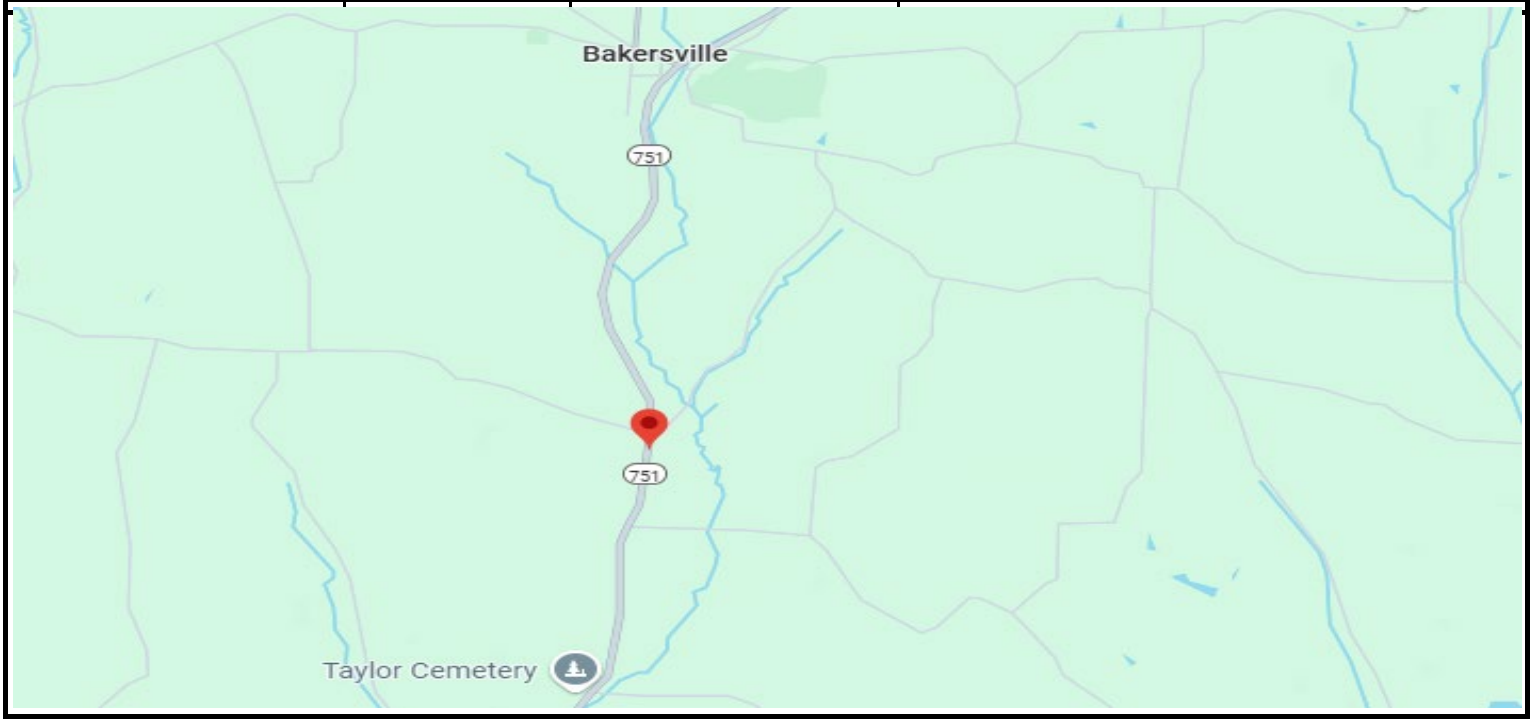
# Design Exception Request

**D05-CUL-FY2026(A)**

**PID: 112154; Request 01**

**Letting Type: ODOT-Let**

| Design Designation | | | |
|---|---|---|---|
| **SR 751; 8.22-8.22** | | | |
| Current ADT (2026) | 800 | Td | 0 |
| Design Year ADT (2046) | 800 | Design Speed | 60 |
| Design Hourly Volume (2046) | 90 | Legal Speed | 55 |
| Directional Distribution | 67 | Design Functional Class | 6 - Minor Collector Roads |
| Trucks (24hr B&C) | 19 | Functional Class Area Type | Rural |
| | | NHS Project | No |




Submitted By:

E-SIGNED by Brian Harlow
on 2025-02-13 13:59:25 GMT

Brian Richard Harlow
(Engineer of Record)

B.H.

Engineer of Record Seal

Approved by:

E-SIGNED by Adam Koenig
on 2025-02-13 16:09:26 GMT

Adam Koenig Approval Date: 2/11/2025

# Design Exception Request

## D05-CUL-FY2026(A)

## PID: 112154; Request 01

| Controlling Criteria Identification | | | |
|---|---|---|---|
| **Section: SR 751; 8.22-8.22** | | | |
| **Controlling Criteria** | **Standard** | **Existing (a.)** | **Proposed** |
| **Lane Width** | 11 ft | 10 ft | 10 ft |
| **Shoulder Width** | | | |
| **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**

The intent of the proposed project is to replace deficient drainage structures. The roadway criteria is maintained (at a minimum) or slightly improved to achieve the scope of the project and to have minimal impacts to adjacent properties.

**Section Description**

COS-751-8.22: Replacement of an existing single span slab bridge with an 8' X 8' reinforced concrete box culvert. Guardrail replaced with related work.

As per the AASHTO Manual for Low-Volume Roads Table 4-1, a minimum 25' roadway width must be provided. Our proposed design will provide 30'.

**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 replacement of the culvert requires only 65 linear feet of full-depth pavement replacement. Replacing the lane at the required width would have no beneficial impact (low benefit-cost) on the remaining roadway section.

**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