

Definitions for Standardized Project Work Types (February 12, 2015)

New Construction (110,111)

Construction of a new facility that will not replace or relocate an existing facility. A new facility will provide: (1) a facility where none existed, or (2) an additional and alternate facility to an existing facility that will remain open and continue to serve through traffic.

Relocation (120)

Construction of a facility on a new location that replaces an existing route. The new facility carries all the through traffic with the previous facility closed or retained as a land-service road only.

Reconstruction - With Added Capacity (130)

Reconstruction which generally follows the existing alignment of an existing route where the old pavement structure is removed and replaced, and/or where additional continuous through lanes are added through widening, dualizing or the addition of continuous collector-distributor roads that provide by design and operation for through traffic movements. If new HOV lanes are constructed as part of a reconstruction project, report them under this work type.

Reconstruction – Without Added Capacity (140,141)

Reconstruction which generally follows the existing alignment of an existing route where the old pavement structure is removed and replaced, with no through traffic capacity additions. Also, include in this category improvements to the existing facility that do not add through lane capacity, such as vertical or horizontal alignment improvements, an increase in lane width, adding/revising interchanges, addition of operation lanes between, but not carrying through, interchanges, or reconstruction of existing HOV lanes.

Major Rehabilitation-With Added Capacity (150)

The intent of these projects is to rehabilitate the existing pavement structure through an engineered approach that considers the observed pavement distress, the in-place material, and roadway geometrics. Milling operations may be > 60 mm and may expose base gravel which can then be treated or modified. The work will include the addition of lanes or dualization of the existing facility. New right-of-way and utility relocation may be required to improve geometrics, to flatten slopes, or enhance safety. Other surfacing improvements shall follow the Guidelines for Nomination and Development of Projects. The focus of this treatment is to extend the life of the pavement, improve ride quality and/or enhance capacity. May include rebuilding substandard horizontal or vertical curves but the majority of the work shall be primarily on the existing alignment. Typically requires rebuilding less than 25% of the total project length. May include widening the lanes or shoulders without adding more through lanes. This could include base course improvement, the addition of lanes or dualization of the existing facility, and/or dig outs to remove poor or contaminated material. Other improvements such as guardrail and/or other safety improvements as outlined in the Guidelines for Nomination and Development of Projects may be included.

Major Rehabilitation-without added capacity (151)

The intent of these projects is to rehabilitate the existing pavement through an engineered approach that considers observed pavement distress, the in-place material, and roadway geometrics. Milling operations may be >60 mm and may expose base gravel which can then be treated or modified. New right-of-way and utility relocation may be required to improve geometrics, flatten slopes or enhance safety. Other surfacing improvements shall follow the Guidelines for Nomination and Development of Projects.

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Minor Rehabilitation (160)

The intent of these projects is to rehabilitate the existing pavement surface through an engineered approach that considers the observed pavement distress and in-place materials. The existing width of pavement is to be maintained if it is less than or equal to the route segment width. Milling operation will be ≤ 60-mmw/o exposing base gravel. All slope work and other features are usually accomplished within existing right-of-way. Other surfacing improvements shall follow the Guidelines for Nomination and Development of Projects.

The objective of this treatment is to extend the life of the pavement structure by rehabilitating the wearing surface only. Other improvements such as slope flattening, guardrail and and/or other safety improvement as outlined in the Guidelines for Nomination and Development of Projects may be included.

Restoration and Rehabilitation (170,172)

Work required returning an existing PCCP pavement (including shoulders) to a condition of adequate structural support or to a condition adequate for placement of an additional stage of construction.

There may be some upgrading of unsafe features or other incidental work in conjunction with restoration and rehabilitation. Typical improvements would include replacing spalled, normal functioning joints; grinding/grooving of rigid pavements; replacing deteriorated slabs and reworking or strengthening bases or sub bases; and adding underdrains. This category also includes restoration and rehabilitation of facilities (i.e. Rest areas, weigh stations, etc.).

Resurfacing (180,181,182,183,184,185)

Placement of additional surface material over the existing roadway to improve serviceability or to provide additional strength. On projects that include milling, the total thickness of new plant mix, including replacement of milled material should not exceed 0.20' (60 mm). There may be some upgrading of unsafe features and other incidental work in conjunction with resurfacing. Where surfacing is constructed by separate project as a final state of construction, the type of improvement should be the same as that of the preceding stage-new construction, relocation, reconstruction, minor widening, etc.

New Bridge (210)

Construction of a new bridge, which does not replace or relocate an existing bridge.

Bridge Replacement with Added Capacity (220)

The total replacement of a structurally deficient or functionally obsolete bridge with a new bridge in the same general traffic corridor. The replacement bridge is designed for an increased traffic flow by accommodating additional through lanes. Construction of a dual structure to alleviate a capacity deficiency is also included. The new bridge carries all of the through traffic with the old bridge retained for local service only, removed, closed or converted to a purpose other than carrying through traffic.

Bridge Replacement with no Added Capacity (221)

The total replacement of a structurally deficient or functionally obsolete bridge with a new bridge in the same general traffic corridor. The replacement bridge is not designed for capacity over the previous facility. The new bridge carries all of the through traffic with the old bridge retained for local service only, removed, closed or converted to a purpose other than carrying through traffic.

