

Roadway Design Manual Webinar # 2 (Q&A) 12-18-2024

Lissa Lennon: who conducted this target bike user survey? and where was it done?

This question is in reference to Slide # 6 (Target Bike Users). On this slide TxDOT in general targets the Interested but Concerned bicyclist. The reference to the survey that was performed by TRB's National Research Council is given in FHWA's Bikeway Selection Guide https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

Andrew Lee: Is the 2 year AEP for temp work new?

This question is in reference to Slide # 47 (Temporary Drainage Requirements). From an H&H standpoint the 2-year annual recurrence interval is a general TxDOT rule of thumb for different types of temporary drainage facilities; more stringent requirements may be utilized for a higher design flood for TCP dependent on project needs (e.g., 5-year interval). The 2-year occurrence interval is also cited on the TxDOT SWP3 plan sheet for sediment control BMPs.

Beke Bedada: Question on new RDM implementation timeline?

As shown in Slide # 3, the new RDM is Effective for All projects beginning with March 2026 Letting, AND if final schematic or 30% plans have not been approved by May 31, 2025. This information is also in the Manual Notice that is at the beginning of the new on-line RDM.

Nazrul Chowdhury: In order for safe pedestrian and bicycle traffic in SUP/sidewalk, do you have any clear direction(s) for rail or ctb use when you do not have desirable shoulder width in bridge for both low speed and high speed cases?

The TxDOT policy is that there be a 5 ft. bicycle clear space (e.g., shoulder) across bridge structures. If the shoulder width can't be provided another alternative is an SUP that can accommodate both bicyclists and Peds. In general, for low-speed conditions, a curb may be used with an adequate buffer (see RDM Ch. 18) between the face of curb and inside edge of SUP; a combination rail would then be needed on the outside of the SUP. For high-speed conditions, a traffic or combination type bridge rail would be needed between the vehicular traffic and the SUP; and a combination or pedestrian railing on the outside of the SUP. This is shown in Chapter 3, Section 2, and Appendix B of the *TxDOT Bridge Railing Manual*.

Jeff Miles: General discussion on the use of MMA for pavement markings:

Generally, TxDOT and most state DOTs do not use MMA for pavement markings (excepting possibly Alaska, very cold environment). MMA has some advantages for textured type applications, for example with designated bus lanes where the whole lane is a colored pavement marking (typically red). Worth mentioning is that TxDOT as current policy does not prescribe the use of colored pavement markings.