

**North Carolina Department of Transportation  
Work Zone Safety & Mobility Final Rule Committee**

March 9, 2006

Traffic Control Conference Room, Century Center B2



**Committee Members attending:**

<i>Name</i>	<i>Representing</i>	<i>Sub-Committee</i>
Stuart Bourne, PE - Chair	NCDOT Work Zone Traffic Control Unit	Policy
Gus Jordi, PE	Charlotte Department of Transportation (CDOT)	Policy
Jimmy Travis, PE	NCDOT Construction Unit (Public Information)	Policy
Michelle Long, PE	NCDOT Construction Unit (Public Information)	Significant Projects
Wendi Johnson, PE	NCDOT Division Construction	Significant Projects
Joey Hopkins, PE	NCDOT Division Maintenance	Significant Projects
Derrick Lewis, PE	NCDOT Feasibility Studies Unit	
Nicole Hackler	NCDOT Feasibility Studies Unit	
Kelly Damron, PE	NCDOT ITS Operations Unit	Significant Projects
Charles Cox, PE	NCDOT Project Development & Environmental Analysis	Policy
DeWayne Sykes, PE	NCDOT Roadway Branch	Policy
Scott Capps, PE	NCDOT State Road Maintenance Unit	Significant Projects
Kevin Lacy, PE	NCDOT Traffic Engineering Branch	Policy
Terry Hopkins, PE	NCDOT Traffic Safety Unit	Policy
Joseph Ishak, PE	NCDOT Work Zone Traffic Control Unit	Policy (Lead)
Lawrence Gettier, PE	NCDOT Work Zone Traffic Control Unit	
Meredith McDiarmid, PE	NCDOT Work Zone Traffic Control Unit	
Steve Kite, PE	NCDOT Work Zone Traffic Control Unit	Significant Projects (Lead)

**Committee Members not present:**

Max Tate, PE	Federal Highway Administration (FHWA)	Policy
Terry Canales, PE	NCDOT Highway Administrator's Office	Policy
Greg Fuller, PE	NCDOT ITS & Signals Unit	Significant Projects
Burt Tasaico	NCDOT Program Analysis Unit	Significant Projects
David Wasserman, PE	NCDOT Systems Planning Group	Significant Projects
Deborah Hutchings, PE	NCDOT Systems Planning Group	Significant Projects
Mike Bruff, PE	NCDOT Transportation Planning Branch	Policy

**Others attending:**

Jay Woolard, PE	NCDOT Work Zone Traffic Control Unit	
Jennifer Portanova, PE	NCDOT Work Zone Traffic Control Unit	Policy
Jesse Gilstrap	NCDOT Work Zone Traffic Control Unit	
Jessica Kuse, PE	NCDOT Work Zone Traffic Control Unit	Significant Projects

**Administrative Items**

- Jessica Kuse and Jennifer Portanova will be helping the committee through facilitation, minute writing, and committee documentation. All committee communication should be filtered through Jessica.
- Committee Members will send their ideas on a new committee name to Jessica by March 23<sup>rd</sup>. Committee name was discussed and some of the possibilities included: WZDOM (Work Zone Development on Mobility), WZ Impact Committee, WZARD.
- Committee meetings will be held every 6 weeks on Thursday. Sub-Committees will be held 3 weeks after each committee meeting. Therefore, every three weeks will be alternating between a committee meeting and sub-committee meeting. March 30<sup>th</sup> will be subcommittee meeting. Committee Members that were not present have been assigned to a sub-committee that is listed above in the attendance record. Contact Jessica if you would prefer to participate in a different sub-committee. Calendars will be updated with the correct room for the sub-committee meeting.
- All future meetings will be held from 1pm-3pm on the following dates (\*sub-committee meeting):

March 30 <sup>th</sup> *	June 1 <sup>st</sup>	August 3 <sup>rd</sup> *	October 5 <sup>th</sup>	December 7 <sup>th</sup> *
April 20 <sup>th</sup>	June 22 <sup>nd</sup> *	August 24 <sup>th</sup>	October 26 <sup>th</sup> *	
May 11 <sup>th</sup> *	July 13 <sup>th</sup>	September 14 <sup>th</sup> *	November 16 <sup>th</sup>	

### Action Items from Last Meeting

- Mike Bruff has contacted the MPO Association and is waiting for them to designate a representative for the committee.
- Committee agreed to contact TIP Development Unit, Project Management/Scheduling Unit, and Utilities Branch when the committee has developed a working draft.
- Committee website is under development and will be online soon.

