

**National Committee on Uniform Traffic Control Devices
TTC TECHNICAL COMMITTEE RECOMMENDATION**

Approved by NCUTCD Council - June 24, 2005



June 24, 2005

To: NCUTCD COUNCIL

From: Gene Putman, Chair of the Temporary Traffic Control Technical Committee of the NCUTCD

Subject: Border Patrol Checkpoints Guidelines

Background

At the request of AASHTO, FHWA, and the U.S. Border Patrol based on a recommendation of the National Transportation Safety Board, the Temporary Traffic Control and the Regulatory and Warning Signs Technical Committees of the NCUTCD in the January 2005 met to establish a set of guidelines for the U.S. Border Patrol Checkpoints. A Task Force was formed from members of the two technical committees.

This Task Force was chaired by Charles Adams, from the Louisiana Dept. of Transportation. The Task Force worked for two days to develop a set of draft guidelines, initially called Draft Typical Applications (TA's) drawing with a few notes. These TA's were reviewed by the both Technical Committees at the end of the Technical Committees work at this January 2005 meeting. The TA's were then approved to be sent out to sponsors for comments with a final review by the Technical Committees at the June 2005 meeting of the NCUTCD.

Between the January and June meetings of the NCUTCD additional reviews were held and comments obtained. Presentations were given to the American Traffic Safety and Services Associations, reviews with local governments, and state highway departments. In late April, AASHTO and the FHWA brought together several state highway departments that have Border Patrol checkpoints in their states, several Border Patrol officials, and myself in Laredo, Texas to inspect three checkpoints that were in operations in the Laredo area. Based on this meeting a set of updated TA's were developed using the National Committee draft TA's as a basis for their recommendation.

Prior to the National Committee's meeting on June 22, 2005, the AASHTO's Subcommittee on Traffic Engineering met on June 21, 2005 at which time the original National Committee's Draft TA's and the updated TA's from the Laredo meeting were presented to the full subcommittee. The Subcommittee voted unanimously to support the National Committee and Laredo TA's.

On June 22, 2005 the two Technical Committees met again and had presentations by AASHTO of the updated Laredo TA's and Border Patrol on Checkpoints. The Technical Committees Task Force then reconvened with taking comments from sponsors, technical committee members, and the Laredo TA's and spent many hours putting together a final draft set of TA's and guideline text.

