



Oregon

Kate Brown, Governor

Department of Transportation

Construction Section

800 Airport Rd SE

Salem, Oregon 97302

Phone: (503) 986-3000

Fax: (503) 986-6592

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To: Resident Engineers, Resident Engineers – Consultant Projects, Area Managers, Project Delivery Managers, and Region Managers

From: Joe Squire, PE, State Construction & Materials Engineer
Amy Ramsdell, Commerce and Compliance Division Administrator

Subject: **COVID-19 Related Requests for Modified Lane Restrictions – Active ODOT STIP Projects**

ODOT understands there is concern that the COVID-19 pandemic may cause disruptions to supply chains, labor forces, and related project impacts. ODOT's partnership with industry is important to ensure the continued delivery of projects and to keep Oregon's economy moving. We can successfully overcome COVID-19 challenges if we continue to communicate and work together.

One side-effect of the COVID-19 pandemic is significantly decreased traffic on many Oregon highways. This traffic reduction may provide opportunities to increase productive working time by extending lane closure allowances for some ODOT STIP construction projects. ODOT's Resident Engineers (RE) and contractors are in the process of identifying reasonable modifications to contract working times.

Motor Carrier Mobility and the State Construction & Materials Office have created an alternate process that will allow mobility and construction to reach an expedited decision regarding contract modification requests related to work zone traffic and mobility restrictions. The alternative process is as follows:

1. Contractor and RE will develop a plan identifying alternative lane restrictions (times and/or days). This plan includes daily start and stop times along with day of week, among other considerations.
2. The RE discusses alternate lane restriction plan with the Region Traffic Manager and Region-based Motor Carrier Liaison (if applicable).
3. Region Traffic Manager and Region-based Motor Carrier Liaison (if applicable) reach concurrence with alternate work plan. Concurrence should be documented via email to the requesting RE.
4. The RE submits request to State Contract Admin Unit (CAU) through Chris Bucher, PE or Gene Wilborn, PE for review. The review may result in approval, denial, or a request for correction or adjustment.
5. The CAU has agreement with Motor Carrier Mobility to approve modified lane restrictions without consultation for requests that are limited in nature (i.e. limited lane restriction time extensions or adding a day). The CAU will forward substantial requests that are likely to impede traffic beyond "typical" levels (such as hard barrier which may restrict widths) to the normal mobility review and approval process.
6. The CAU will coordinate with Mobility through Audrey Lawson, Motor Carrier Services Section Manager for those requests approved by the CAU.

7. Upon approval, the CAU will supply Contract Change Order (CCO) language to the RE. Note the language will include the ability for the RE to revoke the alternative lane restrictions if needed. Likewise, the CCO may be crafted to take an incremental approach that gradually increases work time and/or days. Again, this may be revoked at any time to comply with evolving COVID-19 guidance.
8. The contractor and RE shall monitor traffic for back-ups, congestion, or other factors that may impede traffic flow or cause unintended traffic issues. In such cases, the contractor and RE shall modify the lane restriction work time(s) to avoid traffic issues, including reverting to the original lane restriction(s) and traffic control plans.
9. For all alternative lane restriction CCOs, **no** traffic control devices shall be installed that may impede potential over-dimensional loads (consider width, length and height). This step is vital, as we know there will be large windmill loads coming through the state this spring and summer. We have coordinated with a variety of agencies to ensure these loads are moved safely.
10. The RE is responsible for ensuring that modified lane restrictions are posted to TripCheck **AND** for ensuring the completion of a lane restriction notice update at the following link:
<https://www.oregontruckingonline.com/cf/MCAD/pubMetaEntry/restriction/>

Additional Guidance

Daytime lane restriction modifications to major paving projects on I-5, I-205, I-405, I-84 or similar high volume will not be considered. ODOT may consider allowing some limited nighttime lane restriction adjustments on a case-by-case basis for these projects. For example, if the allowed lane closure time is 8:00 PM to 4:00 AM Sunday evening through Friday morning, ODOT may consider expanding work times to 7:00 PM to 6:00 AM, 7 days per week. This is an example only, and each request will be evaluated on a case-by-case basis.

ODOT reserves the right to retract any allowed lane restriction modifications at the discretion of the RE. If allowances are retracted, lane restrictions and work times shall revert back to the contract specifications or as directed. ODOT asks for prudent creativeness, understanding, and agreement that if traffic patterns change to a point that the RE determines a modification has created an unsafe or unsuitable condition, then all parties involved will make every effort to rapidly adjust traffic control measures in accordance with the RE's direction.

Cc: Audrey Lawson, Motor Carrier Services Section Manager
Chris Bucher, PE, State Contract Administration Engineer
Gene Wilborn, PE, State Claims Engineer