



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

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**Work Zone Safety & Mobility Final Rule Committee  
April 20, 2006 Meeting Agenda**

Time: 1pm-3pm

Location: Traffic Control Conference Room, Century Center B2

**AGENDA**

**1. Meeting Goals (Bourne)**

- Finalize vision statement
- Update on Sub-Committees progress

**2. Report from the Policy Sub-Committee (Ishak)**

**3. Report from the Significant Project Sub-Committee (McDiarmid)**

**4. Identify Steps Needed for the Timeline (McDiarmid)**

**5. Strategic Highway Corridor Plan (Wasserman)**

**6. Wrap-up**

- Questions
- Action Items

**7. Next Meeting**

- Policy Sub-Committee Meeting May 11<sup>th</sup>, 1pm in Traffic Control Conference Room
- Significant Projects Sub-Committee Meeting May 15<sup>th</sup>, 1pm in Signing Conference Room
- Committee Meeting June 1<sup>st</sup>, 1pm

## REPORT FROM THE POLICY SUB-COMMITTEE

➤ **Proposed Vision Statement**

*NCDOT develops comprehensive transportation management plans throughout the project development process, purposefully plans safe and efficient work zones, and uses innovative techniques in design, contracting methods, and construction to minimize delays for all roadway users.*

➤ **Comments for Discussion**

- Should we add “will develop”?
- Use the “strategies” instead of “TMP”?
- What about systematic consideration?
- Use “projects” instead of “work zones”?
- What about industry partners?
- NCDOT’s responsibility is to develop comprehensive transportation management strategies throughout the project development process, to purposefully plan safe and efficient projects, and to use innovative techniques in design, contracting methods, and construction to minimize delays, both recurring and delays due to work zones, for all roadway users.
- Federally and State Funded?
- Any other comments?

➤ **Assignment by April 27<sup>th</sup>**

Using the general goals previously identified, the Department’s Business plan, the Work Zone Assessment, and/or any new goals:

- Identify what the Department is doing now to support this component.
- Identify which draft goal(s) fits into the specific component.
- Identify any new goals that could fit into the component

Terry Hopkins/Gus Jordi	1. Overall policy issues [e.g., establishing a committee to discuss and coordinate agency work zone activities; developing memoranda of understanding (MOUs) with utility operators to coordinate schedules; acceptable levels of work zone performance such as queue thresholds].
Joseph Ishak	2. Work zone options (e.g., night work, full-closure, detours).
David Wasserman/Charles Cox	3. System planning strategies (e.g., grouping and sequencing of projects in a corridor; including the costs for work zone management strategies in plans).
DeWayne Sykes/Mike Bruff	4. Design strategies (e.g., traffic control, choice of materials, use of positive separation, temporary structures).
Jimmy Travis	5. Contracting strategies (e.g., low bid, design-build, lane rental, A+B bidding, incentive/disincentive contracting).
Stuart Bourne	6. Work zone management strategies (e.g., use of intelligent transportation systems, traveler information, real-time work zone monitoring, traffic incident management, and enforcement).
Max Tate	7. Agency use of work zone reviews, process reviews, or safety inspections/audits.
Kevin Lacy	8. Strategy for use and collection of work zone data.
Significant Projects Sub-Committee	9. Criteria for identifying significant projects. (Significant Policy Sub-Committee)
Significant Projects Sub-Committee	10. Exception criteria and procedures for significant projects.
Significant Projects Sub-Committee/Policy Sub-Committee	11. Procedures for determining transportation management plan (TMP) needs for projects

## REPORT FROM THE SIGNIFICANT PROJECT SUB-COMMITTEE

### ➤ **Goals**

- Define a 'Significant' Project (s)
- Criteria to determine 'Significant' Projects
- Procedures to implement 'Significant' Projects
- Timeline for Subcommittee to complete this task

### ➤ **Proposed Definition of Significant Project**

A project is considered "Significant" if it is one that alone or in conjunction with other projects is anticipated to cause sustained work zone impacts to the motoring public, businesses, or communities during its construction or will substantially relieve existing congestion on the highway network upon its completion.

In addition, all Interstate projects within the boundaries of a TMA that occupies a location for more than three days with either intermittent or continuous lane closures will be considered significant.

### ➤ **Proposed Criteria**

#### ***Level 1 Projects***

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Anticipated adverse network impacts to the traveling public at the National and Regional levels to include the Interstate and Intrastate systems, projects may be on a Strategic Highway Corridor, and a perceived High Level of Public Interest

Criteria: Project is Significant if ANY of the below criteria are met:

- ADT > 60,000
- Duration  $\geq$  3 years
- User Cost or User Value  $\geq$  \$10,000/day
- Anticipated Travel Times exceeding 15 minutes
- Anticipated Adverse Impacts to existing transportation infrastructure (mass transit, rail, pedestrian)
- Anticipated Adverse Impacts to high traffic generators such as stadiums, large shopping centers, etc.

#### ***Level 2 Projects***

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Anticipated adverse network impacts to the traveling public at the regional, metropolitan and local levels, Projects may be on a Strategic Highway Corridor, and a perceived High Level of Public Interest

Criteria: Project is Significant if 2 of the below criteria are met:

- ADT > 40,000
- Duration  $\geq$  2 years
- User Cost or User Value  $\geq$  \$2,500/day
- Anticipated Travel Times exceeding 10 minutes
- Anticipated Moderate Impacts to existing transportation infrastructure (mass transit, rail, pedestrian, etc.)
- Anticipated Moderate Impacts to high traffic generators such as stadiums, large shopping centers, etc.

### ➤ **Proposed Procedure to Implement Significant Projects**

Step 1) Using the definitions (Qualitative Analysis) for "Significant Projects", establish these at the Feasibility Review by DOT Management, Planners, and MPO's. (See Flow Chart)

Step 2) Once identified, these are to be "tagged" by the PDEA Branch and communicated to the Division, PreConstruction Units and the "Innovative Processes Committee"...formerly the Design/Build Executive Committee

Step 3) The "Innovative Processes Committee" will use the Level 1 and 2 Criteria (Quantitative Analysis) to confirm or remove the project as 'Significant'. If 'Significant', then initiate the proper actions such as combining of projects, adjust scheduling, finalize traffic management strategies, establish project durational range, Design/Build option, 'A+B' contracting, Pay Incentives, etc.