

# FREQUENTLY ASKED WORK ZONE QUESTIONS

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## **MAINTENANCE OF TRAFFIC**

### **Q1. Where do I get a copy of the Work Zone accident forms?**

A1. Contact the Traffic Policy and Management Team of SHA at 410-787-5860.

### **Q2. How are copies of the temporary traffic control typical applications obtained?**

A2. To obtain a copy of the typical applications, an individual must register for and participate in the Temporary Traffic Control Traffic Managers' Training Course or purchase the SHA Book of Standards from the SHA – Cashier's Office at 410-545-8489. For State agencies only, a copy can be obtained from the Traffic Policy and Management Team of the OOTS at 410-787-5860.

### **Q3. Is there a standard for installing Category I, II, and III devices in accordance with NCHRP Report 350?**

A3. Yes. All NCHRP Report 350 crash-tested devices shall be installed in the field in the same manner that they were tested (Example: A portable sign approved for crashworthiness at a height of five feet must be installed in the field at a height of five feet). All State Highways and National Highway System (NHS) roads within local jurisdictions shall have NCHRP Report 350 approved crashworthy devices in their respective work zones.

### **Q4. What are the NCHRP Report 350 requirements on construction projects? Where do I get information on NCHRP Report 350?**

A4. All Category I, II, and III devices shall be crashworthy; NCHRP Report 350 devices shall be installed in the same manner that they were tested. NCHRP Report 350 information can be found in the SHA Contract Provisions.

### **Q5. Are water-filled barriers approved for use?**

A5. Water-filled barriers are listed on the SHA Qualified Products List, but their use must be endorsed by the Engineer. Water-filled barrier installation is not much different than that of concrete barrier and is recommended for installation with the minimum tapered barrier wall ratio requirement (11 to 1 ratio). However, water-filled barrier should be mounted on pedestals in anticipation of higher impact speeds. Also, no provision has been made for mounting signs on water-filled barrier.

### **Q6. What products are approved for use on state-maintained highways?**

A6. The SHA Qualified Products List provides information on all approved traffic control products for use in the State of Maryland and is found at the following website: <http://www.marylandroads.com/omt/QPLTS.pdf>

### **Q7. How are general construction and materials specifications determined for projects?**

A7. The State Highway Administration (SHA) website provides information on construction and materials specifications. The "Standard Specifications for Construction and Materials – January 2008" can be found at the following link: <http://marylandroads.com/ohd/frontpage.pdf>

### **Q8. How does a contractor determine what traffic control plan to use for a specific project?**

A8. The contractor can proceed with the development of the traffic control plan in one of three ways: implement the most appropriate SHA traffic control plan, as listed in the Maryland Book of Standards; modify and implement the appropriate SHA traffic control plan, or; develop a custom traffic control plan. The designated SHA representative must approve all traffic control plans prior to its implementation in the work zone.

### **Q9. How are requests made to deploy Maryland State Police (MSP) personnel for work zone enforcement?**

A9. The State of Maryland has entered into an agreement with the Maryland State Police so that the SHA District Engineer shall notify the Chief of Field Operations Bureau of the MSP of the need of their services at the time of the award of the construction contract. When requesting coverage by the MSP, a contract must be completed and signed by the designated SHA representative. The District Engineer would then identify the specific need for the police services at least 72 hours in advance of the need. Contact the Traffic Policy and Management Team of OOTS at 410-787-5860 or

visit the “Work Zone Safety & Mobility site” (<http://marylandroads.com/Index.aspx?PageId=403&d=71>) for additional information.

**Q10. What is the clear zone? How far off the roadway is an object or material no longer considered a hazard for work zone and permanent conditions?**

A10. The clear zone is designated as the area where any object located far enough from the roadway edgeline would no longer be considered as a hazard. As a general guideline, the area within 30 feet of the edge of the travelway is considered the clear zone. For high volume and high-speed roadways, this distance may be greater than 30 feet. No equipment or materials shall be stored or be permitted to stand in unprotected areas or open areas within the clear zone. Equipment and material shall be at least 4 feet behind the face of the traffic barrier. Additionally, employees of the contractor shall not park their vehicles within the right-of way of the through highway of a work zone, unless written permission for the exception is given by the Engineer, as this action establishes a roadside hazard.

