

Attendees:

DDI Guidelines							Disposition Codes			
Project Pin	11804	Project Name	DDI Guidelines	Reviewer		A - Accept Comment		C - Delete Comment		
Date	6/24/14	Project No.	13-8757	Affiliation		B - Designer to Evaluate		D - UDOT/AC to Evaluate		
Comment No.	Sheet No.	Reviewer	Comment		Response / Clarification	Final Disposition	Response By	Date	Verified By	
1	NA	MB	Add some links in PDF version to YouTube channel, or someplace that will stay there a while		Link added: https://www.youtube.com/watch?v=LqE1Z77ccwQ on page 51	A	BH	27-Jun	MB	
2	NA	BH	Text and exhibit locations shift page-to-page when cycling through PDF. Correct alignment relative to margins.		Corrected	A	BH	27-Jun	MB	
3	NA	BH	Inconsistent word spacing throughout document, especially in narrow text columns.		Added conservative hyphenation to all body text.	A	BH	27-Jun	MB	
4	NA	BH	Hyphenate "on-ramp" and "off-ramp" throughout document, consistent with current practice.		Updated	A	BH	27-Jun	MB	
5	NA	BH	Hyphenate "right-of-way" throughout document, consistent with current practice.		Updated	A	BH	27-Jun	MB	
6	NA	BH	Remove hyphen from "micro-simulation" throughout document, consistent with current practice.		Updated	A	BH	27-Jun	MB	
7	ii	BH	Remove "A more detailed discussion..." line item from Table of Contents		Removed	A	BH	27-Jun	MB	
8	ii, 21	JR	There are several locations where the question mark is not coming out as a question mark, but a different symbol. I am not sure this is just on my end or is something that will come out on the final copy. Please investigate.		Not able to replicate problem.	C	BH	27-Jun	MB	
9	ii, iv	BH	Update style of "Table of Contents" and "Table of Figures" heading to match rest of document		Updated	A	BH	27-Jun	MB	
10	iv	BH	Change "Tables of Figures" to "Table of Exhibits"		Changed	A	BH	27-Jun	MB	
11	vi	BH	Correct run-on sentence regarding Maslow's Hammer		Corrected	A	BH	27-Jun	MB	
12	vi	BH	From last sentence of 3rd paragraph, remove "un" from "less unfavorable circumstances"		Removed	A	BH	27-Jun	MB	
13	vi	ER	Add apostrophe to "its" in last sentence of 4th paragraph		Reworded to better clarify.	B	BH	27-Jun	MB	
14	vi	ER	Italicize "DDI Guideline" in first sentence of 5th paragraph		Done	A	BH	27-Jun	MB	
15	vi	BH	From last sentence of 4th paragraph, remove "about" from "about when"		Removed	A	BH	27-Jun	MB	
16	vii	BH	Last sentence of 2nd paragraph, move "." inside of quotes.		Moved	A	BH	27-Jun	MB	
17	vi	ER	With reference to document being used as a "reliable reference to use when considering interchange improvements throughout the State": Without a more formal document, this will likely become a reference for design-build projects. Do we need to provide more forceful language to help with DB projects? I agree that overall this is a guideline and not a strict standard.		This concern should be addressed in RFPs (per Lisa). The RFP can require the guideline as a standard with deviations requiring approval from the DB PMT.	C	BH	27-Jun	MB	
18	3	ER	2nd paragraph, last sentence. Add "(spacing)" after "cycle lengths and offsets"		Added	A	BH	27-Jun	MB	
19	4	ER	Regarding last sentence of first paragraph: "This illustrative option is not all inclusive and does not necessarily represent accepted UDOT conventions for DDI bicycle crossings, which should be addressed on a case by case basis and should consider signal timing, signing, striping, and detection needs." Not sure this is an accurate representation. I believe the graphic does a good job of identifying bicycle movements through a DDI.		Language modified and sentenced moved prior to Exhibit reference.	A	BH	27-Jun	MB	

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20	4,19	JR	Exhibit 1-6, 2-9: Changing the caption for the blue line to "recreational bike path" maybe more suitable. This also occurs on other similar exhibits in the report.		Updated	A	BH	27-Jun	MB
21	5	ER	First sentence of 2nd paragraph under Cost and Innovation: "Understandably, a low-cost improvement that can be funded next year is inherently superior in some ways to larger and more expensive improvements that may take decades to fund." This statement could provide some political back lash. It depends on the solution and how long the solution will last into the future. If we put in a temporary solution and then have to be back in to do more work within a 5 year period we tend to get egg on our face.		Removed	A	BH	27-Jun	MB
