



COMPLETE STREETS EXCEPTION FORM

Adopted 6/14/2024

PROJECT INFORMATION	
Project Name/Title:	
State Route or Street (No./Name and limits):	
Description (project type):	
Anticipated Project Completion:	
Municipality(ies):	
Community Context:	<input type="checkbox"/> Urban/Downtown Area <input type="checkbox"/> Commercial Corridor <input type="checkbox"/> Residential Neighborhood <input type="checkbox"/> Rural Area
Functional Classification:	
Posted Speed:	
Traffic/Users (counts preferred; estimates may be accepted)	
Avg. Annual Daily Traffic:	
Avg. Daily Pedestrians:	
Avg. Daily Bicyclists:	
Avg. Daily Horse-and-Buggy:	
Total Road and/or Bridge Design & Construction Costs	
Total Proposed Complete Streets Design & Construction Costs	
Proposed Complete Streets Elements	
Exception Form	
Prepared by (name/date):	
Submitted by (name/date):	

EXCEPTION RATIONALE

Please check all that apply and provide a brief justification statement for each on page 2.

- 1. On corridors where specific users are prohibited, such as Interstate highways or pedestrian malls.
- 2. Where the cost of accommodation is excessively disproportionate to the need or probable use, which is defined by the FHWA at the time of the adoption of this policy as exceeding 20 percent of the cost of the larger project.
- 3. Where there is no need to accommodate all modes, and the absence of current and future (25-year horizon) need are publicly documented.
- 4. Public transit accommodation is not necessary where there is no existing or planned transit service.
- 5. As part of routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, or spot pavement repair.
- 6. Where there is an existing or proposed parallel facility with sufficient accommodations, or it is more feasible and/or less costly to locate the proposed accommodations on an alternate route. Compared to the original route, the alternative shall not increase travel distance for pedestrians by more than ¼ mile and/or for bicyclists by more than 1 mile.

EXCEPTION JUSTIFICATION

Exception Decision	
Exception Granted:	<input type="checkbox"/> Yes <input type="checkbox"/> No
Exception Decision by/date:	
SEDA-COG Transportation Program Director (or designee)	
MPO Board County Voting Member for the project location (or designee)	
PennDOT District Planner, as applicable	