

and other affected parties on all Federal-aid projects.

(b) Work zones impact the safety and mobility of road users, workers, businesses, and other affected parties. These safety and mobility impacts are exacerbated by growing congestion in many locations. Addressing these issues requires considerations that start early in project development and continue through project completion. These considerations go beyond the installation of appropriate traffic control devices.

#### **§ 630.1004 References.**

Part 6 of the Manual On Uniform Traffic Control Devices (MUTCD)<sup>2</sup> sets forth basic principles and prescribes standards for the design, application, installation, and maintenance of the various types of traffic control devices for highway and street construction, maintenance operation, and utility work. However, the MUTCD does not address the other actions that should be taken to help mitigate the safety and mobility impacts of work zones. Although agencies responsible for road projects have taken some steps to consider work zone safety and mobility impacts in project development, a coordinated and comprehensive effort is required to bring about greater consideration of such work zone safety and mobility impacts.

#### **§ 630.1006 Definitions and explanation of terms.**

As used in this subpart:

*Public Information and Outreach Plan (PIOP)* means project level communications that ensure that affected road users, the general public, residences and businesses, and the appropriate public entities are informed about the project, the expected work zone impacts, and the changing conditions on the project.

people. This applies to issues of access in work zones (Title II & III, ADA). Since 1991 there have been specific design standards, Americans with Disabilities Act Accessibility Guidelines (ADAAG) that provide minimum requirements for all environments including temporary work done by utility companies. The existing ADAAG standards are codified at 28 CFR part 36 as Appendix A. Compliance with the ADAAG standards or with the Uniform Federal Accessibility Standards (UFAS), (which is codified at Appendix A to 41 CFR part 101-19.6) constitutes compliance with Federal ADA accessibility requirements.

<sup>2</sup> The MUTCD Millenium Edition (official FHWA publication is in electronic format only) is available at the URL: <http://mutcd.fhwa.dot.gov>. A looseleaf binder format of the MUTCD is published by a partnership of the American Association of State Highway and Transportation Officials (AASHTO), the American Traffic Safety Association (ATSSA), and the Institute of Transportation Engineers (ITE), and is available for purchase at the URL: <http://www.aashto.org/bookstore>.

*Traffic Control Plan (TCP)* means a plan for safely and efficiently handling traffic through a specific highway or street work zone or project.

*Transportation Management Plan (TMP)* means a document which outlines various transportation management strategies to alleviate work zone impacts of projects. These strategies address traffic control, transportation operations and safety, and public information and outreach, which are aligned in the TMP as three coordinated components: a traffic control plan (TCP), a traffic operations plan (TOP), and a public information and outreach plan (PIOP). The content of the TMP will vary based on the severity of work zone impacts due to a project.

*Transportation Operations Plan (TOP)* means 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. The TOP consists of strategies that address transportation systems management; corridor management; and traffic management operations and safety (*i.e.*, Intelligent Transportation Systems (ITS) based traffic control and traveler information, speed management and enforcement, incident and emergency management, safety reviews and audits).

*Work zone*<sup>3</sup> means an area of a highway with construction, maintenance, or utility work activities. A work zone is typically marked by signs, channelizing devices, barriers, pavement markings, and/or work vehicles. It extends from the first warning sign or rotating/strobe lights on a vehicle to the END ROAD WORK sign or the last temporary traffic control device.

*Work zone crash* means a traffic crash in which the first harmful event occurs within the boundaries of a work zone or on an approach to or exit from a work zone, resulting from an activity, behavior or control related to the movement of the traffic units through the work zone. Includes collision and non-collision crashes occurring on approach to, exiting from or adjacent to work zones that are related to the work zone.

*Work zone impacts* means the deviation from normalcy of the transportation system induced by work zones, resulting in impacts on the safety and mobility of road users, workers, and other affected parties. The extent of the work zone impacts may vary based on factors such as road classification, area

type (urban, suburban, and rural), traffic and travel characteristics, type of work being performed, and complexity of the project. These impacts may extend beyond the physical location of the work zone itself, and may be felt on the roadway on which the work is being performed, as well as other highway corridors, other modes of transportation, and (or) the regional transportation network to which the influence of the work zone extends.

#### **§ 630.1008 Policy.**

It is the policy of the Federal Highway Administration that each State Transportation Department (hereinafter referred to as "State") shall develop and implement policies and procedures consistent with the requirements of this regulation that will assure the safety and mobility needs of all road users, construction workers, and other affected parties on Federal-aid highway projects. States are encouraged to implement these policies and procedures for non-Federal-aid highway projects.

#### **§ 630.1010 Implementation.**

The FHWA shall review the conformance of the State's policies and procedures with this regulation, and reassess the State's implementation of its procedures at appropriate intervals. The FHWA shall take other appropriate actions to assure that the State's policies and procedures are being followed and achieve the results intended. Revisions in established policies and procedures shall be submitted to the FHWA for information.

#### **§ 630.1012 State Transportation Department Policy and Procedures.**

The State transportation department policy and procedures shall include, but not necessarily be limited to, the following:

(a) *State Transportation Department Policy.*—(1) *Work Zone Safety and Mobility Policy.* Each State shall develop and implement policies and procedures that support the systematic consideration of work zone impacts across all project development stages; and address the safety and mobility needs of all road users, construction workers, and other affected parties on all Federal-aid highway projects.

(i) The content of such policies and their implications for different projects will vary based on the expected severity of work zone impacts due to projects.

(ii) States are encouraged to use a team of personnel from appropriate departments and representing the different project development stages to develop and implement these policies and procedures.

<sup>3</sup> MUTCD, Part 6, Temporary Traffic Control Zones, sec. 6C. 02.