



**STATE OF TENNESSEE**

**DEPARTMENT OF TRANSPORTATION**

**DESIGN DIVISION**  
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**CLAY BRIGHT**  
COMMISSIONER

**BILL LEE**  
GOVERNOR

**INSTRUCTIONAL BULLETIN NO. 19-17**

**Regarding Revised Design Exception Request and Design Waiver Request**

**Effective immediately**, the Design Exception Request Form has been updated and a Design Waiver Request has been created.

The Design Exception Request is for controlling elements and is now more descriptive to allow designers to better explain and justify their reasoning behind the design exception.

A Design Waiver form has been created to address non-controlling criteria design deviations. This form includes: Geometric Design Non-Controlling Elements, Multimodal Features, Crash History, TDOT Directives, and Geometric Design Data. This form now incorporates the Multimodal Design Deviation Request form. The Multimodal Design Deviation Request form should no longer be used.

The online Roadway Design Guidelines Sections 3-110.02, 3-110.03, and 9-908.00 do not reflect these changes.

This IB voids IB 17-02.

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Jennifer Lloyd, PE  
Civil Engineering Director

KJL:JDK:ADP:LHC  
October 29, 2019

### 3-110.02 DESIGN EXCEPTION REQUESTS

Despite the range of flexibility that exists with respect to the controlling elements of design, there are situations in which the accepted criteria are not applicable to the project circumstances or cannot reasonably be met. For such instances, when it is appropriate, the [design exception](#) process allows for the use of criteria other than the accepted values. Design exceptions can be viewed as opportunities to add practicality or value to the design. They should not necessarily be viewed as violation of policy.

The design exception process requires formal approval for exceptions relating to the following 10 controlling criteria of design:

#### Type I Exception to Controlling Criteria

- Design Speed
- Design Loading Structural Capacity

For exceptions based on Type I Criteria, all roadways on the **NHS** require FHWA's approval, otherwise the Roadway Design Division Director provides final approval. Exceptions to Type I criteria are rare and additional information shall be provided.

#### Type II Exception to Controlling Criteria

- |                           |                       |
|---------------------------|-----------------------|
| • Lane Width              | • Cross Slopes        |
| • Horizontal Curve Radius | • Vertical Clearance  |
| • Stopping Sight Distance | • Superelevation Rate |
| • Shoulder Width          | • Maximum Grade       |

For exceptions based on Type II Criteria, all roadways on the **NHS** with design speeds  $\geq$  50 mph require FHWA's approval, otherwise the Roadway Design Division Director provides final approval.

All other roadways (non-NHS) exceptions to controlling criteria do not require FHWA's approval; the Roadway Design Division Director provides final approval.

Projects designated as Limited Scope do not require a design exception.

**Note:** Roadways on the Appalachian Development Highway System, or FHWA Projects of Division Interest (PODI) require FHWA's approval for design exceptions regardless of the controlling criteria.


Design exception requests for projects shall be submitted to the Regional Director of Project Development using the Design Exception Form, shown in *Figure 2-4, Design Exception Form*. Once reviewed and recommended for approval, the Regional Director of Project Development shall forward the design exception request form to the Roadway Design Division Director, who will either provide final approval or forward to FHWA for final approval, as appropriate.

Approved design exceptions **shall** be noted, with approval date, in the lower right corner of the title sheet as well as on the cover sheet for the R.O.W. and Construction checklist.

All applicable material from the following list shall be addressed in narrative form on the Design Exception Request Form, shown in *Figure 2-4, Design Exception Form*, by the Designer. For locally developed projects, the highest local official responsible for the project is responsible for this task.

1. Accident experience or data.
2. The effect of the variance from the design standard on safety and operation of the facility.
3. Any safety mitigation measures considered and provided to minimize the effect of the reduced design.
4. The compatibility of the design and operation with adjacent sections.
5. The comparative cost of the full standard versus the reduced design being proposed.
6. The long-term effect of the reduced design as compared to the full standard.
7. The difficulty in obtaining the full standard such as right-of-way restriction, delays, environmental impacts, etc.
8. Any capacity reductions or operational problems caused by the proposed exception.
9. Level of service for full standards versus the reduced design.
10. The cumulative effect of more than one standard that is being reduced.
11. The possibility of improving or correcting the reduced design feature in the future.

## DESIGN EXCEPTION REQUEST FORM



TO: Choose One

FROM: Choose One

DATE: [Click here to enter a date.](#)

This form is to be used on projects requesting a Design Exception where roadway projects do not meet the 10 controlling elements of the geometric design criteria.