### How Do Committee Members Fit into Final Rule

- Attendees were presented the [Work Zone Mobility brochure](#) that illustrates the impact the Final Rule has on planning, preliminary engineering, design, construction, and assessment.
- Gus Jordi, CDOT, raised concerns on how this will impact the municipalities, and questioned whether the State will require the municipalities to meet these requirements. The concern was that there might be a situation where the state and municipality are in disagreement as to when to apply this policy. The committee has not determined the answer to these concerns but agrees that for significant projects the entire transportation network must be looked at, including municipal work zones. The CDOT Representative will participate on the Policy sub-committee so that these concerns can be addressed.
- Feasibility Studies stated that they perform preliminary cost estimates based on conceptual alternatives for a project to aid the Board of Transportation in setting the TIP. Several Committee Members mentioned items that could be looked at that early such as, ITS (both permanent and in work zones), design-build, full road closure, alternate contracting methods or accelerated construction. Stuart Bourne will contact Rodger Rochelle about participating on the committee.

### Report from Policy Sub-Committee - Review of General Goals

- Joseph Ishak will be the new leader of the Policy Sub-Committee
- Committee members will review the following draft general goals and provide comments to Jessica Kuse by March 23<sup>rd</sup>.
- Comments will be compiled and discussed at the next Policy Sub-Committee meeting so more specific goals are developed. The units that are most directly impacted by each goal are listed in parenthesis. However, in some ways everyone is affected by each of these.

- Move significant construction decisions to the scoping stage (Planning, TEB, Feasibility, Program Analysis)
  - Scope in items that will improve safety
  - Reduce exposure by considering different methods of construction, ie closing the road
- Plan Corridors (Planning, Feasibility Studies, Program Analysis)
  - Serve a transportation need (well planned and timely approach to planning a project)
  - Strategic Highway Corridor
- Improve incident management response (Incident Management)
  - Law enforcement could be added to the committee after a working draft has been developed
- Interdepartmental Field Visits (All Units) WZ Performance
  - Create an assessment checklist and/or work with Roadway Construction Engineers, Division Safety Engineers, and Regional Traffic Engineer to add the things that need to be assessed in their audits
  - Evaluate all projects with similar criteria.
- Improve safety for workers and all types of transportation (motorist, pedestrian, and bikes)
  - Reduce crashes (TEB, Incident Management, WZTCU)
  - Scope in items that will improve safety (Planning, Feasibility Studies, Program Analysis)
  - Reduce exposure by considering different methods of construction, ie closing the road
- Increase level of credibility in work zones
  - Have same requirements for all projects (Maintenance, Construction Unit, MPOs, Municipalities, Utilities)
  - Use of ITS (Dynamic lane merge, Smartzone, permanent DMS, etc.) in work zones
- Improve general statewide knowledge by requiring work zone certifications both for contractor and DOT (WZTCU, Construction, Maintenance)
- Minimize motorist delay by using more efficient and innovative constructibility methods (Program Delivery, Construction)
  - Consider contract times at the scoping stage, encompassing all types on contracting and construction methods.
  - Incorporate value engineering earlier in design
  - Timely construction
- Design for future needs (All Units)
  - Consider the Strategic Highway Corridor Plan
- Interdepartmental Training (so we can all understand how this final rule affects us)
  - Include consultants and contractors
- Minimize community impacts, natural and human (Planning, PDEA, Project Analysis, TEB, Maintenance, Roadway, Construction Unit)
- Make Public Information more readily used/known (Planning, Construction Unit, Maintenance, Traffic Services)

### Report from Significant Project Sub-Committee

- The Significant Project Sub-Committee provided the committee with ideas that were generated from their discussion along with the feedback from the sub-committee members.
- Committee members will review the following ideas generated by the Significant Project Sub-Committee and provide comments to Jessica Kuse by March 23<sup>rd</sup>.
- Comments will be compiled and discussed at the next Significant Projects Sub-Committee meeting.

