

project options and work zone design and impacts mitigation strategies for the different types of projects would streamline decisionmaking, and ultimately make project delivery more efficient and effective, and work zones less disruptive. Examples of alternative project options and design strategies would include recommendations on work zone strategies (e.g., night work, full-closure); design strategies (e.g., traffic control, choice of materials, use of positive separation); contracting strategies (e.g., low bid, design-build, A+B bidding, incentive/disincentive contracting); and mitigation strategies (e.g., use of intelligent transportation systems, traveler information, real-time work zone monitoring, management and enforcement).

Section 630.1012(a)(2) "Training." The proposed requirements in the "Training" section are part of the current regulation in § 630.1010(d). We propose to modify the current language in this section by adding the words "work zone related transportation management and" after the word inspection. This would indicate that training related to work zones is not limited to just subjects that address traffic control for work zones. The proposed language reads as follows: "All persons responsible for the development, design, implementation, operation, and inspection of work zone related transportation management and traffic control shall be adequately trained." We propose to add another sentence that encourages documentation of the successful training received by the appropriate personnel, and the provision of periodic training updates that reflect changing industry practices. The proposed amendment would encourage States to keep records of training provided to personnel, and also to periodically provide training updates that are reflective of changing industry practices. The State may choose the most appropriate intervals for providing training updates.

Section 630.1012(a)(3) "Process Review and Evaluation." The current requirements on "Process Review and Evaluation" are stated in § 630.1010(e) and we propose to relocate the current language to § 630.1012(a)(3). We propose to add language that would provide flexibility to States on the frequency and the type of reviews. The current regulation requires States to annually review randomly selected projects throughout their jurisdiction for the purpose of assessing the effectiveness of their procedures. We propose to lessen the burden on States by changing the word "shall" to "is encouraged", and by changing the

requirement for "annual" reviews to "periodic" reviews. With increasing construction activity, and demand for time and resources of State personnel, the requirement to conduct such reviews on an annual basis may overburden States, resulting in perfunctory reviews for the sake of meeting a regulatory requirement. We believe that it is in the States' best interest to conduct reviews of processes and projects at appropriate intervals, so that they can continually improve their processes with regards to work zones and meet the needs of their customers better.

Further, we also propose to remove the requirement for the review and approval of the State's review results by the FHWA Division Administrator. We believe that the process reviews and improvements would be better achieved by a cooperative agreement and understanding between the State and the FHWA Division, which may be addressed in the stewardship agreement. We also propose to encourage States to include an FHWA representative in the process reviews. An overarching proposal would be to include both "safety and mobility" considerations in the reviews.

Section 630.1012(a)(4) "Work Zone Performance Data." The current regulation consists of requirements on analysis of construction zone accidents and accident data. These requirements are currently presented under the "Process Review and Evaluation," § 630.1010(e)(2). We propose to relocate the language on work zone crash data collection and analysis from the current "Process Review and Evaluation" section and include it under the title, "Work Zone Performance Data." In § 630.1012(a)(4)(i) we propose to retain the crash and crash data analysis requirements, but change "construction zone accidents and accident data" to "crashes and crash data." We also propose that States may include other safety performance measures in the analysis. This would be to reflect the trend of increasingly deploying ITS and other automated systems for work zones that indirectly help collect better safety performance data on work zones. Such safety performance measures would include data on speed variance and video data on work zone traffic flow that may help identify potential safety improvements.

In § 630.1012(a)(4)(ii) we propose to add language that would encourage States to collect and analyze work zone mobility performance data to continually improve work zone practices and policies. Examples of mobility performance data would

include delay, travel time, traffic volumes, speed, and queue lengths. The purpose of these proposed changes is to bring to the attention of States that both safety and mobility performance measurement and analysis is an essential part of ensuring that we develop and adopt the most effective and efficient practices for improving work zone safety and mobility, thereby delivering on the expectations of our customers.

In § 630.1012(b) "Project Impact Analysis and Management Procedures" we propose to require project level procedures that would analyze the work zone impacts of alternative project options and design strategies, and would develop mitigation measures that help manage the work zone impacts. The proposed requirements are: "Work Zone Impacts Analysis", "Transportation Management Plan (TMP)", "Pay Items", and "Responsible Persons."

Section 630.1012(b)(1) "Work Zone Impacts Analysis." This would be a new requirement that would require States to analyze the work zone safety and mobility impacts of alternative project options and work zone design strategies, and develop appropriate measures to mitigate the work zone impacts. The purpose of this impacts analysis would be to understand the type, severity and the extent of the work zone impacts associated with the different project alternatives, and to incorporate appropriate mitigation measures and strategies in project design, traffic control, transportation management and operations, and construction. We propose to provide flexibility to States in the performance of these impacts analyses by indicating that the scope and level of detail of the analysis would vary based on the States' policies and their understanding of the anticipated severity of work zone impacts due to the project. For projects with minimal sustained work zone impacts, the State would be exempt from performing a detailed project specific impacts analysis.

States would be encouraged to start the impacts analysis early in project development, and depending on the anticipated severity of work zone impacts due to the project, continue the analysis through project design, and traffic control and operations planning. This means that States would be encouraged to adopt a gradual systematic process for the impacts analysis by initially identifying the anticipated work zone impacts of the project during early project level planning, and based on this identification determine whether a more