Purpose

To establish a policy and procedures for the Utah Department of Transportation (Department) to provide a safer work zone through the prudent and consistent use of Uniformed Officers in traffic control operations. This policy provides guidance and consistency statewide with regard to the use of Uniformed Officers, while providing efficient use of construction funding.

Policy

It is the policy of the Department to take appropriate safety measures to reduce the likelihood of injuries and fatalities to workers and road users in Department Work Zones. These safety measures include using appropriately trained Uniformed Officers to establish a presence, control traffic, enforce the Traffic Code and other law, and provide emergency assistance as needed. The use of uniformed officers in work zones is to be consistent with the UDOT Guidelines for Uniformed Officer Use in Work Zones.

The following apply to work zones on state routes:

A. The Department Traffic Engineer, Project Manager, and Resident Engineer for a region will determine where and when the presence of one or more Uniformed Officer in a Work Zone is required. Such situations include:

1. Work Zone established for more than three days with:
   a. Workers present within the Work Clear Zone,
   b. Posted preconstruction speed of 45 mph or greater,
   c. No mitigation or positive protection devices present.
2. Initial freeway lane closures, including full closures and closure of on and off ramps or significant changes to static traffic control.
3. Traffic control setup or removal that presents increased risks to workers and road users due to limited motorist sight distance, innovative intersection design, weather or other factors.
4. Night work operations where workers are located within the AASHTO Clear Zone.

B. The Department Traffic Engineer, Project Manager, and Resident Engineer for a region will determine where and when the presence of one or more Uniformed Officer in a Work Zone is generally not required but should be considered included:

1. High-speed roadways where traffic queuing is anticipated, especially if the queue forms a considerable distance in advance of the work zone or work space.
2. Existing traffic conditions and crash histories indicate a potential for substantial safety and congestion impacts related to the work zone activity, and may be mitigated by improved driver behavior and awareness of the work zone.

3. Lane closures on non-freeways with a posted speed of 45 mph or higher.

4. To facilitate moving operations.

5. Adverse conditions created by weather.

C. Utah Highway Patrol (UHP) officers will be used, if available, when the Traffic Engineer, Project Manager, and Resident Engineer for a region determine that the presence of Uniformed Officer in a Work Zone is required. County or Municipal Uniformed Officers may be used if UHP Officers are unavailable.

D. Private and unmarked vehicles will not be allowed. Special duty vehicles, such as D.A.R.E. and animal control, will not be allowed.

E. The uniformed officer’s vehicles will include flashing blue lights, visible from 360 degrees, to deter aggressive driving behavior. When uniformed officer’s vehicles are used for nighttime work, flashing blue lights will be dimmed, if possible.

F. Effective July 1, 2015 all uniformed officers working on all Federal and Department funded projects, including municipally managed projects, will be Utah POST certified and have successfully completed FHWA’s course on Safe and Effective Use of Law Enforcement Personnel in Work Zones.

Background
This policy was initiated to comply with the requirements of the Federal Highway Administration, 23 CFR Part 630, Subpart K, 630.1106 Uniformed Law Enforcement Policy.

Definitions
Uniformed Officer
A certified law enforcement officer who has the legal authority to enforce the Traffic Code and other laws, and has completed FHWA’s course on Safe and Effective Use of Law Enforcement Personnel in Work Zones.

Work Zone
An area of a highway with construction, maintenance, or utility work activities. Work Zones may be marked by signs, channelizing devices, barriers, pavement markings, or work vehicles, and extend from the first warning sign or high-intensity rotating, flashing, oscillating, or strobe lights on a vehicle to the END ROAD WORK sign or the last temporary traffic control (TTC) device.
Responsibility

A. The State Construction and Materials Engineer is responsible for the development and updating of the *UDOT Guidelines for Uniformed Officer Use in Work Zones*.

B. The Region Traffic Engineer, Project Manager and Resident Engineer are responsible for determining if situations were uniformed officers are typically required or typically not required but should be considered apply to the project in question.

C. The Region Traffic Engineer is responsible for implementing the recommendations set forth in the *UDOT Guidelines for Uniformed Officer Use in Work Zones*. 