

# Design Exception Request

MIA-C.R. 25A-3.54

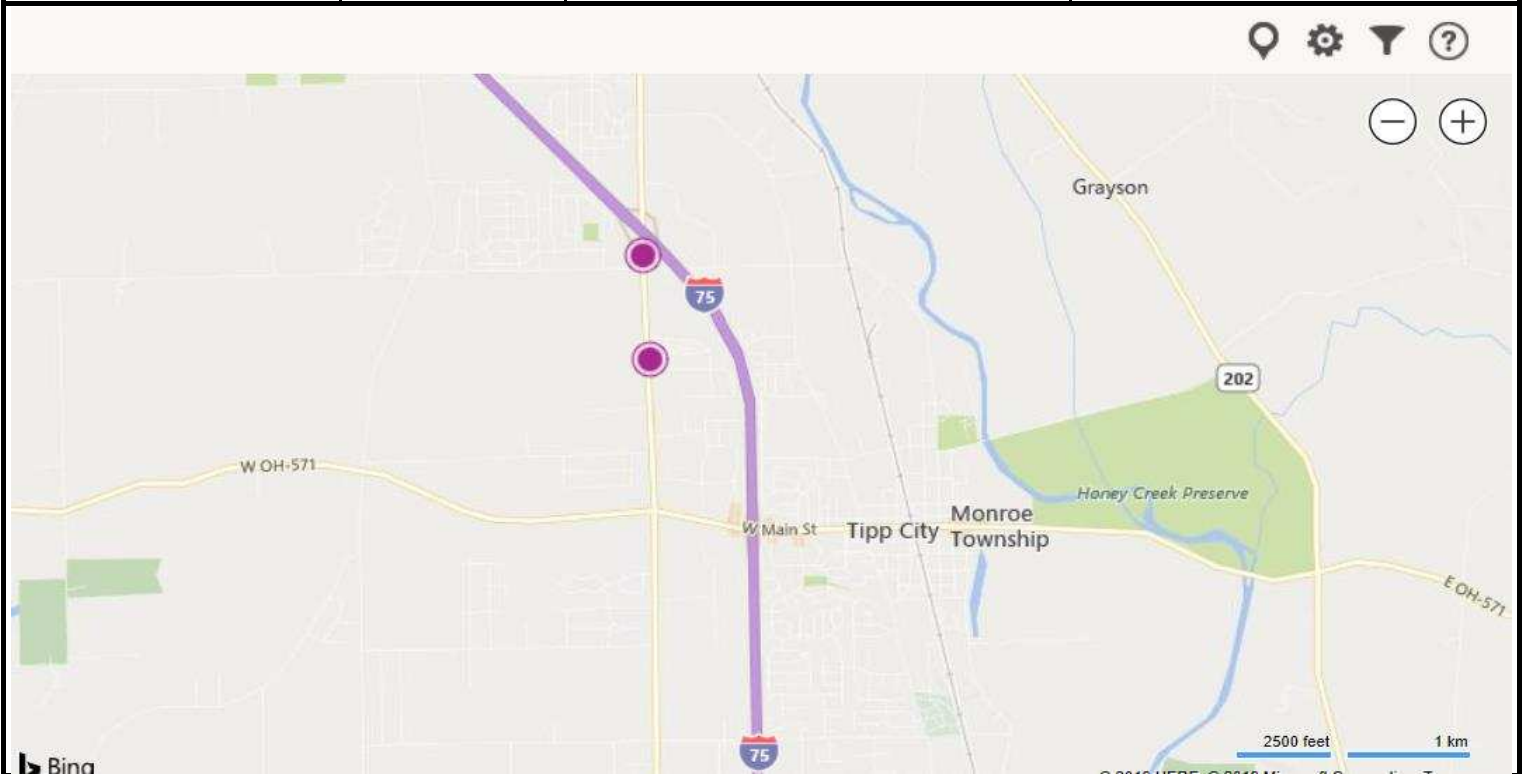
PID: 103159; Request 01

Letting Type: ODOT-Let

## Design Designation

### C.R. 25A; 3.54-4.1

Current ADT (2021)	7,440	Td	2%
Design Year ADT (2041)	7,980	Design Speed	45
Design Hourly Volume (2041)	810	Legal Speed	45
Directional Distribution	53%	Design Functional Class	4 - Minor Arterial Roads
Trucks (24hr B&C)	5%	Functional Class Area Type	Urban
		NHS Project	No



Submitted By:

*Brad Ackel*

Brad Ackel

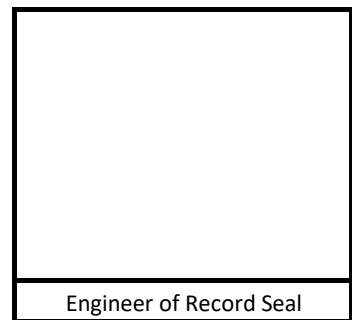
(Engineer of Record)