**Design Exception:**

**Type I Exception to Controlling Criteria**

- Design Speed
- Design Loading Structural Capacity

For exceptions based on Type I Criteria, all roadways on the **NHS** require FHWA's approval, otherwise the Roadway Design Division Director provides final approval. Exceptions to Type I criteria are rare and additional information shall be provided.

**Type II Exception to Controlling Criteria**

<ul style="list-style-type: none"> <li>• Lane Width</li> <li>• Horizontal Curve Radius</li> <li>• Stopping Sight Distance</li> <li>• Shoulder Width</li> </ul>	<ul style="list-style-type: none"> <li>• Cross Slopes</li> <li>• Vertical Clearance</li> <li>• Superelevation Rate</li> <li>• Maximum Grade</li> </ul>
--	--

For exceptions based on Type II Criteria, all roadways on the **NHS** with design speeds  $\geq$  50 mph require FHWA's approval, otherwise the Roadway Design Division Director provides final approval.

All other roadways (non-NHS) exceptions to controlling criteria do not require FHWA's approval; the Roadway Design Division Director provides final approval.

**Note:**  
Roadways on the Appalachian Development Highway System, or FHWA Projects of Division Interest (PODI) require FHWA's approval for design exceptions regardless of the controlling criteria.

**DOCUMENTATION**

A design **exception** is a variance based on one or more of the controlling criteria (either Type I or Type II). **All requests shall be documented on this form.** Plan sheets, location map, and supplemental information (i.e. Google maps) must be enclosed for a timely review by the Department. All design exception requests must be justified based on the objective and context demonstrating compliance with accepted transportation engineering principles and reasons for the decisions. The proposed variation shall not

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**Figure 2-4**  
**Design Exception Request Form**

diminish the existing operation and safety of the facility. Historical in-service performance or a traffic engineering study (on site or simulation) may be required.

**Type I Exception to Controlling Criteria requires additional documentation:**

- Design Speed exceptions. Length of section with reduced design speed compared to overall length of project. Measures used in transitions to adjacent sections with higher or lower design or operating speeds.
- Design Loading Structural Capacity exceptions. Verification of safe load-carrying capacity (load rating) for all State unrestricted legal loads or routine permit loads, and in the case of bridges and tunnels on the Interstate, all Federal legal loads.

**Type II Exception to Controlling Criteria requires additional documentation:**

- Specific design criteria that will not be met.
- Existing roadway characteristics.
- Alternatives considered.
- Comparison of the safety and operational performance of the roadway and other impacts such as right-of-way, community, environmental, cost, and usability by all modes of transportation.
- Proposed mitigation measures.
- Compatibility with adjacent sections of roadway.

Additional guidance can be found in the Highway Capacity Manual, Highway Safety Manual, Performance Based Practical Design, and Flexibility in Design. Design Exception Requests located within the city limits require a letter from the local agency approving the request.

All other geometric design variances on facilities outside the category I and II criteria shall be documented on a Design Waiver Request form.

**Figure 2-4 (Continued)  
Design Exception Request Form**

PROJECT DATA	
Current Project Phase	Planning <input type="checkbox"/> Design <input type="checkbox"/> Construction <input type="checkbox"/> Scope change <input type="checkbox"/> (Evaluate NEPA impact)
County/ City	
PIN	
Federal Project No.	
State Project No.	
Project Limits	
Local Program Project	Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, then
State Let	Yes <input type="checkbox"/> No <input type="checkbox"/>
Local Let	Yes <input type="checkbox"/> No <input type="checkbox"/>
Project Type	New Alignment <input type="checkbox"/> Reconstruction <input type="checkbox"/> Resurfacing <input type="checkbox"/> Road Diet/Road Reconfiguration <input type="checkbox"/> (Note: Road Diet Evaluation form may be required) Maintenance <input type="checkbox"/> Road Safety Audit <input type="checkbox"/> Bridge Repair <input type="checkbox"/> Bridge Rehabilitation <input type="checkbox"/> Signilization <input type="checkbox"/> Other <input type="checkbox"/>
US Route/NHS	Yes <input type="checkbox"/> No <input type="checkbox"/>
State Route	Yes <input type="checkbox"/> No <input type="checkbox"/>
Appalachian Development Highway System	Yes <input type="checkbox"/> No <input type="checkbox"/>
FHWA PODI Project	Yes <input type="checkbox"/> No <input type="checkbox"/>
Project Scope (Briefly describe the objective of project)	
Project Commitments	

