

**INCENTIVE / DISINCENTIVE (I/D) AMOUNT DETERMINATION**  
**Metric-Units Project**

I. PROJECT CHARACTERISTICS

Route            Contract No.            Project No.  
Des. No.            District:  
National Highway System (NHS) Route?  Yes  No  
Location:  
Estimated Start Date of Work:  
Estimated Completion Date Without I/D:  
Estimated Contract Amount: \$  
\* Estimated Local-Traffic AADT:            Trucks            %  
\* Estimated Through-Traffic AADT:            Trucks            %  
\*\* Length of Local-Traffic Detour:            km  
\*\* Length of Through-Traffic Detour:            km

\* Use best judgment for breakdown of traffic.  
\*\* Use official detour for through traffic.

II. I/D CONSIDERATIONS

Contract restrictions (e.g., utility adjustments, R/W acquisitions, permits, environmental constraints, closure times, special fabrication requirements):

Reasons for proposing I/D:

Critical construction elements:

Estimated Completion Date With I/D:  
Estimated I/D Amount: \$            per day  
Proposed I/D Time:            Calendar Days

Maximum I/D Adjustments = (I/D Amount) x (I/D Time):

\$            x            days = \$

User Vehicle Costs (UVC):	\$0.15 / km / veh (Autos & Trucks)
User Time Value (UTV):	\$5.00 / h / veh
Local Design Speed:	km/h
Through Design Speed:	km/h
Traffic Adjustment Factor (TAF):	Suggested Value 0.35 (TAF normal range is 0.30 to 0.45)

NOTE: Use either of the following analyses depending on the type of project (road closure-detoured or through-traffic project). Various computer programs are available such as QUEWZ for estimating queue lengths and user costs that can be used in lieu of the following for freeway work-zone lane closures. Contact the Highway Operations Division's Traffic Control Team for details.

A. User Costs for Closure-Detoured Project

Local Traffic:

$$\text{Vehicle Costs} = (\text{UVC}) (\text{AADT}) (\text{Local-Detour Length})$$

$$(\$0.15) ( \quad ) ( \quad \text{km} ) = \$$$

$$\text{User Costs} = (\text{UTV}) (\text{AADT}) (\text{Local-Detour Length}) (1/\text{Design Speed})$$

$$(\$5.00) ( \quad ) ( \quad \text{km} ) (1/ \quad ) = \$$$

$$\text{Local-Road User Costs (LRUC)} = (\text{Vehicle Costs} + \text{User Costs})$$

$$\$ \quad + \$ \quad = \$$$

Through Traffic:

$$\text{Vehicle Costs} = (\text{UVC}) (\text{AADT}) (\text{Through-Detour Length})$$

$$(\$0.15) ( \quad ) ( \quad \text{km} ) = \$$$

$$\text{User Costs} = (\text{UTV}) (\text{AADT}) (\text{Through-Detour Length}) (1/\text{Design Speed})$$

$$(\$5.00) ( \quad ) ( \quad \text{km} ) (1/ \quad ) = \$$$

$$\text{Through-Road User Costs (TRUC)} = (\text{Vehicle Costs} + \text{User Costs})$$

$$\$ \quad + \$ \quad = \$$$

$$\text{Site RUC} = \text{LRUC} + \text{TRUC}$$

$$\$ \quad + \$ \quad = \$$$

B. Disruption Costs for Through-Traffic Project

NOTE: The following analysis provides delay cost for through traffic only. If the project includes ramp or intersection closures, the analysis from Part A above can be added to the through-traffic disruption costs or other factors commensurate upon the scope of the particular project.

$$\text{Vehicle Costs} = (\text{UVC}) (\text{AADT}) (\text{TAF})$$
$$(\$0.15) ( \quad ) ( \quad ) = \$$$

$$\text{User Costs} = (\text{UTV}) (\text{AADT}) (\text{TAF})$$
$$(\$5.00) ( \quad ) ( \quad ) = \$$$

$$\text{Traffic Disruption Costs} = (\text{Vehicle Costs} + \text{User Costs})$$
$$\$ \quad + \$ \quad = \$$$

C. General Comments

D. Other Factors to Consider. Is the route on or near one or more of the following?

School:  Yes  No                      Hazardous-Materials Route:  Yes  No  
Hospital:  Yes  No                      Special or Seasonal Event:  Yes  No  
Emergency Route:  Yes  No                      Local Business:  Yes  No

III. SUMMARY

Recommended Maximum I/D Time:              Calendar Days  
Recommended I/D Date:  
Recommended Maximum I/D Amount:        \$        per Day  
Is I/D amount > 5% of contract amount?  Yes  No

NOTE: If the I/D amount per day is greater than the Site RUC or Traffic User Costs, I/D is not justified.

IV. APPROVALS

A. Non-NHS Project

Prepared By: \_\_\_\_\_ Date \_\_\_\_\_

Recommended By: \_\_\_\_\_ Date \_\_\_\_\_  
Field Construction Engineer, Construction Mgmt.. Div.

If  $I/D \leq 5\%$  of contract amount,

Approved By: \_\_\_\_\_ Date \_\_\_\_\_  
Director, Construction Management Division

If  $I/D > 5\%$  of contract amount,

Approved By: \_\_\_\_\_ Date \_\_\_\_\_  
Chief Highway Engineer

Received By: \_\_\_\_\_ Date \_\_\_\_\_  
Contracting Office Manager, Contract Administration Division

B. NHS Project

Prepared By: \_\_\_\_\_ Date \_\_\_\_\_

Recommended By: \_\_\_\_\_ Date \_\_\_\_\_  
Field Construction Engineer, Construction Mgmt.. Div.

Approved By: \_\_\_\_\_ Date \_\_\_\_\_  
Chief Highway Engineer

Received By: \_\_\_\_\_ Date \_\_\_\_\_  
Contracting Office Manager, Contract Administration Division

NHS Exemption:  Yes  No

If No, this document must be submitted to FHWA for approval.

Approved By: \_\_\_\_\_ Date \_\_\_\_\_  
Federal Highway Administration