

# Design Exception Request

FRA-71/270-28.27/25.99A

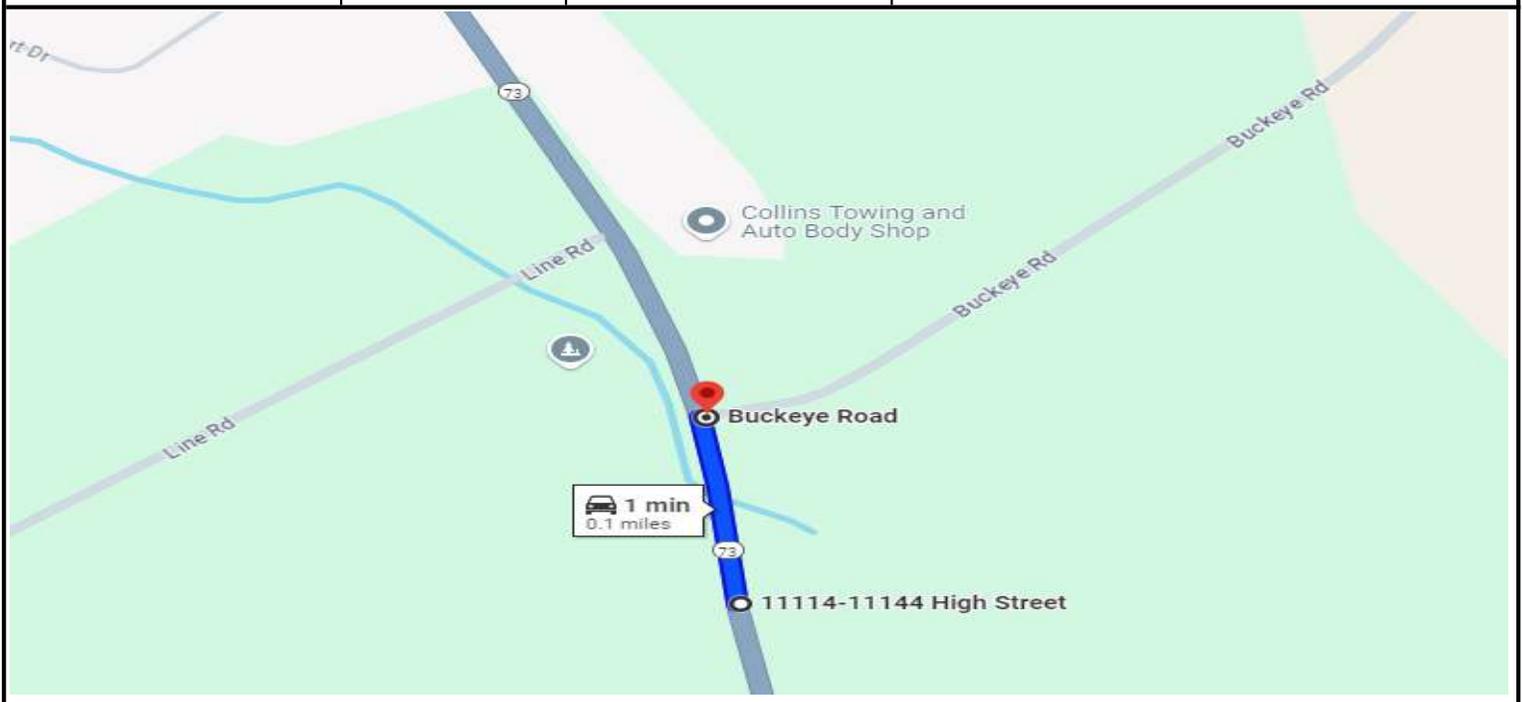
PID: 105435; Request 08

Letting Type: ODOT-Let

## Design Designation

IR-270; -

Current ADT (2023)	179,980	Td	0
Design Year ADT (2043)	210,980	Design Speed	70
Design Hourly Volume (2043)	20,790	Legal Speed	65
Directional Distribution	50%	Design Functional Class	1 - Interstates
Trucks (24hr B&C)	20%	Functional Class Area Type	Urban
		NHS Project	Yes



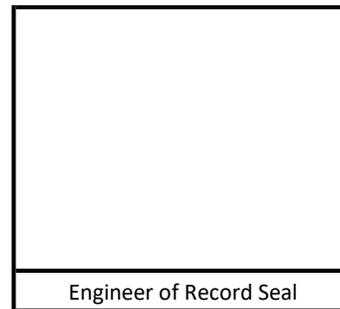
Submitted By:

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Gail H. Massie  
(Engineer of Record)

Approved by:

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Adam Koenig

Approval Date: 8/30/2024



# Design Exception Request

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## Controlling Criteria Identification

Section: IR-270; -

Controlling Criteria	Standard	Existing (a.)	Proposed
Lane Width			
Shoulder Width			
Horizontal Curve Radius			
Maximum Grade			
SSD (Horizontal & Crest Vertical)	425'	312'	340'
Pavement Cross Slope			
Superelevation Rate			
Vertical Clearance			
Design Loading Structural Capacity			

(a.) "Existing" may be N/A (i.e. New alignment or new ramp)

### Project Description

Widening of the IR-270 EB Exit ramp to include a second dedicated lane to NB IR-71. Reconstruction of bridges Ramp K over IR-71 and Ramp O over IR-71 and Ramp K over Ramp O. Work includes widening IR-71 from I-270 NB to the Polaris Parkway Exit Lanes.

### Section Description

Ramp K, the I-270 WB to I-71 SB movement is being shifted to allow construction of a new bridge offline from the existing bridge. The proposed HSSD meets 43 mph on bridge over I-71 and would require a 17' shoulder to meet 50 mph.

**Proposed Mitigation**

None.

**Support for Deviation (Benefit-cost, R/W, Environmental, Constructability, Coordination with Other Projects, Relationship between any crash patterns and proposed design exception, etc.):**

In order to meet the HSSD requirements for a 50 mph design speed, the bridge over I-71 would need to be widened to 20'. This would be very expensive and does not have a high benefit cost ratio, given the crash history on this ramp.

**Does the requested Design Exception location fall within a Safety Integrated Project (SIP) Map Location?**

Yes, Red Location

**Does the crash analysis (GCAT and CAM Tool) show any patterns that would be adversely impacted by the proposed Design Exception?**

No