Agenda/Discussion Topics for meeting:

Do we create a tiered system for the process?

Tier 1

1. SafetyAnalyst process – 1st pass of litmus?
   1. Accuracy of Crash report
   2. Where can this be used? State Roads only at this point.
   3. How will this be documented/recorded?
   4. Accountability – Process is documented in L&D manual; Central Office; Designer accountable for documenting? Acknowledged in project file
2. Highway Safety Manual methods – 2nd pass of litmus?
   1. Where can this be used? All roadways in Ohio including local roads.
   2. What is the process?
   3. How will this be documented/recorded?
   4. Accountability – Process is documented in L&D manual; Central Office; Designer accountable for documenting? Acknowledged in project file

Tier 2

1. Design Exception Report – current report
   1. Formats – I have attached MoDOT’s policy and info for an example
   2. Provide definitions for specific criteria
      1. What is change in basic cross section?
      2. We spoke of the 100ft rule on bridge/culvert rehabilitation/replacement with respect to the lane and shoulder work.  What is the definition of approach work?  Where does it begin?  The approach slab?  The abutment?  Etc.  Why 100 ft?
   3. Accountability – Process is documented in L&D manual; Central Office reviewed;  Designer accountable for documenting
2. Should we consider criteria for “no improvement” for the facility if it is a nominally safe section?
3. Do we still have a need for Resurfacing Accident Analysis (RAA) to allow expedited design process.