

TABLE OF PROPOSED MANUAL UPDATES				
TDCM Page	Item	Change	Rationale	Impact to Construction Costs
139	Table 14.4	Add street classifications to conform to Table 2.2; increase some default ESAL values based on allowable ADT per Table 2.2; drop default ESALs for major collector and arterial roadways; require a study for major collector and arterial ESALs	The default values are intended to be used in the absense of any other method (using traffic data or ITE manual) to estimate ESALs. For this reason, the default values should be a method of last resort and should incorporate a measure of conservatism. Calculations were made to estimate conservative values.	Likely no impact to the majority of Town projects since most engineers know the proposed usage and are using Metropolitan Government Pavement Engineers Council (MGPEC) formulas to estimate ESALs.
148	Table 14.9	Update table to match Table 2.2. Increase minimum flexible asphalt section to 4 inches Hot Mix Asphalt	A minimum 4 inch section is necessary for maintenance, particularly for mill and overlay. Typical long range mintenance requires mill and overlay. Milling a thin (sub 4-inch) asphalt secction often results in damage to the remaining asphalt.	<p>This is unlikely to come into play based on soil conditions (see below) but would provide a minimum section for maintenance purposes. If this does impact a design - Based on 2018 prices it would be an increase of \$4.56/SY for the increase in thickness plus an additional lift.</p> <p>Town subgrade soils are generally poor (R value of 10 is common) requiring relatively thick pavement sections. The majority of pavement designs over the last year have resulted in 4.0" to 4.5" HMA over 8" ABC.</p>
170	Table 14.14	Increase swell test schedule from 1 per 2,500 SY to 1 per 1,000 SY on chemically stabilized soils during construction.	MGPEC requires 1/1,000 SY.	<p>This would result in an increase to the roadway construction cost by about 0.15%.</p> <p>Each test (ASTM D4546 Method B) costs around \$120. Constructing a mile of roadway typically includes 17,600 SY asphalt with a total cost of about \$850K. The change would result in 11 additional tests or \$1320, increasing the job cost by about 0.15%.</p>
70	4.2.4.1	Require a Cobalt controller for traffic signals	Consistent with CDOT requirements and will keep equipment consistent around Town for maintenance and emergency response.	Minimal
72	4.2.9.2	Add verbage for illuminated street name signs on traffic signals: "Illuminated street name signs shall be installed at all standard signal locations along the Town's "ring roads": Meadows Boulevard, Meadows Parkway, Founders Parkway, Ridge Road, Plum Creek Parkway, and Coachline Road. Other locations may be considered at the Town's discretion. Sign display, location, style, colors, and design shall conform to Town specifications."	To increase street name sign visibility at heavily traveled intersections.	Minimal
80	6.2.1.2	Require additional 3 inches of sign pole boot above ground surface	Request from maintenance staff.	None
81	6.2.1.5	change type XI to type DG-3 high intensity prismatic	Adhere to latest sign standards.	Minimal
81	6.2.1.6	require sign size 36x36 for multi-lane and >= 40 mph roads	Adhere to latest sign standards.	Minimal
81	6.2.1.8	change spacing from 350-400 LF to 250 LF max or closer as required by MUTCD; require signs placed at 45 deg w.r.t. road axis	Increased sign visibility.	Minimal
81	6.2.1.9	change "third block" to "900 LF"	More clarity and visibility.	Minimal
81	6.2.1.12	Add criteria defining cul-de-sac NO OUTLET signage; For short cul-de-sac (<150 LF) add double-sided NO OUTLET sign above street name sign; For long cul-de-sac (<= 150 LF) add NO OUTLET diamond sign; PW Traffic to provide additional details e.g. sign sizes and MUTCD types	New bullet point to help traveling public navigate the development.	Minimal

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83	6.4.1.1	Substitute "paint per current CDOT standard unless otherwise required by Public Works" for "90-mil thermoplastic".	Changed to match currentTown process.	Lower costs.
83	6.4.1.4	Add a criteria: "All crosswalk bars shall be white with minimum dimensions 2 feet by 6 feet. At signalized intersections minimum crosswalk bar dimensions shall be 2 feet by 10 feet."	Clarification to the Town's current standard practice.	This has been standard practice in the field
83	6.5.1.4	Add criteria: "Re-establish temporary striping periodically per Town".	Safety of traveling public. There are times temporary striping is worn off and needs to be reapplied.	Minimal
84	6.6.2.1	Amend criteria: "and where possible, placed on or near property lines".	Maintenance staff request. Will also help keep signs from conflicting with driveways or being placed in the middle of front yards.	None
85	6.6.2.7	Add a criteria: "Where traffic calming devices are planned within the right-of-way, include warning signage along the approaches per MUTCD requirements".	Adhere to latest federal sign standards.	Minimal