2021 Transportation Conference

New LPA Design Policies for City and County Projects

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Topics Covered

1) How did we get here?
2) Where are we anyways?
New and Improved LPA Design Policies approved…

You are here
Timeline of Events

- **8/24/2016**
  - Current Design Policy Approved

- **7/30/2020**
  - Submitted New DRAFT LPA Design Policy For Review & Approval

- **12/17/2020**
  - Submitted Re-vamped DRAFT LPA Design Policy For Review & Approval

- **10/1/2020**
  - ALDOT Adopts 2018 Green Book

- **11/14/2017**
  - Became Local Transportation Bureau

- **Various LTB re-organization and staffing changes**

- **Areas decide to route City sponsored FA projects thru LTB**
Why does this keep happening?
It feels like we have been spinning our wheels?!?!!
Cities We’re Working With

Auburn        Millbrook
Opelika       Wetumpka
Prattville    Montgomery
What We’ve Learned

- City projects are often complex
- Involve traffic studies, traffic signals, lighting, and bicycle and pedestrian accommodation
- Our current guidelines don’t address added scope types
Original LPA Design Policies

- Submitted for review & approval on 7/30/20
- Contained 3 Design Criteria
- Pavement Preservation (ALDOT PP Policy), Resurfacing, Restoration, and Rehabilitation (3R) (TRB-214), New Roadways & Bridges (2011 Green Book)
- Were almost approved...
2018 Green Book Adoption

- Adopted on 10/1/2020
- Changed some design philosophies
- Increased design flexibility
- All about improved safety vs. costs
The Performance-Based, Practical Design Guide was developed in conjunction with ALDOT adopting the 2018 Green Book to aid the designer and reviewers in the decision-making process. These concepts are also going to be incorporated into the new LPA Design Policies.

Thank you so much, Mr. Steve!
Re-vamping the Policies

- Currently in the review process
- Still contain 3 Design Criteria as before
- Pavement Preservation, 3R, and **New Construction and Reconstruction**
- Improved each criteria by defining what project types would utilize each one
Pavement Preservation Projects

- Do not involve any of the roadway being placed on new alignment
- Roadway cross-section is not changed, so improvements are contained within the existing roadway (lanes & shoulders or between curbs)
- Resurfacing pavement in fair condition and therefore not needing a substantial amount of patching/and or leveling
- Improved guardrail and bike/pedestrian guidance
This road is not a candidate for Pavement Preservation. Yikes!
3R Projects

- Do not involve more than an isolated horizontal or vertical curve being placed on new alignment
- Roadway cross-section is not changed, but side slopes and ditches may need to be reconstructed
- Resurfacing, Widening & Resurfacing, FDR, Turn Lanes, Roundabouts, Slide Corrections, Bridge Rehab
- Utilizes Benefit/Cost analysis for superelevation corrections and clear zone improvements
- Includes procedure and example calculations for B/C analysis and improved guidance in many areas
Roundabouts are being used more frequently as an intersection improvement.
New Construction Projects

- Typically consists of projects on new alignment where no highway facility has previously existed.
- New alignment and cross section are not substantially constrained by development along the existing road.
- *Grade, Drain, Base and Pave or Bridge Replacement projects on new alignment*
Totally New Alignment
Reconstruction Projects

- Projects on existing roads that are not considered new construction and in which:
  1. A substantial portion (more than an isolated horizontal or vertical curve) of the existing alignment is modified OR
  2. The basic roadway cross section is changed (widening the roadway to provide additional through lanes or adding a median)

*Grade, Drain, Base and Pave and Significant Widening*
Widening to Add
Through Lanes