

Harry Lee James
Deputy Executive Director/
Chief Engineer

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Inter-Departmental Memorandum

Date: January 24, 2008

To: District 2 Engineer
Mr. Richard Allen

From: Roadway Design Division Engineer
C. Keith Purvis CKP

Subject: Design Variance

Project Nos. TIP-0029-02(012) 102556/101000
TIP-0029-02(012) 102556/102 & 103
TIP-0029-02(012) 102556/104000
TIP-0029-02(012) 102556/10500

I-269 from I-55 to the Tennessee State Line (SIU 9)
DeSoto and Marshall Counties

Attached is the Chief Engineer's concurrence regarding the design variance requested on above project.

If there are any questions or if additional information is needed, please advise.

CKP:scg

Attachment

pc: Design Variance File ✓
File (Pittman)



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Inter-Departmental Memorandum

Date: January 18, 2008

To: Chief Engineer
Mr. Harry Lee James, P.E.

From: Roadway Design Division Engineer
Keith Purvis, P.E. *CKP*

Subject: Design Variance

Project Nos.	TIP-0029-02(012)	102556/101000	PE
	STP-0029-02(013)	102556//301000	CON
	TIP-0029-02(012)	102556/102 & 103	PE
	STP-0029-02(014)	102556/302 & 303	CON
	STP-0029-03(008)		
	TIP-0029-02(012)	102556/104000	PE
	STP-0029-03(009)	102556/304000	CON
	TIP-0029-02(012)	102556/105000	PE
	STP-0029-03(010)	102556/305000	CON

I-269 from I-55 to the Tennessee State Line (SIU 9)
Desoto and Marshall Counties

The purpose of the proposed projects is to construct a portion of Interstate 269, also known as SIU (Segment of Independent Utility) 9 of the proposed Interstate 69 corridor which begins at the recently completed I-55/I-69 interchange north of Hernando and extends to the Tennessee State Line in Marshall County. This section is classified as a rural interstate and is approximately 25 miles long.

As shown above, plans are being developed to construct SIU 9 in four projects. Each of the four projects consists of at least one interchange with county or state routes. Each of these crossing routes are being designed for a 3-lane, open shoulder typical section. The proposed right-of-way will be acquired in order to accommodate a future 5-lane section with curb and gutter and 10-foot shoulders (including the gutter pan).

Each county road currently has a rural classification. However, with the future major development that is expected within the vicinity of the new interstate, each route is anticipated to be reclassified as urban in the near future. Therefore, a Design Variance is requested to utilize urban design criteria as a minimum for the design of each of these routes.



The use of urban design criteria for the crossing routes will enable the interchanges to be designed in a manner that will better fit into the future environment of an urban section. An urban design speed and superelevation rate will allow the interchange ramps and frontage roads to be upgraded to a five-lane section without requiring significant additional work. If the rural criteria for superelevation and design speed were used on the initial project, the future improvements would require an extensive traffic control plan for the widening, due to the difference in pavement edge elevations for a roadway in full superelevation.

Urban criteria has already been used to determine the profiles for the crossing routes to ensure proper intersection sight distance, which provides more stringent values than rural criteria.

Due to the expected rapid development and transition from rural to urban classification, a Design Variance is requested for the use of urban criteria as a minimum for the design criteria for each of the crossing routes that will have interchange access to I-269.

Your approval of this Design Variance is requested.

Please advise if additional information is needed.

CKP : jrp

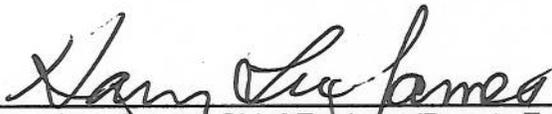
pc: Design Variance File
File

RECOMMEND APPROVAL:



David Foster, Asst. Chief Engineer-Preconstruction

APPROVED:



Harry Lee James, Chief Engineer/Deputy Executive Director