Design Exception Request

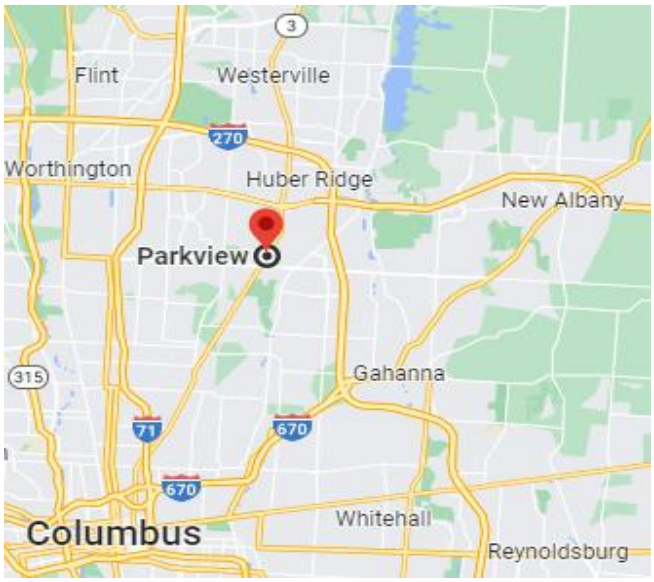
FRA-3-19.92

PID: 106260; Request 01

Letting Type: ODOT-Let

Design Designation

Current ADT (2024)	19,000	Td	0
Design Year ADT (2036)	21,000	Design Speed	45
Design Hourly Volume ()	0	Legal Speed	45
Directional Distribution	65	Design Functional Class	4 - Minor Arterial Roads
Trucks (24hr B&C)	3	Functional Class Area Type	Urban
		NHS Project	No



Submitted By:

E-SIGNED by Katherine Montoya
on 2023-05-16 12:42:29 EST

Katherine Montoya
(Engineer of Record)

K.M.

Engineer of Record Seal

Approved by:

E-SIGNED by Adam Koenig
on 2023-05-16 13:59:14 EST

Adam Koenig Approval Date: 4/5/2023

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Controlling Criteria Identification			
Controlling Criteria	**Standard**	**Existing (a.)**	**Proposed**
Lane Width	12'	Varies - 10' to 15' - See next	19.92-20.44 – existing 10’ lane width, proposed to
Shoulder Width			
Horizontal Curve Radius			
Maximum Grade			
SSD (Horizontal & Crest Vertical)			
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

Resurfacing and pavement repairs on State Route 3 from Cleveland Ave to SR 161. Guardrail and curb ramp improvements. Widening of SR 3 at Minerva Lake Rd to accommodate two SB thru lanes through Corporate Drive intersection. State Route 3 is part of the National Truck Network.
Safety project and Urban/General System Resurfacing Project on SR 3 in Franklin County

FRA-3-19.92 to 24.27; Cleveland Ave to approximately 200' south of Minerva Lake Rd
AC overlay with minor pavement repair, miscellaneous bridge work and upgrade guardrail as needed.

FRA-3-24.27 to 24.32; Approx. 200' south to 50' north of Minerva Lake Rd
Restripe and resurface SR 3 the area surrounding Minerva Lake Rd to extend the second southbound thru lane beyond the intersection. Add additional pavement to allow the southbound right lane to taper out south of Minerva Lake Rd to improve lane utilization through the Corporate Dr. intersection.

FRA-3-24.32 to 24.49; Approx 50' north of Minerva Lake Rd to pavement break underneath SR 161 bridge
AC overlay with minor pavement repair, miscellaneous bridge work and upgrade guardrail as needed.

Section Description

Safety project and Urban/General System Resurfacing Project on SR 3 in Franklin County.

FRA-3-19.92 to 24.27; Cleveland Ave to approximately 200' south of Minerva Lake Rd - AC overlay with minor pavement repair, miscellaneous bridge work and upgrade guardrail as needed.

FRA-3-24.27 to 24.32; Approx. 200' south to 50' north of Minerva Lake Rd - Restripe and resurface SR 3 the area surrounding Minerva Lake Rd to extend the second southbound thru lane beyond the intersection. Add additional pavement to allow the southbound right lane to taper out south of Minerva Lake Rd to improve lane utilization through the Corporate Dr. intersection.

FRA-3-24.32 to 24.49; Approx 50' north of Minerva Lake Rd to pavement break underneath SR 161 bridge - AC overlay with minor pavement repair, miscellaneous bridge work and upgrade guardrail as needed.

State Route 3 is part of the National Truck Network. The existing and proposed lane widths through the project limits are as follows:
19.92-20.44 – existing 10’ lane width, proposed to match existing
20.44-20.74 - suspend project
20.74-20.93 – existing 15’ lane width, proposed 11’ lane width
20.93-21.00 – existing 15’ lane width, proposed 12' lane width
21.00-21.32 – existing 12’ lane width, proposed to match existing
21.32-22.02 – existing 15’ lane width, proposed 12' lane width
22.02-22.09 – existing 12’ lane width, proposed to match existing
22.09-22.24 - suspend project
22.24-22.55 – existing 15’ lane width, proposed 12' lane width
22.55-22.76 – existing 12’ lane width, proposed to match existing
22.76-23.07 - suspend project
23.07-23.09 – existing 11' SB/12’ NB lane width, proposed to match existing
23.09-23.20 – existing 12’ lane width, proposed to match existing
23.20-23.25 – existing 12’ lane width, proposed 11’ lane width
23.25-23.75 – existing 10’ lane width, proposed to match existing
23.75-24.26 – existing 12’ lane width, proposed to match existing
24.26-24.40 – existing >12’ lane width, proposed 12' lane width

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.):
Segment 1 (20.74-20.93):
There are a high number of driveways through this 2-lane section. There is excess shoulder width that allows for the addition of a Two Way Left Turn Lane with 11' through lanes.

Segment 2 (23.20-23.25):
The existing shoulder width is 1' through this section with guardrail adjacent to the roadway. Decreasing the lane width from 12' to 11' provides an extra foot of shoulder (2' total) in each direction, which will improve lateral clearance from edge of traveled way to face of guardrail.

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