

126 Lane Elimination Projects

Modification for Non-Conventional Projects:

Delete **FDM 126**.

126.1 General

Lane elimination projects (a.k.a., “road diets”) are intended to reconfigure the existing cross section to allow other uses. These projects typically provide more livable environments, and contribute to economic development and vitality to a community. The recovered travel way can be used to accommodate other purposes (e.g., bicycle lanes, wider sidewalks, landscaping, on-street parking, bulb-outs).

A private entity, local government or agency (e.g., municipality, county, MPO, TPO) can submit a request for the elimination of travel lanes on the State Highway System (SHS).

126.2 Requirements

Comply with AASHTO and Department design criteria when considering a lane elimination project. A Design Exception or Design Variation is required when a proposed design element is below this criteria. See **FDM 122** for information on Design Exceptions and Design Variations.

Analyze the impacts that a lane elimination project may have in different areas, such as:

- Utilities
- Access management
- Businesses
- Traffic operation and safety
- Pedestrian and bicyclist activity
- Transit and freight routes
- Environmental impacts

Since a lane elimination project may redistribute traffic to other transportation facilities, environmental and traffic impacts to those corridors must also be evaluated.

Guidance on the development and review processes for eliminating lanes on the SHS is provided in the Department’s **Statewide Lane Elimination Guidance** ([Phase 1](#) and [Phase2](#)).

126.2.1 Federal-Aid Projects

Follow the National Environmental Policy Act (NEPA) for lane elimination projects that use federal funding.

126.2.2 Roadway Reclassification

A lane elimination project can potentially change the functional classification of a roadway, which could affect planning, funding eligibility, traffic analyses, project prioritization, and state and federal reporting requirements.

A request for a change in functional classification requires review and approval by the Department and FHWA. Approval is typically requested during the preliminary review process as detailed in **FDM 126.3**.

A proposed change in functional classification of a roadway on the National Highway System (NHS) requires coordination between the Department, local officials, and FHWA.

126.3 Application Process

There are two steps in the application process:

- Preliminary Review
- Final Review and Approval

126.3.1 Preliminary Review

The Preliminary Review process is as follows:

- (1) The applicant submits the lane elimination request to the District Lane Elimination Coordinator.
- (2) The applicant completes and submits the Initial Meeting Checklist (see **Form 126-A**.)
- (3) The District Lane Elimination Coordinator schedules the initial meeting to discuss the proposed lane elimination project with the District Review Team. The applicant will attend the initial meeting to discuss the process and requirements of the lane elimination request. The District Lane Elimination Coordinator submits the initial notification to Central Office Systems Planning Office. This will include:
 - (a) Initial Checklist (**Form 126-A**)

- (b) Methodology Checklist (**Form 126-B**)
- (c) Meeting Minutes
- (d) Initial Notice to Central Office (**Form 126-C**), with concurrence from the District Design Engineer and District Traffic Operations Engineer.

126.3.2 Final Review and Approval

The Final Review and Approval process is as follows:

- (1) The District Lane Elimination Coordinator submits the Final Review and Approval Notice to Central Office (**Form 126-D**), signed by the District Design Engineer and District Traffic Operations Engineer, to the Central Office Systems Planning Office.
- (2) The Systems Planning Office will be responsible for coordinating the review of the lane elimination request by the different offices in Central Office (e.g., Design, Traffic Operations) and obtain concurrence from the Chief Planner.
- (3) The Systems Planning Office will submit the lane elimination request for obtaining the final approval or denial by the Chief Engineer. The Chief Engineer has the final authority to approve or deny the lane elimination request.