

Design Exception Request

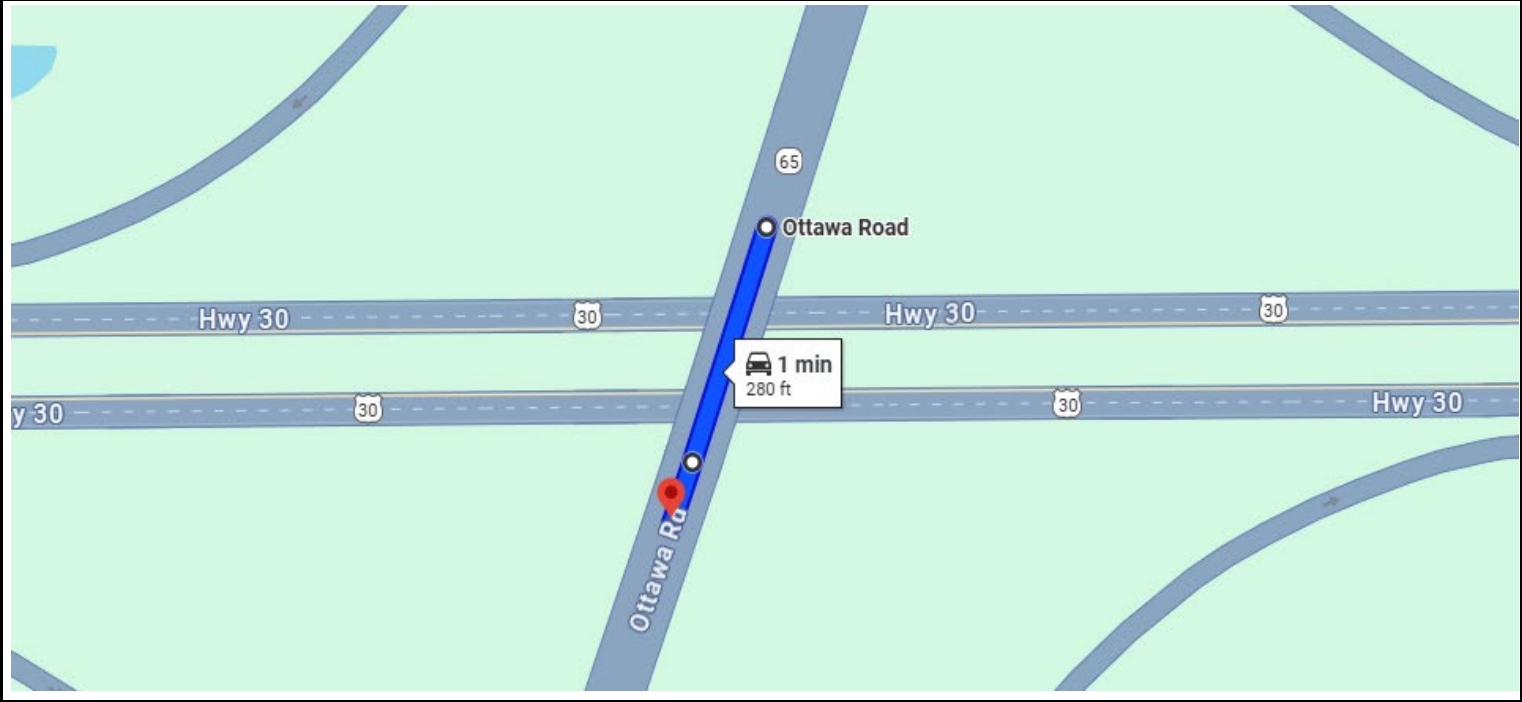
ALL-65-13.25

PID: 112133; Request 01

Letting Type: ODOT-Let

Design Designation

Current ADT (2026)	4,800	Td	0
Design Year ADT (2046)	5,000	Design Speed	60
Design Hourly Volume (2026)	700	Legal Speed	55
Directional Distribution	63.4%	Design Functional Class	3 - Other Principal Arterial Roads
Trucks (24hr B&C)	16%	Functional Class Area Type	Rural
		NHS Project	No



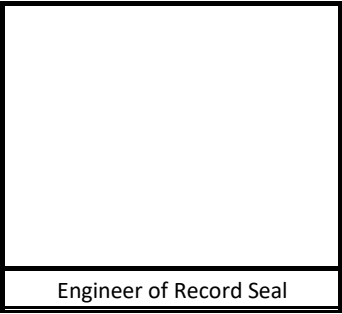
Submitted By:

Mitchell Siefker
(Engineer of Record)

Approved by:

Adam Koenig

Approval Date: 9/30/2025



Design Exception Request

ALL-65-13.25

PID: 112133; Request 01

Controlling Criteria Identification

Controlling Criteria	Standard	Existing (a.)	Proposed
Lane Width			
Shoulder Width	On-Bridge 8' (B) (L&D1, Fig 302-1)	On-Bridge 3' +/- (See Bridge Deck Sheet "Deck Transverse Section")	On-Bridge 4' (See Bridge Sheet "Deck Transverse Section")
Horizontal Curve Radius			
Maximum Grade			
SSD (Horizontal & Crest Vertical)			
Pavement Cross Slope			
Superelevation Rate			
Vertical Clearance	16'-6"	15'-2" Westbound USR 30 15'-1" Eastbound USR 30	Matching Existing 15'-2" Westbound and 15'-1" Eastbound (See the relevant plan and profile sheet)
Design Loading Structural Capacity			
(a.) "Existing" may be N/A (i.e. New alignment or new ramp)			

Project Description

Rehabilitation of a structure located of USR 30 in Allen County. The work includes replacement of the existing bridge deck, sealing concrete surfaces, rebuilding abutments, and converting to semi-integral. Install new SBR-1-20 parapets with vandal protection fences and new bridge terminal assemblies. Transition to existing guardrail, paint structural steel. Project length is 0.08 miles.

Section Description

Bridge deck replacement on ALL 65 over USR 30

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 scope of this project is to replace a deteriorated bridge deck by providing a new bridge deck to match the existing vertical clearance. To provide the required normal design criteria, the scope of work and project footprint would increase significantly. Adjustments to SR 65 profile and/or US 30 profile would be required and potentially profile adjustments to the adjacent ramps/ramp intersections. Also, additional work would be required to the abutments and pier of the bridge to meet normal design criteria. These adjustments and added work would significantly increase the duration of construction, duration of closure of SR 65, and the cost of the project.

When comparing the existing vertical clearances at other structures along US 30 in the vicinity of this project, the existing vertical clearances are the same or less than the SR 65 bridge over US 30. The vertical clearances of the US 30 overheads east and west of the SR 65 and US 30 interchange are the following:

First overpass to the west - SR 115 and US 30 interchange: EB 15'-2" & WB 14'-10"

First overpass to the east - US-30 Vertical Clearance @ Stewart Rd. overpass: EB 14'-9" & WB 14'-11"

Second overpass to the east - US-30 Vertical Clearance @ Slabtown Rd. overpass: EB 15'-0" & WB 14'-10"

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