22	6	ER	In paragraph before Lessons Learned section, hyphenate "full fledged"		Done	A	BH	27-Jun	MB
23	7	ER	In paragraph before Lessons Learned section, change "UDOT recommends" to "UDOT requires"		Changed	A	BH	27-Jun	MB
24	7	ER	Change last sentence on page to read "DDIs under current consideration should be proposed"		Changed	A	BH	27-Jun	MB
25	8	ER	In paragraph before Safety section, 2nd sentence, change to read "flexible and optimized traffic operations"		Changed	A	BH	27-Jun	MB
26	8	ER	In reference to Exhibit 1-10 change "ones at a DDI" to "ones at the Pioneer Crossing DDI"		Changed	A	BH	27-Jun	MB
27	8	JR	Exhibit 1-11: Do we need to further clarify the different types of accidents from the severity type? Given the audience is not all traffic engineers I think we should.		Updated	A	BH	27-Jun	MB
28	9	BH	Remove duplicate Exhibit name "DDI STRENGTHS & WEAKNESSES"		Removed	A	BH	27-Jun	MB
29	9	BH	"Catastrophic failure potential" is listed as weaknes in the Strengths and Weaknesses Exhibit. Such language was removed from text of document. Should we modify the language in this list?		Changed to read: "Higher failure potential, especially with shorter crossover distance & high crossroad through traffic"	A	BH	27-Jun	MB
30	10	BH	Left justify text if Capacity Constraints box for more consistent word spacing		Updated	A	BH	27-Jun	MB
31	10	ER	Regarding first sentence of 2nd column: "DDI may not be able to coordinate all movements effectively." This situation leads to a need for cross-over spacing adequate to store vehicles between the two cross-over intersections.		Text added.	A	BH	27-Jun	MB
32	12	BH	Gradient too strong on WB crossover lanes. Fix.		Updated	A	BH	27-Jun	MB
33	13	ER	Regarding last sentence in Cross Over Angle paragraph: "Utah is currently considering several of these designs due to the benefits afforded to pedestrians in crossing fewer "free" turn movements and the ability to cross busy arterials under the protection of signalized pedestrian movements." MP8 and the So. Davis DDI both have this pedestrian feature.		MP8 DDI has pedestrians in median, but is a narrow angle crossover (30 degrees). Not appropriate location to discuss.	C	BH	27-Jun	MB

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34	13	ER	Regarding second sentence in first paragraph under Crossover Distance, Do we want to encourage these shorter distances between cross-overs? As mentioned, they will limit our flexibility and may identify a weakness soon after implementation if development in the area changes due to the installation of the new interchange.		Distances less than 700 feet are already discouraged in document.	C	BH	27-Jun	MB
35	14	ER	Regarding Exhibit 2-7, Other phasing strategies exist, but are not deployed in Utah. Do we need to identify them? One that I'm thinking of keeps the center of the DDI clear of vehicles at all times and functions more like a split interchange for all of the movements.		Text added.	A	BH	27-Jun	MB
36	14	JR	I am not familiar with this formula. I would have to assume this has been vetted thru Eric and the others?		Yes. It was approved.	C	BH	27-Jun	MB
37	15	ER	Last sentence in first paragraph, behind "the interchange functions as a split phase signal " add "for the cross-street"		Added	A	BH	27-Jun	MB
38	15	ER	Pagaraph under On and Off-Ramps, second sentence, remove "the function of"		Removed	A	BH	27-Jun	MB
39	15	ER	Pagaraph under On and Off-Ramps, last sentence, add "from the ramp meter" after "ramp queues that back into the crossover areas"		Added	A	BH	27-Jun	MB
40	16	ER	Regarding 2nd paragraph: "Regardless of the crossing strategy used, multi-stage pedestrian crossings using median islands for refuge are common for most DDIs. If a central median is not provided as part of the DDI design (e.g. 500 East DDI), then a central pedestrian crossing will not be possible. Typical pedestrian crossing routes are depicted in Exhibit 2-8." I thought we discussed using the center median pedestrian treatment in all future DDIs. This should be included in this document as a guideline/recommendation.		Removed first two sentences of paragraph. Rearranged first sentence of previous paragraph and moved exhibit reference. Added recommended language to end of previous paragraph.	A	BH	27-Jun	MB
