Mobility Maintenance, Emergency & District Coordination

Coordinating & communicating restrictions during maintenance work activities, emergency declarations & other activities affecting the state highway system.

ODOT Statewide Mobility Program

Oregon Department of Transportation
Handouts are included at the end of the presentation slides.
Why Restriction Coordination Is Critical To Work Zone Safety & Mobility
Per ODOT’s Guiding Principle for Work Zone, our safety goal is **zero fatalities and injuries**.

Achieving this goal requires effective communication and coordination of highway restrictions, particularly those affecting over-dimension loads.
Coordination with maintenance crews allows the Mobility Team to communicate restriction information to motor carriers to prevent oversize/overweight vehicles from entering their work zones where and when they shouldn’t.

If the Mobility Team is not given adequate notice of a pending restriction, they will be unable to stop the oversize/overweight loads that are normally allowed to travel by permit from entering the work zone.
Over-dimension loads that are too large for a work zone not only pose a safety risk, they can result in damage to infrastructure and long delays while the load is removed from the work zone.
And here’s a similar example in Tennessee. In this case the eastbound direction of the interstate had to be shut down and traffic diverted to a nearby off-ramp.
Yet another example from I-70 in Kansas....
And here's an example in Canada – a load of swimming pools wedged in a work zone between barriers.
And mobility coordination during is vital to Oregon’s economy, in keeping freight moving safety and efficiently through our state transportation system.

These are some statistics illustrating how much freight travels on Oregon’s transportation, and how much the freight industry contributes to the State Highway fund through weight mile tax, registration and fees.
Districts also play a role in helping to coordinate the movement of superloads on the state system, and restriction notices help with this coordination.

This particular load in this photo had 20 axles, weighed 776-thousand pounds, and was 350 feet long and 21-feet wide – and required three pilot cars.
Maintenance Mobility Restriction Notification Requirements
The freight industry and traveling public needs to be notified about planned highway restrictions.

Restriction information is shared in the following ways:

1. The Road and Bridge Restriction List on MCTD’s Oregon Trucking Online website.
2. MCTD’s over-dimension permit analysts use restriction information when providing routing instructions on single-trip permits.
3. ODOT’s TripCheck website publishes advisories affecting commercial vehicles with a “T” icon on their interactive map.
4. Letters are mailed to thousands of annual over-dimension permit holders. These permit holders are allowed to make unlimited trips without notifying MCTD in advance.
5. GovDelivery Trucking Advisories are also sent to annual permit holders and the trucking industry.
6. And restrictions are also published on MCTD’s Oregon.gov public web page.
Maintenance activities (conducted by internal staff or their contractors) and their impacts to traffic must be considered prior to starting the work.

Restriction requirements depend on how the work aligns with the three Activity Categories that are identified in the Maintenance Mobility Requirements Guidance Document (which is available on our Mobility SharePoint site and public website).

When planning work, consider that if required - restriction notifications required at least 14 or 28 days before the restriction begins (depending on the type of restriction).*

*See handout with a grid showing 14 vs 28 day restrictions
The Mobility Procedures Manual provides these six requirements for determining if notification is required for a restriction involving maintenance work.

These requirements are consistent with Activity 1 in the ODOT Maintenance Mobility Requirements Guidance Document. If Activity 1 requirements cannot be met, then notification requirements per Activity 2 or 3 apply.

*Width generally refers to the paved width of the lane and any available shoulders capable of supporting freight traffic loads.*

Although notification is not required if these conditions can be met, informing the Mobility Team is highly recommended so that the trucking industry can be informed to set up driver expectations while they wait to be flagged through.

Notification also allows us to keep MCTD Over-Dimension Permit analysts informed of maintenance activity, especially for work zones where 19-feet of horizontal clear distance is provided on non-interstates. Depending on the route, there may be some permitted loads that could encroach the 19-feet of clearance. Providing the Mobility Team with notice will ensure that MCTD Permit Analysts will coordinate with the district before issuing those permits, or not issue permits to loads that won’t fit through.
This is the definition of waved through, per Activity 1 in the Maintenance Mobility Requirements Document.

