

- Application of transportation systems management (TSM) and corridor management strategies, including mitigation treatments for alternate routes (for *e.g.*, traffic signal timing adjustment on affected corridors), and alternate modes (for *e.g.*, public transit subsidies, incentives and special programs);

- Coordination of transportation management with existing regional Transportation Management Centers (TMCs);

- Conduct of mobility and safety reviews and audits;

- Speed enforcement and management in work zones using either police officers or through automated techniques;

- Incident management plans for work zones; and

- Policies on work zone traffic management during emergency situations, for *e.g.*, hurricane evacuations or other natural disasters.

Examples of public information and outreach recommendations may include the following communications requirements:

- Provision of project and work zone information prior to the commencement of the work in order to make the public aware of the expected work zone impacts and the State's actions to mitigate the impacts;

- Provision of recommendations to the public on commuter alternatives, such as information on alternate routes and alternate modes;

- Provision of information on changing conditions on the project during the course of its implementation (for *e.g.*, changes in lane closure scenarios, construction staging, construction times, alternate routing); and

- Obtaining public input into the development of appropriate work zone impacts mitigation strategies during the planning and design phases of the project; the refinement of work zone traffic management and mitigation strategies during the course of the project implementation; and public feedback on performance of the work zone and project after the completion of the project.

Examples of public information and outreach sources that the State may consider for the public information and outreach plan would include the following:

- Dissemination of information through brochures, pamphlets and media sources including newspapers, television and radio channels, and Web sites;

- Public meetings and hearings;

- Coordination and cooperation with affected public and private parties;

- Establishment of telephone hotlines; and

- Focus groups, surveys, and market research for obtaining input and feedback from the public.

In § 630.1012(b)(2) we propose to establish the requirement for a Transportation Management Plan (TMP). The TMP would be a new requirement with the current requirements on the Traffic Control Plan (TCP) updated and rolled into it. The TMP would document the work zone mitigation and management strategies recommended by the work zone impacts analysis.

In § 630.1012(b)(2) we propose language to indicate that a TMP would document the mitigation strategies identified during the work zone impacts analysis. We propose that a TMP would have three coordinated components, namely the Traffic Control Plan (TCP), the Transportation Operations Plan (TOP), and the Public Information and Outreach Plan (PIOP). We propose to indicate that the content and degree of detail of the TMP will vary according to the severity of work zone impacts due to the project. We propose to require that States shall develop TMPs for projects based on their policy requirements and the severity of work zone impacts due to the project. We then propose to outline the requirements for the individual TMP components in § 630.1012(b)(2)(i)—“TCP,” § 630.1012(b)(2)(ii)—“TOP,” and § 630.1012(b)(2)(iii)—“PIOP.” The proposed content for these sections are explained in the following paragraphs.

In § 630.1012(b)(2)(i) we outline the proposed requirements for a Traffic Control Plan (TCP). As proposed, the TMP would include a TCP or provisions that would allow contractors to develop a State approved TCP prior to the start of work. This means that TCPs would be developed for all projects. It also means that States may involve contractors in the development of TCPs based on their understanding of the construction staging and strategies.

We propose to retain the current language on the definition of TCPs, and include the consideration of mobility by stating that it is a plan for safely and efficiently handling traffic through a specific highway or street work zone or project. We propose that TCPs may range in scope from a very detailed TCP designed solely for a specific project, a section of the MUTCD, or reference to approved standard plans or State transportation department manual. We also propose that for projects that have minimal work zone impacts, the TCP

would be the only component of the TMP.

The scope of the TCP would be determined by the anticipated construction staging and scheduling, and the traffic safety and control requirements identified in the work zone impacts analysis. The plans, specifications, and estimates (P.S. & E.s) would include either a State-prepared TCP; or provisions for contractors to develop a TCP, approved by the State, prior to start of the work. We also propose to retain the current language that the TCP shall be consistent with the provisions of the MUTCD.

We propose to delete the current language in the regulation that addresses TCP requirements for the work zone operations of two-lane, two-way highways as that language is available in the MUTCD. The reason why we propose to include the TCP as a component of the TMP is to present the need for a synergistic, coordinated approach to developing and implementing traffic control and transportation management strategies.

In § 630.1012(b)(2)(ii) we outline the requirements for a Transportation Operations Plan (TOP). We propose to include the development of a TOP as part of the TMP for projects. We propose that States would include a TOP in the TMP if recommended by the results of the work zone impacts analysis. A TOP would include considerations that address the safety and mobility of the transportation system by adopting strategies for the sustained operations and management of the work zone impact area. Such strategies would include transportation systems management; corridor management; and traffic management operations and safety (*i.e.*, ITS based traffic control and traveler information, speed management and enforcement, incident and emergency management, safety reviews and audits). We propose to recommend that States coordinate the TOP with stakeholders (*i.e.*, other transportation agencies, police, fire, emergency medical services, and regional transportation management centers).

We propose to indicate that the scope of the TOP would be determined by the transportation operations and safety requirements identified in the work zone impacts analysis. We propose that the TOP may be included in the P.S. & E.s. This would provide the State flexibility to contract the TOP as part of the overall contract for the project, or hire a separate contractor for implementing the TOP. We also propose that provisions may be made in the P.S.&E.s for contractors to develop a TOP, approved by the State, prior to the