

## Implementing Safe Work Zone Operations Strategies

### Pre-Test

1. Temporary Traffic Control (TTC) plans and devices are the responsibility of the authority of a public body or official with jurisdiction.
  - a. True
  - b. False
2. Temporary traffic control planning should include:
  - a. A site condition assessment
  - b. Planning based on engineering judgment
  - c. Site condition monitoring and adjustment during operations
  - d. All of the above
  - e. None of the above
3. Incident scenes with a duration of less than 1 hour are handled like a short duration operation.
  - a. True
  - b. False
4. Reducing the number of devices shown in the Typical Applications of the National MUTCD is not allowed.
  - a. True
  - b. False
5. Engineering judgment is necessary when deciding mobile operations for which a shadow vehicle is not necessary.
  - a. True
  - b. False
6. Public relations efforts can improve awareness of temporary traffic control operations and potentially reduce the volume of traffic in the area of the operation.
  - a. True
  - b. False
7. The National Manual on Uniform Traffic Control Devices (MUTCD) identifies self regulating Temporary Traffic Control (TTC) zones that allow motorists to decide when to pass the work space.
  - a. True
  - b. False
8. On urban and high speed streets, the distance between the signs is required to be 350'
  - a. True
  - b. False
9. The National Manual on Uniform Traffic Control Devices indicates that low speed is 40 MPH and below.
  - a. True
  - b. False
10. Which of the following could be used to control road users at a low volume driveway when a pilot vehicle is being used?
  - a. A flagger
  - b. Notification of the resident
  - c. A sign indicating, "Turning Traffic Follow Pilot Car"
  - d. All the above
  - e. None of the above

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Pre-Test  
(Continued)

11. The US Dept. of Labor, Occupational Safety and Health Administration (OSHA), considers being struck by construction traffic a worker hazard.
  - a. True
  - b. False
12. A good practice for flaggers is to have their body towards the stop slow paddle allowing them to watch both directions for traffic, driveways and pedestrians.
  - a. True
  - b. False
13. Covering an existing stop sign adjacent to a flagger at an intersection is not necessary.
  - a. True
  - b. False
14. Truck mounted changeable message signs with arrow capabilities provide flexibility for meeting site condition needs.
  - a. True
  - b. False
15. Temporary traffic control operations never occur when roads are icy or snow covered.
  - a. True
  - b. False
16. Cones down the centerline of the road upstream of the flagger station can improve the safety and operation of the Temporary Traffic Control zone.
  - a. True
  - b. False
17. Effective standard operating procedures are written based on input from personnel with field experience.
  - a. True
  - b. False
18. Training on how to use standard operating procedures is not necessary.
  - a. True
  - b. False
19. Standard operating procedures can allow for proper application of engineering judgment in the field.
  - a. True
  - b. False
20. Many states have their own Manual on Uniform Traffic Control Devices.
  - a. True
  - b. False

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