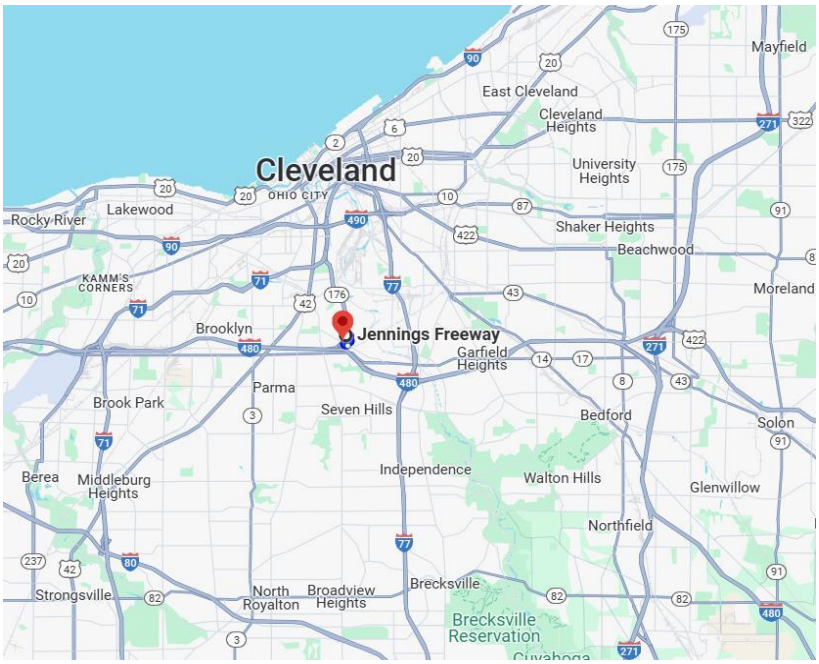
Design Exception Request

CUY-176-10.65

PID: 120469; Request 01

Letting Type: ODOT-Let

Design Designation			
00176; 10.653-10.884			
Current ADT (2023)	93,420	Td	0.03
Design Year ADT (2043)	98,940	Design Speed	60
Design Hourly Volume (2043)	8,920	Legal Speed	60
Directional Distribution	52	Design Functional Class	2 - Other Freeways or Expressways
Trucks (24hr B&C)	0.03	Functional Class Area Type	Urban
		NHS Project	Yes



Submitted By:

E-SIGNED by Chris Preto
on 2025-03-03 15:47:52 EST

Chris Preto
(Engineer of Record)

C.P.

Engineer of Record Seal

Approved by:

E-SIGNED by Adam Koenig
on 2025-03-04 06:25:26 EST

Adam Koenig Approval Date: 2/21/2025

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Controlling Criteria Identification			
Section: 00176; 10.653-10.884			
Controlling Criteria	**Standard**	**Existing (a.)**	**Proposed**
Lane Width			
Shoulder Width	3' (LT), 6' (RT) for ramp	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 SR-176 to IR-480 EB and IR-77. This project removes the existing temporary barrier separating each lane of traffic. The project utilizes existing pavement and reconfigures it to allow for 2 lanes of traffic with no temporary barrier.

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