

UNIFORMED OFFICER AND FLAGGER USE GUIDELINES

Flaggers shall be used to the greatest extent possible for “dynamic” traffic control operations. Uniformed Officers may be utilized for their specific authority above and beyond that of a flagger, such as assistance in speed control and traffic law enforcement. The use of Uniformed Officers may be necessary in some instances. However, Officer use is not a requirement. Their use must be preapproved by NHDOT.

Examples of traffic control operations where Uniformed Officers and flaggers are typically not needed:

1. Shoulder work.
2. Work behind barrier.

Examples of traffic control operations where flaggers should be used include:

1. Alternating 1-way traffic (stop/slow paddles must be used).
2. Directing traffic through low volume intersections.
3. Assisting trucks and equipment in and out of work areas.
4. Providing coverage at side roads and driveways during mobile operations (e.g. paving, striping, etc.).
5. Directing pedestrians and bicyclists through the work zone.

Examples of traffic control operations where Uniformed Officers may be used include:

1. Directing traffic through complex intersections, especially where signals are being overridden.
2. Assisting construction vehicles and equipment in and out of work areas on high speed (>45 mph), high volume facilities (>15000 vpd). Note: If an access area is anticipated to be in place for an extended period of time and it is determined that assistance is required for the safe exit and entry of construction vehicles, then a cost analysis should be completed to determine if stationary measures (e.g. signals) would be more cost effective than officers or flaggers.
3. Rolling roadblock operations on interstate and turnpike facilities and other multi-lane L.A.R.O.W. highways.
4. If a uniformed officer is already on site for other needs (enforcement or presence), then the officer may be asked to supplement these duties by providing limited duration traffic control that would otherwise be covered by a flagger. However, the officer must be adequately trained for the flagger operation to be performed and must use appropriate equipment and techniques (which may include the use of stop/slow paddles).
5. If approved, officers may be hired as a speed deterrent and/or to increase driver awareness through a work zone under the following conditions:
 - a. The work zone has a posted speed of 45 mph or higher and an average daily traffic (ADT) volume of 15,000 vpd or greater; and
 - b. The work zone presents a unique safety issue, such as a high rate of crashes, vehicles traveling at excessive speeds, poor highway geometrics, excessive East-West sun glare; workers exposed to traffic; and/or construction equipment frequently entering and exiting the work zone.
6. In rare cases, a presence officer may be approved for use on low speed (<45 mph) or low volume (<15,000 vpd) roads if a unique safety issue exists and other speed deterrent or driver awareness measures are proven ineffective.
7. The use of law enforcement may be considered for nighttime operations. When used at night the use of the blue lights and positioning should be carefully considered. Excessive use of police vehicles with lights at night, or inappropriate positioning of these vehicles may actually detract from the positive guidance the work zone traffic control devices provide. When used for nighttime work, blue lights should be dimmed and headlights should be off.

See complete Flagger and Uniformed Officer guidelines at this link:

<https://mm.nh.gov/files/uploads/dot/remote-docs/flagger-police-use%20guidelines.pdf>

UNIFORMED OFFICER PLACEMENT IN THE WORK ZONE

If Uniformed Officer with Vehicle use has been approved for presence, cruiser placement is recommended as follows:

1. Park in the shoulder or median, not in the travel lane.
2. Do not park behind the Truck Mounted Attenuator (TMA).
3. Do not park in the buffer zone. If buffer zone presence is needed, then consideration should be given to installing a truck TMA instead.
4. Do not park in the taper.
5. Locate the police cruiser between the 1st and 2nd signs (from the taper).
 - a. Urban (Low <= 30 mph) 150' from the taper.
 - b. Urban (High >= 35 mph) 525' from the taper.
 - c. Rural = 750' from the taper.
 - d. Expressway/Freeway = 1750' from the taper.
6. Consider having the cruiser face traffic for stationary operations.
 - a. Recommended cruiser positioning for moving operations:
 - I. Less than 5 mph face traffic (e.g. crack seal).
 - II. Greater than 5 mph face work (e.g. striping, rumble strips).
7. Stay ¼ mile in front of queue.
8. If a second Officer is used for enforcement, and there is no queue, the enforcement officer should be immediately after the work zone. If there is a traffic queue then the enforcement officer should be several miles before the backup queue and presence Officer.
9. Hands free and cell phone use should be only for work zone activity.
10. Headlights off, dim blue lights at night if possible.

WORK ZONE TRAFFIC CONTROL

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AND FLAGGERS**

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