

Design Exception Request

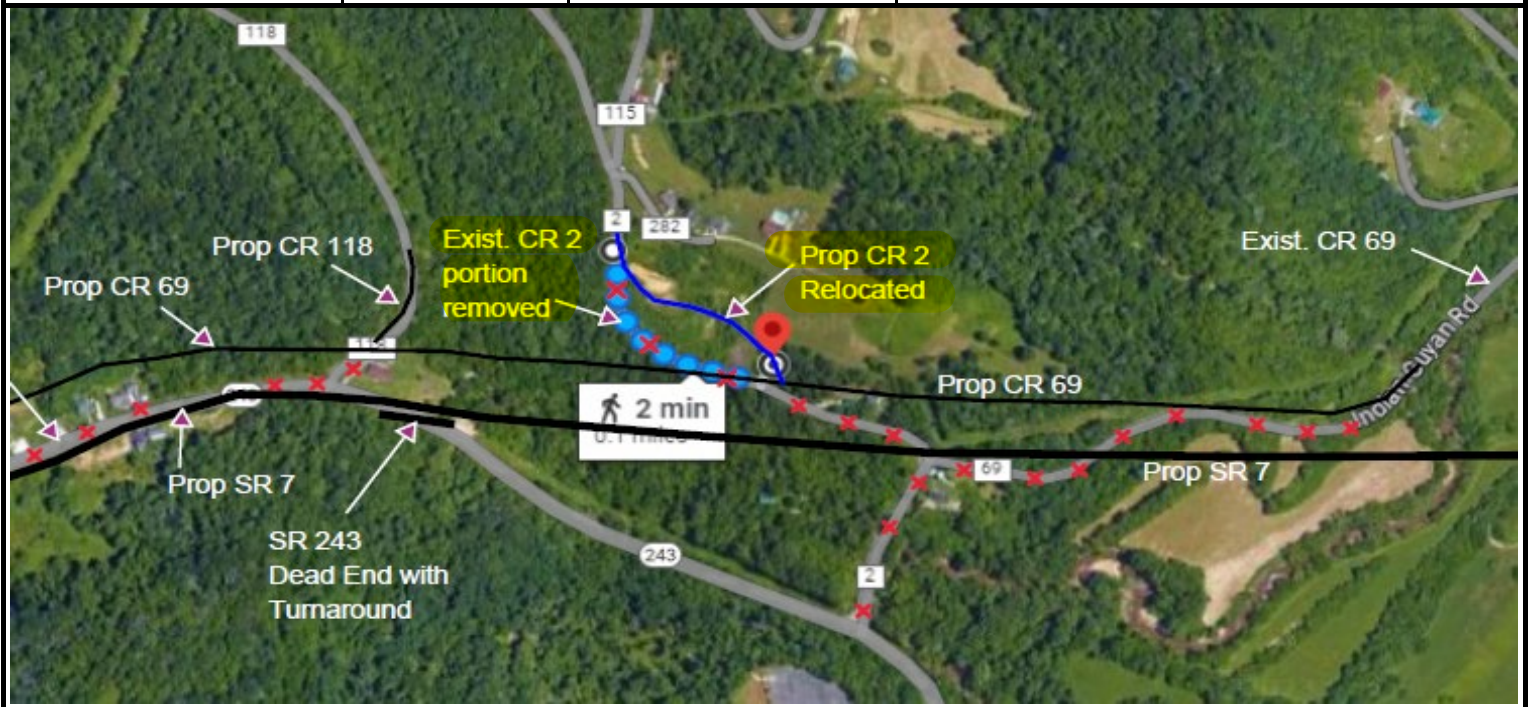
LAW-7-2.17

PID: 75923; Request 01 (for CR 2)

Letting Type: ODOT-Let

Design Designation

Current ADT (2028)	1,800	Td	2
Design Year ADT (2048)	2,100	Design Speed	55
Design Hourly Volume (2048)	273	Legal Speed	55
Directional Distribution	58	Design Functional Class	7 - Local Roads
Trucks (24hr B&C)	2	Functional Class Area Type	Rural
		NHS Project	No

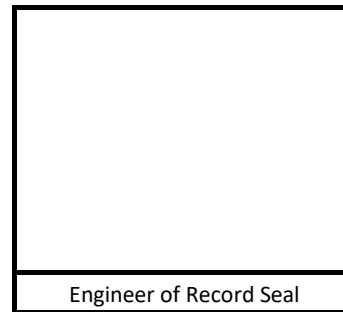


Submitted By:

 Angela Boyce
 (Engineer of Record)

Approved by:

 Adam Koenig



Engineer of Record Seal

Approval Date: 5/18/2023

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Controlling Criteria Identification

Controlling Criteria	Standard	Existing (a.)	Proposed
Lane Width			
Shoulder Width	Graded shoulder = Min. 8 feet	Graded shoulder between 1' to 5'	Graded shoulder = 4'
Horizontal Curve Radius	Max. 6°	39°30'52"	Curve 1 = 38°11'49", Curves 2 and 3 = 22°55'06"
Maximum Grade			
SSD (Horizontal & Crest Vertical)			
Pavement Cross Slope			
Superelevation Rate	Max. 8%	varies, 1.2% to -8%	Curve 1 = na due to proximity of the intersection, Curve 2 = 7.89%, Curve 3 = 7%
Vertical Clearance			
Design Loading Structural Capacity			

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

Project Description

THIS PROJECT IS THE THIRD PHASE OF THE LAW-7-2.17 STATE ROUTE 7 RELOCATION PROJECT. THIS PROJECT WILL CONSTRUCT 6.11 MILES OF THE EASTBOUND LANES OF STATE ROUTE 7 BETWEEN STATE ROUTE 527 AND STATE ROUTE 775. THIS PROJECT ALSO INCLUDES A PARTIAL GRADE SEPARATED INTERCHANGE AT STATE ROUTE 527 AND A FULL INTERCHANGE AT STATE ROUTE 775. ALSO INCLUDED WITH THIS PROJECT IS THE CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF STATE ROUTE 7 AND STATE ROUTE 243. THIS IMPROVEMENT INCLUDES THE RELOCATION OF 1.91 MILES OF STATE ROUTES, COUNTY AND TOWNSHIP ROADS AS WELL AS THE ADDITION OF 1.25 MILES OF RAMP AND TWELVE (12) CUL-DE-SACS AND DRIVES. A TOTAL OF TEN (10) STRUCTURES WILL BE DEVELOPED WHICH INCLUDE TRAFFIC OVERPASS AND STREAM CROSSING BRIDGES. WORK WILL INCLUDE NEW STORM SEWERS, CULVERTS, TRAFFIC CONTROL, PAVEMENT MARKING AND LIGHTING.

Section Description

Design exceptions for CR 2.

CR 2 is a two lane uncurbed rural local road. The existing road section is approximately 20 feet wide with no paved shoulders. The work on CR 2 is approximately 750 feet long, relocating CR 2 to connect into the relocated CR 69 and provide access to SR 7.

Proposed Mitigation

There will be no mitigative measures for the deviation to the standards included as part of this project. The entire project is proposed to help alleviate current traffic congestion and crash problems.

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

Although the proposed design does not meet current design standards for a rural highway; the rural nature of the road and the terrain make meeting design standards expensive and the local drivers are accustomed to the rural nature of the road. Additionally, the proposed alignment is approximately 800 feet long, and meeting all current design standards for a short length would not have an overall impact on the operation of the roadway.

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

No

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

No