**Q11. For the 4:1 slope related to protecting travel ways, is there a level lateral distance from the travel edge to the drop off or does the slope begin at the travel edge?**

A11. Based on standards provided in the section on “Staged Roadway Construction, 104.01.28”, the slope can begin approximately 2.5 feet from the edge of the travelway, immediately adjacent to the drums, which are offset six (6) inches from the travel way.

**Q12. What happens when traffic control devices are damaged within the work zone?**

A12. The contractor must replace damaged traffic control devices within four hours of notification by the Engineer.

**Q13. Do tow truck workers operate on highways in conjunction with work zones? Are there any references in the MUTCD to “towers” along the highway?**

A13. Towing along highways is mentioned in the MUTCD, but only in conjunction with incident management (minor crashes) responders.

**Q14. What is the Maryland SHA policy on work zone speed limit reductions?**

A14. Where it is necessary to reduce speed limits to improve safety in work zones along 65 and 60 MPH roadways, such reduced speed limits should be based on adequate engineering study/judgment and approved by the District Engineer through a Memorandum of Action. The reduced speed limit should be usually 5 MPH less than the normally posted speed limit, but shall be reduced no more than 10 MPH. These work zones shall be clearly marked with all appropriate speed reduction and work zone warning signs. This signing shall include the FINES DOUBLE IN WORK AREAS message.

**Q15. What is the difference between “posted speed” and “prevailing speed”?**

A15. The posted speed is the speed that has been determined by engineering study and enacted by a State Highway Administration Memorandum of Action. This posted speed is identifiable by statutory signs that are installed throughout a speed zone on a roadway. By contrast, the prevailing speed is that speed which 85% of the motorists on a facility are traveling at or below (also designated as the 85<sup>th</sup> percentile).

**Q16. What can I do if I am involved in a crash within a work zone along a State Highway?**

A16. Individuals involved in crashes within work zones would file a claim to the appropriate SHA location or agency. SHA personnel would forward claims to the contractor or provide contact information. For SHA projects, the contractor is required by contract documents and the SHA specifications to carry liability insurance.

**Q17. When is it necessary to file a traffic control plan? Is it based on time involved, type of roadway, degree of traffic or a combination?**

A17. A Traffic Control Plan (TCP), either one of MD SHA's standards or a customized TCP plan developed for a specific project, needs to be submitted to SHA whenever utility work is performed within SHA's ROW and impacts traffic. Utility work that does not impact traffic can be performed under a blanket maintenance permit. The TCP is part of the utility permit application package and its type depends upon the work zone scenario, such as traffic impact of work, lane closure configuration, time of day, duration, and type of roadway.

**Q18. Where is the need for a traffic control plan stated in the specifications and standards?**

A18. The need for a TCP is addressed in the master permit issued to all utility companies by the SHA that allows them to do work within its ROW. It is also mentioned in SHA's Standard Specifications for Construction and Materials (Pages 42 and 148-150).

**Q19. When (in what cases) must the traffic control plan be submitted? What about emergencies, (i.e., to restore service to a hospital or other public service facility)?**

A19. A plan must be submitted for all highway construction projects and for normal utility operations. In the case of emergencies, utility companies aren't required to submit a TCP, however, they must contact the appropriate District Utility Section and use appropriate traffic control standards.

**Q20. Are there occasions when commercial vehicle traffic is restricted in/for certain travel lanes within work zones on interstate roadways? Does Maryland have any laws in effect to regulate the flow of traffic on interstate roads?**

A20. Currently, the State of Maryland does not have any laws in effect to regulate the flow of traffic on interstate roads. There are some occasions where commercial vehicles are directed to travel in a particular lane(s) through work zones. Normally, commercial vehicles will be restricted from traveling in lanes nearest the work area on certain projects, such as bridge repair/construction.

