

# Design Exception Request

FAI-33-2.64

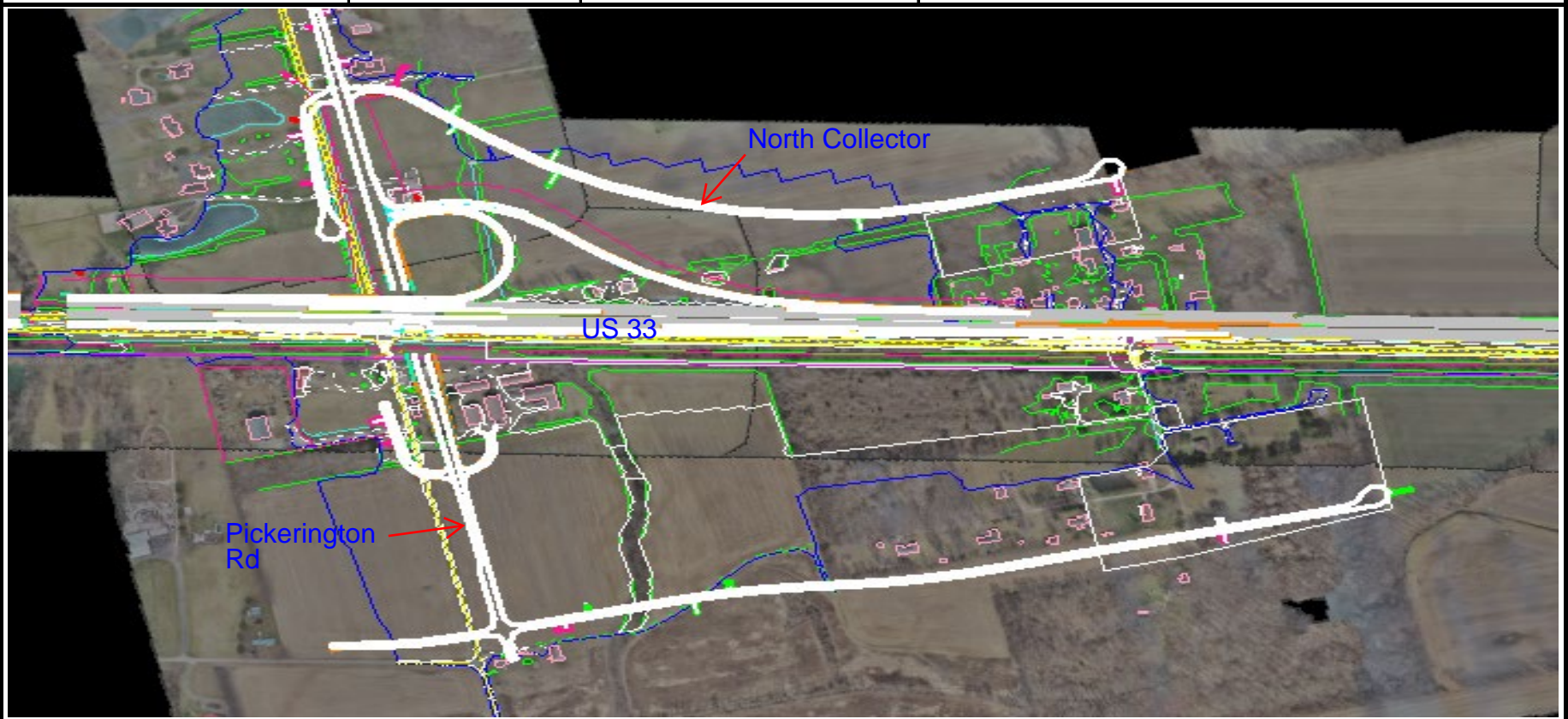
PID: 77555; Request 01 (North Collector)

Letting Type: ODOT-Let

## Design Designation

### North Connector; 0-0.59

Current ADT (2026)	150	Td	0
Design Year ADT (2046)	210	Design Speed	55
Design Hourly Volume (2046)	25	Legal Speed	55
Directional Distribution	0.60	Design Functional Class	7 - Local Roads
Trucks (24hr B&C)	0.03	Functional Class Area Type	Rural
		NHS Project	No



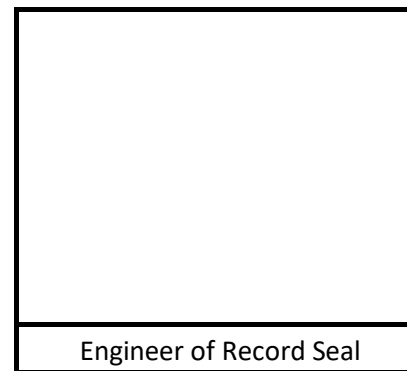
Submitted By:

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Tony W. Grieshop  
(Engineer of Record)

Approved by:

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Adam Koenig

Approval Date: 7/22/2024



Engineer of Record Seal

# Design Exception Request

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PID: 77555; Request 01 (North Collector)

## Controlling Criteria Identification

Section: North Connector; 0-0.59

Controlling Criteria	Standard	Existing (a.)	Proposed
Lane Width			
Shoulder Width			
Horizontal Curve Radius	R=955' (Dc=6°00'00")	N/A New Roadway (North Connector)	P.I. Sta. 801+84.92 (Curve 8) R=229.18' (Dc=25°00'00")
Maximum Grade			
SSD (Horizontal & Crest Vertical)			
Pavement Cross Slope			
Superelevation Rate	P.I. Sta. 801+84.92 (Curve 8) = 0.080 P.I. Sta. 815+98.12 (Curve 9) = 0.054	N/A New Roadway (North Connector)	P.I. Sta. 801+84.92 (Curve 8) = 0.04 (Fairfield Co Std - Emax = 0.04) P.I. Sta. 815+98.12 (Curve 9) = 0.04 (Fairfield Co Std - Emax = 0.04)
Vertical Clearance			
Design Loading Structural Capacity			

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

### Project Description

Replace the existing intersection of US 33 and Pickerington Road with an interchange and remove the Allen Road intersections.

### Section Description

The North Connector is a new 3100 ft. road that will be maintained by Fairfield County to connect Pickerington Road to the properties on Thorn Lane on the north side of US 33. The new road will provide access to these properties once the access is removed along US 33.

**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 deficient horizontal curve is at a stop condition at Pickerington Road. Additional R/W would be required to provide a standard curve. The 0.04 superelevation is Fairfield County's maximum standard rate allowed. The road is designed per Fairfield County standards.

**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