

append the same sentence with language to convey that the implementation of the regulations is a collaborative process between the State and the FHWA Division Office, by adding the words, "as agreed upon by the FHWA and the State." This conveys that the State and the FHWA Division Office may work together to develop appropriate procedures and determine the most suitable intervals for the FHWA Division Administrator to review the State's implementation of its procedures. We do not propose any modifications to the second sentence in this section. We propose to modify the last sentence in this section of the current regulation by deleting the word "major" in "or revisions" so as to eliminate ambiguity in interpretation.

Section 630.1012 State Transportation Department Policy and Procedures

We propose to reorganize the section entitled "Contents of the agency procedures," under a new title, "State Transportation Department Policy and Procedures." The purpose of this reorganization is to clearly delineate policy level and project level requirements for States. We propose to change the section number for this section from § 630.1010 to § 630.1012. Our proposed changes to this section are explained in the following paragraphs.

This section consists of two main requirements, which are: § 630.1012(a) State Transportation Department Policy, and § 630.1012(b) Project Impact Analysis and Management Procedures.

In § 630.1012(a) "State Transportation Department Policy" we propose policy level requirements for States to support the consideration of work zone safety and mobility impacts in the project development process.

In § 630.1012(a) we propose to add the requirement for a "Work Zone Safety and Mobility Policy." This would be a new requirement, where we propose that States shall develop their own "work zone safety and mobility policies" that will support the systematic consideration of work zone impacts across all stages of project development; and address the safety and mobility needs of all road users, workers, and other affected parties on all Federal-aid highway projects. All stages of project development include early project level planning through project design, traffic control and operations planning. Such policies would facilitate easier and more streamlined decision making during project development by providing a standardized approach, and by serving as an implementation guide to practitioners who are involved in

planning, designing, and implementing road projects.

In § 630.1012(a)(1)(i) we propose to make these policies scalable according to each State's unique requirements, and that the State may apply its policy to different projects based on the severity of work zone impacts of the project.

In § 630.1012(a)(1)(ii) we propose to recommend that the State involve personnel from different departments and representing the different project development stages in the development of the policy. The proposed language is general and would allow flexibility in the role and makeup of the team. Such a team may be responsible for the analysis and evaluation of the safety and mobility issues related to work zones, and the development, improvement, and institutionalization of the resultant project options as well as the work zone design and impact mitigation strategies for different types of projects. Such a multidisciplinary team may serve as a standing committee of experts on work zones, and may help make informed decisions during the appropriate stages of project development on how best to design and build projects, and mitigate the impacts of work zones. The State may include other stakeholders (*i.e.*, other transportation agencies, police, fire, emergency medical services, and regional transportation management centers), and industry representatives (*i.e.*, engineers, contractors) in developing these policies.

The content of the policy would be determined by the State. The following are examples of topics that may be addressed in these State policies:

- *Project Classification.* A project classification system would be a process to classify road projects into different types, based on the severity of work zone impacts. This classification process would allow the State to apply appropriate policies and practices for the design, implementation, and management of work zones and their impacts, that are best suited to specific project types. The different parameters that affect work zone impacts of projects include, but are not limited to: Road classification; area type (urban, suburban, rural); traffic demand and travel characteristics (lanes affected, Average Daily Traffic, expected capacity reduction, Level of Service); type of work; complexity of work being performed (duration, length, intensity); level of traffic interference with construction activity; and potential impacts on local network and businesses. Project classification systems may range from a simple scheme to classify projects into high impact and low impact, to a multi-

dimensional matrix of projects that helps decisionmaking on appropriate work zones treatments for different types of projects. At this time, there are no recommended tiers of projects, and States may develop their own classification system that best suits their needs. It is noteworthy that a simple and straightforward classification system would ensure that it is practical and is also easy to adopt and apply.

- *Work Zone Performance Standards.* Performance standards would establish the safety and mobility performance requirements for work zones for different types of projects, and thereby drive appropriate planning, design and operational strategies that help achieve the set requirements. An example of a performance standard for work zones would be the establishment of a traffic management policy that outlines performance standards for different types of projects. Such a traffic management policy may also outline methods that prescribe limits on lane closures, thresholds on delays and queues due to work zones, and restrictions on work hours so as to achieve the mobility performance standards for different types of projects. The traffic management policy may also include safety performance standards that outline requirements for crash reduction.

For example, the Ohio Department of Transportation (ODOT) has developed and adopted a policy that sets limitations on the number of lanes that may be closed for construction activities on freeways and "freeway look-alikes" (other highways that are similar to freeways). Such performance standards for decisionmaking during the early project planning and preliminary design stages would provide designers and traffic control and operations planners an understanding of the limitations that they are working under, thereby resulting in more comprehensive and complete designs and traffic control and operations plans, which may not require extensive changes during the final stages of design, or during the actual construction phase.

- *Development of Recommendations on Project Options, and Work Zone Design and Impacts Mitigation Alternatives that Suit Different Project Types.* After the establishment of a project classification system and appropriate performance standards, the State may then develop recommendations on alternative project planning and design solutions and strategies that best minimize the work zone impacts for different project types. The availability of Statewide policies and procedures on the most suitable