**Q21. Does the standard for the placement of truck or trailer-truck mounted attenuators (TMAs/TTMAs) on expressways/freeways need to be changed if the posted speed is reduced because of a work zone?**

A21. The truck mounted attenuator standard pertains to the "normal" (non-road work) speed of the facility, as well as the fact that the route is remains classified as "Expressway/Freeway".

**Q22. Where TMAs/TTMAs are required for the installation/removal of traffic control devices (on facilities where the posted speed is  $\geq 55$ ) and the posted speed is reduced to reflect work zone conditions, are TMAs/TTMAs still required during installation/removal?**

A22. Yes. The use of the TMAs/TTMAs is required on a facility based on its posted speed prior to reduction as a result of the proposed/active work zone.

**Q23. Can SHA enforce Contractor's personnel to comply with the CID Directive on Personal Protective Equipment (PPE)?**

A23. Yes. The current policy requires contractors working under contracts and authority with the SHA to comply with its criteria.

**Q24. What kind of vest must highway workers wear?**

A24. According to the High Visibility Apparel Policy approved by the SHA, the minimum Class 2 ANSI/ISEA 107-2004 Standard is required by SHA for all employees who work on SHA highways and rights-of-way. The apparel will be fluorescent yellow-green or orange background and will be the outermost garment worn.

**Q25. Do the higher fines for speeding infractions within work zones apply if no work is underway?**

A25. For the higher fines authorized for speeding violations in work zones to apply, work need not be taking place at a site (as long as the work zone signing remains in place). However, the speed limit has to have been reduced from the limit prior to the work zone being established. In other words, "No speed limit reduction, no higher fines!" (Dec 1, 2005)

**TEMPORARY CONCRETE TRAFFIC BARRIER FOR MOT**

**Q26. Is it permissible to install concrete barrier along the roadway and protect the blunt end of the tangent section with crash barrels?**

A26. No. The blunt end of the installed barrier must be tapered away from the roadway in accordance with the Maryland Book of Standards, Standard Nos. 104.01.23 and/or 104.01.24. The use of these standards should be applied based on the type of roadway on which the barrier is installed.

**Q27. What concrete barrier is acceptable for use?**



A27. SHA has adopted the 32- inch F-Shaped concrete barrier that is NCHRP-350 approved, for temporary traffic control uses. The 42-inch F-Shaped concrete barrier is the only barrier permitted for permanent uses.

**Q28. What barrier clamps are approved for use when mounting signs on concrete barriers?**

A28. Approved barrier clamps are found in the Book of Standards, Standard Nos. 813.09-01, 02, and 03. These are also described as "Median Barrier Clamp (MBC) Base" in the SHA Approved Products List.

<http://www.marylandroads.com/omt/QPLTS.pdf>

**Q29. What barrier joints/connection devices are permitted for use in connecting concrete barriers in the State of Maryland?**

A29. The preferred barrier joint for concrete barrier connections in the State of Maryland is the pin and loop. In addition to the pin and loop connection, the channel splice, vertical I-beam, and lapped joint connections as specified in the AASHTO Roadside Design Guide will be permitted provided only one type of joint connection is used for the length of the barrier.

**Q30. Does the SHA permit the installation of object markers on the tapered section of temporary concrete barrier?**

A30. According to SHA standards, no object markers shall be placed on the tapered section of temporary concrete barrier (see Standard MD 104.01-23).

**Q31. Can excavations of greater than five inches be conducted along two-lane, two-way roadways (flagging operation) without the installation of temporary concrete barrier?**

A31. The SHA permits excavations (greater than 5 inches) in closed lanes on two-lane, two-way roadways apart from requiring concrete barrier. Consideration should be given to using channelizing devices in order to funnel traffic down even further (not less than 10 feet wide) to reduce speed through the work area. Additionally, during some points of the utility operation, it may be necessary, for safety's sake, to stop traffic in both directions.