Approved by:

*David Holstein*

David Holstein

Approval Date: 4/8/2019



Engineer of Record Seal

# Design Exception Request

MIA-C.R. 25A-3.54

PID: 103159; Request 01

## Controlling Criteria Identification

Section: C.R. 25A; 3.54-4.1

Controlling Criteria	Standard	Existing (a.)	Proposed
Lane Width	Lane Width (less than 50 mph) = 11 ft. [Note B from Table 301-4 in L&D Vol. 1 states that on all Federally Aid Primary (FAP) roadways at least one 12 ft. lane in each direction is required.]	Lane Width = 11 ft.	Lane Width = 11 ft.
Shoulder Width			
Horizontal Curve Radius			
Maximum Grade			
SSD (Horizontal & Crest			
Pavement Cross Slope			
Superelevation Rate			
Vertical Clearance			
Design Loading Structural			
(a.) "Existing" may be N/A (i.e. New alignment or new ramp)			

### Project Description

This project involves the following improvements along CR 25A in the City of Tipp City and Monroe Township between Floral Acres Drive and the IR 75 interchange:

- Widen the roadway from four (4) lanes to five (5) lanes
- Replace the signal at the Meijer Drive entrance
- Replace the existing signal at Kessler-Cowlesville Road

### Section Description

Travel lanes widths from STA. 92+75 to STA. 98+80 will be 11 ft. to minimize impacts to the adjacent underserved population of the Springmeade Residence

**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 travel lane widths between STA. 92+75 and STA. 98+80 of C.R. 25A will remain the same as the existing condition, which does not meet the requirement for Federally Aid Primary (FAP) roadways of at least one 12-ft lane in each direction. Immediately east of C.R. 25A, through this section, is an underserved residence area (Springmeade Residence). Widening the roadway to provide the lane widths required by the standard could potentially adversely affect the residents of the Springmeade facility and increase the Right-of-Way costs associated with this project. Additionally, the accident rate through this section of C.R. 25A is not significant and are not the result of 11 ft. lane widths. Over a 3-year period (2016-2018) there were 3 crashes (see attached CAM Tool). Crashes would not be expected to increase with the proposed improvements. AASHTO's Green Book addresses the lane widths in Section 7.2.11 stating that "On reconstructed arterials, it may be acceptable to retain [11-ft] lanes if the alignment is satisfactory and there is no crash pattern suggesting the need for widening." Additionally, none of the 3 crashes from 2016-2018 involved trucks. It is not anticipated that the proposed design would result in an increase in the amount of truck crashes along this portion of C.R. 25A. General truck traffic and truck off-tracking along this existing tangent section would not be expected to be affected due to the proposed lane widths matching the existing through this section, which does not currently reflect issues of concern with regards to truck traffic.

# Signature Certificate

 Document Reference: 86EYYTI23LHAECEBW63F68T

**RightSignature**  
Easy Online Document Signing

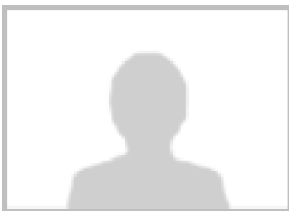


David Holstein  
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Electronic Signature:

Multi-Factor  
Digital Fingerprint Checksum

16a68c8038ad6c2d4a64219a86e94e610bfea037



Brad Ackel  
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Multi-Factor  
Digital Fingerprint Checksum

5479eaa7a8656d66cff20b21256256c42494acba



## Timestamp

2019-04-11 13:23:43 -0700  
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2019-04-11 13:22:37 -0700  
2019-04-10 05:46:24 -0700  
2019-04-10 05:46:10 -0700  
2019-04-10 05:36:47 -0700  
2019-04-09 03:23:45 -0700

## Audit

All parties have signed document. Signed copies sent to: Derek Troyer, Scott Boyer, Christi Collins, David Holstein, and Brad Ackel.  
Document signed by David Holstein (dave.holstein@dot.ohio.gov) with drawn signature. - 156.63.133.86  
Document viewed by David Holstein (dave.holstein@dot.ohio.gov). - 156.63.133.86  
Document signed by Brad Ackel (backel@cmtran.com) with drawn signature. - 216.196.131.190  
Brad Ackel attached a file (Filename: BAA\_Stamp.pdf) - 216.196.131.190  
Document viewed by Brad Ackel (backel@cmtran.com). - 216.196.131.190  
Document created by Christi Collins (christi.collins@dot.ohio.gov). - 156.63.133.86



This signature page provides a record of the online activity executing this contract.