



Facilities Development Manual

Wisconsin Department of Transportation

Transmittal No. 371

Date: September 23, 2009

Subject: Revisions to Chapters 3, 6, 11, 12, 15, 16, 19

NOTE: The links below will send you to the latest version of the subject document. Subsequent transmittals may have made other changes to the document that are not described below.

*Where new text has been combined with old text, the new text appears **shaded**.*

[FDM 3-1-25](#)

New subject describing the Project Management Plans (PMP) process. This PMP guidance is to assist the recipient of Federal financial assistance in the preparation of a PMP to meet the requirements of SAFETEA-LU.

[FDM 3-1-30](#)

New subject describing when a Project Financial Plan is required based on the total project cost.

[FDM 6-10-05](#)

Attachment 1 contains a sample form DT1370 Public Hearing Internal Notice. The form was updated to add the Regional Director and Regional SPO Chief to the list of persons that the notice is to be sent to.

[FDM 11-20-1](#)

Subsection 2.1 - General Curb Design Information

Defined "Gutter Width": Gutter width is the distance between the gutter flange line and the curb face. Gutter width is considered to be part of the offset from the edge of the traveled way to the face of curb

Subsection 5 - Re-titled from "Traffic Lanes" to "Travel Lanes"

Changed the truck and bus volume threshold for 11-ft minimum lane widths for NHS Routes and Arterials and Collectors that are not Federally Designated truck routes from 2.5% to 5%.

Defined "Wide Curb Lane" and differentiated it from a "Travel Lane": A wide curb lane (aka "wide outside lane" or "wide outside thru lane") is an outside or curb lane that is wider than 12-feet. The width of a wide curb lane is equal to the lesser of the distance from the lane line to the curb flange line or from the lane line to 1-foot inside the curb face. The outside thru travel lane is part of the wide curb lane (travel lane widths do not exceed 12-feet). The use of a wide curb lane as a bicycle accommodation is discussed in section 3.3.2 of FDM 11-45-10 and in the Wisconsin Bicycle Facility Design Handbook (4).

Subsection 6 - Auxiliary and Parking Lanes

Added language about the use of a parking lane as a travel lane

Other changes to text

Updated references and reference list

Minor editing changes

[FDM 11-20-1 Attachment 1](#)

- ALL Roadway widths are revised to correspond with revised guidance in FDM 11-45-10 "Bicycle Facilities"
- Note 5 is revised to clarify the use of a wide curb lane to meet the requirement for a 12-foot truck lane.
- Note 5 is also revised to change the truck and bus volume threshold for 11-ft minimum lane widths for NHS Routes and Arterials and Collectors that are not Federally Designated truck routes from 2.5% to 5%.
- Other minor editing changes

[FDM 11-20-1 Attachment 2 and 3](#)

- Notes are edited and re-organized.
- Metric dimensions are deleted

- Changes to Cross-section graphics:
- An example of a wide curb lanes and a bike lane is added
- Metric dimensions are deleted
- The “Parking Lane” example is re-labeled as “Parking Lane Or Combined Bike Lane & Parking Lane”
- Dimension lines and labels are added for “Offset From Travel Way To Face Of Curb”

FDM 11-26-35

- Subsection 1.10 is new and explains the importance of maintenance agreements and maintenance of signs at roundabouts.
- Text was removed from Subsection 2.1.1, to correct a pavement marking conflict with the text within Figures 7a and 7b.
- Figure 6: The dimensions of the pavement marking and 'dot' have been revised and updated.

FDM 11-45-1

Section 7 was reorganized and rewritten with updated information for Crash Cushions and Sand Barrel Arrays. Attachments 2 through 7 removed

FDM 11-50-50

Sections 4 and 5 on Proprietary Equipment were removed. The information was rewritten into FDM 19-1-5 included in this transmittal.

FDM 12-10-1

Corrections made to the signature blocks for plats shown in figures 2, 3, and 4

FDM 12-10-1 Attachment 1, 2 and 6

The example plats were updated using the corrected signature blocks.

FDM 15-5-5 Attachment 15

The example plat was updated using the corrected signature blocks from FDM 12-10-1.

FDM 15-5-30 Attachments 1, 2, 3, 4, 5, 7, 10

Title corrections were made to the sheets to accurately reflect the list of plan symbols shown.

FDM 19-1-5

The entire subject on Proprietary Products was rewritten.

FDM 19-1-5 Attachments 1 and 2

Updated Proprietary Product Justification letter template and example are shown in attachments 1 and 2 respectively.

FDM 19-10-30 Attachment 1

New Contract Time for Completion DT1923 form has been created. Example shown in attachment.

FDM 19-40-1 Attachment 1

Updated listing with new Standard Detail Drawing version numbers.

Chapter 16 Standard Detail Drawings

Implementation Schedule: These drawings will be included when applicable in plans scheduled for the **February, 2010** PS&E due date Project Letting Process.

Procedure 16-5-1, Standard Detail Drawings

SDD 13B1-10, Pavement Details for Railroad Approach (revised)

The following revisions have been made:

- 1) Provide guidance on crown transition length in the design notes.
- 2) Show concrete pavement termination perpendicular to centerline in the plan view.
- 3) Discourage skewed concrete pavement terminations in design notes.
- 4) Refer to HMA, instead of asphaltic concrete.
- 5) Clarify contractor responsibility to place HMA.

SDD 14B24-6a-c, Steel Plate Beam Guard Energy Absorbing Terminal

The design notes were revised to include information for Non-Grading Projects with Beam Guard. The SDDs remain unchanged.

SDD 15C7-10a, Pavement Marking Symbols (revised)

SDD 15C7-10b, Pavement Marking Words (revised)

SDD 15C7-10c, Pavement Marking for Bike Lanes (revised)

SDD 15C7-10d, Pavement Marking Arrows (revised)

SDD 15C7-10e, Roundabout Arrows (revised)

The following revisions have been made:

- 1) Bike Crossing Symbol has been added to sheet "a".
- 2) On sheet "c" the Bike Lane Symbol has been switched to facing left to reflect MUTCD 2003, Chapter 9 Figure 9C-6. It is now consistent with the direction of the Bike Detector Symbol. The design notes state guidance on placement of these symbols.
- 3) Only the version number has changed on sheets "b", "d", and "e" to bring all sheets in this SDD series to "10".

SDD 15C28-1, Signing and Marking for Combination Right Turn and Bypass Lane (new)

This new Standard Detail Drawing may be utilized to sign and mark combination right turn and bypass lanes. It should be used only where there are closely spaced intersections (no more than 1000 feet from centerline to centerline).

DAVID CASTLEBERG

Construction Engineering Supervisor

SUSAN DE CICCO

FDM Editor

DENNIS HOAGLAND

FDM/Standards Specialist