**ARROW PANEL**

**Q32. Can an arrow panel be mounted on the top of a truck or other vehicle?**

A32. Arrow panels shall be self-contained, vehicle-mounted or portable and shall be approved by the Engineer. Self-contained trailer units shall be used unless otherwise specified in the Contract Documents.

**Q33. Is it acceptable to display the sequential arrow on arrow panels installed along state-maintained highways? What about the sequential chevron?**

A33. The sequential arrow display is not acceptable for use along state-maintained highways. However, the sequential chevron display is acceptable for use along state-maintained highways.

**TEMPORARY TRAFFIC SIGNS**

**Q34. Which portable signs (either aluminum or roll ups) and sign stands may be used on a construction project?**

A34. The SHA Qualified Products List contains information related to portable signing, sheeting and backing materials approved for use on state-maintained highways at the following website:

<http://www.marylandroads.com/omt/QPLTS.pdf>

**Q35. What type of sign sheeting material is acceptable to use in work zones greater than three consecutive days along Maryland State highways?**

A35. Fluorescent orange, wide angle retro-reflective sign sheeting material is required on all permanent work zone signs. All on-going construction projects in progress require that this type of sign sheeting material shall be used.

**Q36. At what height should permanent signs be mounted?**

A36. Permanent signs shall be mounted a minimum of seven (7) feet from the bottom of the sign to the edgeline extended under the sign in rural areas. In areas where pedestrians are expected, signs shall be mounted a minimum of seven (7) feet from the bottom of the sign to ground level.

**Q37. At what height should portable signs be mounted?**

A37. Portable signs shall be mounted a minimum of one (1) foot from the bottom of the sign to the edgeline extended under the sign in rural areas. In urban areas, signs shall be mounted one (1) foot from the bottom of the sign to ground level. Portable signs that have been crash tested by the standards described in the NCHRP Report 350 shall be installed at the height at which approval was given. This may not always result in a minimum mounting height of one (1) foot.

**Q38. Is it permissible to use sandbags to secure portable signs? How many sandbags may be used?**

A38. According to Maryland standards, portable sign stands should be able to withstand a 70 mph wind while maintaining its integrity. However, the State of Maryland does allow the weighting of sign stands with sandbags. At this time, there is no standard governing the maximum number of sandbags that may be used to secure the portable sign stand.

**Q39. Can aluminum signs be used on portable sign stands? Is there a requirement on the type of reflectivity required for permanent- mounted aluminum signs?**

A39. In the State of Maryland, no aluminum signs are permitted for use in conjunction with portable sign stands. Since October 1, 2003, all portable sign stands must be used with approved roll-up, composite aluminum, or plastic signs that conform to NCHRP Report 350 standards. As of January 1, 2004, all permanent-mounted aluminum signs are required to be fluorescent orange, high performance, wide angle retroreflective sheeting.

**Q40. Can signs be erected on concrete barriers in medians? Is there another method of installing permanent or temporary signs in areas where no median or shoulder exists?**

A40. Signs mounted on concrete barrier shall be installed with clamps authorized and included in the Office of Traffic and Safety's Qualified Product List. An approved skid-mounted sign support is also available for use at the discretion of the Engineer (in the field). This device can also be found on the SHA Qualified Product List.

<http://www.marylandroads.com/omt/QPLTS.pdf>

**Q41. How long can a work zone be in place before permanent signs must be used?**

A41. A work zone that will be in place for more than three (3) working days shall be signed with permanent signs. Permanently mounted signs are generally mounted on two four-inch by four-inch wood posts at a height of seven feet measured from the bottom of the sign to the near edgeline of the pavement extended beneath the sign. Work zones that will be in place for less than three days may be signed with portable signs. Both temporary and permanent signs shall be installed in accordance with NCHRP Report 350.

