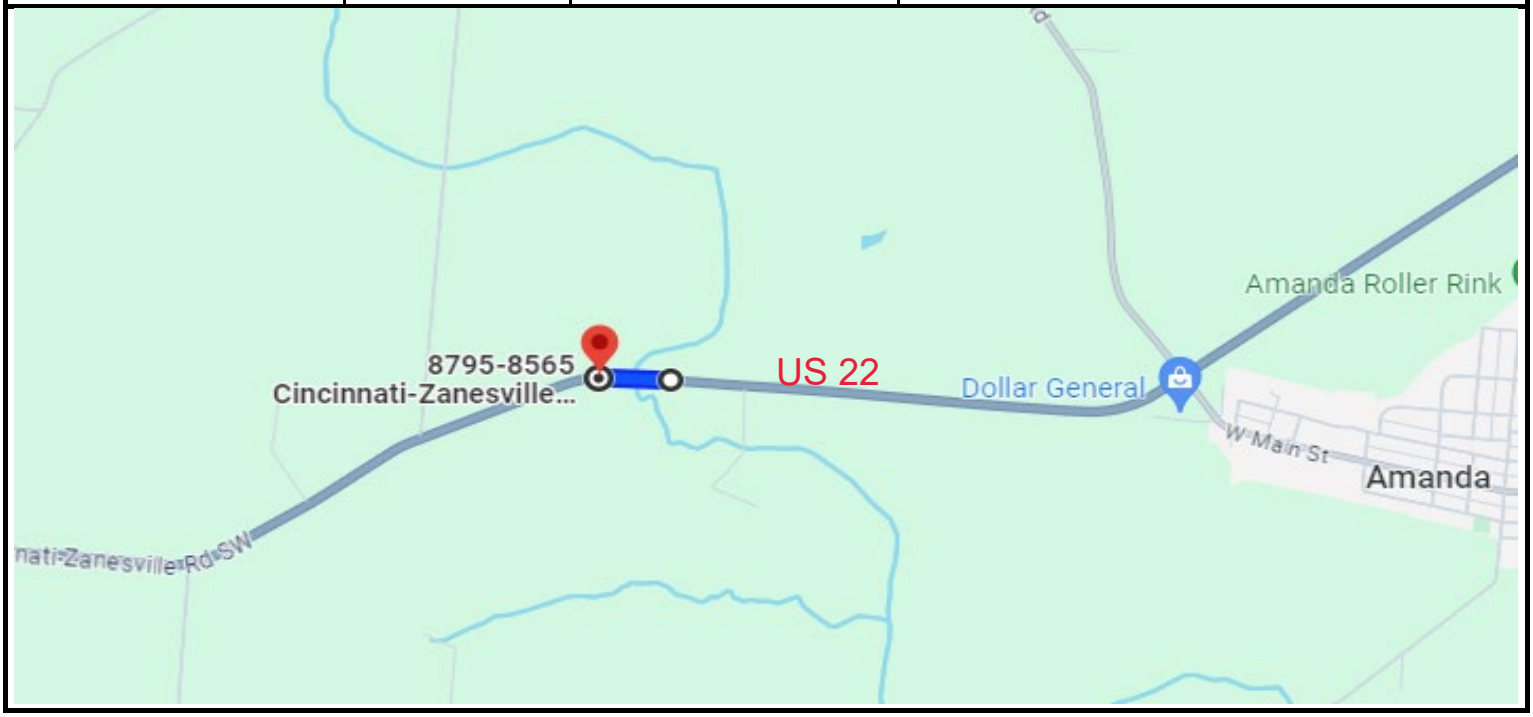
Design Exception Request

FAI-22-3.68

PID: 115691; Request 01

Letting Type: ODOT-Let

Design Designation			
00022; 3.68-3.82			
Current ADT (2026)	4,800	Td	5%
Design Year ADT (2046)	7,300	Design Speed	55
Design Hourly Volume (2046)	850	Legal Speed	55
Directional Distribution	51%	Design Functional Class	4 - Minor Arterial Roads
Trucks (24hr B&C)	9%	Functional Class Area Type	Rural
		NHS Project	No



Submitted By:

E-SIGNED by Thomas Foster
on 2024-05-20 12:35:10 EDT

Thomas D. Foster, P.E. 90175
(Engineer of Record)

T.F.

Engineer of Record Seal

Approved by:

E-SIGNED by Jennifer Alford
on 2024-05-21 14:56:09 EDT

Jennifer Alford Approval Date: 5/17/2024

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Controlling Criteria Identification			
Section: 00022; 3.68-3.82			
Controlling Criteria	**Standard**	**Existing (a.)**	**Proposed**
Lane Width			
Shoulder Width	10' with long post as per L&D Vol. 1, Fig. 301-3.	3'	7' with long post
Horizontal Curve Radius			
Maximum Grade			
SSD (Horizontal & Crest Vertical)	495' Vertical Curve	310' Vertical Curve	389' Vertical Curve
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

REPLACEMENT OF EXISTING TWO-SPAN CONCRETE BOX BEAM BRIDGE WITH A NEW THREE-SPAN REINFORCED CONCRETE SLAB BRIDGE AND SUBSTRUCTURES, CONCRETE SUBSTRUCTURES, APPROACH SLABS, AND BRIDGE RAILING. ROADWAY WORK INCLUDING FULL-DEPTH PAVEMENT RECONSTRUCTION, NEW GUARDRAIL, AND RELATED GRADING WORK. WORK IN THE CLEAR CREEK STREAM TO INCLUDETHE PLACEMENT OF ROCK CHANNEL PROTECTION ALONG THE BANKS.

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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 intent of this project is to replace the existing deficient bridge structure. The approach work is only to tie in the new profile across the bridge structure and not lower the bottom cord of the bridge deck, due to it being in the FEMA FIRM Zone A. The existing base course of the pavement is made up of brick therefore, we are replacing the pavement build-up with a new profile. There have been no documented crashes for the last 3 years within the limits of the bridge work.

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