Federal Highway Administration, DOT

§ 630.1016 Compliance date.
States shall comply with all the provisions of this rule no later than October 12, 2007. For projects that are in the later stages of development at or about the compliance date, and if it is determined that the delivery of those projects would be significantly impacted as a result of this rule’s provisions, States may request variances for those projects from the FHWA, on a project-by-project basis.

Subpart K—Temporary Traffic Control Devices

AUTHORITY: 23 U.S.C. 109(c) and 112; Sec. 1110 of Pub. L. 109–59; 23 CFR 1.32; and 49 CFR 1.48(b).

SOURCE: 72 FR 68489, Dec. 5, 2007, unless otherwise noted.

§ 630.1102 Purpose.
To decrease the likelihood of highway work zone fatalities and injuries to workers and road users by establishing minimum requirements and providing guidance for the use of protective devices between the work space and motorized traffic, installation and maintenance of temporary traffic control devices, and use of uniformed law enforcement officers, used to reduce the risk of work zone crashes involving motorized traffic.

Work Zone Safety Management means the entire range of traffic management and control and highway safety strategies and devices used to avoid crashes in work zones that can lead to worker and road user injuries and fatalities, including Positive Protection Devices, Exposure Control Measures, and Other Traffic Control Measures.

§ 630.1106 Policy and procedures for work zone safety management.
(a) Each agency’s policy and procedures, and/or guidance for the systematic consideration and management of work zone impacts, to be
§ 630.1108 Work zone safety management measures and strategies.

(a) Positive Protection Devices. The need for longitudinal traffic barrier and other positive protection devices shall be based on an engineering study. The engineering study may be used to develop positive protection guidelines established in accordance with 23 CFR 630.1006, shall include the consideration and management of road user and worker safety on Federal-aid highway projects. These processes, procedures, and/or guidance, to be developed in partnership with the FHWA, shall address the use of Positive Protection Devices to prevent the intrusion of motorized traffic into the work space and other potentially hazardous areas in the work zone; Exposure Control Measures to avoid or minimize worker exposure to motorized traffic and road user exposure to work activities; Other Traffic Control Measures including uniformed law enforcement officers to minimize work zone crashes; and the safe entry/exit of work vehicles onto/from the travel lanes. Each of these strategies should be used to the extent that they are possible, practical, and adequate to manage work zone exposure and reduce the risks of crashes resulting in fatalities or injuries to workers and road users.

(b) Agency processes, procedures, and/or guidance should be based on consideration of standards and/or guidance contained in the Manual on Uniform Traffic Control Devices (MUTCD) and the AASHTO Roadside Design Guide, as well as project characteristics and factors. The strategies and devices to be used may be determined by a project-specific engineering study or determined from agency guidelines that define strategies and approaches to be used based on project and highway characteristics and factors. The types of measures and strategies to be used are not mutually exclusive, and should be considered in combination as appropriate based on characteristics and factors such as those listed below:

1. Project scope and duration;
2. Anticipated traffic speeds through the work zone;
3. Anticipated traffic volume;
4. Vehicle mix;
5. Type of work (as related to worker exposure and crash risks);
6. Distance between traffic and workers, and extent of worker exposure;
7. Escape paths available for workers to avoid a vehicle intrusion into the work space;
8. Time of day (e.g., night work);
9. Work area restrictions (including impact on worker exposure);
10. Consequences from/to road users resulting from roadway departure;
11. Potential hazard to workers and road users presented by device itself and during device placement and removal;
12. Geometrics that may increase crash risks (e.g., poor sight distance, sharp curves);
13. Access to/from work space;
14. Roadway classification; and
15. Impacts on project cost and duration.

(c) Uniformed Law Enforcement Policy. Each agency, in partnership with the FHWA, shall develop a policy addressing the use of uniformed law enforcement on Federal-aid highway projects. The policy may consist of processes, procedures, and/or guidance. The processes, procedures, and/or guidance should address the following:

1. Basic interagency agreements between the highway agency and appropriate law enforcement agencies to address work zone enforcement needs;
2. Interaction between highway and law-enforcement agency during project planning and development;
3. Conditions where law enforcement involvement in work zone traffic control may be needed or beneficial, and criteria to determine the project-specific need for law enforcement;
4. General nature of law enforcement services to be provided, and procedures to determine project-specific services;
5. Appropriate work zone safety and mobility training for the officers, consistent with the training requirements in 23 CFR 630.1008(d);
6. Procedures for interagency and project-level communications between highway agency and law enforcement personnel; and
7. Reimbursement agreements for law enforcement service.