Bridge Replacement with a Culvert with no Added Capacity (222)

The structurally deficient or functionally obsolete bridge is replaced by a culvert that accommodates the same number of lanes as the replaced bridge. The old bridge is retained for local service only, removed, closed or converted to a purpose other than carrying through traffic.

Bridge Replacement with a Culvert While Adding Capacity (223)

The structurally deficient, or functionally obsolete bridge, is replaced by a culvert with adequate length to accommodate additional through lanes. The old bridge is retained for local service only, removed, closed or converted to a purpose other than carrying through traffic.

Bridge Rehabilitation with Added Capacity (230)

Major bridge rehabilitation to restore the structural integrity of a bridge as well as work necessary to correct major safety defects. Bridge deck replacement (both partial and complete) and the widening of bridges by widening lanes or adding lanes are included. Construction of a dual structure to alleviate a capacity deficiency is also included when the old structure is included in the dual structure.

Major Bridge Rehabilitation without Added Capacity (231)

The major work required to restore the structural integrity, do a seismic retrofit, or correct major safety defects. Bridge deck replacement (both partial and complete) is included.

Minor Bridge Rehabilitation (232)

Work required correcting minor structure and safety defect of deficiencies, such as deck patching, deck resurfacing, deck protective systems, upgrading railings, curbs and gutters, and other minor bridge work.

Bridge Preservation (233)

Definition: Preventive maintenance activities that are cost effective means of extending the service life of a bridge.

Work Tasks: Activities that prevent, delay, or reduce deterioration of bridges or bridge elements, restore the functions of existing bridges, keep bridges in good condition and extend their life.

Bridge Protection (234)

Definition: Bridge protection activities

Work Tasks: Activities that include scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events.

Bridge Inspection & Related Training (235)

Definition: Bridge Inspection & Training activities

Work Tasks: Activities that include bridge inspection and evaluation activities, including in-depth and special inspections, as well as bridge inspection related training.

Safety (310,311,312,313)

A project or a significant portion of a project that provides features or devices to enhance safety.

Traffic Operation and Control Systems (410,411,412)

Traffic operation improvements, which are designed to reduce traffic congestion, and to facilitate the flow of traffic, both people and vehicles, on existing systems, or to conserve motor fuels: or which are designed to reduce vehicle use to improve transit service. Expenditures for the following types of systems would-be included in this item: traffic signal controls, intelligent vehicle/highway systems

(IVHS), road and bridge surveillance and control, electronic message boards, video monitoring, motorist information radio, freeway ramp control, etc.

Environmental (510,520)

This category includes improvements that do not provide any increase in the level of service, in the condition of the facility, or in safety features. Typical improvements which fall in this category would be noise barriers, beautification, and other environmentally related features not built as part of the above identified improvement types.

Miscellaneous (610,620,630,640,650,660)

Other work of a project nature that does not fall under any of the above categories, and is generally defined by the work code title.

CTEP Pedestrian and Bicycle Facilities. (710)

New or reconstructed sidewalks, walkways, or curb ramps; wide paved shoulders for nonmotorized use, bike lane striping, bike parking, and bus racks; construction or major rehabilitation of off-road shared use paths (nonmotorized transportation trails); trailside and trailhead facilities for shared use paths; bridges and underpasses for pedestrians and bicyclists.

CTEP Acquisition of Scenic Easements and Historic or Scenic Sites. (715)

Acquisition of scenic land easements, vistas, and landscapes; acquisition of buildings in historic districts or historic properties, including historic battlefields.

CTEP Scenic/Historic Hwy Prog. Including Tourist & Welcome Ctrs. (720)

For projects related to scenic or historic highway programs: Construction of turnouts, overlooks, and viewing areas; construction of visitor and welcome centers; designation signs and markers.

CTEP Landscaping and Other Scenic Beautification. (725)

Landscaping, street furniture, lighting, public art, and gateways along highways, streets, historic highways, trails, and waterfronts.

CTEP Historic Preservation. (730)

Preservation of buildings in historic districts; restoration and reuse of historic buildings for transportation-related purposes.

CTEP Rehab and Operation of Historic Trans Bld, Struct or Facil. (735)

Restoration of historic railroad depots, bus stations, ferry terminals and piers; rehabilitation of rail trestles, tunnels, and bridges.

CTEP Preservation of Abandoned Railway Corridors. (740)

Acquiring railroad rights-of-way; planning, designing, and constructing multiuse trails; developing rail-with-trail projects.

CTEP Control and Removal of Outdoor Advertising. (745)

Removal of illegal and nonconforming billboards.

CTEP Archaeological Planning and Research. (750)

Research, preservation planning, and interpretation of archaeological artifacts; curation for artifacts related to surface transportation and artifacts recovered from locations within or along surface transportation corridors.

CTEP Mit of H2O pollut due to hwy runoff/red. veh-caused wildlife death. (755)

For existing highway runoff: soil erosion controls, detention and sediment basins, and river clean-ups. Wildlife underpasses or other measures to reduce vehicle caused wildlife mortality and/or to maintain wildlife habitat connectivity.

CTEP Establishment of Transportation Museums. (760)

Construction of new transportation museums; additions to existing museums for a transportation section; conversion of railroad stations or historic properties to museums with transportation themes.

CTEP Provisions of Safety and Edu Activities for Peds and Bicyclists. (765)

Educational activities to encourage safe walking and bicycling.