Final Technical Committee Review

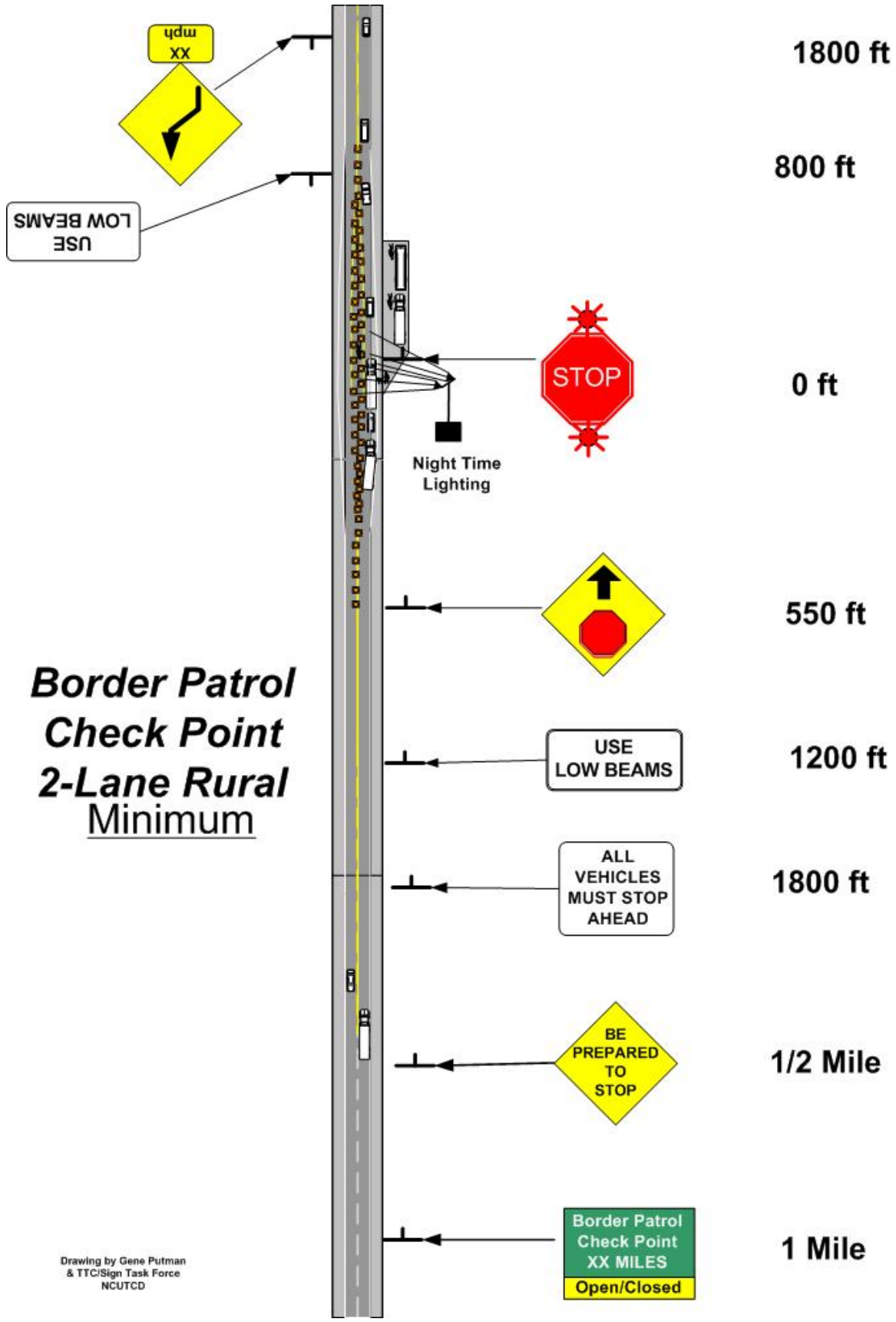
On Thursday afternoon, the Task Force brought their revised TA's and text to the Technical Committee. The following is the general makeup of a motion of the Technical Committee's recommendation to the General Session and the National Committee Delegates:

- 1.) The three TA's attached were recommended with text.
- 2.) That lighting be provided for nighttime operation.
- 3.) That these TA's and guidelines are for Border Patrol Checkpoints (97 across the country) only and are not for other types of checkpoints use by other law enforcement agencies, and that because of the limited use that these TA's not be placed in the Manual on Uniform Traffic Control Devices. These TA's are to be guidance in FHWA, Border Patrol, and the individual state department of transportations develop Traffic Control Plans for each checkpoint taking into consideration the location, and geometric features.
- 4.) That the retroreflective clothing (safety vest) be a "should" condition for the Border Patrol officers.

The motion was made by Russell Lewis, and seconded by Greg Brinkmeyer. The final vote of the Technical Committee was 28 yes, 0 no, and 0 abstained for a unanimous vote.

Gene Putman, P.E., P.T.O.E

Chair of the Temporary Traffic Control Technical Committee and
ITE Delegate



Typical Application 1

Border Patrol

Checkpoint on Two-Lane Road

Standard:

1. If the pavement surface will allow, a minimum of two independent sets of transverse rumble strips (milled or raised) shall be installed at least ½ mile in advance of the stop condition for “permanent” Border Patrol Checkpoint locations. Exact placement of transverse rumble strips will be determined by the roadway authority. A “permanent” checkpoint is defined as a location that includes permanently constructed buildings, traffic control, and associated facilities without regard to hours of operation.
2. A no-passing zone shall be established for each direction of approaching traffic a minimum of 1/2 mile in advance of the Border Patrol Checkpoint.
3. Regulatory and warning signs shall be turned, removed or covered when the Border Patrol Checkpoint is non-operational, and flasher turned off.
4. Flashing beacons mounted on STOP signs shall be red in color.

