

Monday Morning  
November 24, 1997  
by John Pickering

## 1. Ramp/Frontage Roads -

We have crown widths ranging from 20' to 34' in our plans for these gravel roads. We need more consistency within Roadway Design. Our present standard calls for a ramp width of 16'; however, our Design Manual calls for a crown width of 30' for 2-way traffic.

The 34' comes from 2 @ 12' lanes plus 2 @ 5' shoulders equals 34'. This 34' width is normally associated with county roads, not property ramps.

The Ramp/Frontage Rd. dilemma stems from several things such as:

- How long is the ramp/frontage road?
- How many property owners does the road serve. Normally it will serve at least 2.
- Is it urban or rural?
- What is the prospect of future development?
- Does it connect to some other kind of road -- gravel, dirt -- and what width is it?

Ray Balentine has been assigned the task of coming up with some kind of criteria for these type connections. He may need your help.

## 2. Projects With Access Restrictions Other Than Type 3 --

Anytime you have a project with access restrictions other than Type 3, a "Controlled Access Order" must be written and presented to the Commission. The Assistant Roadway Design Division Engineer or the Roadway Design Engineer will assist with this; however, the **Section Engineer** is responsible for making sure the Commission Order gets written.

Experience indicates sometimes the Squad Leader does not recognize the importance of this Commission Order. You should verify the station limits with the Squad Leader, and also the type of access control, such as Type 2A or Type 2B. The Station Limits are extremely important and should be accurate, as well as the Type 2A versus Type 2B. As you know, the Commission Order is not something we can change with a simple plan revision.

### 3. Providing CADD Files to Contractors -

Recently, several contractors have requested CADD files for cross-sections. The MDOT's present policy is as follows:

- No files will be given to contractors before or during the advertising stage of projects.
- CADD files may be furnished to the contractor **that is awarded the project** as follows:
  - ◇ Only those files that are a representation of the files that can be purchased from our print shop. At the present time, the files include only the .dgn or graphic files that are a reproduction of the paper cross-section files produced during plan development. No other files can be given out, such as station, offset, elevation.
  - ◇ Any files provided outside the MDOT must be approved by the Roadway Design Division Engineer.
  - ◇ Whenever files are furnished, a letter will be developed by the CADD Section acknowledging the following:
    - \* Who requested it, the date requested, and by what means (telephone, letter, etc.).
    - \* What contractor requested it.
    - \* What files were sent to contractor and when.
    - \* A copy of the letter will be furnished to the District Engineer, Project Engineer, Construction Division, and project file (via Section Engineer).
  - ⇒ The CADD Section will maintain a folder supporting the files furnished to contractors.

THE END ~

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