<p><b>Level 1 Criteria –</b> <b>Project is Significant if 1 of the criteria are met.</b></p> <ul style="list-style-type: none"> <li>- Work impacts to the traveling public at the Interstate, metropolitan or regional level</li> <li>- High Level of Public Interest</li> <li>- ADT &gt; 40,000</li> <li>- High User Cost</li> <li>- Duration &gt; 3 years</li> <li>- High Travel Time Delays</li> <li>- High degree of impacts to transportation Infrastructure</li> <li>- High impacts to public properties or private properties</li> </ul>	<p><b>Level 3 Criteria –</b> <b>Project is Significant if 4 of the criteria are met.</b></p> <ul style="list-style-type: none"> <li>- Work impacts to the traveling public at the intrastate level</li> <li>- Medium Level of Public Interest</li> <li>- ADT &gt; 10,000</li> <li>- Moderate User Cost</li> <li>- Duration &gt; 1 year</li> <li>- Moderate Travel Time Delays</li> <li>- Moderate degree of impacts to transportation Infrastructure</li> <li>- Moderate impacts to public properties or private properties</li> </ul>
<p><b>Level 2 Criteria –</b> <b>Project is Significant if 2 of the criteria are met.</b></p> <ul style="list-style-type: none"> <li>- Work impacts to the traveling public at the network level</li> <li>- High Level of Public Interest</li> <li>- ADT &gt; 20,000</li> <li>- Moderate User Cost</li> <li>- Duration &gt; 2 years</li> <li>- Moderate Travel Time Delays</li> <li>- Moderate degree of impacts to transportation Infrastructure</li> <li>- Moderate impacts to public properties or private properties</li> </ul>	<p><b>Level 4 Criteria –</b> <b>Project is not Significant.</b></p> <ul style="list-style-type: none"> <li>- Work impacts to the traveling public to a small degree</li> <li>- Low Level of Public Interest</li> <li>- ADT &lt; 10,000</li> <li>- Low User Cost</li> <li>- Duration &lt; 1 year</li> <li>- Low Travel Time Delays</li> <li>- Low degree of impacts to transportation Infrastructure</li> <li>- Low impacts to public properties or private properties</li> </ul>
<ul style="list-style-type: none"> <li>• Have a criteria to note whether the project is on the Strategic Highway Corridor (SHC) (Have the first criteria be such that all SHC are significant projects??)</li> <li>• Allow routine maintenance on high volume roads, interstate routes without jumping through all the future requirements.</li> <li>• Tie definition of significant projects to volumes and capacities.</li> <li>• Questions to answer in this process:             <ul style="list-style-type: none"> <li>- What is a relative high level of disruption? Try to establish that with policy</li> <li>- What is considered tolerable by NCDOT standards?</li> <li>- What constitutes a Transportation Management Area? (MPO?)</li> <li>- Do we have criteria that already exists (i.e. user delay greater than 30 min, ADT greater than 25K)</li> <li>- Who classifies a projects as significant (both for TIP and Maintenance)?</li> </ul> </li> <li>• TIP Projects: Labeled as significant projects early in the project scope.</li> <li>• Suggested Duty Breakdown:             <ul style="list-style-type: none"> <li>- Define Significant Projects (TIP and Maintenance)</li> <li>- Establish a flow chart that will lead you through the criteria for determination</li> <li>- Establish criteria for exceptions</li> </ul> </li> <li>• Suggested using the same strategy as Ohio uses for lane closure time restrictions.</li> </ul>	

### Next Meeting and Follow-up Information

- Sub-Committee meeting on March 30<sup>th</sup> 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>

### ACTION ITEMS:

- Stuart Bourne will contact Rodger Rochelle about participating on the committee.
- Committee Members will provide comments to Jessica by **March 23<sup>rd</sup>** on the following:
  - Committee name
  - General goals
  - Ideas generated on Significant Projects
- Next meeting will be **March 30, 2006** at 1pm in the Traffic Control Conference Room (Policy Sub-Committee) or the Signing Conference Room (Significant Projects Sub-Committee), Century Center Building B.