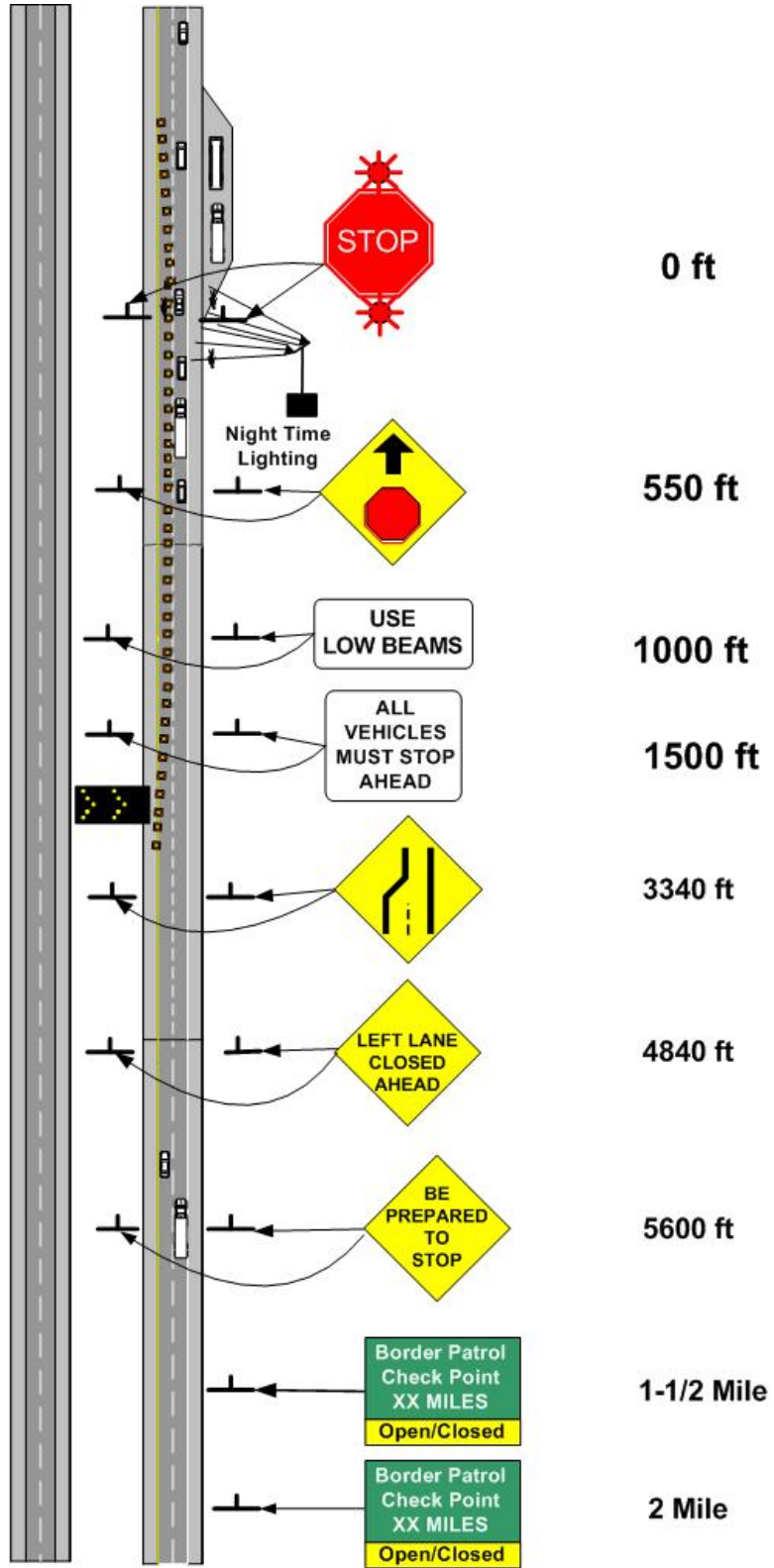
Guidance:

5. The Roadway Authority should review roadway geometry and traffic conditions to determine if changeable message signs, or other devices, are needed in addition to the devices shown.
6. High-visibility safety apparel should be worn by Border Patrol officers at the checkpoints.