41	16	ER	Regarding 3rd paragraph: "While all of Utah's DDIs have currently been designed with at-grade pedestrian crossings, grade separated pedestrian crossings that remove pedestrian movements from the interchange altogether could also be considered. Even though grade separated pedestrian crossings are costly, they are nevertheless tempting from a traffic operations standpoint. Removing pedestrians from the intersection via grade-separation improves pedestrian safety, simplifies signals, and allows greater flexibility with signal timing. On the other hand, grade-separated pedestrian crossings increase the traveled distance and the effort required for pedestrians to cross the intersection, which sometimes leaves those structures underutilized while pedestrians continue to risk at-grade crossings for the purpose of convenience." Grade separation should be limited to areas where there are high pedestrian volumes and high right turning vehicle volumes that conflict with each other. Even though the University Parkway interchange with I-15 is not a DDI it has a good pedestrian separation treatment for these conflicting movements.		Modified text	A	BH	27-Jun	MB

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42	16	ER	Regarding 2nd to last sentence of paragraph before Bicycle Accommodations: "Pedestrian crossings of these movements may also be signalized with pedestrian call buttons and timed pedestrian phases." The pedestrian phases should be tied to the overall signal phasing structure to ensure pedestrian crossings are not occurring at the same time as vehicles are arriving at the crossing location. (Don't use a Hawk signal for pedestrian features at DDI)		Text added. Added sentence restricting use of pedestrian hybrid beacons (e.g. hawk signal).	A	BH	27-Jun	MB
43	17	ER	Regarding last sentence of first paragraph under Basic Design Geometry: "Turn radii should be evaluated using appropriate turning templates." Is this an appropriate location to discuss the left turn tracking issues of large vehicles turning left from the DDI to the interchange on-ramps?		Not the correction location for discussing this. Section 4 reference at the end of this section.	C	BH	27-Jun	MB
44	18	ER	Regarding second sentence of second paragraph: "For this discussion, we will reference VISSIM, a commonly used and robust path and behavior-based micro-simulation software that simulates each transportation mode (train, bus, car, bike, or person) individually." The Department requires VISSIM for analysis of DDIs. We should strengthen this language.		Language made stronger	A	BH	27-Jun	MB
45	24	ER	First paragraph, "FHWA's Manual on Uniform Traffic Control Devices". Shouldn't it be "UDOT's Manual on Uniform Traffic Control Devices"?		Changed	A	BH	27-Jun	MB
46	24	ER	Last sentence in paragraph prior to Geometric Design, add "and operations" after "potential effects of design changes on signal timing"		Added	A	BH	27-Jun	MB
47	24	JR	Design Speed. The design speed for I-15 is 70 mph in the location of Pioneer Crossing.		Updated	A	BH	27-Jun	MB
48	24	BH	Remove quotation marks from document titles and italicize instead to reduce break-up of sentence structure.		Updated	A	BH	27-Jun	MB
49	25	JR	Exhibit 4-2: Remove the curve sign.		Removed. MUTCD does not allow advisory plaque to be alone, but must be used in conjunction with a warning sign. Reverse curve (W1-4) sign has been added	B	BH	27-Jun	MB
50	25	ER	Last sentence of first paragraph under Design Speed, add "and geometric features" after with advance warning signs"		Added	A	BH	27-Jun	MB
51	25	BU	Delete double arrow signs and update MPH signs		Duplicate comment with JR.	C	BH	27-Jun	MB
52	25	BU	Move up *10 mph speed reduction closer to exhibit 4-2		Moved	A	BH	27-Jun	MB
