

# Agenda for Annual Meeting of the AASHTO Subcommittee on Design

July 14-17, 2008  
Hotel Albuquerque Old Town  
Albuquerque, New Mexico

## Region 3 Meeting – Monday, July 14, 2008

1. **Introductions - Officers and members present:**  
Eric E. Harm, Illinois; Gary Mroczka, Indiana; Jeff Clanton, Indiana; Michael Kennerly, Iowa; David L. Little, Iowa; Deanna Maifield, Iowa; James O. Brewer, Kansas; Richard G. Adams, Kansas; LaMonte "Corky, Armstrong, Kansas; Mark Von Port Fleet, Michigan; Mukhtar Thakur, Minnesota; David B. Nichols, Missouri; Kathryn P. Harvey, Missouri; Cash Misel, Ohio; Timothy McDonald, Ohio; Dirk Gross, Ohio; Jerry Zogg, Wisconsin; Joseph A. Bucik, Ontario
2. **Discussion on the Draft SCOD Vision; prepare to present reactions and questions to SCOD on July 15**

3:00 – 3:15            Break

3. **Regional Topic Discussions**  
See list.

## Region 3 Meeting – Wednesday, July 16

1. **Briefing from SCOD Executive Committee**
2. **SCOD Hot Topic Discussions**

10:00 – 10:15        Break

3. **Technical Committee Work Plan Discussions**
4. **Proposed Research Topics**
5. **Motions or Resolutions**
6. **New Officers**

**Proposed:**    Mike Kennerly, Iowa, Chair  
                  Tom MacDonald, Ohio, Vice Chair  
                  Eric Harm, Illinois, Secretary

**Steering Committee Rotation** – Ontario, Missouri, Minnesota, Iowa, Ohio, Illinois, Wisconsin, Michigan, Kansas, and Indiana

7. **SCOD 2012 Host – ??**

*Note: On Wednesday afternoon, the Regional Chair will provide an overview of their comments and discussions of the Technical Committees' reports/activities, along with results from the rotation of officers, proposed motions/resolutions, and proposed research topics.*

## LIST OF REGIONAL TOPIC DISCUSSION ITEMS

### 1. Design Speed / Design Exceptions Related

#### Design Speed versus Posted Speed

- a. Does your state design for the posted speed or a design speed greater than posted speed?
- b. If you design for greater than posted speed, do you require design exceptions for cases that meet posted speed but not design speed. (MDOT / MVP)

MDOT Designs for 5 MPH over the posted speed. MDOT has historically prepared design exceptions for locations that met posted speed but not design speed for internal purposes only. MDOT recently changed the practice to only require documentation but not exception approval. FHWA has recently been advised by Washington that if you have criteria to design for over the posted speed, you must to design exceptions for their approval to the design speed. This is not only a change, but we now would require approvals from them previously not required. We believe this is beyond AASHTO requirement and therefore beyond FHWA approval authority. Design Exceptions – Need to determine comparison between states. (MDOT / MVP)

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If asked how many design exceptions you process each year, how do you determine the number. (MDOT / MVP)

Is it by project? For example: 4 criteria, 18 locations, but count as one exception because it is one project. (MDOT / MVP)

Is it by design criteria? For example, 4 criteria, 18 locations, but count it as 4 exceptions. (MDOT / MVP)

Is it by specific location? For example, 4 criteria, 18 locations, but count it as 18 exceptions? (MDOT / MVP)

Does your FWHA office require design exceptions for substandard Acceleration and Deceleration lanes? (MDOT / MVP)

Does your state require design exceptions for shoulder widths on freeways or interstates where the DDHV for truck traffic exceeds 250 veh/h?  
(MDOT / MVP)

What level of documentation are you requiring if converting four lanes to three lanes. Michigan recently had a local project converted from 4 to 3 lanes with bike paths. What restrictions may be placed on the projects? The locals received some complaints are now less than a year later attempting to convert it back to 4 lanes. FHWA has indicated they would have to do a three years study or return the Federal Aid. (MDOT / MVP)

How are other states setting speed limits in work zones? Are they 'Mandating' a reduction or giving the contractors the authority to decide if they want to reduce or not? We give our maintenance crews the authority to decide yet seem to mandate a reduction to our contractors. (MDOT / KH)

Selection and Design of low speed, gravel shoo-flies/diversions. (KDOT / CA)

2. ADA Related

ADA and Technical Infeasibility

Does your state have procedures or justifying technical infeasibility for non-compliance with ADA sidewalk ramps? If so, do you have FHWA concurrence? What types of scenarios would qualify? (MDOT / MVP)

Definition of Alteration in ADA

Michigan has received a definition that any project, including CPM that included pavement surfacing greater than 3/4" is considered an alteration and that Sidewalk Ramps must be upgraded with the project. Is this consistent with the applications in your state? (MDOT / MVP)

ADA – How are other states handling projects? (IDOT / GM)

Another ADA one.. Crosswalks are covered in PROWAG, the 2% cross slope requirement concerns us at signalized intersections. When an approaching vehicle traveling at speed has the green light (30-50 mph), we think the 2% cross slope for the width of the crosswalk will cause the vehicle to possibly become airborne, loss of control, or at least be a very uncomfortable bump to traverse (depending on the approach grade of course). Mid block cross walks don't have the 2% cross slope requirement (PROWAG) probably for this reason? Do the other states have a similar concern with this? (this is all PROWAG and not ADA law) (MDOT / KH)

Noise Walls Related

Noise Walls - are other states still pushing them or are they in decline? (IDOT / GM)

3. Training / Design Flexibility / Context Sensitive Design Related

Our regulatory agencies have mandated that all new 4 sided precast structures need to be embedded by 2' for sediment transfer or as an alternate use a 3-sided precast structure. Are other states regulatory agencies requiring similarly? (IDOT / GM)

Training design flexibility to an engineering industry who is use to following a checklist / recipe approach? (IDOT / GM)

4. Reducing Construction Costs Rebate

I would like to know one successful idea/approach from each state on reducing construction costs on a program level. (IDOT / GM)

5. Ramps Shoulders / Rest Areas / Heavy Truck Parking Related

What are other states doing with their ramp shoulder designs to heavy truck parking? (MODOT / KH)

6. FHWA Revised CFR / Planning Requirement

Discuss the recent FHWA's Revised Section 4(f) Rule 23 CFR 774 (KDOT / CA)

Discuss FHWA's recent clarification on Transportation Planning Requirements and their Relationship to NEPA Process Completion. (KDOT / CA)

7. Pavement Rehab

I would like to hear how the other states address the reduction of roadside geometrics with pavement rehab projects due to a raise in the pav't profile. More specifically, I'm curious as to whether other states allow an increase in shoulder width, an increase in shoulder slope, an increase in side slope, etc, due to a raise in profile. (WIDOT / JZ)

The question we are trying to answer is can we allow some reduction in roadside geometrics, and still make the assertion that we are not leaving the roadway less safe than before the pav't rehab. (WIDOT / JZ)

I'm aware that some states have implemented 1R, 2R, and 3R standards, and the question I'm asking would probably fall with the 2R arena. (WIDOT/ JZ)

We are in the middle of this as part of trying to re-write our preventative maintenance agreement with FHWA. (WIDOT / JZ)

8. MISC. / ROUND ROBIN

Utilization of Engineering Technicians with the advancement of CADD technologies. (KDOT / CA)

Issues associated with Location and Design Concept Studies on projects that are not funded for right-of-way acquisition or construction. (KDOT / C)