If you can’t meet the minimum width requirements, contact the Mobility Team to see if an exception can be granted if the work is taking place on a restricted route.

Again – although not required, we highly recommend notifying the Mobility Team even if you can accommodate so that we can inform the trucking industry and our over-dimension permit analysts.
If you can’t meet the requirements for waving through all unannounced loads, then a restriction notice is required.

Restrictions that only affect single-trip over-dimension loads require at least 14-day notice before the restriction begins (e.g. Activity 2 in the Maintenance Mobility Requirements Memo).

A hand-out is available that provides examples of the types of restrictions impacting single trip permits that would require at least 14-day notification.
Why 14 day notification?

Single-trip over-dimension permits are route specific, and are valid for one or more trips within a 10-day time frame.

These permits are constantly being processed and issued by MCTD’s Over-Dimension Permit Analysts from a work queue.

It takes at least 14 days to “clear” the queue of permits that could be affected by a restriction. Anytime less than that runs the risk of a permit being issued for a load that is too large for a restricted work zone.

Except for emergency’s declared by the district manager or designee, the Mobility Team can’t accept less than 14 days notice (which we’ll cover in a later slide).
For **Activity 3**, restrictions that impact annual over-dimension permits require at least 28 day notice.

Annual permits allow loads up to 14-feet wide (depending on the load and route).
So, why 28 versus 14 day notification?

28 days is the time needed for the Mobility Team to review the restriction and begin the notification process. ODOT has committed to providing 21-day notification to annual permit holders, which includes mailing notification letters (like this one) to thousands of annual over-dimension permit holders.

These permits allow for unlimited trips, and Over-Dimension Permit Analysts generally does not know exactly when or where those trips will take place.
When the freight industry is notified of width restrictions, the Mobility Team applies a buffer space to the available horizontal width to determine the actual restricted load width for freight in the work zone.

The amount of buffer depends on if the work zone is on a straight and/or curved section of roadway.

In this example, an open lane reduced to 19 feet of horizontal clearance would result in a 17 foot wide load restriction on a straight section, and a 16 foot wide load restriction on a curve (or a work zone that’s both straight and curved).
Detours need to take into account & provide for all traffic that is allowed to use the route, including freight and over-dimension units.

When evaluating a detour route, the route should be checked for these issues.

If over-dimension units use the existing route but cannot use the detour route, then either a different detour route is needed, or a second route for over-dimension units is needed.

The Mobility Team can help determine what types of freight traffic that currently use the route that will be closed. We can also help determine if detour approvals will be needed.

- If a planned detour uses local city or county roads, local jurisdiction approval will be needed.
- In some circumstances, a detour route might need to accommodate larger load dimensions that are normally allowed on the route to be closed (Triple-Trailers, for example).

In these cases, the appropriate District Road Authority approval will need to be documented.
Restriction notifications must be submitted electronically to the Mobility Team using this online web form, available at https://www.oregontruckingonline.com/cf/MCAD/pubMetaEntry/restriction/.

Per the Mobility Procedures Manual, District Managers (or their designee) have the responsibility for submitting the Restriction Notice Form (or reviewing forms submitted by contractors and other non-ODOT staff)

The form includes links to a detailed User Guide and tutorial videos that explain the information needed to complete the form.
Be sure to update your restriction notice if any thing changes, such as pushing out the start date/end dates.

When publishing restrictions, we want to avoid showing that a route is restricted when work is actually not taking place.

Keep in mind, that some changes (such as scheduling the restriction sooner than the required notification periods or adding more restrictions) are subject to a new restriction notification period.
When the work related to the restriction is complete, don’t forget to lift the restriction.

The Mobility Team cannot lift a restriction, unless it is requested by the person who submitted/reviewed it. Lift requests are done through the same Online Highway Restriction Notice form system.

If a restriction is not lifted, it will remain published on our websites (e.g. Oregon Trucking Online, TripCheck, and Oregon.gov) and the route will still appear to be restricted to MCTD’s Over-Dimension permitting staff.
Although not required, the Mobility Team recommends that notification be provided for permitted utility work and railroad related work.

