

FREQUENTLY ASKED WORK ZONE QUESTIONS

MAINTENANCE OF TRAFFIC (MOT)

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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 ≥ 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?

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), SHA's Traffic Manager's (TM) Training Course (www.mdhighways.org), and ATSSA's Advanced Traffic Manager's Training (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.

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.

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 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 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 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. 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.