

APPENDIX C

GUIDELINES FOR USE OF VIRGINIA STATE POLICE IN CONSTRUCTION/MAINTENANCE WORK ZONES

The following Guidelines for use of Virginia State Police in construction and maintenance work zones have been developed by the Virginia State Police and VDOT to ensure the maximum effectiveness of law enforcement in work zone operations. These guidelines are not intended to be all-inclusive, as each work zone presents its own unique situations and ever-changing conditions. Situations will occur which dictate deviations from these guidelines as stated and/or are not covered by the guidelines. In those situations, the project inspector and the trooper should confer on the best way to address the traffic safety problems presented.

Guidelines for Use of Virginia State Police In Construction/Maintenance Work Zones

To ensure the maximum effectiveness of the use of the Virginia State Police in work zones, the following guidelines have been developed for standard lane closure operations:

1. Prior to placing a request for state police on a particular project or work zone operation, the project inspector (or VDOT maintenance personnel) contractor's superintendent and State Police area supervisor should meet and discuss when, where, and how State Police assistance would benefit in reducing excessive speeds and moving violations through the work zone. When it has been determined and approved to assign State Police assistance to the work zone, the following guidelines are offered:
 - A. If traffic is expected to be free flowing through the work zone with little to no back-ups, the trooper should be located at a reasonable and safe distance in advance of the first work crew in the lane closure. If a Truck-Mounted Attenuator (TMA) vehicle is used within the lane closure, the trooper's vehicle should not be stationed in advanced of the TMA as traffic would approach. The TMA vehicle should always be the first vehicle motorist encounter in the work zone.
 - B. If traffic is slowing and backing up within the transition area or within the advance warning area of the work zone, the trooper should position his/her vehicle on the shoulder in advance of the queue to slow traffic, which should increase awareness and prevent potential crashes. This may require repositioning of the law enforcement vehicle periodically to stay in a proper advance position of the traffic queue.
 - C. Mobile lane closure operations on multi-lane roadways are one of the most hazardous operations performed in work zone operations. If possible, the use of a trooper, placed on the shoulder at a reasonable and safe distance (approximately 500 to 800 feet in advance of the vehicles performing the lane closure operations), is recommended to increase motorists' awareness and slow approaching traffic. The trooper's vehicle should not block an open lane unless protected by a TMA.
2. After determining when, where, and how the state police are to be used, the project inspector (or VDOT maintenance personnel) should contact the state police and arrange for a meeting on the project to discuss that day's operations and placement of the trooper(s). VDOT contact information, including name and cell phone or pager number, shall be given to the trooper(s) so that communication may be maintained throughout the shift for that operation. During the course of the day/night, the project inspector, VDOT maintenance supervisor, or his/her designate shall relay any recommended changes to the placement of the trooper(s).
3. VDOT personnel should request that the trooper's vehicle be equipped with a speed detection unit.
4. Once on the project at the designated location, at the discretion of the trooper the state police vehicle should operate with its emergency lights flashing. If equipped with a speed detection unit, the trooper should operate the speed detection unit, periodically stopping vehicles exceeding the safe speed established for that work zone. To retain credibility with motorists, the trooper may travel out of the work zone to stop speeding motorists. Otherwise, motorists

will believe that the trooper is there for “show” only and not for “enforcement”. Due to the activities occurring in the work zone at any given time, the trooper should stop motorists outside of the closed lane or work zone area, then return when possible.

5. Upon completion of the state trooper’s shift, the trooper and the project inspector, maintenance supervisor or his designate should meet to review that shifts operation and to agree upon the time worked and sign the appropriate log. If the trooper must leave the site due to an emergency or other related situation, the VDOT contact person shall be notified.
6. Any condition or situation a state trooper observes within a work zone which needs to be corrected shall be brought to the attention of VDOT project personnel
7. These guidelines are not intended to be all-inclusive. Situations will occur which dictate deviations from the guidelines as stated and/or are not covered by the guidelines. In those situations, the project inspector and the trooper should confer on the best way to address the traffic safety problems presented.

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