

# Design Exception Request

FRA-71-17.22 Ramp

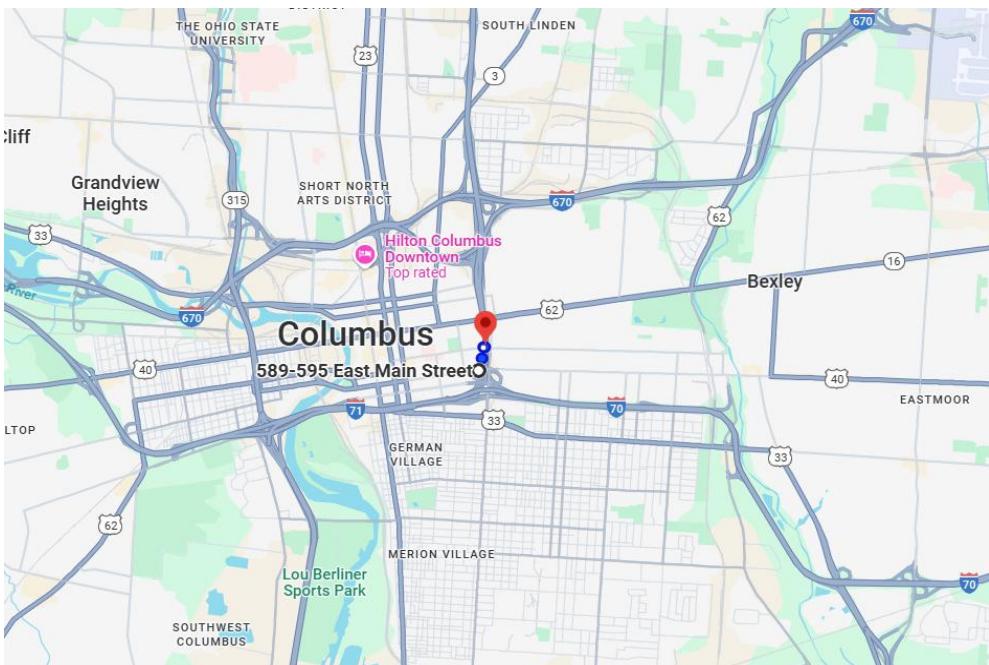
PID: 123987; Request 01

Letting Type: ODOT-Let

## Design Designation

### FRA-71-17.22 RAMP; 0-0.418

Current ADT (2025)	14,000	Td	2%
Design Year ADT (2046)	17,500	Design Speed	50
Design Hourly Volume (2046)	2,500	Legal Speed	45
Directional Distribution	N/A	Design Functional Class	1 - Interstates
Trucks (24hr B&C)	2%	Functional Class Area Type	Urban
		NHS Project	No



Submitted By:

Dale Arnold, PE  
(Engineer of Record)

Approved by:

Engineer of Record Seal

Adam Koenig

Approval Date: 10/24/2025

# Design Exception Request

FRA-71-17.22 Ramp

PID: 123987; Request 01

Controlling Criteria Identification			
Section: FRA-71-17.22 RAMP; 0-0.418			
Controlling Criteria	Standard	Existing (a.)	Proposed
Lane Width			
Shoulder Width	10'	2.71'	4.0'
Horizontal Curve Radius			
Maximum Grade			
SSD (Horizontal & Crest Vertical)			
Pavement Cross Slope			
Superelevation Rate	4.50%	3.58%	4.00%
Vertical Clearance			
Design Loading Structural Capacity			
(a.) "Existing" may be N/A (i.e. New alignment or new ramp)			

## Project Description

The project consists of the modification of the I-71 southbound exit ramp to Main Street from a one-lane exit to a two-lane exit, with widening out to two right turn lanes and one left/through lane and lengthening of the third far-right eastbound lane on Main Street, along with new curb. The project also includes new signage, pavement markings, and signal modification.

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**Proposed Mitigation (if any):**

See Project Description

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

Shoulder Width: The horizontal alignment was shifted west to push the proposed nose of the gore north and away from the E. Main St. bridge. This allows room for the vertical alignment sag to shift north and avoid under-cutting the existing rear bridge abutment and wing wall foundations. The proposed shoulder width of 4' is an improvement over the existing width of 2.71'.

Superelevation: Due to the need to limit the reconstruction of the mainline pavement to prevent long MOT traffic delays, a superelevation rate of 4.00% was used to mill and overlay mainline I-71 SB outside lane. This lane will become an option lane to the exit ramp or I-71 SB. Reducing the superelevation rate also reduces the cut over the Town St. retaining wall's existing foundation. The proposed superelevation is an improvement over the existing superelevation rate.

**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