

**Example of a Design Exception Request
Attach to the LPA-700 or LPA-800**

Design Exception Request

Local Public Agency: _____ **Date:** _____

County: _____

Route/Termini: _____

Project Numbers:

LPA: _____

MDOT: _____

(To be completed by MDOT)

This report has been developed to provide justification for a Design Exception Request for the following items:

1. Design Speed
2. Lane Width
3. Shoulder Width

The above referenced Urban Project is 0.6 miles in length and involves the widening of (street name) from 3 lanes to 5 lanes in the City of (city). (street name) is an urban arterial.

The request for design exception approval for design speed is in reference to the Roadway Design Manual requiring a minimum design speed of 45 mph. The City wants to use a design speed of 40 mph for the following reasons:

- Two prior projects involving widening to five lanes have already been completed on this arterial and both have a posted speed of 30 mph. Should the City post a speed limit higher than 30 mph, it would certainly not exceed 40 mph.
- A footnote for Design Speed in the Roadway Design Manual says, "A design speed of 30 mph may be used in areas that are restricted and built-up." This project will run through one of the busiest and fastest growing commercial areas in the City and will average almost four curb openings per 500 feet of roadway on each side. The project is bounded at the termini by signalized intersections and includes one four-way signalized intersection within the project limits.

The request for design exception approval for the lane width is in reference to the Roadway Design Manual requiring a lane width of 12 feet. The City proposes to widen this segment of the existing road from 3 lanes to 5 eleven-foot travel lanes with a 12-foot CTWLTL. AASHTO indicates 11-foot lanes are acceptable for urban arterial street designs, especially where truck volumes are extremely low. Heavy truck traffic on this roadway is less than 3%. The additional cost for 5

lanes at 12 feet versus 4 lanes at 11 feet with a 12-foot CTWLTL has been estimated at \$270,406.

The attached accident data indicate the existing 11-foot wide traffic lanes did not contribute to any of the recorded accidents.

The posted Speed Limit on this roadway is 35 MPH. The traffic counts for 1999 were 17,947 ADT. Projected traffic counts for the year 2000 are 18,500 and 33,400 ADT for the design year 2020.

The request for design exception approval for the shoulder width is in reference to the Roadway Design Manual requiring a minimum shoulder width of 6 feet. The City wants to use a shoulder width of two feet (which is actually the gutter pan) for the following reason:

- The City proposes to construct sidewalk facilities on both sides of the road to accommodate the growing amount of pedestrian traffic. The construction of shoulders would limit the City's ability to construct the sidewalks as the purchase of additional right of way is not a feasible alternative due to the rate of growth in this area.

The posted Speed Limit on this roadway is 35 MPH. The traffic counts for 1999 were 17,947 ADT. Projected traffic counts for the year 2000 are 18,500 and 33,400 ADT for the design year 2020.

Based on the above reasons, your approval of the above design exceptions for design speed (40 mph instead of 45 mph), lane width (11 feet instead of 12 feet), and shoulder width (2 feet instead of 6 feet) is requested.

Please review the justification for a Design Exception Request provided by this report and let me know if additional information is needed or if you have any questions.

John Doe, P.E.
City Engineer

**Example of a Design Exception Request
Attach to the RWD-700 or RWD-800**

Design Exception Request

Local Public Agency: _____ **Date:** _____

County: _____

Route/Termini: _____

Project Numbers:

LPA: _____

MDOT: _____

(To be completed by MDOT)

This report has been developed to provide justification for a Design Exception Request for:

1. Roadway clear zone
2. Maximum degree of curvature
3. Horizontal sight distance
4. One (1) driveway spacing/opening

The request for design exception approval for roadway clear zone is in reference to several power poles that are within the 1.5-foot clear zone. The relocation of these power poles would be a great expense. Accident data furnished by the City do not indicate that these clear zone infractions have caused any accidents. There were, however, 4 power poles within a parking area that the city has relocated.

The request for design exception approval for the maximum degree of curvature and horizontal sight distance are in reference to a curve at the intersection of (street name), (street name), and (street name) located at sta. (station). Bringing this curve up to 3-R standards would also be a great expense. Roadway Design Division has requested and received a realignment to one approach as well as some other minor plan changes that will improve the operation of this intersection. We believe this realignment will improve the safety of this intersection a great deal. The accident data indicates that there have been only four accidents at this intersection from 1993 to 1997. We do not believe any of these accidents resulted in a fatality. Also, up until about a year ago, there was a building adjacent to the roadway at this location obstructing sight distance. The building has since been torn down.

The posted Speed Limit on this roadway is 30 MPH.

The plans developed to this point do not indicate any driveways being changed to improve ingress and egress control in accordance with current permit requirements. By your direction, the District was asked to gather the appropriate people for a field inspection so each driveway on this project could be evaluated

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for conforming to current permit requirements. An additional field inspection was held on April 11, 2000. It was determined that with exception to the driveway at Jones Motor Company, all driveways can be brought into compliance to current MDOT S.O.P. permit requirements. Additionally, it will be necessary to meet current ADA requirements with regard to handicapped accessibility. Plans will be revised to reflect the results of the field inspection.

The 1997 and 2017 ADT for (street name) and (street name) is 4800 and 7900 respectively.

Based on the above reasons, and especially since the purpose of this project is just to overlay these streets, your approval of the above design exceptions is requested.

Please review the justification for a Design Exception Request provided by this report and let me know if additional information is needed or if you have any questions.

John Doe, P.E.
City Engineer