**Figure 2-4 (Continued)  
Design Exception Request Form**

ROADWAY GEOMETRIC DESIGN DATA	
Highway Functional Classification: (See Green Book 2011 Section 1.3)	Freeway <input type="checkbox"/> Arterial <input type="checkbox"/> Collector <input type="checkbox"/> Local Road/Street <input type="checkbox"/>
Rural or Urban Context	Rural <input type="checkbox"/> Rural Town (city limits) <input type="checkbox"/> Suburban (initially designed as rural but currently in city limits) <input type="checkbox"/> Urban (city limits) <input type="checkbox"/> Urban Core (in the metropolitan government jurisdiction) <input type="checkbox"/>
Roadway Typical Section Standard Drawing:	_____
Existing Design Speed:	_____
Existing Posted Speed:	_____
Proposed Design Speed:	_____
Proposed Posted Speed:	_____
Type of Terrain:	Level <input type="checkbox"/> Rolling <input type="checkbox"/> Mountainous <input type="checkbox"/>
Traffic Data:	ADT (20XX): _____ D: <u>  /  </u> % ADT (20XX): _____ T: _____ % DHV: _____
Access Control	None <input type="checkbox"/> Partial <input type="checkbox"/> Full <input type="checkbox"/>
Multimodal Design Elements Included in the scope of the Project	Pedestrian <input type="checkbox"/> Curb Ramps <input type="checkbox"/> Pedestrian Signals <input type="checkbox"/> Shared-Use Path <input type="checkbox"/> New sidewalks <input type="checkbox"/> Non-motorized Enhancement <input type="checkbox"/> Bicycle <input type="checkbox"/> (including bike route/lane, tract addition to existing roadway facility)
Bus Route	Yes <input type="checkbox"/> No <input type="checkbox"/>

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**Figure 2-4 (Continued)**  
**Design Exception Request Form**

GEOMETRIC DESIGN CONTROLLING CRITERIA					
Controlling elements must be completed for all Design Exception Requests					
		Existing	Proposed		
Design Speed:					
Design Loading structural capacity:					
Lane width:					
Shoulder width (inside/outside):					
Cross Slope:					
Superelevation Rate:					
Horizontal Curve Radius:					
Stopping Sight Distance:					
Maximum Grade:					
Vertical Clearance:					
Navigational Waterway:					
Grade separation:					
Railroad crossing:					

BRIDGE DESIGN FEATURES					
		Existing	Proposed	Exception	REQ
Traffic Lane Widths:					<input type="checkbox"/>
Outside Shoulder Widths:					<input type="checkbox"/>
Inside Shoulder Widths:					<input type="checkbox"/>
Sufficiency Rating:					<input type="checkbox"/>

CRASH HISTORY			
Years Reviewed	Total Crashes	Fatal Crashes	Injury Crashes
VMT	Crashes/VMT	FatalCrashes/VMT	Injury Crashes/VMT

TDOT DIRECTIVES TO BE CONSIDERED FOR THE EXCEPTION REQUEST			
	YES	NO	N/A
SAFETY			
Crash history data has been reviewed and is enclosed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All roadway and roadside safety mitigation measures have been considered and provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed variance from the minimum roadway design standards does not adversely affect the safety of the facility.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Highway Safety Manual was used to justify the design exception.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
OPERATIONS			
The operation of the proposed typical cross-section is comparable with operation of the adjacent cross-sections.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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**Figure 2-4 (Continued)**  
**Design Exception Request Form**



The proposed design does not cause a reduction in capacity or adversely affect traffic flow of the facility.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design does not adversely affect long-term operations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design does not impact the existing access control.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travel demand management solutions have been evaluated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ROADWAY DESIGN</b>			
It is not feasible to meet the minimum roadway design standards due to right-of-way restrictions, environmental impacts, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design maintains the same level of service compared to the design based on minimum roadway design standards.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design results in a significant cost savings compared to the design based on minimum roadway design standards.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design can meet minimum roadway design standards in the future.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ENVIRONMENTAL</b>			
Does the request affect environmental permit requirements? (TDEC/TVA/CORPs/TWRA, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historical Section 106	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>WORK ZONE</b>			
Will the proposed variation affect the TMP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DESCRIBE THE REASONING OF THE DESIGN EXCEPTION REQUEST:**  
(Address project needs, with consideration of all transportation modes, community engagement, safety, and with consistency towards long term planning and vision.)