**Q42. Can signs remain exposed when no work is in progress?**

A42. When a sign is not indicative of actual conditions, such as during periods of temporary shutdown or overnight periods, the entire work zone setup shall be removed. The signs should be removed, turned away from traffic (turning parallel to traffic is prohibited), or completely covered with an opaque material that is approved by the Engineer. This will not be required for non-work periods of up to one hour.

**Q43. What is the appropriate material used for covering signs when they are not in use?**

A43. At this time, any opaque material that is approved by the Engineer is acceptable for covering signs. These may include burlap, plywood, non-reflective black plastic sheeting, some silt fence materials, etc. In the future, specific, opaque materials may be designated as approved for covering signs that are not in use.

**Q44. What portable signs stands are permitted for use in Maryland work zones?**

A44. All portable sign stands that meet NCHRP Report 350 criteria, which are listed on the SHA Qualified Products List, are permitted for use within Maryland work zones.

<http://www.marylandroads.com/omt/QPLTS.pdf>

## **TEMPORARY CRASH CUSHION SAND FILLED PLASTIC BARRELS**

### **Q45. What should the end barrier marker look like when installed on the lead crash cushion?**

A45. When the crash cushion is equal to or less than 10 feet from the travel lane, the end barrier marker (OM-3[3]) should have angled striping, sloping downward toward the travel lane. For crash cushions positioned further than 10 feet from the travel lane, the horizontal striping should be used on the end barrier marker.

## **TEMPORARY PAVEMENT MARKINGS**

### **Q46. Is there a time limit after resurfacing between when temporary pavement markings are installed and when permanent markings must be installed?**

A46. According to the Standard Specification for Construction and Materials, where less than a full complement of pavement markings or reduced dimension markings are used, the time of use shall not exceed two weeks.

### **Q47. Are “UNMARKED PAVEMENT” signs necessary for nighttime operations, where the center and lane lines are in place?**

A47. No. Please refer to the Standard Specifications for Construction and Materials Book (Standard No. 104.02-03(f)) and the Book of Standards, General Notes 8.5, Standard No. MD 104.00-10 for the criteria used to evaluate the need for “UNMARKED PAVEMENT” signs.

### **Q48. Are reduced dimension lane markings permitted on state highways?**

A48. Yes. Please refer to the Standard Specifications for Construction and Materials manual (Standard No. 104.02-03(e)) for guidance on reduced dimension pavement markings.

## **DRUMS FOR MOT**

### **Q49. Can any type of drums be used for Maryland traffic control set-ups?**

A49. No. Drums shall be manufactured of low density polyethylene (LDPE), and be 36 in. in height and shall have a diameter of 18 in. The drums shall have four 6 in. wide horizontal, circumferential, alternating orange and white stripes, with the top stripe being orange. Approved drums are those that are included on the SHA's Qualified Products List.  
<http://www.marylandroads.com/omt/QPLTS.pdf>

### **Q50. What is the correct lateral spacing of drums with regard to the edgeline for typical snow operations?**

A50. Drums should be set back approximately three feet from the edgeline for light snow conditions. When a heavy snowfall is expected, it is acceptable to locate the barrels approximately six to eight feet from the edgeline.

## **BARRICADES FOR MOT**

### **Q51. Should warning lights and devices be provided on barricades for temporary closures associated with work zones?**

A51. Warning lights and devices are not typically used on barricades because the reflective sheeting on these devices is sufficient to provide adequate warning to motorists. However, warning lights are usually found on Type III barricades to emphasize major road junctions that are permanently closed.

## **CONES FOR MOT**

### **Q52. Must cones with reflective striping be used at all times in work zones?**

A52. Cones shall be reflectorized by a 6 in. wide white stripe and an additional 4 in. wide white stripe at all times. Cones that are more than 36 in. in height shall be reflectorized by approved horizontal, circumferential, alternating orange and white stripes.

