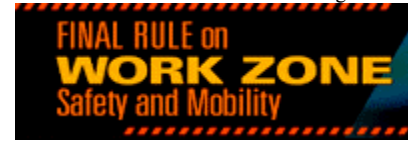


North Carolina Department of Transportation
Work Zone Safety & Mobility Final Rule
Significant Projects Sub-Committee
March 30, 2006
Signing Conference Room, Century Center B2



Sub-Committee Members attending:

<i>Name</i>	<i>Representing</i>	<i>Sub-Committee</i>
Steve Kite, PE - Lead	NCDOT Work Zone Traffic Control Unit	SP
Scott Capps, PE	NCDOT State Road Maintenance	SP
Kelly Damron, PE	NCDOT ITS Operations Unit	SP
Greg Fuller, PE	NCDOT ITS and Signals Unit	SP
Joey Hopkins, PE	NCDOT Division Maintenance	SP
Wendi Johnson, PE	NCDOT Division Construction	SP
Meredith McDiarmid	NCDOT Work Zone Traffic Control Unit	SP
David Wasserman, PE	NCDOT Systems Planning Group	SP

Sub-Committee Members not present:

Nicole Hackler	NCDOT Feasibility Studies Unit	SP
Deborah Hutchings, PE	NCDOT Systems Planning Group	SP
Burt Tasaico	NCDOT Program Analysis Unit	SP

Others attending:

Jessica Kuse, PE	NCDOT Work Zone Traffic Control Unit	SP
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Steve Kite opened the meeting in part by suggesting to have a simple definition of a significant project then let there be different levels of significant projects through different classifications. When the subcommittee defines significant projects, 2 items need to be addressed

- Adverse impacts on traffic or community
- Good impacts Examples: a new location could positively impact traffic, accelerated construction, combine multiple projects so the corridor is opened to a logic location that could handle additional traffic, strategic highway corridor, relieve congestion
- The subcommittee then brainstormed ideas that need to be considered when developing the criteria for significant projects. Below is a summary of these ideas:
 - Joey Hopkins raised concern with the potential need to request exception to the rule for short term maintenance operations. It was decided, the definition needs to be written so we can address traffic impacts and consider possible exceptions that may occur so we can adequately address issues within the criteria instead of through exception requests.
 - Based on page 5-4, the criteria can be set up as qualitative and quantitative. The committee decided it may need to be a balance of both. Quantitative would be more exact, but during the scoping of a projects, there are few quantitative details known. It will be important to remember that project can be added or removed from the significant project list as the project goes through the design process and more impact information is determined.
 - It is important to remember that defining a project as significant will help different units to coordinate strategies (First sentence on page 6-1 6.1.1)
 - This is an opportunity to make a formalized checklist of items we can use to address typical issues that would impact traffic. Many of these items we already consider.
 - The subcommittee decided we need to set up the criteria we should consider. We will use this information to consider a variety of projects and where each project would fit into this criteria. Once this is established, the subcommittee can define which levels of criteria will be considered Significant Projects for North Carolina. A flow chart can also be developed to make it easier to determine which criteria level a project is considered.
 - Not all projects on the SHC would be significant project or vice versa. Example- Glenwood Ave isn't on SHC but would certainly be a SP.
 - The subcommittee decided to use Wendi Johnson's proposed format, shown below, to develop the criteria levels.

<p>Level 1 Criteria – Project is Significant if 1 of the criteria are met.</p> <ul style="list-style-type: none"> - Work impacts to the traveling public at the Interstate, metropolitan or regional level - High Level of Public Interest - ADT > 40,000 - High User Cost - Duration > 3 years - High Travel Time Delays - High degree of impacts to transportation Infrastructure - High impacts to public properties or private properties 	<p>Level 3 Criteria – Project is Significant if 4 of the criteria are met.</p> <ul style="list-style-type: none"> - Work impacts to the traveling public at the intrastate level - Medium Level of Public Interest - ADT > 10,000 - Moderate User Cost - Duration > 1 year - Moderate Travel Time Delays - Moderate degree of impacts to transportation Infrastructure - Moderate impacts to public properties or private properties
<p>Level 2 Criteria – Project is Significant if 2 of the criteria are met.</p> <ul style="list-style-type: none"> - Work impacts to the traveling public at the network level - High Level of Public Interest - ADT > 20,000 - Moderate User Cost - Duration > 2 years - Moderate Travel Time Delays - Moderate degree of impacts to transportation Infrastructure - Moderate impacts to public properties or private properties 	<p>Level 4 Criteria – Project is not Significant.</p> <ul style="list-style-type: none"> - Work impacts to the traveling public to a small degree - Low Level of Public Interest - ADT < 10,000 - Low User Cost - Duration < 1 year - Low Travel Time Delays - Low degree of impacts to transportation Infrastructure - Low impacts to public properties or private properties

The subcommittee began developing Level 1 criteria:

<p>Level 1 Criteria – DEFINITION: Impacts, both adverse and dramatic improvements, on interstates, metropolitan, regional or statewide travel</p> <p>Project is Significant if 1 of the criteria are met.</p> <ul style="list-style-type: none"> – ADT greater than 60,000 – High level of public interest <ul style="list-style-type: none"> – Action Item: TAKE OUT already accounted for in other criteria – High user cost <ul style="list-style-type: none"> – \$10,000 dollar per day cost as a minimum – Make this a minor issue and needs to be better define later – Action Item: ADD Travel time delays <ul style="list-style-type: none"> – How can this be done at an early conceptual stage? <ul style="list-style-type: none"> – Let’s use a yes/no question and then it must be justified “will the be anticipated travel time be significantly increased?” – A given person (example division engineer) needs to answer this question and justify – Duration <ul style="list-style-type: none"> – Action Item: Change to Anticipated Duration – Consider the duration of the corridor
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- High degree of impacts to transportation structure
 - This is a way to capture things that don't include volumes (including different types of transportation)
 - **Action Item: CHANGE TO Anticipated Significant impacts to transportation infrastructure (including other modes of transportation (pedestrian, rail, bus, airport, etc.))**
- High impacts to public properties or private properties
 - Wendi meant large traffic generators
 - **Action Item: CHANGE to Anticipated significant impacts to high traffic generators (malls, large shopping areas, race tracks, ball parks, etc.)**
 - **ACTION ITEM: Consider a way to address individual business owners instead of large shopping areas. This may need to be put at a lower level instead of level 1.**

Action Items will be addressed after the next subcommittee meeting and the changes are agreed upon.

Next Meeting and Follow-up Information

- Committee website has been developed and is located at the following web address:
<http://www.ncdot.org/doh/construction/wztc/final%20rule/default.html>
- **Sub-Committee meeting on April 6th at 1pm-3pm**
- Committee Meeting on April 20th at 1pm-3pm
 - Identify Milestone and Timelines
 - Strategic Corridor Update (David Wasserman or DeWayne Sykes)
 - For more information on Transportation Management Areas (TMA)
<http://www.fhwa.dot.gov/ncdiv/about/tma.htm>