Option:

7. If the pavement surface will allow, two independent sets of temporary transverse rumble strips (milled or raised) may be installed at least ½ mile in advance of the stop condition for “tactical” Border Patrol Checkpoint locations. Exact placement of the transverse rumble strips will be determined by the roadway authority. A “tactical” checkpoint is defined as a location that is pre-selected and remains constant but where there are no permanent buildings or facilities. Most or all equipment is mobile and can be removed from the site when the checkpoint is non-operational.
8. NO PASSING ZONE pennants and / or DO NOT PASS and PASS WITH CARE signs may be used to supplement the pavement markings establishing the no-passing zone.
9. Flashing beacons and / flags may be used to supplement signs as determined by the roadway authority.
10. The distances shown for sign spacing may be adjusted based on field conditions.

**Border Patrol
Check Point
4-Lane Divided
Single Lane
Minimum**



Drawing by Gene Putman
& TTC/Sign Task Force
NCUTCD

Typical Application 2
Border Patrol
Checkpoint on Four-Lane Divided Road
(One-Lane Stop)

Standard:

- 1. If the pavement surface will allow, a minimum of two independent sets of transverse rumble strips (milled or raised) shall be installed at least ½ mile in advance of the stop condition for “permanent” Border Patrol Checkpoint locations. Exact placement of transverse rumble strips will be determined by the roadway authority. A “permanent” checkpoint is defined as a location that includes permanently constructed buildings, traffic control, and associated facilities without regard to hours of operation.**
- 2. Regulatory and warning signs shall be turned, removed or covered when the Border Patrol Checkpoint is non-operational.**
- 3. Flashing beacons mounted on STOP signs shall be red in color.**

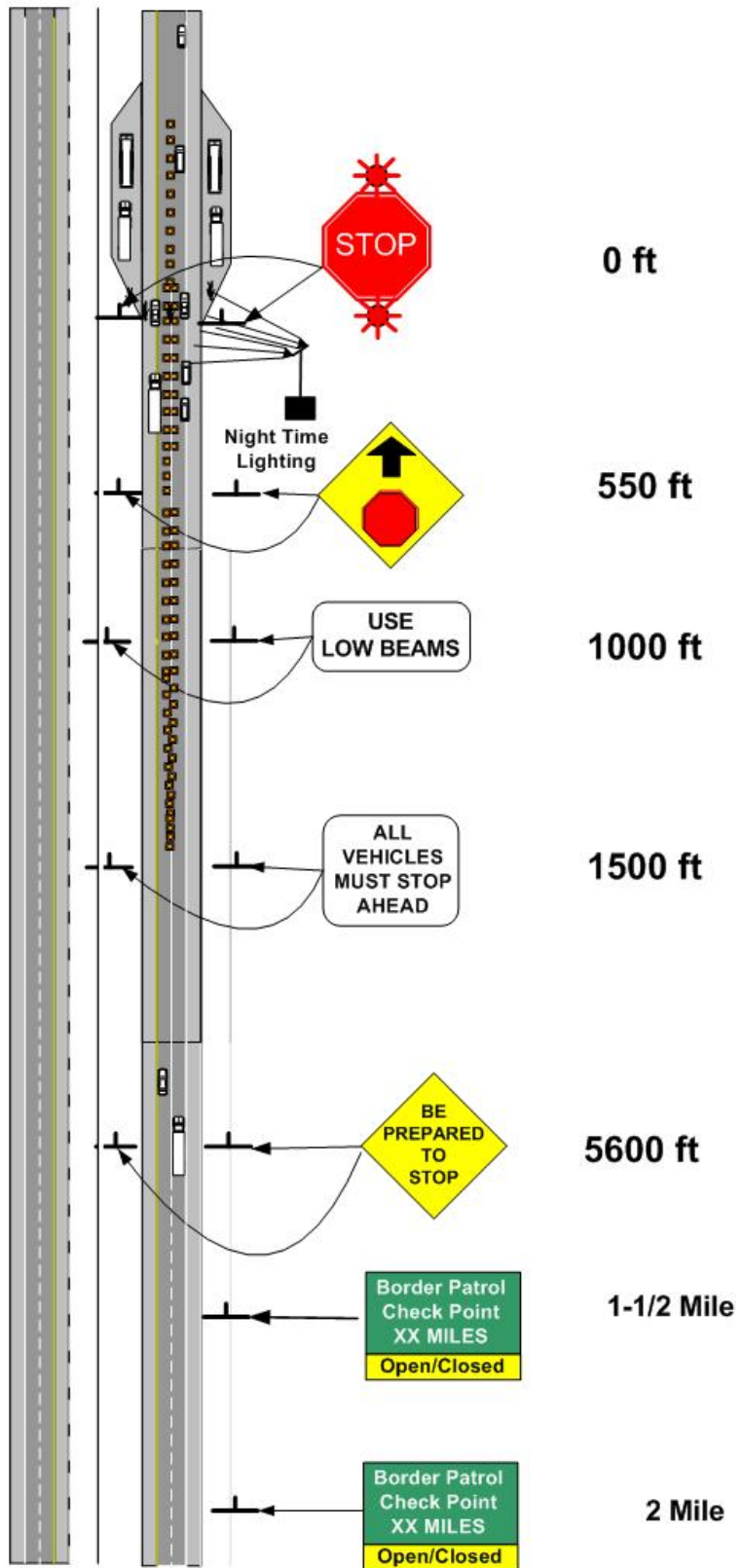
Guidance:

