

## NOTICE TO USERS OF SUDAS DESIGN MANUAL

Before using the design standards in this manual, the Project Engineer must check with the Jurisdictional Engineer of the Jurisdiction in which the project will be designed and/or constructed for any special provisions that modify the standards contained herein. The Jurisdiction will review all submittals for compliance with the specific local design criteria, procedures, and regulations. The Jurisdiction shall have no obligation to verify the certified engineering calculations, method of design, and as-built drawings required to be submitted. Acceptance of plans and issuance or approval of any permit should not be interpreted as guaranteeing the performance of the engineering documents or alleviating the Project Engineer of being responsible for the accuracy and adequacy of the plan. Approval by the Jurisdiction does not relieve the Project Engineer from the responsibility of ensuring that the calculations, design, and plans are accurate and are in compliance with this manual as may be modified by the local Jurisdiction standards and fit the needs of a particular project based on sound engineering principles.

## Foreword

In the late 1980s, sixteen central Iowa public agencies, including the City of Des Moines, surrounding cities, and two counties, began meeting to discuss developing common urban design standards and construction specifications.

Developing common standards among several jurisdictions was breaking new ground in Iowa, and the group made slow but deliberate progress.

Their efforts came into focus when, in 1995, Governor Terry Branstad assembled the “Blue Ribbon Task Force on Transportation” to investigate ways to use Iowa’s Road Use Tax Fund more efficiently. One of the task force’s recommendations was that agencies “adopt common standards for construction specifications . . . .” By 1998, the central Iowa group (then known as the Central Iowa Committee) had expanded to 34 Iowa jurisdictions, including several communities outside the Des Moines area, and had published their design guidelines and standard specifications.

In 2000, the effort was underway to further expand the number of cities using the Central Iowa Committee’s manuals and to convert them to statewide manuals, eventually known as the Statewide Urban Design and Specifications (SUDAS) program.

A statewide steering committee, comprised of various stakeholder groups, including Iowa’s cities and counties, the Iowa DOT, engineering consultants, and industry representatives, was organized in 2002 to oversee the new SUDAS program. Iowa State University’s Center for Transportation Research and Education (CTRE) was chosen to manage the program.

In 2004, a new nonprofit entity was created to establish a mechanism for statewide ownership: the Iowa SUDAS Corporation. The Board of Directors for the corporation consisted of members who formerly served on the statewide steering committee, with the addition of a few others.

On February 17, 2005, the Central Iowa Committee acted to officially transfer ownership of the manuals to the Iowa SUDAS Corporation. Statewide ownership of the manuals makes them truly the statewide standards for urban public works improvements. The program is funded through the Iowa DOT and the state transportation planning agencies.

The SUDAS Standard Specifications were revised and reissued with the 2009 Edition. This version represented the most extensive revisions since the original manual was published in 1998. Since it had been six years since the last full printing of the SUDAS Standard Specifications, another full printing with the 2015 Edition was issued so users could be assured they had a fully updated manual. With the 2015 Edition, demolition was moved to Division 10 and a new Division 11 (Miscellaneous) was developed.

The SUDAS Design Manual was reissued with the 2013 Edition, which included rewriting and revising 13 of the 14 chapters. This extensive work was accomplished through the SUDAS technical and district committees, the SUDAS Board of Directors, and engineering consultants. This task was completed within a 2 year period, and represented the most extensive revisions since the 2001 Edition.

Iowa State University’s Institute for Transportation (InTrans, formerly CTRE) continues to manage the SUDAS program.

## Contributors and Acknowledgments

In 2018, SUDAS staff held many meetings to accomplish the various revisions reflected in the 2019 versions of the SUDAS manuals. These revisions would not have been possible without the efforts of the SUDAS technical committee members. The SUDAS program's success is also due to the dedication of the district committees and Board of Directors. Keeping the SUDAS manuals current is an ongoing, cooperative effort, involving hundreds of people who volunteer their time and expertise. It is not possible to acknowledge each of these volunteers individually, but we appreciate them all.

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