

# Design Exception Request

D05-CUL-FY2025(A)

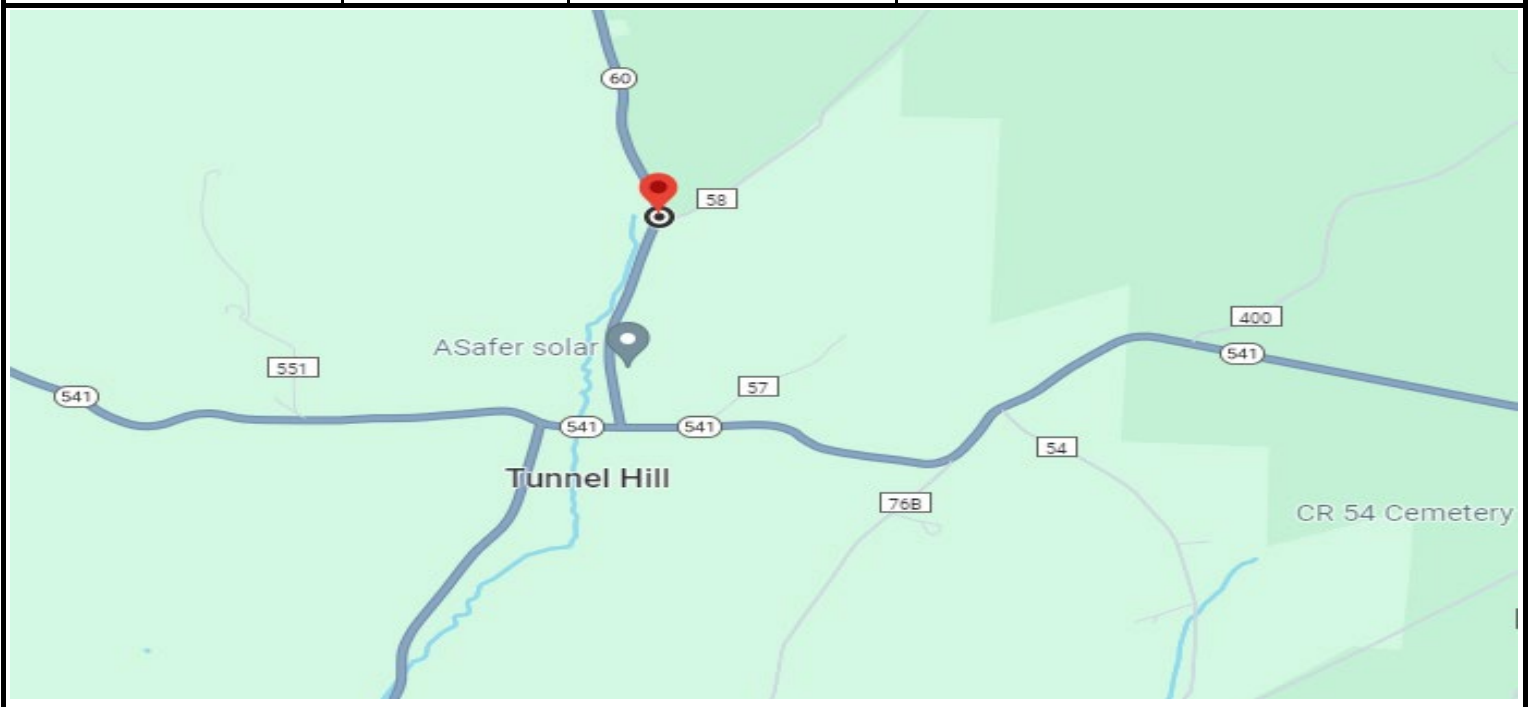
PID: 109614; Request 01

Letting Type: ODOT-Let

## Design Designation

SR 60; 8.18-8.18

Current ADT (2025)	600	Td	0
Design Year ADT (2045)	700	Design Speed	55
Design Hourly Volume (2045)	100	Legal Speed	55
Directional Distribution	61	Design Functional Class	5 - Major Collector Roads
Trucks (24hr B&C)	10	Functional Class Area Type	Rural
		NHS Project	No



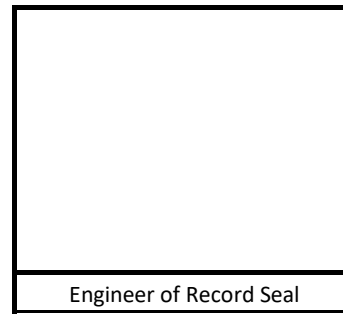
Submitted By:

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Heather Ann Gilbert  
(Engineer of Record)

Approved by:

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Adam Koenig

Approval Date: 2/1/2024



Engineer of Record Seal

# Design Exception Request

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## Controlling Criteria Identification

Section: SR 60; 8.18-8.18

Controlling Criteria	Standard	Existing (a.)	Proposed
Lane Width			
Shoulder Width			
Horizontal Curve Radius	955 ft	716 ft	716 ft
Maximum Grade			
SSD (Horizontal & Crest Vertical)			
Pavement Cross Slope			
Superelevation Rate	0.080	0.078	0.078
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

Cos-60-8.18: Replacement of existing corrugated metal sectional plate pipe arch with a reinforced concrete elliptical 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. 60 is a narrow, winding two lane rural roadway in the area of slm 8.18. Establishing a 955 ft horizontal radius curve and superelevation of 0.080 across the roadway for a 55 mph design speed would require an additional 600 ft of full-depth pavement replacement to correct these deficiencies. In addition, the curve corrections would require the centerline to be shifted 12 ft to the inside resulting in an average 10 ft strip right-of-way acquisition from the west side of the roadway the distance of the additional pavement replacement limits. There were no accidents 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