



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

INTRADEPARTMENTAL CORRESPONDENCE

REFERRED TO

- REFERRED FOR ACTION
ANSWER FOR MY SIGNATURE
FOR FILE
FOR YOUR INFORMATION
FOR SIGNATURE
RETURN TO ME
PLEASE SEE ME
PLEASE TELEPHONE ME
FOR APPROVAL
PLEASE ADVISE ME

Memorandum:

To: Janice P. Williams, P.E. Chief Engineer
From: Joshua Harrouch, P.E. Traffic Engineering Development Administrator
Date: March 27, 2017
Subject: Roundabout Sidewalk Policy Changes

BY DATE
BY DATE
BY DATE

To maintain DOTD's commitment to accommodate bikes and pedestrians on all new or reconstruction projects, and stay in concurrence with the complete streets policy and EDSM, the roundabout portion of the Roadway Design Procedures and Details manual is being updated. The proposed implementation information for these changes is as follows:

This policy applies to all outsourced roundabout projects in development that have not reached the 30% preliminary plan milestone by March 27, 2017.

(Note: The consultant should make every effort to accommodate sidewalks or buildouts so if the impact to the plan development is not significant, the buildout/sidewalk should be included).

For In-House projects, this policy is applicable to all projects in the preliminary plan stage and exempts all projects that are in final plans and/or that have initiated right of way map development.

- All roundabout projects will provide at minimum, a berm, curb cuts, and refuge area in splitter islands for the accommodation of a 7 ft. sidewalk adjacent to the circulating lane.
The project manager/lead designer should investigate adding a sidewalk whenever there are existing sidewalks on the approaches to the roundabout or when it is in an MPO area and future pedestrian facilities are likely.
The project manager/lead designer obtain a city/state agreement for the maintenance of the sidewalk before it can be added to the plans.
The requirement to add a sidewalk to the roundabout or provisions to accommodate a future sidewalk is not limited to a rural or urban roundabout
When a sidewalk is added and the district has specifically requested outside barrier curb on the approaches, a 7ft paved sidewalk adjacent to the circulating lane(s) will be

required. If the outside curbing is mountable, the designer will add a green integrally colored concrete buffer (for maintenance purposes) with a 5 ft sidewalk.

- If the roundabout has an outside truck apron, the sidewalk will be constructed on the back side of the truck apron with either mountable or barrier curb as required by the previous bullet points.
- If the cost to add a sidewalk or Berm is beyond the 20% threshold, documentation and approval by the Chief engineer will be required to eliminate the sidewalk. Any other circumstance that merits an exception to the policy such as a roundabout that impacts 4F/6F property will need to be documented and will also require approval from the Chief Engineer.

If you have any questions, please feel free to contact me at 225-242-4640

JH/bb

 RECOMMENDED FOR APPROVAL	3/27/2017 DATE
 RECOMMENDED FOR APPROVAL	03/27/17 DATE
 APPROVED	3-28-17 DATE