

# Design Exception Request

SUM-I.R.-77-VACANT REST AREA TP

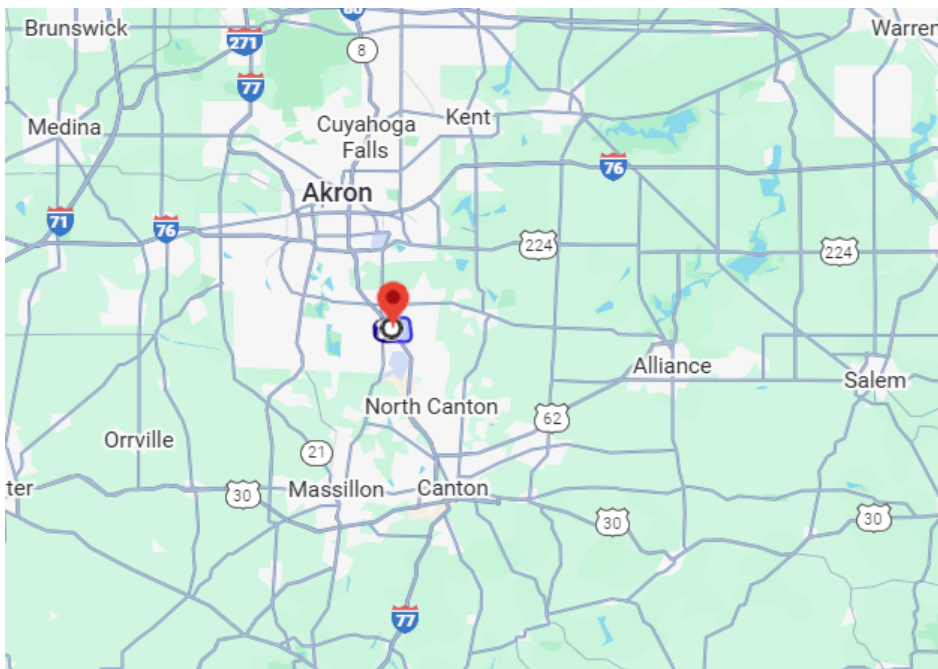
PID: 122880; Request 01

Letting Type: ODOT-Let

## Design Designation

### I.R. 77; 3.61-3.85

Current ADT (2027)	84,500	Td	0
Design Year ADT (2047)	97,500	Design Speed	70
Design Hourly Volume (2047)	9,800	Legal Speed	65
Directional Distribution	70	Design Functional Class	1 - Interstates
Trucks (24hr B&C)	8	Functional Class Area Type	Urban
		NHS Project	Yes



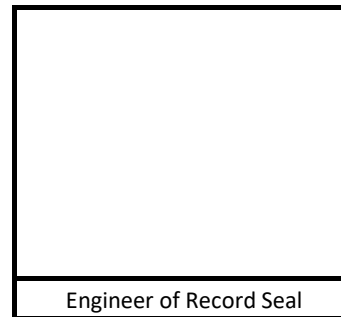
Submitted By:

\_\_\_\_\_  
Frances Rubio Rourke  
(Engineer of Record)

Approved by:

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Adam Koenig

Approval Date: 12/29/2025



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## Controlling Criteria Identification

Section: I.R. 77; 3.61-3.85

Controlling Criteria	Standard	Existing (a.)	Proposed
Lane Width			
Shoulder Width	8'	N/A (new ramp)	Varies (8' max., 2' min.)
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

Construction of trucking parking at I.R. 77 northbound in Summit County at a vacant rest area site, including exit and entrance ramps.

## Section Description

Construction is proposed for a truck parking facility along I.R. 77 northbound in Summit County at a vacant rest area site, including the addition of entrance and exit ramps. However, the existing bridge (SUM-77-0378), Graybill Road over I.R. 77, located just north of the site, restricts the ability to incorporate a new entrance ramp. The bridge's pier columns and its protective barrier narrows the width to accommodate merging travel lane and shoulder.

**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 columns and protective barriers of bridge SUM-77-0378 restrict the available width needed to accommodate the merging ramp lane, shoulder, and guardrail. Because the project's purpose and need does not include replacement of this bridge, a design exception for shoulder width is requested. This exception will allow the ramp to achieve the necessary acceleration length for vehicles to reach the mainline design speed of 70 mph. The proposed minimum paved shoulder is 2 feet, with an additional 2-foot offset to the guardrail to permit proper post rotation. Reducing the shoulder width is considered a safer alternative than providing insufficient acceleration length without replacing the bridge. This is particularly important given that the ramp will be serving a truck parking facility, where heavy vehicles will need to merge back onto I.R. 77.

**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.