

State	Topic	Responses
Montana - 1	<p>The COE has adopted national regulations for stream impacts. Included in the most recent guidance for sizing culverts is the allowance for modeling as a design tool to appropriately size culverts for design flows as well as fish and other aquatic organism passage. In Montana, our regional regulations from the COE require use to span the bank full channel width. Requirements from our Dept. of Environmental Quality, who regulate our water quality permits, may also include non-engineered sizes. Are there similar experiences?</p>	
Montana - 2	<p>Horizontal curve and superelevation transition design questions:</p> <ul style="list-style-type: none"> <li><b>a.</b> Which states rotate about the centerline? <ul style="list-style-type: none"> <li><b>i.</b> Do you have special accommodations for drainage of the inside ditch?</li> <li><b>ii.</b> Are there noticeable issues with the inside portion of the curve located below the horizon?</li> </ul> </li> <li><b>b.</b> Which states rotate about the inside edge?</li> <li><b>c.</b> Are there different methods for transitioning from a superelevation in one direction to a super in the other direction in a short distance?</li> <li><b>d.</b> Which states use spiral transitions? <ul style="list-style-type: none"> <li><b>i.</b> Do you calculate the runoff length based on the relative grade line?</li> <li><b>ii.</b> How important is the maximum relative gradient?</li> </ul> </li> <li><b>e.</b> Which states use small vertical curves at relative grade break points? <ul style="list-style-type: none"> <li><b>i.</b> How do you show this on the plans?</li> <li><b>ii.</b> How is it staked/built in the field?</li> <li><b>iii.</b> Is it worth the effort (is it noticeable)?</li> </ul> </li> <li><b>f.</b> Any other special considerations based on the AASHTO Green Book?</li> <li><b>g.</b> Please provide a contact name and link for design manual.</li> </ul>	
Montana - 3	<p>Montana floodplain regulations are now under new interpretation that could result in MDT paying for floodplain map revisions in order to construct new highway projects. The process of developing CLOMR (Conditional Letter of Map Revision – pre construction) and LOMR (Letter of Map Revision – post construction) along with completely remapping portions of a floodplain will be extremely time consuming and expensive. This may be a sign of lean times as other agencies look to fund their projects with Highway money. Examples that could result in CLOMR/LOMR include:</p>	

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South Dakota - 1	<p><b>a.</b> Pavement preservation overlay that raises the roadway elevation by 0.15' on the edge of a mapped floodplain</p> <p><b>b.</b> More accurate survey and modeling for a bridge opening that doesn't exactly match the floodplain map elevations</p> <p><b>c.</b> New bridge or culvert construction that changes the floodplain elevation by 0.01' (higher or lower) or more</p> <p>SDDOT is working on updating our State Highway Safety Plan (SHSP) and the consultant hired to help out mentioned that several states are considering or have changed their design standards for inslopes on 2-lane rural highway reconstruction projects to a 6:1 based on increased safety benefits.</p>	
	<p><b>a.</b> What is your States standard inslope for rural highways (non-interstate)?</p> <p><b>i.</b> If 6:1 how long has this been your standard design inslope?</p> <p><b>ii.</b> If not 6:1 are you considering changing to a 6:1 inslope?</p>	
South Dakota - 2	<p>SDDOT has been using the Highway Safety Manual (HSM) as a proactive means to address safety in our state in addition to addressing identified high hazard locations.</p> <p><b>a.</b> Are other states utilizing the HSM to do network screening to identify safety projects?</p> <p><b>b.</b> What types of safety projects are being identified and programmed in your STIP?</p> <p><b>c.</b> If you are not using HSM are there other tools or methods being used to identify safety projects?</p>	
South Dakota - 3	<p>Installing roadway lighting at the intersection of 2 rural highways was a suggestion to include in the South Dakota SHSP.</p> <p><b>a.</b> Are other states installing roadway lighting at the intersection of 2 rural highways? If so...</p> <p><b>i.</b> Is this installation based on improving safety for vehicular and/or non-motorized travel?</p> <p><b>ii.</b> Do you install the lighting based on volume warrants, accident history, etc. or is it a proactive measure?</p> <p><b>iii.</b> Has there been a reduction of accidents after installation of lighting?</p>	
Wyoming - 1	<p>Are other states keeping at least 4 feet clear from edge of shoulder rumble strips/stripes to the edge of the roadway?</p>	

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Wyoming - 2	<p>For earthwork, we currently pay for excavation (mostly what we call Unclassified Excavation) and calculate/show on plans quantities for embankment and haul (cubic yard-mile). This is all based on cross sections and average end area based calculations. As design software and machine controlled grading is pushing us towards models and surface to surface calculations, we're interested in what the other region states are doing.</p>	
Wyoming - 3	<p>We still develop projects with pure functional program areas. We are considering changing to utilize some form of project management or more accountability for keeping up on design activities. We're interested in what other states are doing. Who uses classic project management? Is it for all projects or a limited number of major projects? If limited, how are other projects managed?</p>	
Washington - 1	<p>WSDOT has been implementing flexible design for several years and more recently developed a "Fundamental Design Approach" to our projects. This has helped in these lean times however, our resource agencies have not relaxed their requirements for projects (i.e. Environmental both State and Federal, local jurisdictions etc.) Has your State seen any reductions on project requirements from resource agencies?</p>	
Washington - 2	<p>Has your State reduced the design levels lately due to the declining revenue? If so, are you going below AASHTO levels?</p>	
Washington - 3	<p>Has your State been successful in implementing the HSM and if so which types of projects are you using it on?</p>	
Washington - 4	<p>Does your State have a ADA transition plan and how is it being implemented?</p>	
Oregon - 1	<p>Oregon has developed databases to log different highway assets. we currently are tracking barrier systems, signs, sidewalk ramps, sidewalks, bicycle facilities, culverts, bridges, and tunnels. Does your state have something similar, and if so are there other features that you track?</p>	
Oregon - 2	<p>How is "Active Transportation" impacting your agencies? Is this competing against "Practical Design"?</p>	

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Oregon - 3	Is your state looking at designating oversized haul routes? How do you address terrain issues that face the western states, i.e. multiple mountain ranges, limited number of routes?	