By providing notification, the Mobility Team recommends providing notice to ensure work zone safety by preventing oversize loads from entering the work zones.

Although not required, the Mobility Team recommends that notification be provided for permitted utility work and railroad related work.

By providing notification, the Mobility Team can ensure that oversize loads are not routed through the work zone, or detoured onto secondary roads that are not authorized and are unsafe.
Project work is often longer in duration with multiple restrictions that can result in a bigger impact to mobility.

Although not required, maintenance staff are encouraged to complete a transportation management plan, work zone decision tree and Mobility Considerations Checklist. The Mobility Checklist contains all of the frequently asked questions regarding mobility impacts that are reviewed during project development. Use of the Checklist ensures all impacts are considered and addressed during planning.

Contact the Mobility Team if you need help completing the Checklist, and refer to the TMP Project Level Guidance Manual for creating transportation management plans.
Communicating Mobility Impacts During Emergency Events
In the event of an operational emergency or natural disaster (e.g., fire, floods, and landslides), it’s important to understand that ODOT places a priority on public safety.

In these situations, mobility requirements are waived, as district managers may require restrictions as needed for immediate and temporary traffic controls.

District managers also have the authority under declared emergencies to waive hours of service requirements and authorize conditional approvals on alternate routes.
During these events, it is important that the district manager or designee notify the mobility team of emergency restrictions and closures, so these can be communicated to the trucking industry and travelling public.

When practical, the online Highway Restriction Notice form is the most efficient way to communicate emergency restriction information to the Mobility Team (NOTE: the form will force the submitter to choose a date at least 2 weeks in advance. For emergency restrictions, simply select a future date, and then add the emergency details in the “Explanation of Work” box on the form.)

Once the emergency event is over and the restriction is no longer needed, don’t forget to LIFT the restriction so the Mobility team can remove it from the restriction notice system.
If you need help completing or reviewing a Highway Restriction Notice Form, a User Guide is available that provides detailed instruction and guidance for completing the online form.

The User Guide is available at this link, and a link to the document is also included within the Form itself.
Brief tutorial videos are also available to help users complete the Highway Restriction Notice Form. Video links are provided within each section of the form, and are provided on the Statewide Mobility SharePoint site as well (under “Guidance and Forms”).
You can always contact the Mobility Team or your Region Mobility Liaison if you have questions.

Both our external and internal websites have contact information available.
Thank you!

Bill Gross
Mobility Training Coordinator
William.p.gross@odot.state.or.us
503-934-1624

Please provide your feedback about this training:
https://www.surveymonkey.com/r/MobilityTrainingFeedback
# Statewide Mobility Program

## 14 vs 28 Day Notifications for Maintenance

<table>
<thead>
<tr>
<th>RESTRICTION TYPE</th>
<th>NOTIFICATION</th>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Closures</td>
<td>28 days</td>
<td>For all full closures of state facilities.</td>
</tr>
<tr>
<td>Ramp Closures</td>
<td>28 days</td>
<td>For all state system-to-system ramp closures (on/off ramps). Less than 28 day notification may be allowed on a case-by-case basis. Contact the Mobility Team.</td>
</tr>
<tr>
<td></td>
<td>14 days</td>
<td>For all other ramp closures.</td>
</tr>
<tr>
<td>Vertical Clearance Reductions</td>
<td>28 days</td>
<td>Applies to blue routes on the Freight Mobility Over-Height Map¹. Blue routes allow 14’ 06” high annual permitted loads to move.</td>
</tr>
<tr>
<td>If lanes are shifted or closed under a</td>
<td>14 days</td>
<td>Any change from existing clearance (includes lane shifts under structures)</td>
</tr>
<tr>
<td>structure, or vertical clearance is</td>
<td></td>
<td></td>
</tr>
<tr>
<td>reduced in any way.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Width* Reductions / Single Lane</td>
<td>28 days</td>
<td>• Less than 16’ of clear width on black routes on Route Map 9² (or need to restrict 14’ wide annually permitted loads)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Less than 14’ of clear width on red routes on Route Map 9² (or need to restrict 12’ wide annually permitted loads)</td>
</tr>
<tr>
<td></td>
<td>14 days</td>
<td>• 16’ to 22’ of clearance on black routes on Route Map 9²</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 14’ to 22’ of clearance on red routes on Route Map 9²</td>
</tr>
<tr>
<td>Width* Reductions – Two Lane</td>
<td>28 days</td>
<td>If width is reduced to less than 28’ for two lanes of one-way traffic; or two opposing lanes of head-to-head traffic (with no traffic separator).</td>
</tr>
<tr>
<td>Temporary Weight Restriction</td>
<td>14 days or 28</td>
<td>Contact the Mobility Team early if you have a temporary weight restriction to determine if it impacts STPs (14 day) or annual permits (28 days).</td>
</tr>
<tr>
<td>(e.g. closing a lane on a weight</td>
<td></td>
<td></td>
</tr>
<tr>
<td>restricted bridge where heavy loads</td>
<td></td>
<td></td>
</tr>
<tr>
<td>must straddle center line)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Width generally refers to the paved width that will be available to traffic between barriers/traffic control devices (e.g. barrels, cones, candlesticks, equipment, concrete barriers, etc.) and includes any shoulders which are capable of supporting the freight traffic loads without failure.