53	25	BU	1st paragraph: make sure "requires" doesn't imply they have to put an advisory sign in and reduce the speed thru DDI		Reworded text	A	BH	27-Jun	MB
54	25	BU	3rd paragraph, sentence 1: UDOT's current practice instead of UDOT requires		Updated	A	BH	27-Jun	MB
55	25	BU	3rd paragraph, sentence 2: replace second sentence with "An added benefit of reduced speed is geometry."		Updated	A	BH	27-Jun	MB

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56	25	BU	3rd paragraph: move sentences 2-4 to the end of this paragraph.		Updated	A	BH	27-Jun	MB
57	25	BU	Possible additional reasons/benefits for reduced speeds: site distance, ped activity, speed differential, progression benefits		Updated	A	BH	27-Jun	MB
58	26	ER	Regarding Crossover Angle section, what is FHWA's minimum?		60 degrees, but N/A in the text of document	C	BH	27-Jun	MB
59	26	ER	Regarding 1st sentence of 3rd paragraph under Crossover Distance: "(measured between the outer stop bars)" This is not an accurate description. Needs to match exhibit 4-4		Changed	A	BH	27-Jun	MB
60	26	ER	Add "and consultation with UDOT operations staff at the Traffic Management Division." after "with variations to this rule dictated by traffic micro-simulation modeling in VISSIM "		Added	A	BH	27-Jun	MB
61	26-27	ER	Regarding last sentence in paragraph before Striping and Signing: "It should also be recognized that shorter crossover lengths make it much more difficult to provide offset signal timing which allows for continuous flow in each direction." This is a false statement and should be removed.		Removed	A	BH	27-Jun	MB
62	27-38	ER	Add "Utah" before "MUTCD" references		Added	A	BH	27-Jun	MB
63	27	ER	Regarding sentence in 3rd paragraph under Striping and Signing: "Strategically eliminating some dotted lines at crossover locations or at intersection left turn locations saves both time and money in long-term maintenance." But should be looked at carefully. Minimization may not be the best for operation of the DDI		Modified text	A	BH	27-Jun	MB
64	27	ER	Regarding 5th paragraph under Striping and Signing: "Solid striping spaced at least 2' from the edge of roadway should be used on either side of the medians to provide buffer to traveling vehicles." UDOT standards		Added "per UDOT standard"	A	BH	27-Jun	MB
65	27	JR	Exhibit 4-5: Show detail of skewed placement of wrong way arrows to correct the location the arrow is pointing. Additionally, the supporting text should describe why. Due to reverse curves the wrong-way arrows may need to be adjusted slightly to ensure they are directing drivers to the intended receiving lane across the crossover intersection		Note added to figure.	A	BH	27-Jun	MB
66	28	JR	Exhibit 4-6: Remove curve sign.		Removed. SAME AS COMMENT 49.	D	BH	27-Jun	MB
67	28,32,33,36	BH	Change "&" to "and" in headings to be consistent		Changed	A	BH	27-Jun	MB
68	28	JR	Exhibit 4-7: The true glare issue needs to be described here. Separate exhibit is required. Please call me if you require further clarification. The glare that should be described is the two opposing thru movements both prior to entering the crossover intersection. The situation occurs when they are facing each other and the glare becomes a problem. The concrete wall barrier in the eyebrow can be shown here in this new exhibit to reduce this problem.		New exhibit created and approved by JR	A	BH	27-Jun	MB

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69	28	ER	I believe John Leonard has developed a signing standard for DDIs.		Despite multiple attempts to contact staff in Traffic and Safety Division, including John Leonard, no guidance has been received. Added note to figure to coordinate DDI signing with T&S Division.	B	BH	27-Jun	MB
70	28	ER	Regarding fourth bullet point: "Lane use signs for each lane on the signal mast arm." With overhead signing, this may not be needed and may add to sign clutter.		Removed	A	BH	27-Jun	MB
71	28	ER	Regarding Exhibit 4-6, I don't see the do not enter sign on the graphic		Do Not Enter signs added.	A	BH	27-Jun	MB
72	28	ER	Regarding blocking intersection signs: The use of this sign indicates inadequate cross-over design. If properly designed this sign should not be needed for the initial installation.		Modified text	A	BH	27-Jun	MB