**JUSTIFICATION OF THE DESIGN EXCEPTION:**  
(Provide an explanation of the requested design exception and describe other nationally recognized guidance that is met and that the design is based upon. Attach documentation of the specific design guidance met.)

DESIGN EXCEPTION REQUEST – JUSTIFIED BASED ON GUIDANCE FROM THE FOLLOWING:					
Design Guidance Source	Design Guidance Met				Source Reference if answered "Yes" (page, section, drawing, etc.)
	YES	NO	N/A	Do Not Know	
AASHTO Publication	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Highway Safety Manual	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Highway Capacity Manual	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
FHWA Publication	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NCHRP Publication	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
TRB Publication	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
TDOT Design Guidelines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
TDOT Standard Drawings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Guidance from other states	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other					

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**Figure 2-4 (Continued)  
Design Exception Request Form**

**DESCRIBE THE ALTERNATIVES CONSIDERED**  
(Provide an explanation of proposed mitigation measures to offset impact such as cost, ROW, environmental, multimodal, safety and operation, community and usability, or compatibility with adjacent section of the roadway)

**DESIGN EXCEPTION IS REVIEWED AND RECOMMENDED FOR APPROVAL BY:**

<u>Choose an item.</u> Regional Project Development Director	<u>Click here to enter a date.</u> Date
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<u>Choose an item.</u> Roadway Design Division Director	<u>Click here to enter a date.</u> Date
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**DESIGN EXCEPTION APPROVED BY:**

<u>Choose an item.</u> Roadway Design Division Director, or FHWA Director	<u>Click here to enter a date.</u> Date
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Reviewer Comments Attached  
 Attachments

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**Figure 2-4 (Continued)**  
**Design Exception Request Form**

### 3-110.03 DESIGN WAIVER REQUESTS

A Design Waiver is a variance not based on the 10 controlling design criteria. It is any variance from the TDOT Standard Drawings. These requests include, but are not limited to, clear zone width, passing sight distance, vertical curves, and multimodal features. A Design Waiver Request Form, see *Figure 2-7, Design Waiver Request Form*, shall be submitted for approval by the Regional Project Development Director and then approved by the Roadway Design Director (or Designee).

Approved design waivers **shall** be noted, with approval date, in the lower right corner of the title sheet as well as on the cover sheet for the R.O.W. and Construction checklist. Justification shall be provided on the Design Waiver Request Form.

#### DESIGN WAIVER REQUEST FORM



TO: Choose One

FROM: Choose One

DATE: [Click here to enter a date.](#)

This form is to be used on projects requesting a Design Waiver to non-controlling elements of design on any roadway project.

**Design Waiver:**

For non-controlling element deviations, a Design Waiver Request must be completed. These requests do not require FHWA's approval; the Roadway Design Division Director provides final approval. These requests include, but are not limited to, clear zone width, passing sight distance, vertical curves, and multimodal features.

**DOCUMENTATION**

**Design Waivers to non-controlling criteria**

A design *waiver* is a variance based on non-controlling criteria. All requests shall be documented on this form. Plan sheets, location map, and supplemental information (i.e. google maps) must be enclosed for a timely review by the Department. All design waivers must be justified based on the objective and context demonstrating compliance with accepted transportation engineering principles and reasons for the decisions. The proposed variation shall not diminish the existing operation and safety of the facility. Historical in-service performance or a traffic engineering study (on site or simulation) may be required.

**Waivers to Non-Controlling Criteria typically require further evaluation of the design elements to support the request such as,**

- Current design criteria that could not be met.
- Existing roadway characteristics.
- Alternatives considered.
- Comparison of the safety and operational performance of the roadway and other impacts such as right-of-way, community, environmental, cost, and usability by all modes of transportation.
- Proposed mitigation measures.
- Compatibility with adjacent sections of roadway.

Additional guidance can be found in the Highway Capacity Manual, Highway Safety Manual, Performance Based Practical Design, and Flexibility in Design. Design Waiver Requests located within the city limits require a letter from the local agency approving the request.