¹ Freight Mobility Over-Height Map: [https://www.oregon.gov/ODOT/MCT/Documents/over_height_map.pdf](https://www.oregon.gov/ODOT/MCT/Documents/over_height_map.pdf)

² Route Map 9: [https://www.oregon.gov/ODOT/Forms/Motcarr/8105.pdf](https://www.oregon.gov/ODOT/Forms/Motcarr/8105.pdf)
OREGON DEPARTMENT OF TRANSPORTATION
MAINTENANCE MOBILITY REQUIREMENTS

Maintenance activities (conducted by internal staff or their contractors) and their impacts to traffic must be considered prior to starting the work. Since maintenance activities customarily are provisional in nature, the notification requirements have been simplified by identifying three main categories of activities and specifying what types of notification must take place. The following requirements are for routine and planned work. For unplanned emergency response and repair work such as that described in Director Garrett’s letter dated 4/20/2006, please contact Motor Carrier immediately to coordinate the best mobility response possible.

Activity 1: Work is being done on the highway that may result in some reduction of available clearance. If any load that comes to the work area can be waved through **no notification is required.** EXCEPT:

A) Anytime a lane is closed under a structure; because a high load may be waved through that was not supposed to travel under the structure as a permit condition resulting in a hit to the structure.

B) Or, when closing an on/off ramp that is used to avoid a low structure on the highway; because that might result in a high load that was supposed to use the up and over to proceed under a low structure resulting in a hit to the structure.

For conditions A and B, the Activity 2 or Activity 3 notification requirements will apply. Waved through means that for width, length, or weight the work equipment and traffic control devices can be moved (and there is an understanding that it would be) if a permitted vehicle comes to the work zone to provide the required clear distance or the required clear distance was still available. This may result in a slight delay to the oversized load or to traffic behind the load. IT IS OKAY TO HAVE A SMALL DELAY AS LONG AS YOU CAN GET THE LOAD THROUGH THE WORK ZONE. While not required, supplying notice to Motor Carrier (MCTD) will provide a “Traffic Advisory” to members of the freight industry that may experience delay at this work site. This is to set up driver expectations and reduce frustration while they wait to be flagged through the work area. Minimum width requirements for this activity are 22 feet of clear distance on the interstates and 19 feet clear distance* on other highways.

* Contact MCTD if you are unable to meet this requirement. An exception may be granted on restricted routes.

Activity 2: Work is being done on the highway that will restrict passage by Single Trip Permits (STP’s) issued by MCTD. Any impact to height, width, weight, or length will require notification. For short term work that will last for the work crew’s full work shift on a daily basis for a period of time not exceeding 3 continuous days, **14 day notification is required** (if exceeding 3 continuous days the Activity 3 notification requirements apply). The purpose of the notification is to allow MCTD to discontinue issuing STP’s that are unable to fit through the work zone. Examples of situations that would fall into this activity are:
Example 1: Closing an on/off ramp that is used to avoid a low structure on the highway or anytime a lane is closed underneath a structure. This may result in a vertical clearance restriction and notification is required in order to avoid a load hitting a structure.