**Q53. What are the dimensions of cones used in the State of Maryland?**

A53. Standard dimensioned cones used in Maryland must be at least 28 inches high and have a minimum inside base diameter of 10 inches. Tall weighted cones shall be at least 42 inches in height and shall have a minimum inside base diameter of seven inches.

**Q54. What spacing would be used for the deployment of cones and/or drums in work areas?**

A54. Maximum spacing between cones and drums is designated as equal to or less than the posted speed limit (in feet), not to exceed 40 feet, in the area where the lane closure taper occurs. In the area adjacent to the closed lane (tangent), drums are spaced a maximum (in feet), of twice the posted speed limit not to exceed 80 feet. Refer to Standards MD 104.01-30 B and MD 104.01-30 C.

**FLAGGER**

**Q55. How do I become a trainer of flaggers?**

A55. To be eligible to properly train flaggers, individuals must register for and successfully complete three course requirements: American Traffic Safety Services Association's (ATSSA) Flagger Instructor Training Course ([www.atssa.com](http://www.atssa.com)), SHA's Traffic Manager's (TM) Training Course ([www.mdhighways.org](http://www.mdhighways.org)), and ATSSA's Advanced Traffic Manager's Training ([www.atssa.com](http://www.atssa.com)). Upon successful completion of these courses, ATSSA certifies an individual's eligibility to properly train personnel. Information on the "Train the Trainer" program can be obtained on the ATSSA website, [www.atssa.com](http://www.atssa.com).

**Q56. What should be done for flaggers who have been properly trained, yet continue to use improper flagging technique?**

A56. Properly trained flaggers, who continue to use improper flagging techniques, shall receive two warnings (with a copy of the documentation given to the flagger). If behavior continues, both the American Traffic Safety Services Association and the SHA's Office of Traffic and Safety should be notified, along with a copy of the two documented warnings.

**Q57. What is the required handle height for the stop/slow paddle from the bottom of the sign to the ground?**

A57. The stop/slow paddle should be mounted on the handle at a height of five feet from the bottom of the sign to the ground.

**Q58. Can a flagger be deployed in the work zone without a flagger's card?**

A58. A flagger receives a flagger card on the successful completion of the SHA- or ATSSA-provided flagger's course. A flagger must successfully complete the SHA- or ATSSA-provided flagger's course in order to be deployed in Maryland work zones. Exceptions for approved flaggers can be made during emergency situations, where a non-approved flagger may be deployed for up to 15 minutes.

**Q59. Must a flagger deployed in Maryland work zones speak English?**

A59. Since a flagger may complete approved training that has been offered in Spanish, flaggers are not required to speak English when being deployed in Maryland work zones.

**Q60. Can flaggers with handicaps be deployed in Maryland work zones?**

A60. Of the various qualifications that a flagger must meet to be considered for deployment in Maryland work zones, two qualifications include the "Ability to move and maneuver quickly in order to avoid danger from

errant vehicles” and the “Ability to work in stressful or emergency situations” Any flagger with a disability, who is able to meet the required qualifications is eligible to be approved as a flagger in Maryland.

**Q61. Can a flagger use a red or orange flag instead of a stop-slow paddle during work zone operations?**

A61. A flagger is permitted to use a reflectorized red flag, with a dimension of 24”x 24”, during emergency operations for up to 15 minutes.

## **TRAFFIC MANAGER**

**Q62. How do I become a properly trained flagger or traffic manager?**

A62. For representatives of state or local governments, contact the Traffic Development and Support Division at 410-787-5860. A minimum score of 70% is required for the satisfactory completion of the course and the flagger test. For contractors or private companies, contact the American Traffic Safety Services Association (ATSSA) at 1-800-272-8772 or [www.flagger.com](http://www.flagger.com).

To be properly trained as a Traffic Manager, one must register with the Maryland Highway Contractor’s Association (MHCA) and successfully complete the course, which includes achieving a minimum score of 70% on the Traffic Manager’s test. More information can be found at [www.mdhighways.org](http://www.mdhighways.org) or by contacting a representative of MHCA at 410-760-9505.

