

FDM 261.8 Evaluating Existing Ancillary Structures

Brief summary and description of changes

This section has been rewritten to address concerns with costs associated with adding safety-related devices to existing ancillary structures. The new criteria clarify when a detailed structural analysis is required, which should reduce the cost of design and reduce the amount of structures needing to be replaced.

Are changes in line with promoting and making meaningful progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?

This change is specifically intended to allow more effective implementation of safety countermeasures to existing ancillary structures.

What financial impact does the change have? Project costs, pay item structure and consultant fees.

This change will reduce the cost of adding safety-related infrastructure to existing ancillary structures.

What impacts does the change have on production or construction schedules?

The change will allow production schedules to accelerate or stay on time when adding safety related infrastructure to existing ancillary structures.

How does this change improve efficiency or quality?

It will be more efficient to use the new criteria than to provide a detailed structural analysis each time certain types of safety devices need to be added to an ancillary structure.

Which offices does the change impact?

The Offices of Design, Construction, Program Management, Safety, and Maintenance.

What is the impact to the Districts with this change?

The District Safety, Design, and Operations offices have requested assistance with this matter for several years. The change is intended to allow the districts to more quickly and efficiently implement important safety countermeasures related to mounting devices on ancillary structures.

Have District counterpart's comments been addressed?

This change has been communicated to all the District counterparts through the established procedures.

Does the change shift risk and to who?

The Department will assume managed risk with the new criteria. In some cases, the benefit of adding safety devices to existing structures may outweigh the potential risk of structural failures during the design extreme event limit state. The Department has determined that some level of risk is acceptable to improve safety. Replacement of a slightly overstressed ancillary structure based on an extreme high-wind event is not desirable by the Department.

What is the communication plan and schedule for implementation?

Example: The Criteria Section of the Roadway Design Office has conducted its annual review and updates to the FDM. Internal reviews have been conducted with the C-Team, Roadway Design Office, Traffic Engineering and Operations, District Design Engineers, District Consultant Project Management Engineers, and the District Roadway Design Engineers.

The following is the schedule for implementation:

- *The 2023 FDM will be published on or before November 1, 2022*
- *Training webinars will be conducted on larger revisions prior to December 20, 2022*
- *The 2023 FDM will be effective for all projects beginning design in January 2023*