

FDM 240.2.2.20 Limited Access Exit Ramp Opening

Brief summary and description of changes

The department is adding criteria for work areas near a limited access facility exit ramp. The ramp opening must be a minimum of 200ft wide. This is to allow enough space for large trucks to turn onto the ramp and not displace channelizing devices. This criteria of 200ft, it is greater than the 100ft minimum the MUTCD requires for ramp openings. However, channelizing devices at these locations are routinely being displaced do to impacts from large trucks and resetting the devices exposes workers to traffic more often.

Are changes in line with promoting and making meaningful progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?

These changes improve safety by giving truck drivers more room to safely navigate ramp openings in work zones. Further, by having the larger opening and with channelizing devices being impacted less, this will reduce construction workers' exposure to traffic.

What financial impact does the change have? Project costs, pay item structure and consultant fees.

No significant increase in construction and design costs are anticipated.

What impacts does the change have on production or construction schedules?

No significant increase in production time or construction schedules are anticipated.

How does this change improve efficiency or quality?

This change should increase the quality of work zones near an exit ramp by making them easier to navigate for trucks.

Which offices does the change impact?

This Office of Design and Construction

What is the impact to the Districts with this change?

The Districts will have another design tool to improve safety in work zones and will have to include this in the scoping of projects that meet the criteria in FDM 240.2.2.20.

Have District counterpart's comments been addressed?

This change has been communicated to all the District counterparts through the established procedures. No comments were received during the review process.

Does the change shift risk and to who?

This change does not shift risks.

What is the communication plan and schedule for implementation?

The Criteria Section of the Roadway Design Office has conducted its annual review and updates to the FDM. Internal reviews have been conducted with the C-Team, Roadway Design Office, Traffic

Engineering and Operations, District Design Engineers, District Consultant Project Management Engineers, and the District Roadway Design Engineers.

The following is the schedule for implementation:

- *The 2023 FDM will be published on or before November 1, 2022*
- *Training webinars will be conducted on larger revisions prior to December 20, 2022*
- *The 2023 FDM will be effective for all projects beginning design in January 2023*