

Design Exception Request

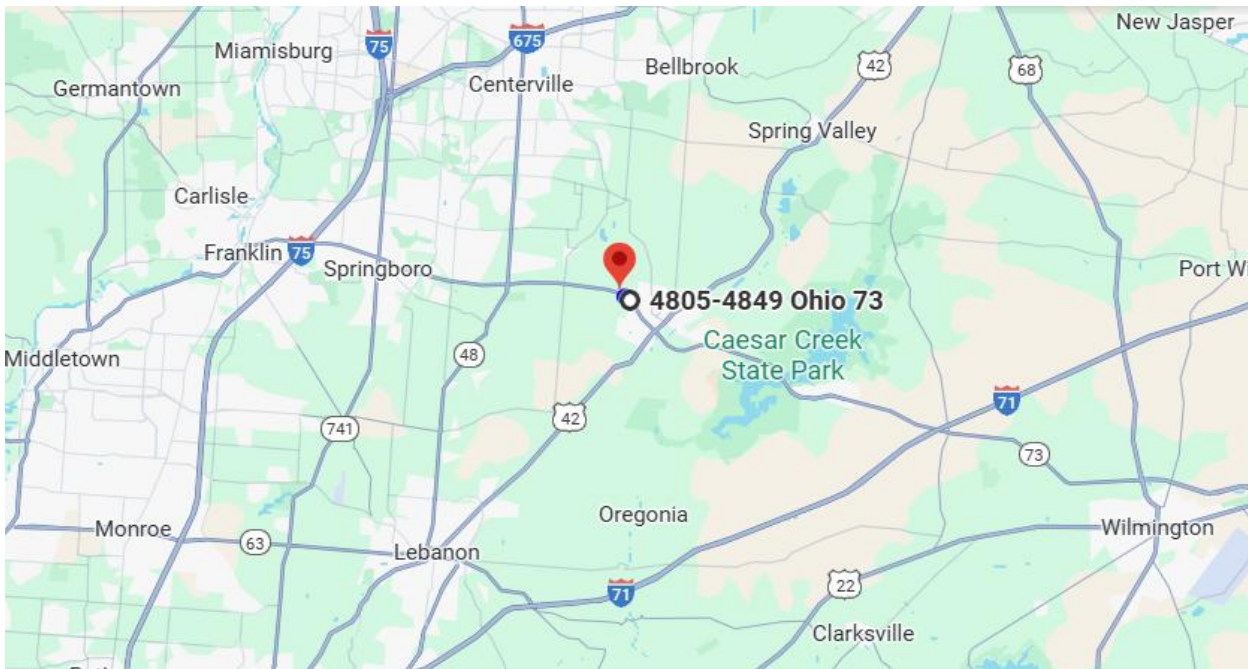
WAR-SR 73-7.20

PID: 100650; Request 01

Letting Type: ODOT-Let

Design Designation

Current ADT (2026)	11,000	Td	0
Design Year ADT (2038)	12,000	Design Speed	60
Design Hourly Volume (2038)	1,400	Legal Speed	55
Directional Distribution	53	Design Functional Class	4 - Minor Arterial Roads
Trucks (24hr B&C)	4	Functional Class Area Type	Urban
		NHS Project	No



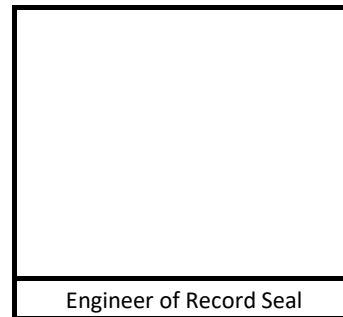
Submitted By:

John Otis
(Engineer of Record)

Approved by:

Adam Koenig

Approval Date: 8/22/2025



Design Exception Request

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Controlling Criteria Identification

Controlling Criteria	Standard	Existing (a.)	Proposed
Lane Width			
Shoulder Width	12' graded shoulder (8' paved and 4' grass)	6' graded shoulder (2' paved and 4' grass)	6' graded shoulder (2' paved and 4' grass)
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

Project includes resurfacing over 13 miles of State Route 73 in Warren County and adding a new left turn lane at the intersection of State Route 73 and Old State Route 73 through pavement widening.

Section Description

Project involves adding a left turn lane for Eastbound State Route 73 traffic at the intersection of State Route 73 and Old State Route 73.

Proposed Mitigation (if any):

The existing Eastbound SR 73 graded shoulder (grass portion) has had large ruts created at the intersection due to vehicles driving off the edge of the paved shoulder to bypass EB traffic waiting to turn left onto Old SR 73. The creation of the left turn lane will eliminate this unsafe movement and allow the grass shoulder to maintain it's proper shape and cross slope.

Support for Deviation (Benefit-cost, R/W, Environmental, Constructability, Coordination with Other Projects, Relationship between any crash patterns and proposed design exception, etc.):

To meet the standard graded shoulder width of 12' the project would need to widen the graded shoulder another 6'. Doing so would require R/W acquisition to the South of the project as well as extending a 33" corrugated metal pipe. Also, the crash data did not show any crash trend associated with the substandard graded should width.

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, the analysis does not show any pattern adversely impacted by the proposed design exception.