

Design Exception Request

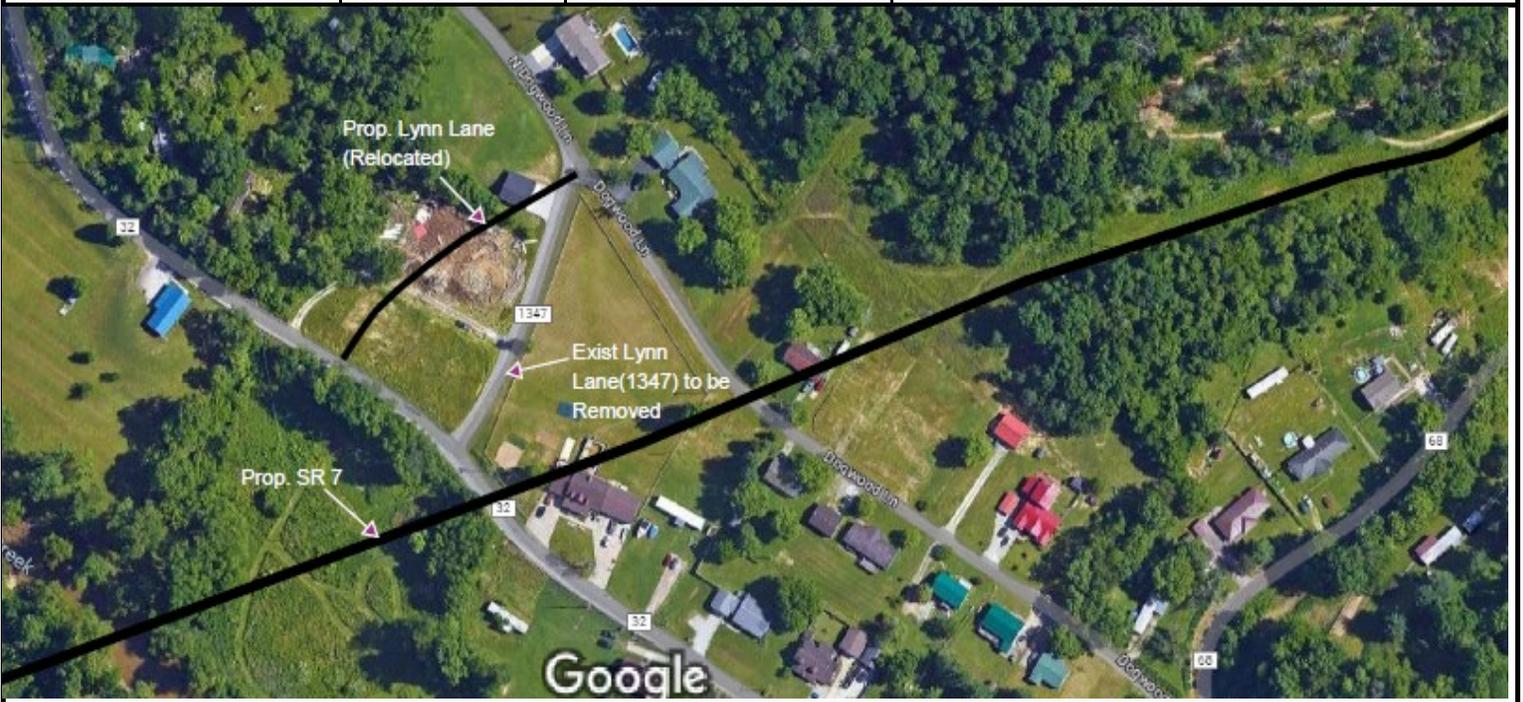
LAW-7-2.17

PID: 75923; Request 03 (for Lynn Lane)

Letting Type: ODOT-Let

Design Designation

Current ADT (2028)	0	Td	0
Design Year ADT (2048)	0	Design Speed	55
Design Hourly Volume (2048)	0	Legal Speed	55
Directional Distribution	0	Design Functional Class	7 - Local Roads
Trucks (24hr B&C)	0	Functional Class Area Type	Rural
		NHS Project	No



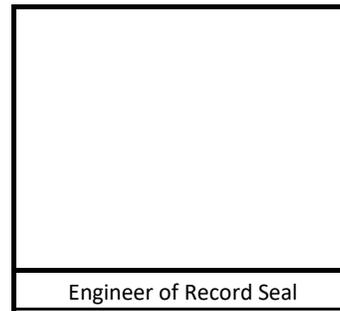
Submitted By:

 Angela Boyce
 (Engineer of Record)

Approved by:

 Adam Koenig

Approval Date: 5/18/2023



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Controlling Criteria Identification

Controlling Criteria	Standard	Existing (a.)	Proposed
Lane Width			
Shoulder Width			
Horizontal Curve Radius	6°	NA. No curve on existing.	The proposed alignment meets the requirements of a 30 mph design speed and contains a 22°55'06" degree curve.
Maximum Grade			
SSD (Horizontal & Crest Vertical)			
Pavement Cross Slope			
Superelevation Rate	Max rate = 8%		A normal crowned typical section with a cross slope of 1.6% is provided in the proposed improvements.
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 exception for Lynn Lane

Lynn Lane is a two lane uncurbed rural local road. The existing road section is approximately 16 feet wide with no paved shoulders. This improvement is approximately 400 feet long, from existing CR 32 east to Dogwood Lane, just north of proposed 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.):

The proposed project is an improvement to the existing condition, as the proposed alignment creates intersections that meet at right angles and should provide for improved intersection sight distance. Although the proposed design does not meet current design standards for a rural highway the road functions to serve approximately 12 homes.

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