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**Figure 2-7**  
**Design Waiver Request Form**

PROJECT DATA	
Current Project Phase	Planning <input type="checkbox"/> Design <input type="checkbox"/> Construction <input type="checkbox"/> Scope change <input type="checkbox"/> (Evaluate NEPA impact)
County/ City	
PIN	
Federal Project No.	
State Project No.	
Project Limits	
Local Program Project	Yes <input type="checkbox"/> No <input type="checkbox"/>
If yes, then	
State Let	Yes <input type="checkbox"/> No <input type="checkbox"/>
Local Let	Yes <input type="checkbox"/> No <input type="checkbox"/>
Project Type	New Alignment <input type="checkbox"/> Reconstruction <input type="checkbox"/> Resurfacing <input type="checkbox"/> Road Diet/Road Reconfiguration <input type="checkbox"/> (Note: Road Diet Evaluation form may be required) Maintenance <input type="checkbox"/> Road Safety Audit <input type="checkbox"/> Bridge Repair <input type="checkbox"/> Bridge Rehabilitation <input type="checkbox"/> Signilization <input type="checkbox"/> Other <input type="checkbox"/>
US Route/NHS	Yes <input type="checkbox"/> No <input type="checkbox"/>
State Route	Yes <input type="checkbox"/> No <input type="checkbox"/>
Appalachian Development Highway System	Yes <input type="checkbox"/> No <input type="checkbox"/>
FHWA PODI Project	Yes <input type="checkbox"/> No <input type="checkbox"/>
Project Scope (Briefly describe the objective of project)	
Project Commitments	

**Figure 2-7 (Continued)  
Design Waiver Request Form**

ROADWAY GEOMETRIC DESIGN DATA	
Highway Functional Classification:  (See Green Book 2011 Section 1.3)	Freeway <input type="checkbox"/> Arterial <input type="checkbox"/> Collector <input type="checkbox"/> Local Road/Street <input type="checkbox"/>
Rural or Urban Context	Rural <input type="checkbox"/> Rural Town (city limits) <input type="checkbox"/> Suburban (initially designed as rural but currently in city limits) <input type="checkbox"/> Urban (city limits) <input type="checkbox"/> Urban Core (in the metropolitan government jurisdiction) <input type="checkbox"/>
Roadway Typical Section Standard Drawing:	_____
Existing Design Speed:	_____
Existing Posted Speed:	_____
Proposed Design Speed:	_____
Proposed Posted Speed:	_____
Type of Terrain:	Level <input type="checkbox"/> Rolling <input type="checkbox"/> Mountainous <input type="checkbox"/>
Traffic Data:	ADT (20XX): _____ D: <u>  1  </u> % ADT (20XX): _____ T: _____ % DHV: _____
Access Control	None <input type="checkbox"/> Partial <input type="checkbox"/> Full <input type="checkbox"/>
Multimodal Design Elements Included in the scope of the Project	Pedestrian <input type="checkbox"/> Pedestrian Signals <input type="checkbox"/> Curb Ramps <input type="checkbox"/> Shared-Use Paths <input type="checkbox"/> New sidewalks <input type="checkbox"/> Non-motorized Enhancement <input type="checkbox"/> Bicycle <input type="checkbox"/> (including bike route/lane, tract addition to existing roadway facility)
Bus Route	Yes <input type="checkbox"/> No <input type="checkbox"/>

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**Figure 2-7 (Continued)  
Design Waiver Request Form**

GEOMETRIC DESIGN NON-CONTROLLING ELEMENT CRITERIA			
All applicable non-controlling elements must be completed for Design Waiver requests			
		Existing	Proposed
Passing Sight Distance:			
Crest/Sag Vertical Curve:			
Design vehicle:			
Clear Zone width:			
Other:			

MULTIMODAL FEATURES			
Facility Type:	Roadway <input type="checkbox"/>	Pedestrian <input type="checkbox"/>	Bicycle <input type="checkbox"/> Shared-Use <input type="checkbox"/>
		Existing	Proposed
Curb Shape:			
Curb Ramp:			
Sidewalk:			
Shared-use Path:			
Mid-block Crossing:			
RRFB or HAWK:			
Bike Lane:			
Bike Lane Buffer:			
Bike Route:			
Bike Lane at Intersection:			
Cycle Track:			
Transit Facility/Stop			
Other:			

CRASH HISTORY			
Years Reviewed	Total Crashes	Fatal Crashes	Injury Crashes
VMT	Crashes/VMT	FatalCrashes/VMT	Injury Crashes/VMT

TDOT DIRECTIVES TO BE CONSIDERED FOR THE WAIVER REQUEST			
	YES	NO	N/A
<b>SAFETY</b>			
Crash history data has been reviewed and is enclosed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All roadway and roadside safety mitigation measures have been considered and provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed variance from the minimum roadway design standards does not adversely affect the safety of the facility.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Highway Safety Manual was used to justify the Design Waiver.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>OPERATIONS</b>			
The operation of the proposed typical cross-section is comparable with operation of the adjacent cross-sections.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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**Figure 2-7 (Continued)**  
**Design Waiver Request Form**