73	28	ER	Regarding last sentence of paragraph prior to Line of Sight and Glare Screening, Does this require a graphic to better describe the tracking issue?		Note added to Exhibit 4-6. Together with text of document, this should be sufficient.	B	BH	27-Jun	MB
74	28	BU	Exhibit 4-6: ddi signing - update sign to include arrow per lane; delete double arrow sign; update MPH sign (see figure 4-2)		Updated	A	BH	27-Jun	MB
75	29	JR	Add eyebrow figure - photos of screening vs. no screening - Jose (p. 629)		Added	A	BH	27-Jun	MB
76	29	JR	Add glare screening vs. no glare screening photos as figures; Jose will send photos		Duplicate of previous comment.	C	BH	27-Jun	MB
77	29	ER	Regarding second paragraph: "Glare screening may be placed on either side of the crossover approach traffic lanes or may be eliminated entirely if the crossing angle is large enough to avoid headlight glare from opposing traffic. Glare screening in the median between the intersections (over/under the freeway) may also be eliminated depending upon the median width. To date, UDOT has used concrete wall barrier for glare screening, but other screening methods including landscaping or mounding may also be suitable. Past experience has shown that the height of glare screening in the eyebrow or on the center median should not be taller than 42 inches in order to screen headlights while preserving visibility (42 inches is actually not quite tall enough to reduce the glare entirely but does at least give opposing drivers the comfort of seeing a barrier between them and oncoming headlights). Reflective delineation on glare screening is recommended for night time visibility and for guidance to drivers." Does this paragraph need a further graphic for better representation of the glare screening issues?		Duplicate of comment #68.	C	BH	27-Jun	MB
78	29	ER	Regarding phrase in 2nd paragraph: "To date, UDOT has used concrete wall barrier for glare screening, but other screening methods including landscaping or mounding may also be suitable." Does this create another issue where vehicles may be launched into on-coming traffic?		Removed reference to other screening methods.	A	BH	27-Jun	MB

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79	29	ER	Regarding first sentence under Roadway and Lane Width: "UDOT design standards recommend a minimum 4' wide shoulder along the edge of pavement." Which shoulder? I believe there are different requirements depending on which shoulder it is. These standards should be met within the DDI.		Modified text.	A	BH	27-Jun	MB
80	29	JR	Exhibit 4-8 is out of place relative to the supporting and referenced text.		Moved	A	BH	27-Jun	MB
81	32	ER	Regarding sentence in 1st paragraph under Median Use and Mountable Curb: "Consequently, UDOT has used back-to-back B5 curbs for DDI medians on past retrofit projects." This is not consistent with pedestrians down the middle of the DDI and should not be encouraged.		Added text to discourage use.	A	BH	27-Jun	MB
82	32	JR	1st paragraph under Median Use & Mountable Curb: "Consequently, UDOT has used. . . . add "in some cases" has used...		Added	A	BH	27-Jun	MB
83	32	JR	Last paragraph "The center median on past DDI project allowed B5 curb, . . ." is an incorrect statement. In all cases that I am aware of the median barrier is concrete wall barrier and most definitely should be. This needs to be removed.		Removed. Paragraph modified.	A	BH	27-Jun	MB
84	33	ER	3rd sentence in 2nd paragraph under Signals and Lighting, add "and timing adjustments" after "maintenance"		Added	A	BH	27-Jun	MB
85	33	ER	Regarding phrase at end of 2nd paragraph under Signals and Lighting: "to ensure that the signal from the crossover detectors will be adequate to communicate with the cabinet."		Removed	A	BH	27-Jun	MB
86	33	ER	Regarding 1st sentence of 3rd paragraph under Signals and Lighting: "With the exception of permissive left turn on red movements, traffic signals for ramps should have arrow signal indications directing traffic rather than a ball indication." Check with John Leonard on this one. Where we allow left turns, we still have the left turn red arrows with supplemental signing that allows the movement.		Modified text.	A	BH	27-Jun	MB
