

Design Exception Request

FRA-270-0.96/1.52/9.30

PID: 105498; Request 02

Letting Type: ODOT-Let

Design Designation

Current ADT (2022)	1,715	Td	2%
Design Year ADT (2042)	2,093	Design Speed	25
Design Hourly Volume (2042)	218	Legal Speed	25
Directional Distribution	58%	Design Functional Class	7 - Local Roads
Trucks (24hr B&C)	2%	Functional Class Area Type	Urban
		NHS Project	No



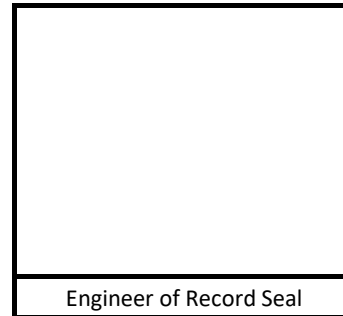
Submitted By:

Jonathan Drummond
(Engineer of Record)

Approved by:

Timothy Keller

Approval Date: 5/27/2022



Engineer of Record Seal

Design Exception Request

FRA-270-0.96/1.52/9.30

PID: 105498; Request 02

Controlling Criteria Identification

Controlling Criteria	Standard	Existing (a.)	Proposed
Lane Width			
Shoulder Width			
Horizontal Curve Radius			
Maximum Grade			
SSD (Horizontal & Crest Vertical)			
Pavement Cross Slope			
Superelevation Rate			
Vertical Clearance			
Design Loading Structural Capacity	HL-93 Inventory Rating > 1.0	CF-130 (57)	HL-93 Inventory Rating = 0.844

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

Project Description

Replace deck and addition of sidewalk on Gantz Road Structure FRA-00270-00.960 over IR-270.

Replace deck and addition of sidewalk on McComb Road Structure FRA-00270-01.520 over IR-270.

Widen and replace deck with addition of shared use path on Trabue Road Structure FRA-00270-09.30 over IR-270.

Section Description

The project involves the rehabilitation of the bridge carrying McComb Road over Interstate 270. The rehabilitation includes replacing the existing deck with a new composite deck, adding a 5' sidewalk on the left side, bearing replacement, semi-integral conversion and re-using the existing piers.

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.):

The proposed structure has been evaluated and the bridge structural capacity is adequate ($RF > 1.0$) for all Ohio Legal Loads and posting is not required. An allowance for future wearing surface (60psf) was included in the analysis.

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