

V. **STATEMENT ON THE APPLICATION OF TRAFFIC MANAGEMENT ACTIONS FOR MAJOR HIGHWAY RECONSTRUCTION**

SUBJECT: Traffic Management for Highway Reconstruction Projects

REFERENCE: Title 23 U.S.C., Section 101(a)

DISCUSSION: This Section of Title 23 includes the definition of construction items which are incidental to the construction or reconstruction of a highway. As an example, several States have used 4R funds to implement specific, cost-effective programs to mitigate the traffic congestion problems that occur in urban areas as a result of the reconstruction project. Some of the more cost-effective actions to manage traffic during reconstruction may include traffic engineering improvements along alternate routes, ridesharing programs focused in the corridor where the reconstruction is taking place, and park and ride lots. These actions implemented in conjunction with accelerated construction contracting procedures (e.g., incentive/disincentive clauses) have been shown to lead to effective traffic management programs while allowing for a shortened construction schedule.

CONSIDERATIONS: States have the flexibility to request the use of 4R and other Federal-aid funds to implement these cost-effective actions as part of a traffic management package incidental to the reconstruction project. The FHWA can approve various types of strategies to handle traffic and mitigate existing demands in the corridor where the reconstruction project is taking place. These actions must be justified and warranted as part of the traffic management program.

RESPONSIBLE OFFICE: Office of Planning (HPN-23)
Office of Traffic Operations (HTO-32)

SOURCE: The Flexibility Document
April 1986
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of Transportation

Federal Highway
Administration

Bulletin

Subject

THE FLEXIBILITY DOCUMENT

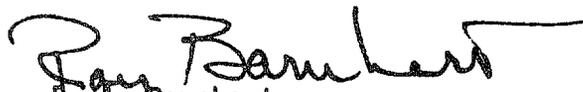
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May 2, 1986

This Bulletin distributes the Federal Highway Administration's "Flexibility Document." The document highlights the flexibility which exists in the project-development process under current Federal-aid regulations and statutes. It identifies opportunities to streamline planning, environmental, right-of-way, design, and Federal-aid activities. Altogether over 40 different subjects are presented in a condensed format which provides a discussion of the area of flexibility, points which should be considered in applying that flexibility, and references applicable policy.

The document is built upon streamlining techniques which currently exist. It does not change the delegations of authority currently in effect among the FHWA Headquarters, region and division offices, nor is additional authority granted to the State and local agencies by the issuance of this document. Each section of the "Flexibility Document" identifies the Headquarters office responsible for developing the policies relating to that section. Further questions regarding these policies should be directed through the FHWA field offices to the appropriate Headquarters office.

The "Flexibility Document" should be particularly useful to State and local agencies interested in further streamlining their project-development processes. Therefore, the division offices are being provided with additional copies of the document to distribute to the State highway agencies. The division offices are encouraged to discuss these areas of flexibility with State and local officials and promote their appropriate use. A limited number of additional copies of the "Flexibility Document" are also available from the Federal Highway Administration, Environmental Operations Division, Environmental Programs Branch (HEV-12), Washington, D.C. 20590.


R. A. Barnhart
Federal Highway Administrator

Attachment

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