87	33	ER	Regarding 1st sentence of 4th paragraph under Signals and Lighting: "Each signal within the DDI should be timed as a two-phase signal, regardless of whether or not all movements within the DDI are signal controlled." This may or may not be the case depending on the goals of the interchange. Consultation with staff at the UDOT Traffic Management Division will help provided the necessary signal phasing for optimal operations.		Modified text.	A	BH	27-Jun	MB
88	34	ER	Regarding 1st sentence in 2nd paragraph: "but careful evaluation and implementation will likely be required to optimize progression in both directions." This movement can be maximized through the design of the cross-over distance. Consultation with UDOT staff at the Traffic Management Division can help with this optimal design.		Added text	A	BH	27-Jun	MB
89	36	JR	Exhibit 4-15: Several exhibits beginning with this one are out of place relative to the supporting and referenced text used to describe it.		Exhibit locations have been modified.	A	BH	27-Jun	MB

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90	36	ER	Regarding 3rd paragraph under Bicyclists, Pedestrians, and Disabled Persons: "In designing a DDI, engineers should consider the bicyclist population that is likely to use the intersection. If the bicyclist population is likely to use the roadway or bike lanes, engineers may only need to provide wider shoulder lanes (14 feet desirable) and/or paved shoulders (4 feet wide minimum) through the DDI. For example, the cyclists making a left turn could stay in traffic, crossover with vehicles, and continue through the interchange)" I don't believe that only providing bicycle movements on the shoulder is a recommended practice. Pedestrians also should be accommodated through the interchange with a protected pedestrian area in the median of the DDI.		Modified text and removed references to bicyclists using shoulder. Combined with previous paragraph and removed redundancies.	A	BH	27-Jun	MB
91	36	ER	Regarding sentence in 3rd paragraph under Bicyclists, Pedestrians, and Disabled Persons: "For example, the cyclists making a left turn could stay in traffic, crossover with vehicles, and continue through the interchange)." Does this condition ever exist at an interchange?		Removed	A	BH	27-Jun	MB
92	37	ER	Delete "be" from first sentence, so that it reads: "If the bicyclist population is likely to use active transportation paths"		Removed	A	BH	27-Jun	MB
93	37	ER	From 1st setence of second paragraph, delete "open space or" so that it reads: "separated from vehicular traffic by an barrier"		Removed	A	BH	27-Jun	MB
94	37	ER	Last sentence of paragraph before Refuge Islands, add "with fencing" to "42" barrier"		Added	A	BH	27-Jun	MB
95	37	ER	Regarding 2nd sentence of 1st paragraph undder Refuge Islands: "If pedestrians are to cross to the outside of a DDI, many of the turn movements to be crossed will be free or permissive turn movements. In crossing these movements, pedestrians cross to and from refuge medians after yielding to turn movement traffic." This should not be encouraged as we want all pedestrian movements within the center of a DDI for better operations/safety.		Removed sentence. Remaining sentence of paragraph combined with first sentence of next paragraph. Push button text separated into new paragraph.	A	BH	27-Jun	MB
96	37	ER	Change first sentence of second paragraph under Refuge Islands to read: "Pedestrians crossing to the center island of the DDI will signalized some movements and others will require crossing free or permissive turn movements"		Text modified. Parentheticals added for clarification.	A	BH	27-Jun	MB
97	37	ER	At beginning of last paragraph on page, change "If" to "When"		Changed	A	BH	27-Jun	MB
98	37	ER	Add apostrophe to "drivers" in last sentence of 3rd paragraph under Refuge Islands.		Added	A	BH	27-Jun	MB
99	37	ER	Regarding 14-foot minimum central pedestrian corridor: Check the dimensions here. 14 ft seems larger than needed.		Text added for range of 11-14 feet wide.	A	BH	27-Jun	MB