**Q63. How often are the Temporary Traffic Control Traffic Manager’s courses offered?**

A63. Often, courses are offered two or three times per month. In some cases, additional courses may be added to accommodate significant numbers of course applicants. A listing of available courses can be found at [www.mdhighways.org](http://www.mdhighways.org) or by contacting a representative of MHCA at 410-760-9505.

**Q64. How are copies of the Traffic Manager’s Training Course Manual obtained?**

A64. To obtain copies of the Training Course Manual, individuals must register for and participate in the Temporary Traffic Control Traffic Manager’s Course.

**Q65. Why must all highway construction crew leaders receive proper Traffic Manager training?**

A65. The Federal Highway Administration (FHWA) has mandated that all construction projects should be conducted under the authority of a Traffic Manager. The Traffic Manager may not be restricted to being on-site at all times, but may manage multiple projects as long as he can arrive on site in a timely manner and address any problems or concerns that may arise within 30 minutes of receiving notification. The Traffic Manager has been identified as properly trained upon successful completion of SHA’s Temporary Traffic Control Traffic Manager’s Training Course, which includes passing the training test.

**Q66. How is information on the Traffic Manager’s Course obtained?**

A66. Contact the MHCA at 410-760-9505 or [www.mdhighways.org](http://www.mdhighways.org) for information on the Traffic Manager’s course.

**Q67. What happens if I do not pass the test for Traffic Manager’s or Flagger Training or course?**

A67. If a minimum score of 70% is not achieved after completing the first exam, an opportunity is given for a retest free of charge. Retests are usually scheduled for the afternoon on the date of the next scheduled course. In these instances, please contact the course instructor at the number provided in the course materials. If this is not available, contact TDSD at 410-787-5860 for additional information. If an individual does not successfully pass the test after the second attempt, the individual must register to take the course again and attempt to obtain the minimum score on the test.

**Q68. Is the Traffic Manager Course currently offered in Spanish?**

A68. Currently, for both the ATSSA training and the SHA sponsored training, the Traffic Manager's Course is offered in English only. In some cases, a course conducted by a bilingual instructor may be available. The course will still be conducted in English, but the instructor will be available to explain words or concepts in Spanish, during class breaks and as needed.

**Q69. Can individuals who cannot read or who have difficulty understanding/reading English be given the Traffic Manager's test orally (have someone read the questions aloud)?**

A69. No provision has been made to allow an oral Traffic Manager's Course test.

**Q70. What can I expect to receive upon successfully completing the Traffic Manager's or Flagger Training Course?**

A70. Participants successfully completing the Flagger or Traffic Manager's Training course will receive a letter stating participation in and successful completion of the course, and a card identifying the carrier as a properly trained Flagger or Traffic Manager. The card will also list an expiration date of the training, four (4) years from the date of issue by the Maryland Highway Contractors Association. In some cases, a certificate of completion may be provided, at the approval of the Traffic Manager's course instructor.

**Q71. How do I find out if I passed the Flagger Training or Traffic Manager's Test?**

A71. Normally, test results are distributed to respective agencies or companies within two weeks of the exam. Prior to the distribution, test results are posted at [www.mdhighways.org](http://www.mdhighways.org). In exceptional cases (evaluated independently by the Maryland Highway Contractors Association and the SHA Flagger's or Traffic Manager's Course Instructor), test results can be provided during the next several days following the exam. Justification for these instances should be provided to the MHCA prior to the course date at 410-760-9505. Verification of test scores can be obtained by contacting TDSD at 410-787-5860.

## **PORTABLE CHANGEABLE MESSAGE SIGNS**

**Q72. Can the portable changeable message sign (PCMS) be used to provide speed limit postings?**

A72. The PCMS can be used to provide speed limit postings; however, speed limits displayed on the PCMS are not considered statutory, and thus cannot be enforced.