

## **Definitions for Standardized Project Work Types (October 2020)**

All Project Work Types shall follow the latest version of the Guidelines for Nomination and Development of Pavement Projects.

### **New Construction (110)**

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.

### **New Construction - Facilities (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)**

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.

### **Reconstruction – Remove and Replace Culverts (141)**

Reconstruction without added capacity as described in (140) where scope of project is to remove and replace culverts and includes pavement structure removal and replacement as needed with no through traffic capacity additions.

### **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. 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 Pavement 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.

The focus of this treatment is to expand the life of the pavement, improve ride quality and enhance capacity. May include rebuilding substandard horizontal or vertical curves but the majority of the work shall be on 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 work could also include base course improvement and dig outs to remove poor, or contaminated material. Other improvements such as guardrail and other safety improvements as outlined in the Guidelines for Nomination and Development of Pavement Projects may be included.

### **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  $\leq 60$ -mmw/o exposing base gravel. All slope work and other features are usually accomplished within existing right-of-way.

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 Pavement Projects may be included.

### **Restoration and Rehabilitation - PCCP (170)**

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.

### **Restoration and Rehabilitation - Facilities (172)**

This category includes restoration and rehabilitation of facilities (i.e. Rest areas, weigh stations, etc.).

### **Resurfacing (180,181,182,183,184,185,186)**

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.

### **Bridge New Construction (210)**

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

### **Bridge Replacement with Added Capacity (220)**

Replacement of an existing bridge with a new bridge or pair of bridges in the same general traffic corridor which is designed for increased traffic flow by accommodating additional through lanes.

### **Bridge Replacement with no Added Capacity (221)**

Replacement of an existing bridge with a new bridge in the same general traffic corridor with same number of lanes as the previous facility.

### **Bridge Replacement with Culvert - no Added Capacity (222)**

Replacement of an existing bridge with a major culvert (8' - 20' in diameter) that accommodates the same number of traffic lanes as the replaced bridge.

### **Bridge Replacement with Culvert - Adding Capacity (223)**

Replacement of an existing bridge with a major culvert (8' - 20' in diameter) with adequate

length to accommodate additional traffic lanes.

### **Bridge Widening - Added Capacity (230)**

Work required to add lanes to an existing bridge, including full or partial deck replacement, superstructure and substructure widening, and/or construction of adjacent structure. This work may also include rehabilitation to restore existing structure integrity and retrofit to increase existing structure capacity to accommodate additional width for traffic lanes.

### **Major Bridge Rehabilitation (231)**

Work required to restore the structural integrity of bridge elements and correct major defects. This includes partial and complete deck replacement, girder repairs, bearing replacements, joint replacements, structural retrofits, crack repairs, structural wraps, etc.

### **Bridge Resurfacing and Minor Rehabilitation (232)**

Work required to correct bridge deck defects and other minor rehabilitation work including bridge deck milling and resurfacing, thick concrete overlays, partial depth deck patching, joint repairs, railing upgrade, drainage system repair or replacement, sidewalk, curb and gutter repairs, and other minor repairs.

### **Bridge Preservation and Preventative Maintenance (233)**

Preventive maintenance activities that prevent, delay, or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their life. This includes deck crack sealing, thin polymer overlays, steel spot and zone painting, joint sealing, shallow concrete repairs, crack injection, confinement wraps, etc.

### **Bridge Protection and Countermeasures (234)**

Activities that include construction of scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events.

### **Bridge Inspection & Related Training (235)**

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

### **Bridge – Do Nothing**

No work performed on the existing structure.

### **Bridge Removal or Replacement w/minor Culvert**

Remove bridge and replace with fill or install a minor culvert (less than 8' in diameter).

**New Tunnel (240)**

Construction of a new tunnel, which does not replace an existing tunnel.

**Tunnel Replacement (241)**

Replacement of an existing tunnel.

**Tunnel Rehabilitation (242)**

Work required to restore structural integrity of tunnel elements and correct major defects.

**Tunnel Preventive Maintenance (243)**

Preventive maintenance activities that prevent, delay, or reduce deterioration of tunnel elements, restore function, keep tunnels in good condition, and extend tunnel service life.

**Tunnel Protection (244)**

Activities that include construction of seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events.

**Tunnel Inspection & Related Training (245)**

Activities that include tunnel inspection and evaluation activities, including in-depth and special inspections, as well as tunnel inspection related training.

**Other Asset Inspection (250)**

Activities that include tunnel inspection and evaluation activities, including in-depth and special inspections, as well as tunnel 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 (510,511,512,520)**

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 (610,620,621,640,650,660)**

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.