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100	38	ER	Regarding last part of first sentence in 3rd paragraph under Snow Removal and Median Drainage: "designers have typically elected to minimize median footprints within the DDI and move pedestrians through the interchange on the outside of the interchange." Should not be encouraged in this document. Pedestrians down the center		Modified text.	A	BH	27-Jun	MB
101	39	ER	Regarding Construction Contracting Method section, Does this section really provide value to this document? This is an area that is covered under innovative contracting and should not be duplicated here.		Retained DDI specific portion of text. Removed non-DDI specific portion.	A	BH	27-Jun	MB
102	39	DA	Remove "was" from "where UDOT was defined overall goals"		Removed	A	BH	27-Jun	MB
103	39	DA	Split sentence "In these cases the Department used the DB delivery process to manage risk and encourage innovation as successful DB teams proposed the DDI as an alternate technical concepts (ATC) that reduced cost and schedule while meeting project goals." to read: "In these cases the Department used the DB delivery process to manage risk and encourage innovation. As a result, successful DB teams proposed the DDI as an alternate technical concepts (ATC) that reduced cost and schedule while meeting project goals.		Changed	A	BH	27-Jun	MB
104	39	DA	Remove "s" from "alternate technical concepts"		Removed	A	BH	27-Jun	MB
105	39	JR	Page 39 paragraph under Design-Build (DB): Disadvantages include the loss of control for design resulting in design compromises that favor. . . This is a perception for D-B only and to my knowledge it has not been an issue with UDOT. Please remove this sentence as we do not want to open that can of worms here.		N/A. Text removed per ER comment	C	BH	27-Jun	MB
106	40	JR	Page 40 MOT Paragraph: "Maintenance during DDI construction is a big deal" change to "is critical to its implementation"		Updated	A	BH	27-Jun	MB
107	40	ER	Page 40 MOT Paragraph: "Maintenance during DDI construction is a big deal" change to "is vital to the success of the project."		Preserve JR's comment	C	BH	27-Jun	MB
108	40	ER	Regarding last sentence in 2nd paragraph under Maintenance of Traffic: "This has advantages to implementation and is in some ways preferable to opening the DDI all at once." I'm not sure this is an accurate statement. We have a lot of success with shutting the interchange down for a short time period and then opening it up to traffic		Changed	A	BH	27-Jun	MB
109	40	ER	Last paragraph, correct spelling for "constructability"		Updated	A	BH	27-Jun	MB
110	41	ER	Item #5, remove "as much as possible" after "Align signal heads over travel lanes"		Removed	A	BH	27-Jun	MB
111	41	JR	Exhibit 5-3: Change Item #7 "paint over ghost lines" as this is contrary to UDOT standards. Change to "Be cognizant of existing ghost lines and how they may interfere with driver's guidance at the crossover intersection"		Updated	A	BH	27-Jun	MB
112	41	BH	Update Item #6 to reflect Jose's comment.		Updated	A	BH	27-Jun	MB
113	42	BH	First paragraph under Opening a New DDI needs some reworking		Updated	A	BH	27-Jun	MB
114	42	ER	First paragraph, add "and can lead to safety related issues" after "for extended periods of time"		Added	A	BH	27-Jun	MB

Attendees:

DDI Guidelines						Disposition Codes			
Project Pin	11804	Project Name	DDI Guidelines	Reviewer		A - Accept Comment		C - Delete Comment	
Date	6/24/14	Project No.	13-8757	Affiliation		B - Designer to Evaluate		D - UDOT/AC to Evaluate	
Comment No.	Sheet No.	Reviewer	Comment		Response / Clarification	Final Disposition	Response By	Date	Verified By
115	42	ER	Regarding 3rd paragraph: "An effective tactic used at Pioneer Crossing on opening day was to use flaggers even though the signals were operational. Flaggers had been used previously for MOT traffic control and so the driving public in the area had gotten used to using them for direction. On the day of opening, instead of directing traffic, the flaggers instead pointed to the relevant traffic signals in order to help drivers know where to look for direction." This was the first installation. We have not used this tactic since. We should not encourage this as it violates Utah law and the Utah MUTCD.		Removed	A	BH	27-Jun	MB
