

Design Exception Project Summary		
PID	113663	
County	FRA	
Project Name	FRA-270-32.92 at Easton Way	
Use TIMS to find project information and coordinates		
NLFID: SFRAIR00270**C	Begin Section - End Section 32.49 - 32.92	
Begin Section: Latitude: 40.054379, Longitude: -82.902855 Convert Logpoints to Coordinates here	End Section: Latitude: 40.048151, Longitude: -82.920345 Convert Logpoints to Coordinates here	
Google Map	Bing Map	Pathweb Link (State System)
Project Description: Improve safety and reduce congestion at the I-270 Southbound off ramp to Easton Way by signalizing and adding capacity to the southbound ramp, and adding capacity to westbound Easton Way thru and turn lanes at Stelzer Road. Includes modifications to drainage, lighting, signals, and traffic control.		
<i>Please be sure to complete all fields before submitting your design exception for review.</i>		
Engineer of Record Full Name: Mark Rahall Email: mrahall@emht.com		
Preparer Contact Information Full Name: Bryce Miller Email: bmiller@emht.com		
ODOT Project Manager Full Name: Mark Seger Email: mark.seger@dot.ohio.gov		

Emails of others to be notified.

sbeal@emht.com

(Separated by a semicolon ";")

Design Exception Request - Section Details

PID:

113663

Request Number:

01

(For multiple requests, select the next highest number sequence)

Section Description

General Description

Detailed Section information (Optional):

Route ID: 270

NLFID: SFRAIR00270**C

Section Begin

32.49

- Section End

32.92

[Use TIMS to find project information](#)

Begin Section:

Latitude

40.054379

, Longitude

-82.902855

[Convert Logpoints to Coordinates here](#)

End Section:

Latitude

40.048151

, Longitude

-82.902345

[Convert Logpoints to Coordinates here](#)

[Google Map](#)

[Bing Map](#)

[Pathweb Link \(State System Only\)](#)

Design Designation

ADT Current Year:

2025

Trucks 24hr BC:

6

ADT Current Value:

50,380

Td:

4

ADT Design Year:

2045

Speed Design:

65

ADT Design Value:

64,190

Speed Legal:

65

DHV Year:

2,045

FC Design:

5 - Major Collector Roads

DHV Value:

6,570

FC Area Type:

Urban

Directional Distribution:

100

NHS:

Yes

Letting Type:

ODOT-Let

Is this DD for 270 or the CD? If so, update the directional distribution # and confirm #'s with traffic, probably should be since that's where the exception is

Freeway?

Criteria				
Controlling Criteria	(Check all that Apply)	Standard	Existing (a.)	Proposed
Lane Width	<input type="checkbox"/>			
Shoulder Width	<input type="checkbox"/>	10	10	8
Horizontal Curve Radius	<input type="checkbox"/>		check	
Maximum Grade	<input type="checkbox"/>			
SSD (Horizontal & Crest Vertical)	<input type="checkbox"/>			
Pavement Cross Slope	<input type="checkbox"/>			
Superelevation	<input type="checkbox"/>			
Vertical Clearance	<input type="checkbox"/>			
Design Loading Structural Capacity	<input type="checkbox"/>			
(a.) "Existing" may be N/A (i.e. new alignment or new ramp)				

Proposed Mitigation (if any): <div style="border: 1px solid black; height: 80px; margin-top: 5px; padding: 5px;"> N/A <div style="position: absolute; top: 10px; right: 10px; background-color: yellow; border: 2px solid red; padding: 5px; color: red; font-weight: bold;"> don't mention cost of wall, just that a wall is needed </div> </div>
Support for Deviation (Benefit-cost, R/W, Environmental, Constructability, Coordination with Other Projects, Other): <div style="border: 1px solid black; height: 100px; margin-top: 5px; padding: 5px;"> <p>EMH&T conducted a Feasibility Study in 2022 (attached) which discussed multiple considerations for this segment of shoulder in question along the I-270 southbound collector-distributor road. In order to avoid right of way impacts, a retaining wall costing upwards of \$800K was evaluated in order to maintain a 10' shoulder. The installation of the wall would also raise questions of constructability as to whether it could be done without undermining the stability of the slopes in the area which range in height from 25' to 12' and it was later dismissed.</p> </div> <div style="position: absolute; top: 60px; right: 10px; border: 1px solid red; padding: 2px; color: red; font-size: small;"> suggest giving page reference in study (page 7) </div>
Does the requested Design Exception location fall within a Safety Integrated Project (SIP) Map Location? <div style="border: 1px solid black; margin-top: 5px; padding: 5px;"> <input checked="" type="checkbox"/> Yes, Red Location <input type="checkbox"/> Yes, Blue Location <input checked="" type="checkbox"/> No </div> <div style="position: absolute; top: 45px; right: 10px; border: 1px solid red; padding: 2px; color: red; font-size: small;"> check, not red </div> <div style="margin-top: 10px;"> ODOT Safety Map Room Find listings by route on the HSIP Priority Lists </div>
Does the crash analysis (GCAT and CAM Tool) show any patterns that would be adversely impacted by the proposed Design Exception? <div style="border: 1px solid black; height: 80px; margin-top: 5px; padding: 5px;"> <p>There was only 1 sideswipe/passing crash in the 3 year history in the area in question which does not indicate a pattern of concern. The crash in question was the result of other vehicles and not roadway geometry or fixed objects.</p> </div>
Attachments (50mb limit): <ol style="list-style-type: none"> 1. Attach GCAT / CAM Tool crashes for the 3 most recent years of data. Data limits include approximately 250' in advance and past the project location affected by the design exception. 2. Any other supporting documentation. <ol style="list-style-type: none"> a. Plan sheets, Recent Safety Study, Recent Highway Safety Manual (HSM) Analysis <div style="border: 1px solid black; display: inline-block; padding: 2px 5px; margin-top: 5px;"> Click here to attach a file </div>

Attachments – see email for links