

## **BILL ANALYSIS**

H.B. 3225  
By: Murr  
Transportation  
Committee Report (Unamended)

### **BACKGROUND AND PURPOSE**

Interested parties note that maneuvering through construction and maintenance work zones on roadways can be a challenge for drivers, especially with the many distractions caused by signs, equipment, workers, and other factors. Commercial motor vehicles traveling through work zones add to these challenges. Citing recent statistics relating to accidents involving such vehicles, both on the state highway system in general and in work zones in particular, the parties contend that the number of accidents involving these vehicles in work zones could be reduced if the larger commercial motor vehicles were restricted to using one designated lane in a work zone with at least two lanes available. Removing the conflict of the speed differential between passenger vehicles and large commercial vehicles traveling in the work zones could reduce the number of lane changes and passing maneuvers attempted by passenger vehicles trailing a larger, slower moving commercial motor vehicle in a work zone, thereby reducing the number of accidents. H.B. 3225 seeks to address this issue.

### **CRIMINAL JUSTICE IMPACT**

It is the committee's opinion that this bill does not expressly create a criminal offense, increase the punishment for an existing criminal offense or category of offenses, or change the eligibility of a person for community supervision, parole, or mandatory supervision.

### **RULEMAKING AUTHORITY**

It is the committee's opinion that this bill does not expressly grant any additional rulemaking authority to a state officer, department, agency, or institution.

### **ANALYSIS**

H.B. 3225 amends the Transportation Code to authorize the executive director of the Texas Department of Transportation (TxDOT) or the executive director's designee to restrict a commercial motor vehicle to a specific lane of traffic in a construction or maintenance work zone for a highway that is part of the state highway system if the executive director or the executive director's designee determines that, based on a traffic study performed by TxDOT to evaluate the effect of the restriction, the restriction is necessary to improve safety. The bill requires TxDOT to erect and maintain official traffic control devices necessary to implement and enforce the lane restriction and prohibits a lane restriction from being enforced until the appropriate traffic control devices are in place. The bill authorizes the executive director or the executive director's designee to rescind the lane restriction at any time that the executive director or the executive director's designee determines that the restriction is no longer necessary to improve safety. The bill establishes that a lane restriction imposed under the bill's provisions expires when the lane that is subject to the restriction is no longer in a construction or maintenance work zone and requires TxDOT to remove traffic control devices erected for the lane restriction if such a lane restriction is rescinded or expires.

**EFFECTIVE DATE**

September 1, 2015.