

# Design Exception Request

CUY-176-10.65

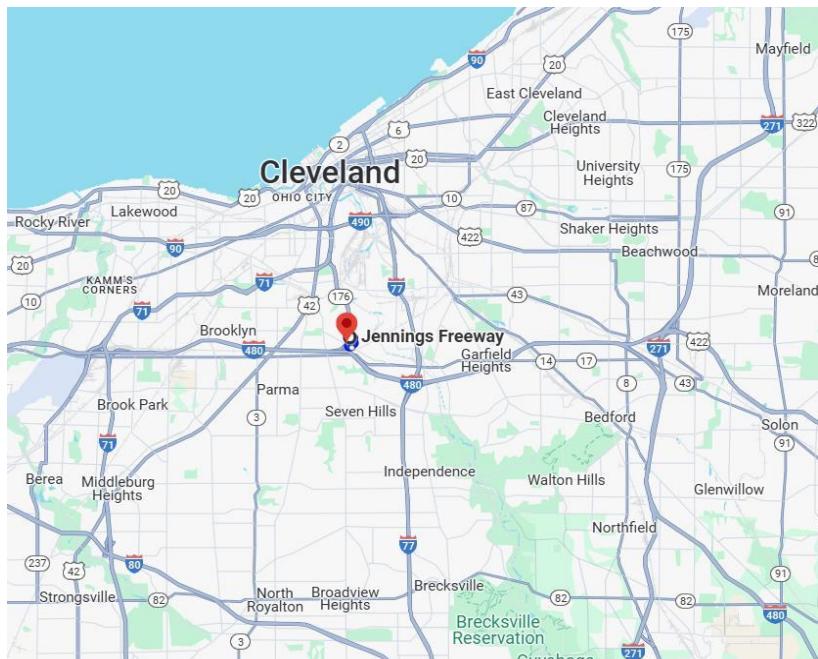
PID: 120469; Request 02

Letting Type: ODOT-Let

## Design Designation

00176; 13.503-13.931

Current ADT (2023)	89,210	Td	0.02
Design Year ADT (2043)	94,490	Design Speed	60
Design Hourly Volume (2043)	8,300	Legal Speed	50
Directional Distribution	53	Design Functional Class	2 - Other Freeways or Expressways
Trucks (24hr B&C)	0.02	Functional Class Area Type	Urban
		NHS Project	Yes

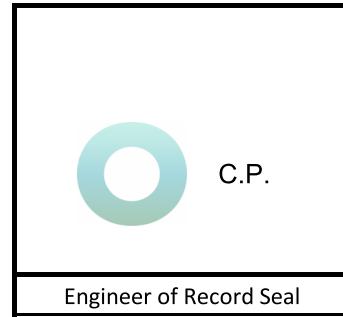


Submitted By:

E-SIGNED by Chris Preto  
on 2025-03-03 15:50:13 EST

Chris Preto

(Engineer of Record)



Approved by:

E-SIGNED by Adam Koenig  
on 2025-03-04 06:25:08 EST

Adam Koenig

Approval Date: 2/28/2025

# Design Exception Request

CUY-176-10.65

PID: 120469; Request 02

## Controlling Criteria Identification

Section: 00176; 13.503-13.931

Controlling Criteria	Standard	Existing (a.)	Proposed
Lane Width	12'	12'	11'
Shoulder Width	10' (LT), 10' (RT) for mainline 3' (LT), 6' (RT) for ramp 8' (RT) for acceleration and deceleration lanes	See spreadsheet	See spreadsheet
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

Restriping of SR-176 to carry three (3) through lanes from the Denison Ave overpass to the IR-71/IR-90/IR-490 Interchange in the north and southbound directions, reconfiguration of SB SR-176 to carry two (2) lanes to IR-480 EB and removal of the SR 17 entrance ramp to IR-480 EB.

## Section Description

Restriping of SR-176 to carry three (3) through lanes from the Denison Ave overpass to the IR-71/IR-90/IR-490 Interchange in the north and southbound directions, reconfiguration of SB SR-176 to carry two (2) lanes to IR-480 EB and removal of the WB SR 17 entrance ramp to IR-480 EB.

**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.):**

Coordination with Other Projects - This project provides an additional through lane from the Denison Ave overpass to the I-71/I-90/I-490 Interchange. The project utilizes existing pavement and reconfigures it to allow for an additional lane of traffic. This will function as the alternate route for the I-77 Major Rehab project (PID 105743)

**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