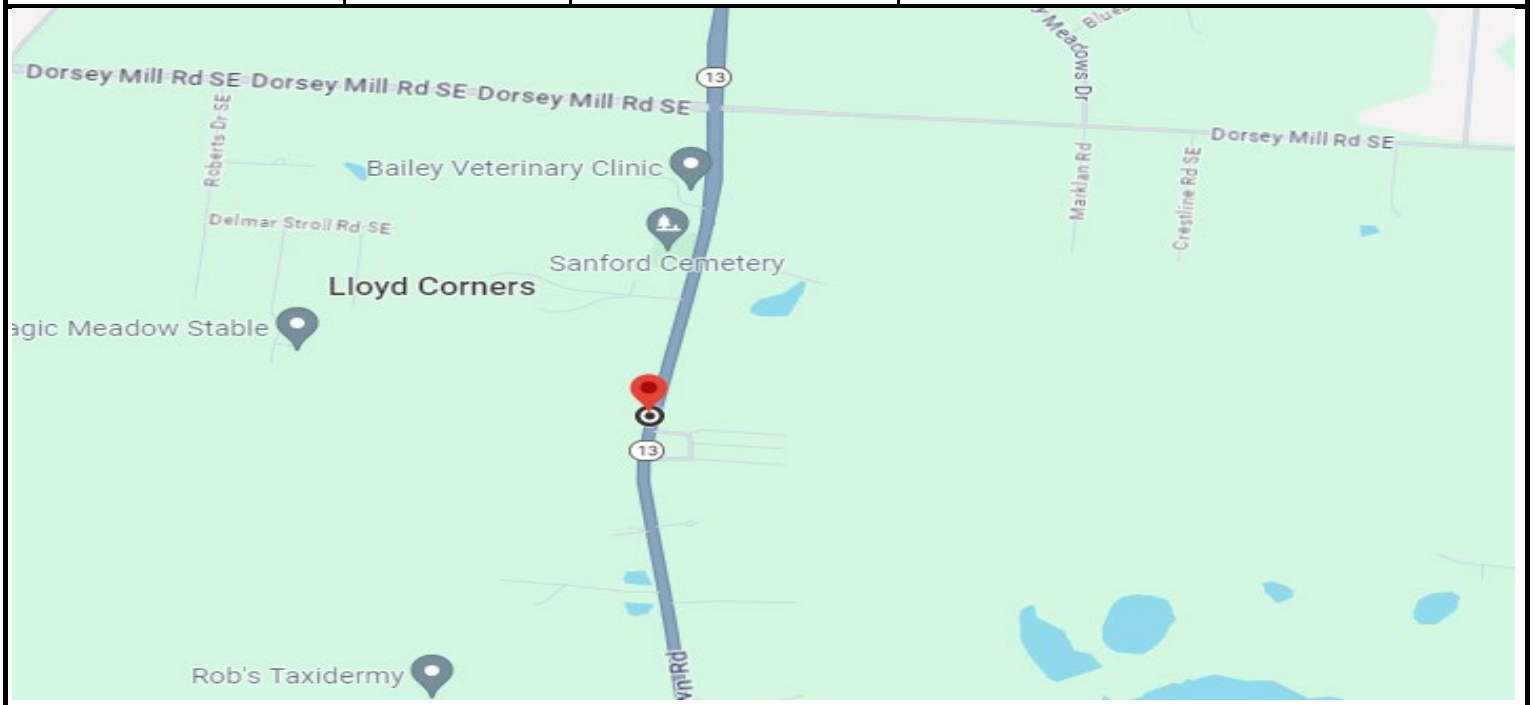
Design Exception Request

D05-CUL-FY2025(A)

PID: 109614; Request 02

Letting Type: ODOT-Let

Design Designation			
SR 13; 6.01-6.01			
Current ADT (2025)	9,500	Td	7
Design Year ADT (2045)	11,000	Design Speed	55
Design Hourly Volume (2045)	1,400	Legal Speed	55
Directional Distribution	56	Design Functional Class	4 - Minor Arterial Roads
Trucks (24hr B&C)	10	Functional Class Area Type	Rural
		NHS Project	No



Submitted By:

E-SIGNED by Heather Gilbert
on 2024-02-01 14:03:37 GMT

Heather Ann Gilbert
(Engineer of Record)

H.G.

Engineer of Record Seal

Approved by:

E-SIGNED by Adam Koenig
on 2024-02-01 14:15:32 GMT

Adam Koenig Approval Date: 1/31/2024

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Controlling Criteria Identification			
Section: SR 13; 6.01-6.01			
Controlling Criteria	**Standard**	**Existing (a.)**	**Proposed**
Lane Width			
Shoulder Width	8' paved shoulder 13' graded shoulder 10' graded shoulder with long post GR	3' paved shoulder 4' min/6' max graded shoulder	3' paved shoulder 9' graded shoulder 6' graded shoulder with long post GR
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 and/or slightly improved to achieve the scope of the project and to have minimal impacts to adjacent properties.

Section Description

Lic-13-6.01: Replacement of existing corrugated metal sectional plate pipe with a reinforced concrete or corrugated metal sectional plate pipe and related roadway work.

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.):
S.R. 13 is a narrow, winding two lane rural roadway in the area of slm 6.01. Providing a minimum 6' graded shoulder with a 6' guardrail offset requires right-of-way acquisition at the inlet and outlet of the culvert for proper grading to the ends of the half-height headwalls using a maximum 2:1 sideslope. Proposing the standard shoulder widths would require an average 5 ft strip right-of-way acquisition from both sides of the roadway along the limits of the guardrail. In addition, the widening of the shoulder would necessitate the relocation of overhead combination power/telecommunication poles along the west side of the roadway. There were 5 accidents, 4 rear ends and 1 left turn, all driveway related in this area for the recent past 3 years.

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