

# Corridor Needs Data Dictionary

Highway Division

Last Update 8/29/2018



The Corridor Needs project has been set up in an effort to improve the communication between the Highway Division's Bureaus. This tool has been established to create a comprehensive and centralized list of known needs on the system and provide the foundation for making decisions regarding our ability to fund these necessary improvements on the network. This system was established to ensure that the entire the Highway Division team has access to the information at all times and that users have the ability to keep this living database up to date and of high quality.

## What is Corridor Need?

A Corridor Need is an issue at a specific location that poses a risk to the normal operations of the highway system and is outside the normal scope and/or estimated cost for regional maintenance teams to address. This is designed to be used as a mid to long term planning tool so emergency or urgent projects should continue to be communicated through the standard communication avenues. Identifying a corridor need in the associated tool makes the information available to staff across the Agency but does not relieve the district of the responsibility of acting on or monitoring these sites for changes in condition or risk.

## How will this information be used?

The Corridor Needs Tools provide a way for the Highway Division team to communicate with both our internal and external customers. At a strategic level, summarizing this data at a statewide level provides insight into the needs of the system for the budgeting process as well as an improved understanding of the systematic issues the Agency is dealing with across the state. At a tactical level, utilizing the information collected in this effort can improve the coordination across the Highway Division. Using the information provided, we can review current and future capital projects and evaluate opportunities to adjust project scopes to incorporate solutions to corridor needs. Where it is not practical to include this kind of work in capital projects, this information also provides the basis for directing funds towards improvements that do not follow the traditional capital project delivery mechanism. Used in conjunction with asset management inventories this data provides the foundation for managing our corridors for the Highway Division.

## What information do we need to know about them?

First and foremost, we need to categorize and describe the corridor need. This core information needs to be entered into the Corridor Needs tool to provide a description of the issue and the impact to the system. The following is a list of the fields and a description of what information should be entered into these fields.

Field	Description	Values
<b>Object ID</b>	Corridor Need ID number that can be reference this particular need. This value is auto populated.	
<b>Route</b>	Route code for the route the issue falls on.	
<b>Town</b>	Describes the town the need starts in. <i>Working towards auto population</i>	
<b>Begin MM</b>	The field mile marker where the issue takes place.	
<b>End MM</b>	If the need extends over a segment of highway this value can be used to record the end of the segment. This field will be blank for issues at point location.	
<b>Project Length</b>	Describes how long the area of need is. This measurement should be recorded in Miles. <i>Working towards auto population.</i>	
<b>District</b>	The district that is responsible for the segment of road the need is identified on. <i>Working towards auto population.</i>	
<b>Region</b>	The region that is responsible for the segment of road the need is identified on. <i>Working towards auto population.</i>	
<b>Owner</b>	The garage/office that is responsible for the segment of road the need is identified on. <i>Working towards auto population.</i>	
<b>Issue Category</b>	Describes the nature of the issue and is used to group needs together into program areas.	Pavement Bridge – over 20’ in span along centerline Large Culvert – over 6’ to 20’ in span Small Culvert – Culverts 6’ and less Drainage Ledge Slope Retaining Walls Safety (including signage) Railroad Park and Ride Sinkhole Other

Field	Description	Values
<b>Issue Description</b>	This is an important field that provides an opportunity to describe the issue in detail.	
<b>Actions Taken</b>	Describes any actions that have already been completed or are underway on this site. This includes temporary repair measures, preliminary planning work or other actions that have been done to mitigate the issue.	
<b>Actions Needed</b>	Describe the remaining actions that need to be completed at this site to address the corridor need and, if applicable, the barrier to completion with Maintenance staff (i.e., too costly for district to undertake).	
<b>Estimated Cost</b>	Estimated cost of the full project if completed within the District. This includes any design, ROW, utilities, permitting and Construction costs.	\$5M or greater \$2M - \$5M \$1M - \$2M \$500K - \$1M \$250K - \$500K \$100K - \$250K \$50K - \$100K \$10K - 50K Less than \$10K
<b>CSL Tier</b>	Describes the Customer Service Level that the corridor need is located on. <i>Working towards auto population.</i>	1 2 3 4
<b>Work Type</b>	Identify the most appropriate method of repair at the site given the scope and estimated cost.	Capital Project District Forces MRA TSMO Specialized Review Other

Field	Description	Values
<b>Failure Probability</b>	Use the drop down menu to select the scenario that most closely describes likelihood of a failure at this site.	<p><b>Very High</b>- 90 to 100% chance of failure within 1 year.</p> <p><b>High</b> - 75 to 90% chance of failure within 1 year.</p> <p><b>Med</b>- 25 to 75% chance of failure with 1 year.</p> <p><b>Low</b> - 10 to 25% chance of failure within 1 year.</p> <p><b>Very Low</b> - less than a 10% chance of failure within 1 year.</p>
<b>Failure Impact</b>	Use the drop down menu to select the classification that most closely describes the impact from an asset failure.	<p><b>Very High</b> - significant safety risk to the traveling public and possible long term road closure.</p> <p><b>High</b> - significant safety risk to the traveling public and a possible long term lane closure.</p> <p><b>Med</b> - moderate safety risk to the traveling public and a possible short term lane closure.</p> <p><b>Low</b> - minimal safety risk to the traveling public and possible short term lane closure.</p> <p><b>Very Low</b> - minimal safety risk to the traveling public and limited risk of any disruption in service or capacity.</p>
<b>Remaining Service Life</b>	Use Drop Down Menu to describe how many years do you estimate that this asset has left before replacement becomes mandatory and the Agency is forced to act.	<p>0 - 1 years</p> <p>1 - 3 years</p> <p>3 - 5 years</p> <p>5 - 10 years</p> <p>&gt; 10 years</p>

Field	Description	Values
<b>Detour</b>	Identify the detour length should asset failure result in roadway closure.	> 50 miles 30 to 40 miles 20 to 30 miles 10 to 20 miles < 10 miles No closure potential
<b>Asset ID</b>	Use this field to record the asset ID for the asset identified in this site. (Culvert PID, Bridge number, Ledge/Slope ID)	
<b>Source</b>	Identify the source for the identification of this need. This information provides a point of contact for more information.	
<b>Work Request ID</b>	If there is an active MATS work request for this corridor need identify the MATS Work Request ID.	
<b>Entry Date</b>	Date the need was entered into the current system. <i>Data imported from historic systems indicate import date. Working towards auto population.</i>	
<b>Last Edit Date</b>	Date the need was last edited. <i>Working towards auto population</i>	
<b>Completion Date</b>	Contains the date when the work to resolve the corridor need was completed. Once this date is entered the need is moved to a dataset of completed issues that can still be accessed. <i>Working towards auto population for Capital Projects and Maintenance Work Orders.</i>	
<b>Top 2 Priority</b>	The top two highest priority needs identified by each district	1, 2
<b>Attachments</b>	Using the attachments upload tool in the web map, upload any pictures or other documents that provide more information about the issue.	

## Who can I contact if I have questions?

For information regarding Corridor Needs and the process that surrounds this program please contact [Chad.Allen@vermont.gov](mailto:Chad.Allen@vermont.gov).

For information on the different tools available to assist with corridor needs, [please go here](#) for instructions. If you find that you still have technical questions or suggestions, please contact [Daniel.Schall@vermont.gov](mailto:Daniel.Schall@vermont.gov).