The proposed design does not cause a reduction in capacity or adversely affect traffic flow of the facility.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design does not adversely affect long-term operations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design does not impact the existing access control.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travel demand management solutions have been evaluated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ROADWAY DESIGN</b>			
It is not feasible to meet the minimum roadway design standards due to right-of-way restrictions, environmental impacts, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design maintains the same level of service compared to the design based on minimum roadway design standards.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design results in a significant cost savings compared to the design based on minimum roadway design standards.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design can meet minimum roadway design standards in the future.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ENVIRONMENTAL</b>			
Does the request affect environmental permit requirements? (TDEC/TVA/CORPs/TWRA, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historical Section 106	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>WORK ZONE</b>			
Will the proposed variation affect the TMP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>GEOMETRIC DESIGN DATA</b> Controlling elements must be completed for all Design Waiver Requests			
	Proposed	N/A	
Design Speed:			
Design Loading structural capacity:			
Lane width:			
Shoulder width (inside/outside):			
Cross Slope:			
Superelevation Rate:			
Horizontal Curve Radius:			
Stopping Sight Distance:			
Maximum Grade:			
Vertical Clearance:			
Navigational Waterway:			
Grade separation:			
Railroad crossing:			
<b>DESCRIBE THE REASONING OF THE DESIGN WAIVER REQUEST:</b> (Address project needs, with consideration of all transportation modes, community engagement, safety, and with consistency towards long term planning and vision.)			
<b>JUSTIFICATION OF THE DESIGN WAIVER:</b> (Provide an explanation of the requested design waiver and describe other nationally recognized guidance that is met and that the design is based upon. Attach documentation of the specific design guidance met.)			

**Figure 2-7 (Continued)**  
**Design Waiver Request Form**

DESIGN WAIVER REQUEST – JUSTIFIED BASED ON GUIDANCE FROM THE FOLLOWING:					
Design Guidance Source	Design Guidance Met				Source Reference if answered "Yes" (page, section, drawing, etc.)
	YES	NO	N/A	Do Not Know	
AASHTO Publication	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Highway Safety Manual	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Highway Capacity Manual	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
FHWA Publication	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NCHRP Publication	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
TRB Publication	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
TDOT Design Guidelines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
TDOT Standard Drawings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Guidance from other states	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other					

**DESCRIBE THE ALTERNATIVES CONSIDERED**  
 (Provide an explanation of proposed mitigation measures to offset impact such as cost, ROW, environmental, multimodal, safety and operation, community and usability, or compatibility with adjacent section of the roadway)

**DESIGN WAIVER IS REVIEWED AND RECOMMENDED FOR APPROVAL BY:**

Choose an item. \_\_\_\_\_ Click here to enter a date.  
 Regional Project Development Director Date

**DESIGN WAIVER APPROVED BY:**

Choose an item. \_\_\_\_\_ Click here to enter a date.  
 Roadway Design Division Director or Designee Date

Reviewer Comments Attached  
 Attachments

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**Figure 2-7 (Continued)  
 Design Waiver Request Form**

**9-908.00 MULTIMODAL DESIGN DEVIATION**

Designing a multimodal facility/roadway is not a one-size-fits-all approach. It requires an analysis of various site conditions to determine appropriate treatments and solutions. Using standard design elements, criteria, and dimensions may not be possible in these contexts that are often in constrained right-of-way. Applying flexibility in the geometric design process is often justified. Despite the range of flexibility that exists with respect to the controlling elements of design, there are situations in which the accepted criteria are not applicable to the project circumstances or could not reasonably be met. For such instances, when it is appropriate, the design deviation process allows for the use of criteria other than the normally accepted values.



TDOT's *Design Waiver Request Form* should be used whenever the designer recommends the use of design elements, criteria or dimensions not in conformance with the standards outlined in this Chapter 9 of the *Roadway Design Guidelines*. Justification sources could include, but are not limited to, AASHTO, NACTO, FHWA, NCHRP, or design guidance from other states. The *Design Waiver Request Form* is part of the DDocs.exe and can be downloaded from TDOT's *Roadway Design Standard Design and Survey CADD Files and Documents* website at [https://www.tn.gov/content/dam/tn/tdot/roadway-design/documents/cadd\\_files/DDocs.zip](https://www.tn.gov/content/dam/tn/tdot/roadway-design/documents/cadd_files/DDocs.zip).