

What's at stake with restriction coordination?

Work zone safety and mobility are important to ODOT, the trucking industry, and the traveling public. The safe movement of people and freight relies on effective communication and coordination.

488

Average work zone related crashes per year in Oregon, from 2011-15.
(Source: ODOT, 2017)

6X

Number of times road workers are more likely to be injured or killed than in other professions. *(Source: Nat'l Work Zone Safety Information Clearinghouse)*

21.4 Billion

Vehicle miles traveled on Oregon highways in 2017
(Source: ODOT, 2017)

3.7 Million

Passenger vehicles registered in Oregon *(Source: DMV, 2018)*

366,907

Trucks operating in Oregon
(Source: CCD, 2018)

126,772

Over-dimension permits issued in 2018: 60,231 annual permits & 66,541 single-trip permits
(Source: CCD, 2018)

\$270 Billion

Amount in freight that moved within, to, & from Oregon in 2016 via truck, rail, air, pipeline, & marine.
(Source: ODOT 2018 State of the System report)



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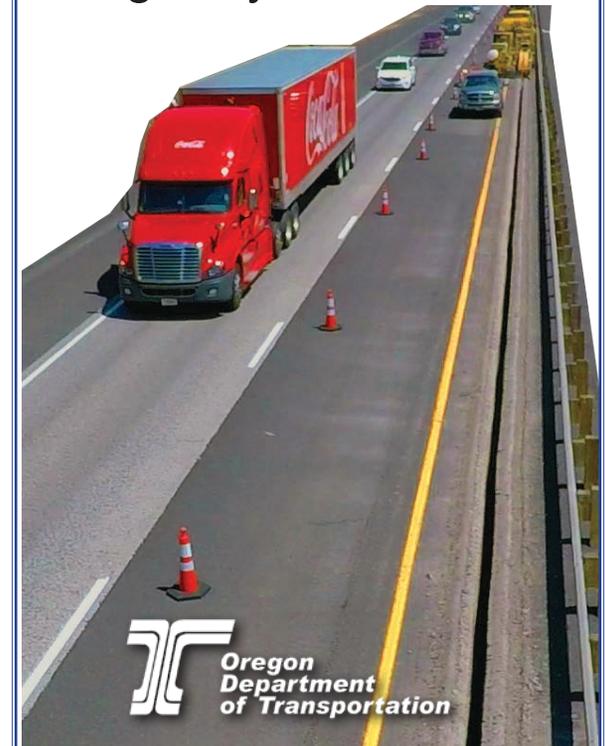


**ODOT Statewide
Mobility Program**



Quick Reference Guide

for planning temporary
highway restrictions



Is a Highway Restriction Notice needed?

For all project work (excluding maintenance), a restriction notice is **NOT** needed if **ALL** of the following are met:

- ✓ Workers can safely accommodate all unannounced oversize loads with minimal delay by moving cones, equipment out of the way. *Contact the Mobility Team for accommodating requirements on mainline interstates.*
- ✓ Minimum width maintained for a single open travel lane is 22' or greater between barriers, including the travel lane plus any paved shoulder.
- ✓ Minimum width maintained for traffic is 28' or greater for two travel lanes of one-way traffic.
- ✓ Minimum width maintained for traffic is 28' or greater for two lanes of two-way traffic (single lane each direction) with no traffic separator/candlesticks used on the centerline.
- ✓ No lane shifts or lane closures divert traffic into a travel lane with less vertical clearance under structures.
- ✓ No detours onto a secondary route.
- ✓ Ramps are not closed.
- ✓ No length restriction is needed.
- ✓ No weight restriction is needed.

How much notice is required?

This table summarizes notification requirements. Regardless of the restriction, contractors must submit restriction notices **at least 35 days in advance** to allow time for the resident engineer to review and submit the notice to MCTD per the minimum times indicated below.

Restriction	Time	Condition
Full Closure	28 days	All full closures of state facilities.
Ramp Closure	28 days	All system-to-system ramps.
	14 days	All other ramps.
Vertical Clearance Reduction (e.g. lane shift/closures under structures)	28 days	Blue routes on the Freight Mobility Over-Height Map.
	14 days	Any change in clearance on other routes.
Daytime Width Reduction (One Lane) <i>Width less than 22' in daytime (1/2 hour before sunrise to 1/2 hour after sunset).</i>	28 days	For these routes on the Freight Mobility Daylight Width Map: • Less than 19' on Interstate black routes • Less than 17' on non-Interstate black routes • Less than 15' on blue routes
	14 days	For these routes on the Freight Mobility Daylight Width Map: • 19' - 22' on Interstate black routes • 17' - 22' on non-Interstate black routes • 15' - 22' on blue routes • Less than 22' on red routes
Nighttime Width Reduction (One Lane) <i>Width less than 22' in nighttime (1/2 hour after sunset to 1/2 hour before sunrise).</i>	28 days	For these routes on the Freight Mobility Nighttime Width Map: • Less than 15' on Interstate green routes • Less than 13' on non-Interstate green routes
	14 days	For these routes on the Freight Mobility Nighttime Width Map: • 15' - 22' on Interstate green routes • 13' - 22' on non-Interstate green routes • Less than 22' on black routes
Daytime & Nighttime Width Reduction (Two Lane)	28 days	Width is less than 28' for two lanes of one-way traffic, or two opposing lanes of head-to-head traffic.

***Maps available at:**

Oregon.gov/ODOT/MCT/Pages/StatewideTrafficMobility.aspx

Understanding Horizontal Width Standards

The horizontal width standards below are consistent with ODOT's commitments made to the freight industry to help minimize impacts on overwidth loads that move throughout Oregon.

To meet these commitments, maintain the following width standards through work zones during daytime hours. Daytime is defined as 1/2 hour before sunrise until 1/2 hour after sunset.

Interstate/Multilane Highway Widths during Daytime

- ✓ Maintain 28' for two lanes of one-way traffic.
- ✓ Maintain 19' for one lane of one-way traffic.*

Other National Highway System widths during Daytime

- ✓ Maintain 28' for two lanes of one-way traffic (single lane each direction).
- ✓ Maintain 16' of horizontal clearance for one lane of one-way traffic.*

***Note:** Even if the single-lane width standards can be maintained, they are still subject to the notification requirements indicated in the chart to the left.