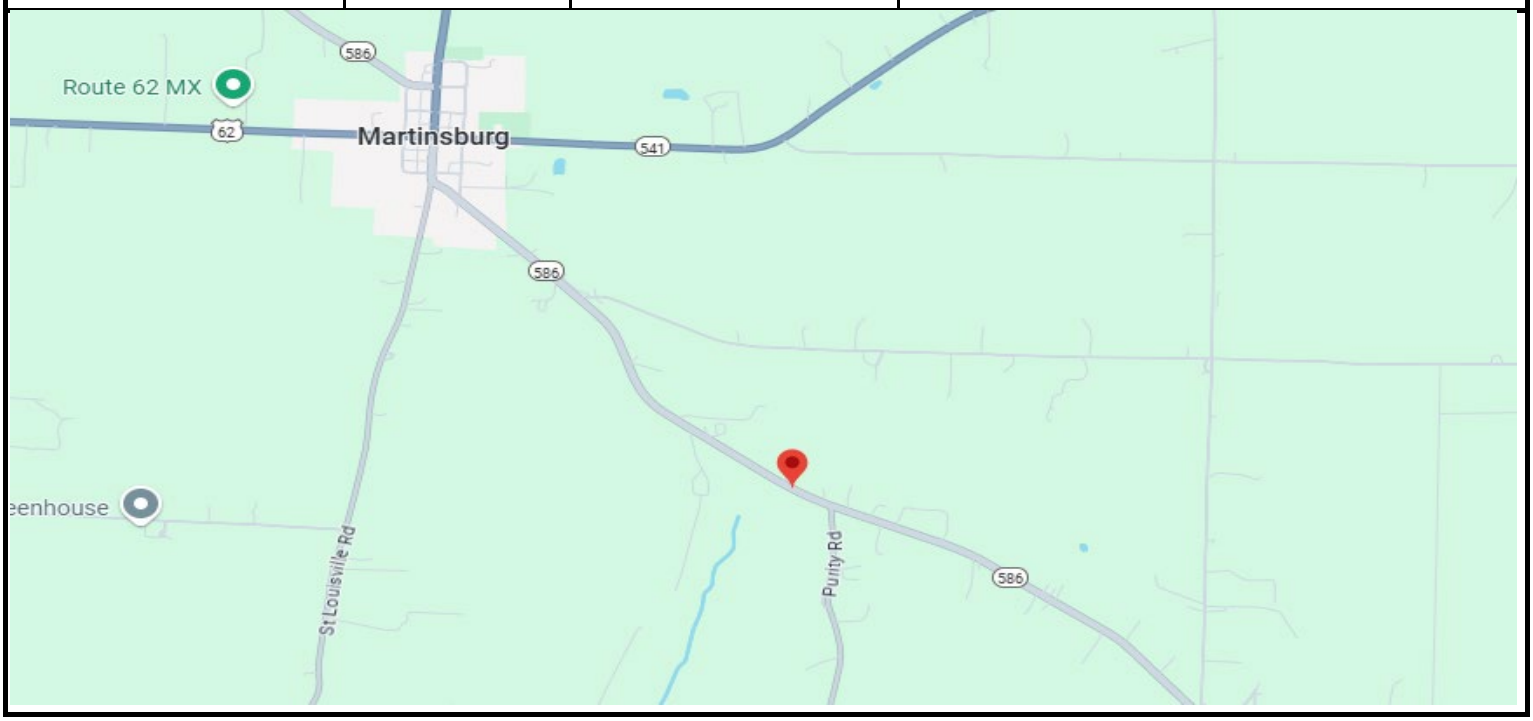
Design Exception Request

D05-CUL-FY2026(A)

PID: 112154; Request 02

Letting Type: ODOT-Let

Design Designation			
SR 586; 2.05-2.05			
Current ADT (2026)	2,400	Td	0
Design Year ADT (2046)	3,200	Design Speed	55
Design Hourly Volume (2046)	400	Legal Speed	55
Directional Distribution	51	Design Functional Class	5 - Major Collector Roads
Trucks (24hr B&C)	15	Functional Class Area Type	Rural
		NHS Project	No



Submitted By:

E-SIGNED by Brian Harlow
on 2025-02-13 14:01:08 GMT

Brian Richard Harlow
(Engineer of Record)

B.H.

Engineer of Record Seal

Approved by:

E-SIGNED by Adam Koenig
on 2025-02-13 16:09:46 GMT

Adam Koenig Approval Date: 2/11/2025

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Controlling Criteria Identification			
Section: SR 586; 2.05-2.05			
Controlling Criteria	**Standard**	**Existing (a.)**	**Proposed**
Lane Width	11 ft	10.5 ft	10.5 ft
Shoulder Width	8 ft	5 ft +/-	7.5 ft +/-
Horizontal Curve Radius			
Maximum Grade			
SSD (Horizontal & Crest Vertical)			
Pavement Cross Slope			
Superelevation Rate	.035 (L&D Fig. 202-7)	varies LT: -1.98% to -1.92% (from crown) RT: -5.26% to -4.62% (from crown)	Pavement will be reconstructed at same grade and slopes: LT: Varies from -1.98% to -1.92% (from crown) RT: Varies from -5.26% to -4.62% (from crown)
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

KNO-586-2.05: Replacement of existing 96" X 60" slab top concrete conduit with an 8' X 5' reinforced concrete box culvert. Replacement of guardrail and related 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.):
The replacement of the existing structure requires only 45 linear ft of full-depth pavement replacement. Regrading the shoulder at the required width would have no beneficial impact (low benefit-cost) on the remaining roadway section and would require large property takes.

The roadway is striped with 10.5' lanes but there is 2.5'+/- of paved shoulder on each side of the roadway. Since the project only requires 45 linear feet of pavement replacement, the proposed lane width in this area will be 10.5 ft.

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