

# Design Exception Request

FRA-71/270-28.27/25.99A

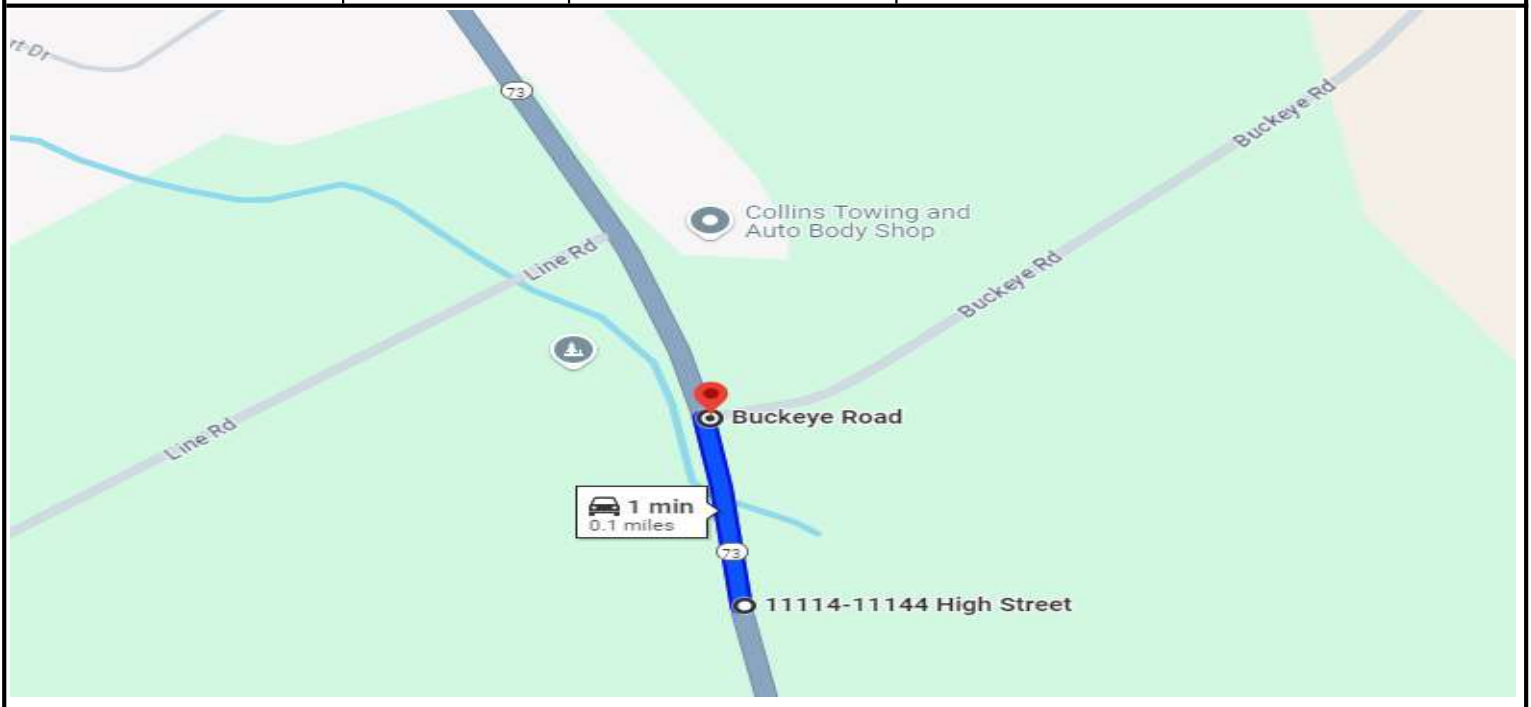
PID: 105435; Request 02

Letting Type: ODOT-Let

## Design Designation

IR-71; -

Current ADT (2023)	162,190	Td	0
Design Year ADT (2043)	193,790	Design Speed	70
Design Hourly Volume (2043)	15,800	Legal Speed	65
Directional Distribution	52%	Design Functional Class	1 - Interstates
Trucks (24hr B&C)	20%	Functional Class Area Type	Urban
		NHS Project	Yes



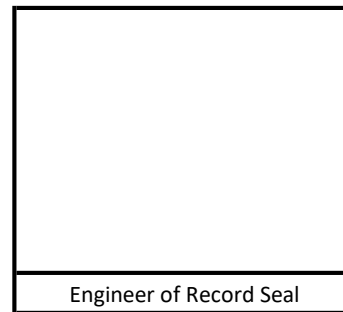
Submitted By:

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Gail H. Massie  
(Engineer of Record)

Approved by:

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Adam Koenig

Approval Date: 8/26/2024



Engineer of Record Seal

# Design Exception Request

FRA-71/270-28.27/25.99A

PID: 105435; Request 02

## Controlling Criteria Identification

Section: IR-71; -

Controlling Criteria	Standard	Existing (a.)	Proposed
Lane Width			
Shoulder Width	10'	10'	4' min.
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

Widening of the IR-270 EB Exit ramp to include a second dedicated lane to NB IR-71. Reconstruction of bridges Ramp K over IR-71 and Ramp O over IR-71 and Ramp K over Ramp O. Work includes widening IR-71 from I-270 NB to the Polaris Parkway Exit Lanes.

### Section Description

The proposed condition on I-71 adds an additional lane NB from I-270 to Polaris Parkway. As part of this widening, the outside shoulder is designed to be less than 10' with a minimum of 4' for a short distance to avoid impacts to an existing noisewall at Sta 174+95 to Sta 177+60..

**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 addition of an auxiliary lane between I-270 and Polaris Parkway on I-71 will relieve some of the heavy congestion that this area experiences. The IOS that has been completed for this change has been attached to this DE for more details on the additional capacity. The section of 4' shoulder is 85' long. The benefit of widening the shoulder to 10' in this location would be very low compared to the cost of relocating a noisewall.

**Does the requested Design Exception location fall within a Safety Integrated Project (SIP) Map Location?**

Yes, Red Location

**Does the crash analysis (GCAT and CAM Tool) show any patterns that would be adversely impacted by the proposed Design Exception?**

No