



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Design Memorandum No. 19-12 Technical Advisory

October 10, 2019

TO: All Design, Operations, and District Personnel, and Consultants

FROM: /s/ David H. Boruff
David H. Boruff
Office of Traffic Administration Manager
Traffic Engineering Division

SUBJECT: *Indiana Design Manual* Rewrite, Chapter 503

REVISES: *Indiana Design Manual* Chapters 81, 82, and 83

SUPERSEDES: Design Memos 16-06 and 18-10

EFFECTIVE: Stage 2 submittal on or after November 1, 2019 for the following sections

- 503-3.04(13) Pedestrian Accessibility
- 503-3.05 Positive Protection
- 503-7.0 Temporary Traffic Control Devices

Stage 1 submittal on or after October 11, 2019 for all other sections

Indiana Design Manual Chapter 81, Transportation Management Plans, Chapter 82, Traffic Control Plan Design, and Chapter 83, Traffic Control Devices in a Construction Zone, have been updated. These chapters are now combined into a single chapter, Chapter 503, Maintenance of Traffic and are available for download at

http://www.in.gov/indot/design_manual/design_manual_2013.htm

Where a project is beyond the plan develop stage effective date, designers are encouraged to use the revised guidance where practical.

A brief summary of the significant changes in the new chapter is included below.

- 503-2.02 Work Zone for Significant and Non-Significant Projects. Criteria for determining whether a project is defined as having significant impacts during construction to motorists has been added. New content has been created regarding requirements for the traffic management plans for projects with significant work zone impacts.
- 503-2.05 Traffic Control Strategies. A hierarchy of traffic control strategies has been established that prioritizes separating workers from traffic. Emphasis is placed on closing the road and detouring traffic where a viable detour route is available. If not then the MOT plan should be based on a crossover or runaround. If a crossover or runaround is not viable then traffic will be maintained adjacent to the work area.
- 503-3.04(13) Pedestrian Accessibility. New design guidance has been added for maintaining pedestrian access during construction.
- 503-3.05(02) Positive Protection Devices. The construction clear zone distances have been increased based on the *AASHTO Roadside Design Guide*. Guidance has been added on when positive protection should be considered for worker and motorist's safety.
- 503-7.01(02) Regulatory Signing. New guidance has been added on selecting the proper pay item for continuous use worksite speed limit sign assemblies. These are to be paid for as construction signs per the *Standard Specifications*.
- 503-7.04 Temporary Traffic Control Signals. The default method of vehicle detection for portable signals will now be microwave or Doppler vehicle detection, as this is the most common method of vehicle detection used with portable signals in work zones. The microwave or Doppler vehicle detection units are mounted to the portable signals so there is no need to show the vehicle detection area on the temporary traffic control plans.

Questions regarding project-specific maintenance of traffic design issues should be discussed with the appropriate district Traffic Engineer. General questions should be directed to Dave Boruff, Office of Traffic Administration Manager at dboruff@indot.in.gov.

DHB/jeb