

Design Exception Request

LAW-93-11.21

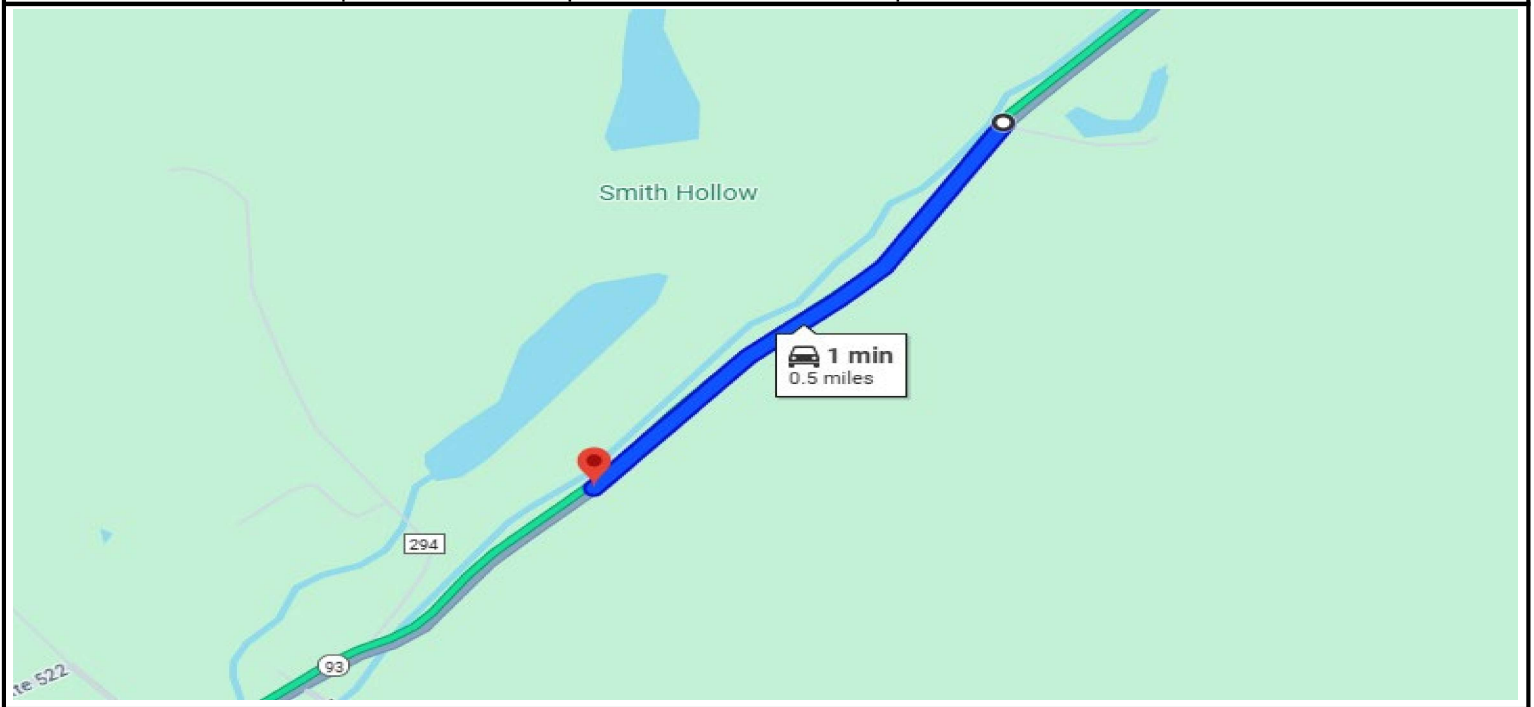
PID: 119949; Request 01

Letting Type: ODOT-Let

Design Designation

SR 93; 11.21-11.66

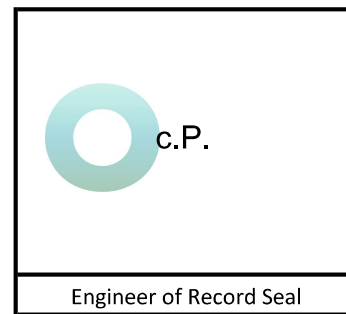
| | | | |
|-----------------------------|-------|----------------------------|--------------------------|
| Current ADT (2027) | 2,200 | Td | 16% |
| Design Year ADT (2047) | 2,300 | Design Speed | 55 |
| Design Hourly Volume (2047) | 300 | Legal Speed | 55 |
| Directional Distribution | 69% | Design Functional Class | 4 - Minor Arterial Roads |
| Trucks (24hr B&C) | 15% | Functional Class Area Type | Rural |
| | | NHS Project | No |



Submitted By:

E-SIGNED by christine Placek
on 2025-08-29 14:34:20 GMT

Christine Placek
(Engineer of Record)



Approved by:

E-SIGNED by Adam Koenig
on 2025-09-03 11:19:51 GMT

Adam Koenig

Approval Date: 8/27/2025

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PID: 119949; Request 01

Controlling Criteria Identification

Section: SR 93; 11.21-11.66

| Controlling Criteria | Standard | Existing (a.) | Proposed |
|------------------------------------|---|---------------|------------|
| Lane Width | | | |
| Shoulder Width | Graded: 13' with barrier 12' without barrier | Graded: ±6' | Graded: 7' |
| 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

Improvement of 0.45 miles of State Route 93 with a new alignment and raising the profile to alleviate flooding.

Section Description

Improvement of 0.45 miles of State Route 93 with a new alignment and raising the profile to alleviate flooding.

Proposed Mitigation (if any):

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 proposed graded shoulder is wider than the existing graded shoulder, improving the existing condition. The graded shoulder is behind guardrail on the left side of S.R. 93 for the entire length of the project. The left side of S.R. 93 runs parallel to a stream for the entire project length. The right side of S.R. 93 proposed foreslopes are recoverable and vary from 3:1 to 8% adjacent to the graded shoulder. Reducing the graded shoulder width is necessary to lessen right of way impacts and to avoid impacting the adjacent stream left of the roadway. The additional cost of constructing additional pavement and embankment is approximately \$225,000.

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?

There is one GCAT/CAM Tool crash from 2021 through 2023. The crash is along S.R. 93 and was a roadway departure crash where a vehicle lost control, struck a ditch, and overturned. The crash report (20225116798) records the location 0.5 miles north of mile post 11. None of the crashes within the project limits indicate a pattern or concentration of crashes along S.R. 93.