

Safe and Effective Use of Law Enforcement Personnel in Work Zones

Module 1.2

Sources of Work Zone Standards, Guidelines and Procedures



Module 1.2

Module 1 includes 3 lessons:

Lesson 1.1— Introduction

- The importance of how work zone training for LEOs enhances safety

Lesson 1.2 — Sources of Work Zone Standards, Guidelines and Procedures

- Key references and resources for LEOs

Lesson 1.3 — Roles and Responsibilities

- Roles and responsibilities of work zone stakeholders

Objectives of this Lesson

This module will provide you information regarding:

- The key sources of information for work zones
- The difference between standards and guidelines
- The important points in the current Interagency Agreement, March 30, 2009

Guidelines and Standards for Work Zones

- There is no single, comprehensive source of standards, guidelines, and practices for LEOs in work zones*

*Federal Highway Administration. *Transportation Management Plans: Guidelines for Development, Implementation, and Evaluation*. 2007.

- This lesson introduces important references and resources that define standards and guidelines related to LEOs and work zones

Documents LEOs should be aware of:

The key documents for work zone standards, guidelines and procedures in Maryland are as follows:

- Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD)
- Interagency Work Zone Service Agreement, March 30, 2009
- Maryland Manual on Uniform Traffic Control Devices (MdMUTCD)
- Use of Police Traffic Services in Work Zones, Maryland State Highway Administration, August 2005

These documents can be obtained from the Work Zone Safety & Mobility website.

Standards, Guidelines and Options

Before going on, let's point out some important terms that are used in these documents:

STANDARDS

State requirements, mandatory, or specifically prohibited practices regarding traffic control devices. Standards typically use the word “shall”.

GUIDANCE

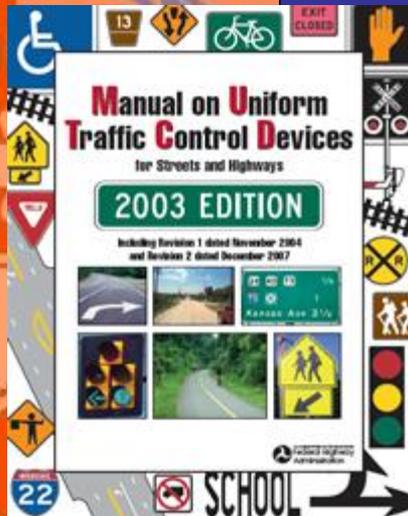
Statements of recommended but not mandatory practices in typical situations. Statements of guidance typically use the word “should.” Decisions are based on engineering judgment, and, as appropriate, engineering studies.

OPTIONS

Statements of practice that are permitted, but are not specifically recommended or mandated. The word “may” is typically used.

The Federal MUTCD

The Manual on Uniform Traffic Control Devices* contains Federal standards and guidelines for the design and use of traffic control devices.



*U.S. Department of Transportation. *Manual on Uniform Traffic Control Devices*, Federal Highway Administration, 2003.

Applies to:

- **ALL** states and territories!
- **ALL** streets and roadways open to public travel!

The Federal MUTCD

Promotes:

- Uniformity in traffic control devices
- Uniformity in practice and application

Uniformity is important for several reasons:

- Provides effective communication with motorists
- Provides similarity of design and purpose across jurisdictions



The Maryland MUTCD (MdMUTCD)

The MdMUTCD gives direction on State's modifications and additions to the MUTCD.

The MdMUTCD:

- Supplements the Federal MUTCD
- Customizes State practices

What is in the MdMUTCD?

I. General

II. Signs

III. Markings

IV. Highway Traffic Signals

V. Traffic Control Devices for Low-Volume Roads

VI. Temporary Traffic Control

VII. Traffic Controls for School Areas

VIII. Traffic Controls for Highway-Rail Grade Crossings

IX. Traffic Controls for Bicycle Facilities

X. Traffic Controls for Highway-Light Rail Transit Grade Crossings

The Table of Contents for the MdMUTCD is shown to the left.

The MdMUTCD Part 6

6A. General

6B. Fundamental Principles

6C. Temporary Traffic Control Elements

6D. Pedestrian and Worker Safety

6E. Flagger Control

6F. Temporary Traffic Control Zone Devices

6G. Temporary Traffic Control Zone Activities

6H. Typical Applications

6I. Control of Traffic Through Traffic Incident Management Areas

- Part 6 of the MdMUTCD covers the use and placement of traffic control devices in work zones and incident management areas.
- Part 6 *does not* directly address the use of LEOs in work zone.

Work Zone Traffic Control Plans

The Traffic Control Plan is a project-specific important resource for LEOs.

The TCP is:

- Approved and enforced by the highway agency
- Implemented and maintained by the contractor

Officers are not responsible for developing, maintaining and enforcing TCPs, however, LEOs can be extremely valuable in identifying potential problems.

Interagency Work Zone Agreement

An interagency agreement between the Maryland State Police and the State Highway Administration, made on March 30, 2009 lays out:

- Procedures and Requirements
 - Determining if MSP services are required
 - SHA Notification of LEO services to MSP
 - MSP Duties and Responsibilities
 - Reimbursements to LEOs
- SHA Standard Operating Procedures for Requesting MSP in Work Zones
- Criteria for use of MSP in Work Zones
- High-Visibility Apparel Requirements



SHA Use of Police Traffic Services in Work Zones

Provides information and guidance for use of LEOs:

- As a speed management measure in stationary work zones
- Mobile operations
- For rolling road blocks in work zone operations

True/False

Question 1

The MUTCD provides detailed information about the placement of LEO vehicles in work zones.

- A. True
- B. False

Matching

Question 2

Identify the terms associated with guidelines, standards, and options.

Column 1

___ Guidelines

___ Options

___ Standards

Column 2

A. Should

B. Shall

C. May

True/False

Question 3

Guidance in the MdMUTCD may be considered a substitute for engineering judgment.

A. True

B. False

Multiple Choice

Question 4

Which of the following documents provides a comprehensive source of standards, guidelines and practices for LEOs in work zones:

- A. The MdMUTCD Part 6i
- B. The SHA/MSP Interagency Work Zone Agreement
- C. The Federal MUTCD
- D. None of the above

Answer Key

1. B

2. A, C, B

3. B

4. D

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