

§ 655.405

and consists of activities to achieve optimal performance. These activities include evaluation of the hardware, software and system performance on traffic; completion and updating of basic data needed to operate the system; and any modifications or corrections needed to improve system performance.

§ 655.405 Policy.

Implementation and efficient utilization of traffic surveillance and control systems are essential to optimize transportation systems efficiency, fuel conservation, safety, and environmental quality.

§ 655.407 Eligibility.

Traffic surveillance and control system projects are an integral part of Federal-aid highway construction and all phases of these projects are eligible for funding with appropriate Federal-aid highway funds. The degree of sophistication of any system must be in scale with needs and with the availability of personnel and budget resources to operate and maintain the system.

§ 655.409 Traffic engineering analysis.

Traffic surveillance and control system projects shall be based on a traffic engineering analysis. The analysis should be on a scale commensurate with the project scope. The basic elements of the analysis are:

(a) *Preliminary analysis.* The Preliminary Traffic Engineering Analysis should determine: The area to be controlled; transportation characteristics; objectives of the system; existing systems resources (including communications); existing personnel and budget resources for the maintenance and operation of the system.

(b) *Alternative systems analysis.* Alternative systems should be analyzed as applicable. For the alternatives considered, the analysis should encompass incremental initial costs; required maintenance and operating budget and personnel resources; and expected benefits. Improved use of existing resources, as applicable, should be considered also.

(c) *Procurement and system start-up analysis.* Procurement and system start-up methods should be considered

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in the analysis. Federal-aid laws, regulations, policies, and procedures provide considerable flexibility to accommodate the special needs of systems procurement.

(d) *Special features analysis.* Unique or special features including special components and functions (such as emergency vehicle priority control, redundant hardware, closed circuit television, etc.) should be specifically evaluated in relation to the objectives of the system and incremental initial costs, operating costs, and resource requirements.

(e) *Analysis of laws and ordinances.* Existing traffic laws, ordinances, and regulations relevant to the effective operation of the proposed system shall be reviewed to ensure compatibility.

(f) *Implementation plan.* The final element in the traffic engineering analysis shall be an implementation plan. It shall include needed legislation, systems design, procurement methods, construction management procedures including acceptance testing, system start-up plan, operation and maintenance plan. It shall include necessary institutional arrangements and the dedication of needed personnel and budget resources required for the proposed system.

(Approved by the Office of Management and Budget under control number 2125-0512)

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§ 655.411 Project administration.

(a) Prior to authorization of Federal-aid highway funds for construction, there should be a commitment to the operations plan (see § 655.409 (f)).

(b) The plans, specifications and estimates submittal shall include a total system acceptance plan.

(c) Project approval actions are delegated to the Division Administrator. Approval actions for traffic surveillance and control system projects costing over \$1,000,000 are subject to review by the Regional Administrator prior to approval of plans, specifications, and estimates.

(d) System start-up is an integral part of a surveillance and control project.

(1) Costs for system start-up, over and above those attributable to routine