116	42	BH	Exhibit 5-4. Remove duplicate exhibit title "DDI Opening Day Checklist"		Removed	A	BH	27-Jun	MB
117	42	BH	Exhibit 5-4. Center "Roadway" vertically		Removed	A	BH	27-Jun	MB
118	42	BH	Exhibit 5-4. Widen exhibit to margin width		Removed	A	BH	27-Jun	MB
119	42	ER	Exhibit 5-4. The UDOT TMD has a more robust check list for signal turn-ons. This exhibit is missing signing.		Signin has been added, as well as reference to UDOT Signal Turn On Checklist	A	BH	27-Jun	MB
120	42	ER	Regarding final paragraph, first sentence. This may not be feasible. We have been allowing the interchange to be shut down for a time. This shut down typically occurs on the weekend as the traffic demands are lighter resulting in less interruption to the traveling public. Change first sentence to read "It is also advisable that the official opening take place during off-peak hours during a weekend."		Changed	A	BH	27-Jun	MB
121	42	ER	Regarding final paragraph, UDOT staff will be out regardless during the initial days to ensure optimal operation of the DDI. Close coordination with the UDOT TMD is required to help with the implementation of the DDI.		Revised text to add coordination with UDOT staff.	A	BH	27-Jun	MB
122	43	ER	In first paragraph under Signal Detection, change "At crossover locations, stop bar detection is used..." to "At crossover locations, advanced radar detection is used..."		Changed	A	BH	27-Jun	MB
123	43	DA	In second to last sentence in 1st paragraph., add "at" before "crossover lanes"		Added	A	BH	27-Jun	MB
124	43	DA	Correct reference from Exhibit 4-12 to 4-14		Corrected	A	BH	27-Jun	MB
125	43	ER	Remove final sentence from 2nd paragraph under Signal Timing Guidance: "It is worth noting that the DDI can still operate well without perfect crossover green coordination, but it has been UDOT's goal to optimize this coordination whenever possible."		Removed	A	BH	27-Jun	MB
126	44	ER	Change "Traffic Operations Center" reference to "Traffic Management Division"		Changed	A	BH	27-Jun	MB
127	44	ER	Remove "are" from second sentence of first paragraph under Pedestrian Timing		Removed	A	BH	27-Jun	MB
128	44	DA	Remove "are" from second sentence of first paragraph under Pedestrian Timing		Same as previous comment. Removed	A	BH	27-Jun	MB

Attendees:

DDI Guidelines						Disposition Codes			
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Comment No.	Sheet No.	Reviewer	Comment		Response / Clarification	Final Disposition	Response By	Date	Verified By
129	46	DA	Change text near bottom of 1st column to read: "a public involvement budget two to three times the size of a traditional budget may be needed to accommodate the challenges of communicating and solving grass roots issues."		Changed	A	BH	27-Jun	MB
130	46	DA	In 1st paragraph of 2nd column, change "public involvement needs" to "public involvement goals"		Changed	A	BH	27-Jun	MB
131	46	DA	In 1st paragraph of 2nd column, remove "needs" from "not restricted simply due to lack of foresight regarding budget needs"		Removed	A	BH	27-Jun	MB
132	46	DA	In 1st paragraph of 2nd column, remove "for effort" from "budget for effort to address several years"		Removed	A	BH	27-Jun	MB
133	47	DA	In last paragraph of page, change sentence to read: "Consequently, when developing and messaging value statements, it is important to clearly demonstrate value that meets the needs of the public as defined by the project."		Changed	A	BH	27-Jun	MB
134	49	DA	At end of 2nd paragraph, add hyperlink to UDOT's Social Media Policy: www.udot.utah.gov/main/uconowner.gf?n=9966024694955721		Added	A	BH	27-Jun	MB
135	24	BH	Exhibit 4-1 Correct spelling for Timpanogos		Corrected	A	BH	27-Jun	MB
136	24	BH	Exhibit 4-1. I-15 & St George Blvd, pedestrians cross using median.		Changed	A	BH	27-Jun	MB
137	26	BH	Exhibit 4-4. <850 feet - VISSIM analysis required. Isn't VISSIM analysis required for all DDIs?		Text removed	A	BH	27-Jun	MB
138	7	BH	Change "at all of Utah's DDIs" to "at Utah's DDIs". MP8 DDI has pedestrians in median.		Changed	A	BH	27-Jun	MB
139	13	BH	Break up large paragraph under Crossover Angle		Updated	A	BH	27-Jun	MB