4. The Roadway Authority should review roadway geometry and traffic conditions to determine if changeable message signs, or other devices, are needed in addition to the devices shown.
5. **High-visibility safety apparel should be worn by Border Patrol officers at the checkpoints.**

Option:

6. If the pavement surface will allow, two independent sets of temporary transverse rumble strips (milled or raised) may be installed at least ½ mile in advance of the stop condition for “tactical” Border Patrol Checkpoint locations. Exact placement of the transverse rumble strips will be determined by the roadway authority. A “tactical” checkpoint is defined as a location that is pre-selected and remains constant but where there are no permanent buildings or facilities. Most or all equipment is mobile and can be removed from the site when the checkpoint is non-operational.
7. Flashing beacons and / flags may be used to supplement signs as determined by the roadway authority.
8. The distances shown for sign spacing may be adjusted based on field conditions.

**Border Patrol
Check Point
4-Lane Divided
2-Lane Stop
Minimum**



Drawing by Gene Putman
& TTC/Sign Task Force
NCUTCD

Typical Application 3
Border Patrol
Checkpoint on Four-Lane Divided Road
(Two-Lane Stop)

Standard:

- 1. If the pavement surface will allow, a minimum of two independent sets of transverse rumble strips (milled or raised) shall be installed at least ½ mile in advance of the stop condition for “permanent” Border Patrol Checkpoint locations. Exact placement of transverse rumble strips will be determined by the roadway authority. A “permanent” checkpoint is defined as a location that includes permanently constructed buildings, traffic control, and associated facilities without regard to hours of operation.**
- 2. Regulatory and warning signs shall be turned, removed or covered when the Border Patrol Checkpoint is non-operational.**
- 3. Flashing beacons mounted on STOP signs shall be red in color.**

Guidance:

4. The Roadway Authority should review roadway geometry and traffic conditions to determine if changeable message signs, or other devices, are needed in addition to the devices shown.
5. High-visibility safety apparel should be worn by Border Patrol officers at the checkpoints.

Option:

6. If the pavement surface will allow, two independent sets of temporary transverse rumble strips (milled or raised) may be installed at least ½ mile in advance of the stop condition for “tactical” Border Patrol Checkpoint locations. Exact placement of the transverse rumble strips will be determined by the roadway authority. A “tactical” checkpoint is defined as a location that is pre-selected and remains constant but where there are no permanent buildings or facilities. Most or all equipment is mobile and can be removed from the site when the checkpoint is non-operational.
7. Flashing beacons and / flags may be used to supplement signs as determined by the roadway authority.
8. The distances shown for sign spacing may be adjusted based on field conditions.