

FHWA HOME PAGE - QUALITY SECTION

*Meeting the Customer's Needs for Mobility and Safety
During Construction and Maintenance Operations*

STATE: MISSISSIPPI

NAME OF BEST PRACTICE/POLICY**

Restricting the length of active work zones

DESCRIPTION OF THE BEST PRACTICE/POLICY INCLUDING HOW LONG THE BEST PRACTICE HAS BEEN USED BY THE STATE (TWO/THREE SENTENCES)

MDOT has developed a policy that restricts the length of active work zones on a project. This policy limits the length of road closures on a project to 1 mile on Interstate and 2 miles on primary routes. This policy does not allow the contractor to open up or be working on the entire section of the project with little or no progress being made. The contractor is allowed to have more than one operation working at one time, but the distance between operations must meet the active work zone length as stated above.

WHAT WAS THE REASON(S) FOR ADOPTING THE BEST PRACTICE/POLICY (TWO/THREE SENTENCES &)

MDOT adopted this policy to prohibit lengthy road closures on construction projects. With restricted lengths of road closures on construction projects, the delay to the travelling public is reduced.

WHAT ARE THE BIGGEST BENEFIT(S) BEING REALIZED FROM THIS BEST PRACTICE/POLICY (TWO/THREE SENTENCES)

The biggest benefit is the delay time to the travelling public is reduced because the length of road closure is reduced.

LOCATION AND TYPE(S) OF PROJECTS THAT THIS PRACTICE/POLICY IS MOST APPLICABLE/EFFECTIVE:

This policy is applicable to all types of facilities and all types of projects. There have been a few exceptions granted to extend the length to three miles on a few projects throughout the State, but those were based on engineering judgement.

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** A Best practice/policy is any activity or policy or practice currently being used in your State that is effective in reducing motorist delay and/or enhancing the safety of current or future construction and maintenance work zones.