1931 ;-- CL 1948, 750.241 ;-- Am. 1968, Act 328, Eff. July 3, 1968 ;-- Am. 2002, Act 270, Eff. July 15, 2002

Former Law: See section 1 of Act 239 of 1921, being CL 1929, § 16644.



29.7a Conditions dangerous to persons or property; restrictions and requirements; investigation of causes and effects.

- (1) If the state fire marshal or the commanding officer of the fire department of a city, village, township, or county, or a fire fighter in uniform acting under the orders and directions of the commanding officer determines a dangerous condition exists, the state fire marshal, the commanding officer of the fire department of a city, village, township, or county, or the fire fighter in uniform acting under the orders and direction of the commanding officer upon finding an emergency condition dangerous to persons or property, may take all necessary steps and prescribe all necessary restrictions and requirements to protect persons and property until the dangerous condition is abated.
- (2) The state fire marshal, the commanding officer of the fire department of a city, village, township, or county, or a fire fighter in uniform acting under the orders and directions of the commanding officer, responding to a fire or emergency call, who, upon arriving at the scene of a fire or emergency, finds a condition dangerous to persons or property, may take all necessary steps and requirements to protect persons and property until the dangerous condition is abated.
- (3) The state fire marshal or the commanding officer of the fire department of a city, village, township, or county, or a fire fighter in uniform acting under the orders and direction of the commanding officer may investigate causes and effects related to dangerous conditions.

History: Add. 1952, Act 26, Eff. Sept. 18, 1952 ;-- Am. 1965, Act 200, Imd. Eff. July 16, 1965 ;-- Am. 1968, Act 321, Imd. Eff. July 3, 1968 ;-- Am. 1973, Act 199, Imd. Eff. Jan. 11, 1974 ;-- Am. 1978, Act 3, Imd. Eff. Feb. 7, 1978

Compiler's Notes: For transfer of certain authority, powers, functions, and responsibilities of the state fire marshal and the fire marshal division of the department of state police to the director of the department of labor and economic growth, bureau of construction codes and fire safety, by type II transfer, see E.R.O. No. 2003-1, compiled at MCL 445.2011.

333.20967 Authority for management of emergency patient or management of scene of emergency; declaring nonexistence of emergency.

- (1) Authority for the management of a patient in an emergency is vested in the licensed health professional or licensed emergency medical services personnel at the scene of the emergency who has the most training specific to the provision of emergency medical care. If a licensed health professional or licensed emergency medical services personnel is not available, the authority is vested in the most appropriately trained representative of a public safety agency at the scene of the emergency.
- (2) When a life support agency is present at the scene of the emergency, authority for the management of an emergency patient in an emergency is vested in the physician responsible for medical control until that physician relinquishes management of the patient to a licensed physician at the scene of the emergency.
- (3) Authority for the management of the scene of an emergency is vested in appropriate public safety agencies. The scene of an emergency shall be managed in a manner that will minimize the risk of death or health impairment to an emergency patient and to other individuals who may be exposed to the risks as a result of the emergency. Priority shall be given to the interests of those individuals exposed to the more serious remediable risks to life and health. Public safety officials shall ordinarily consult emergency medical services personnel or other authoritative health professionals at the scene in the determination of remediable risks.
- (4) If an emergency has been declared, the declaration that an emergency no longer exists shall be made only by an individual licensed under this part or a health professional licensed under article 15 who has training specific to the provision of emergency medical services in accordance with protocols established by the local medical control authority.

History: Add. 1990, Act 179, Imd. Eff. July 2, 1990

Popular Name: Act 368



52.205 Notice of body; manner of death; removal of body to morgue; investigation; designation and duties of medical examiner investigator; list of investigators and qualifications; autopsy; ascertaining identity of decedent and notifying next of kin; impossible identification or knowledge that 2 individuals share same attributes; records; disposition of body; retention of portion of body.

