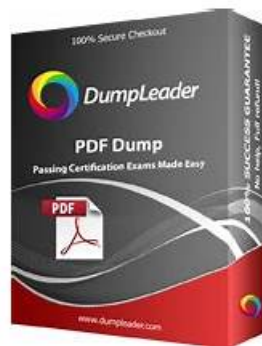


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## TPCB Professional Traffic Operations Engineer Practice Exam Sample Questions (Q172-Q177):

### NEW QUESTION # 172

Which of the following is NOT true about Road Safety Audits?

- A. It focuses solely on safety issues
- B. It is a formal examination with structured process
- C. It is limited to new or major redesign projects
- D. It is conducted by a team of independent professionals

**Answer: C**

### NEW QUESTION # 173

A traffic engineer is designing a signal timing plan for an arterial with a desired progression speed of 30 mph and intersections spaced 1,760 feet apart. What is the travel time between intersections?

- A. 40 seconds
- B. 35 seconds
- C. 45 seconds
- D. 30 seconds

**Answer: A**

### NEW QUESTION # 174

According to the MUTCD, what is the minimum duration of the steady red clearance interval for a pedestrian hybrid beacon?

- A. 3 seconds
- B. 5 seconds
- C. 4 seconds
- D. 6 seconds

**Answer: C**

### NEW QUESTION # 175

A signal coordination plan for five intersections spaced 1,320 feet apart aims for a progression speed of 40 mph. What is the optimal cycle length to achieve two-way progression?

- A. 108 seconds
- B. 60 seconds
- C. 90 seconds
- D. 72 seconds

**Answer: D**

### NEW QUESTION # 176

A road safety audit identifies a high-crash location due to inadequate lighting. The engineer proposes a countermeasure with a Crash Modification Factor (CMF) of 0.70. If the current crash rate is 10 crashes per year, what is the expected crash rate after implementation?

- A. 5 crashes/year
- B. 9 crashes/year
- C. 3 crashes/year

- Answer: D**

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