Federal Highway Administration - Ohio Division

National Network Safety Analysis

For Reduction of the Lane Width on the National Network (lane width less than 12 ft)

A National Network Safety Analysis is required if the project proposes to reduce the lane width of the National Network (Federal Aid Primary Route) to less than 12 feet. This analysis is not required if at least one lane in each direction on the National Network is maintained at 12 feet as per 23 CFR 658.9. The Analysis should be completed for the National Network Corridor in question and not just for the portion of the National Network within the proposed project limits. The Corridor segment to be analyzed will be determined jointly by the ODOT Office of Roadway Engineering and the Federal Highway Administration giving consideration to how the corridor links to other National Network facilities. The following information must be provided in the National Network Safety Analysis, submitted to the ODOT Office of Roadway Engineering for review, and FHWA will make the final determination:

- A description of the project including the project location, project limits, scope of work, and typical sections (both existing and proposed).

- A description and location of all major factories, ports, trucking facilities, intermodal facilities, or other facility with a high volume of large vehicles used for interstate commerce within ½ mile of the National Network Corridor.

- A tabular summary of the type of accidents in 0.5 mile [0.8 km.] increments must be provided for the National Network Corridor. For Design Year ADT's greater than 2000, intersection and non-intersection accidents should be provided separately.

- Current ADT, % Trucks, Speed Limit, Roadway LOS within the project limits

- Counter measures to mitigate crashes and/or reduced lane width within the project limits

- If a Bicycle Lane is proposed along the National Network, include the relation to an existing bicycle plan, an explanation as to how the proposed bicycle facility will connect to existing facilities in the area, and use the multi-modal LOS methodology in the HCM 2010 Chapters 16 and/or 17 to provide the Bicycle LOS within the project limits.

- A summary statement that supports how the lane width reduction of the National Network (Federal-Aid Primary Route) is consistent with highway safety must be provided.

It is the responsibility of the ODOT Office of Roadway Engineering to coordinate and document any reduced width determinations of the National Network with the ODOT Office of Technical Services for future use.