- (1) If a county medical examiner has notice that the body of an individual who may have died in a manner described in section 3 has been found within the county medical examiner's county, the county medical examiner shall take charge of the body. If after examining the body and investigating the cause and manner of the death the county medical examiner considers a further examination necessary, he or she may cause the body to be removed to the public morgue. If the investigation is solely for the reason that the decedent had no medical attendance during the 48 hours immediately preceding the hour of death, and if the decedent had chosen not to have medical attendance because of his or her bona fide held religious convictions, removal is not required unless there is evidence of other conditions described in section 3. If there is no public morgue, the body may be removed to a private morgue designated by the county medical examiner.
- (2) The county medical examiner may designate a medical examiner investigator appointed under section 1a(2) to take charge of the body, make pertinent inquiry, note the circumstances surrounding the death, and, if considered necessary, cause the body to be transported to the morgue for examination by the county medical examiner. The county medical examiner shall maintain a list of medical examiner investigators appointed under section 1a(2) and their qualifications and shall file the list with the local law enforcement agencies. A medical examiner investigator appointed under section 1a(2) shall not be an agent or employee of a person or funeral establishment licensed under article 18 of the occupational code, 1980 PA 299, MCL 339.1801 to 339.1812, receive, directly or indirectly, remuneration in connection with the disposition of the body, or make funeral or burial arrangements without approval of the next of kin, if known, or the individual responsible for the funeral expenses.
- (3) The county medical examiner may perform or direct to be performed an autopsy and shall carefully reduce or cause to be reduced to writing each fact and circumstance tending to show the condition of the body and the cause and manner of death, and shall include in that writing the name and address of each individual present at the autopsy. The individual performing the autopsy shall subscribe the writing described in this subsection.
- (4) Except as otherwise provided in this subsection, the county medical examiner shall ascertain the identity of the decedent and immediately and as compassionately as possible notify the next of kin of the decedent's death and the location of the body. The notification described in this subsection is not required if a person from the state police, a county sheriff department, a township police department, or a municipal police department states to the county medical examiner that the notification has already occurred.
- (5) If visual identification of a decedent is impossible as a result of burns, decomposition, or other disfiguring injuries or if the county medical examiner is aware that the death is the result of an accident that involved 2 or more individuals who were approximately the same age, sex, height, weight, hair color, eye color, and race, then the county medical examiner shall verify the identity of the decedent through fingerprints, dental records, DNA, or other definitive identification procedures and, if the accident resulted in the survival of any individuals with the same attributes, shall notify the respective hospital or institution of his or her findings. The county medical examiner may conduct an autopsy under subsection (3) if he or she determines that an autopsy reasonably appears to be required pursuant to law. After the county medical examiner, a deputy, a person from the state police, a county sheriff department, a township police department, or a municipal police department has made diligent effort to locate and notify the next of kin, the county medical examiner may order and conduct the autopsy with or without the consent of the next of kin of the decedent. The county medical examiner or a deputy shall keep a written record of the efforts to locate and notify the next of kin for a period of 1 year from the date of the autopsy.



- (6) Except as otherwise provided in this subsection, the county medical examiner shall promptly deliver or return the body or any portion of the body to relatives or representatives of the decedent after an examination or autopsy is performed under this section. If there are no relatives or representatives of the decedent known to the county medical examiner, he or she may cause the body to be buried pursuant to law. A county medical examiner may retain any portion of the body that he or she considers necessary to establish the cause of death, the conditions contributing to death, or the manner of death, or as evidence of any crime. Except as otherwise provided in this subsection, if a portion of the body retained is an entire organ or limb of the decedent, the county medical examiner shall attempt to verbally or in writing notify the relatives or representatives of the decedent of that retention and offer an opportunity for the relative or representative to request the return of that organ or limb. If notification is verbally made under this subsection, the county medical examiner shall follow up with written notification. The county medical examiner or a deputy shall keep a written record of the efforts to notify the relatives or representatives of the decedent under this subsection for a period of 1 year from the date of the notification or attempt to notify. This subsection does not apply to anatomical gifts made under part 101 of the public health code, 1978 PA 368, MCL 333.10101 to 333.10123. Upon determination that retention of the portions of the body is no longer necessary under this subsection, the county medical examiner shall do all of the following, as applicable:
- (a) If requested in writing under this subsection, promptly deliver or return the retained organ or limb to the relatives or representatives of the decedent.
 - (b) Dispose of any remaining retained body portions in the manner prescribed for medical waste under part 138 of the public health code, 1978 PA 368, MCL 333.13801 to 333.13831.
- (7) A county medical examiner or any person acting under the authority of the county medical examiner who performs the medical examiner duties for the retention of body parts, as added by the amendatory act that added this subsection, shall not be liable in a civil action as a result of an act or omission by the person arising out of and in the course of the person's good faith performance of those medical examiner duties unless that person's act or omission was the result of that person's negligence.

History: 1953, Act 181, Eff. Jan. 1, 1954 ;-- Am. 1969, Act 92, Imd. Eff. July 24, 1969 ;-- Am. 1972, Act 200, Imd. Eff. June 30, 1972 ;-- Am. 1980, Act 401, Imd. Eff. Jan. 8, 1981 ;-- Am. 2006, Act 569, Imd. Eff. Jan. 3, 2007 ;-- Am. 2010, Act 108, Imd. Eff. July 1, 2010

750.497 Detouring traffic as public safety measure; notices, posting.

Detouring traffic as public safety measure—Whenever in the opinion of the state highway commissioner a condition arises or is about to arise upon any of the highways of the state occasioned by the condition of said highway or by any approaching public gathering likely to bring unusual congestion of traffic thereon, and the public safety of persons using or about to use said highway is put in jeopardy, the state highway commissioner is hereby authorized by an appropriate order, to detour the traffic from or upon, provide the direction for any or all traffic, close to any or all traffic, or limit the traffic on said highway to certain classes of vehicles, under such conditions as he may in such order provide on any of the highways of the state of Michigan for such length of time as he may deem necessary.

Whenever the state highway commissioner shall make any order in any way regulating or closing traffic on any highways of this state under the authority of this section, he shall cause to be posted upon said highway in conspicuous places at each terminal of the restricted or closed highway, conspicuous notices of such regulations or closing order.

Any person violating any of the provisions of said order, or using said highway in any manner prohibited in said order after and during the time that notices of said order shall be properly posted as herein provided, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not more than 10 dollars or by imprisonment in the county jail for not more than 10 days, or by both such fine and imprisonment in the discretion of the court.

History: 1931, Act 328, Eff. Sept. 18, 1931 ;-- Am. 1937, Act 221, Eff. Oct. 29, 1937 ;-- CL 1948, 750.497
Former Law: See sections 1 to 3 of Act 302 of 1929, being CL 1929, §§ 4629 to 4631.