Example 2: Closing a lane on a weight restricted bridge in which the heavy load must travel down the center of the bridge. If unable to straddle the center line, the weight is restricted and notification is required. To determine if the bridge is weight restricted check the weight restricted bridge list, or contact MCTD. The carrier’s permit directs them to straddle the centerline; there is typically not a sign at the bridge location advising the motor carrier to straddle the centerline.

Example 3: Work is being done on a narrow bridge on a 2 lane highway and the equipment cannot be moved to accommodate the oversize load. This is a width restriction if providing less than 22 feet but more than 16 feet clear width on all black routes on Route Map 9 and less then 22 feet but more than 14 feet clear width on all red routes on Route Map 9.

Activity 3: Work is being performed that will impact Continuous (Annual) Trip Permits (CTP’s) issued by MCTD. This will require 28 day notification to MCTD (form #734-2357). An impact to CTP’s is defined as providing less than 16 feet clear width on all black routes on Route Map 9 and less than 14 feet clear width on all red routes on Route Map 9 or less than 28 feet on any two lane, bi-directional highway. If you are closing a highway, contact MCTD to ensure the detour route can accommodate oversize loads. If this work is going to take place on a Stage 1 route as identified in Director Garrett’s letter dated 4/20/2006, the work must be approved by the Statewide Traffic Mobility Steering Committee prior to commencement.
District Guidelines Example

GUIDELINES FOR PILOT VEHICLE REQUIREMENTS ON HIGHWAYS IN DISTRICT 9

INTERSTATE AND MULTILANE HIGHWAYS:

- Up to 16' - As per pilot vehicle rider on Attachments 82A and 75A.
- 16'1" to 20' - Two rear pilot vehicles, or one front and one rear pilot.
- Over 20' - Case by case per District approval (includes a minimum of one front and two rear pilot vehicles). Time and day of movement may be restricted.

TWO-LANE HIGHWAYS (GREEN ROUTES ON MAP 2):

- Up to 16' - As per pilot vehicle rider on Attachments 82A and 75A.
- Over 16' - Case by case per District approval (includes a minimum of two front and one rear pilot vehicles). Time and day of movement may be restricted.

TWO-LANE HIGHWAYS (PURPLE ROUTES ON MAP 2):

- Up to 14' - As per pilot vehicle rider on Attachments 82A and 75A.
- Over 14' - Case by case per District approval (includes a minimum of two front and one rear pilot vehicles). Time and day of movement may be restricted.

TWO-LANE HIGHWAYS (RED ROUTES ON MAP 2):

- Up to 12' - As per pilot vehicle rider on Attachments 82A and 75A.
- Over 12' - Case by case per District approval (includes a minimum of two front and one rear pilot vehicles). Time and day of movement may be restricted.
GUIDELINES FOR PILOT VEHICLE REQUIREMENTS ON HIGHWAYS IN DISTRICT 10

MULTILANE HIGHWAYS:

- Up to 16' - As per pilot vehicle rider on Attachments 82A and 75A.
- 16'1" to 18' - Two rear pilot vehicles, or one front and one rear pilot.
- Over 18' - Case by case per District approval (includes a minimum of one front and two rear pilot vehicles).

TWO-LANE HIGHWAYS (GREEN ROUTES ON MAP 2):

- Up to 16' - As per pilot vehicle rider on Attachments 82A and 75A.
- Over 16' - Case by case at District approval (includes a minimum of two front and one rear pilot vehicles). Time and day of movement may be restricted.

TWO-LANE HIGHWAYS (PURPLE ROUTES ON MAP 2):

- Up to 14' - As per pilot vehicle rider on Attachments 82A and 75A.
- Over 14' - Case by case per District approval (includes a minimum of two front and one rear pilot vehicles). Time and day of movement may be restricted.

TWO-LANE HIGHWAYS (RED ROUTES ON MAP 2):

- Up to 12' - As per pilot vehicle rider on Attachments 82A and 75A.
- Over 12' - Case by case per District approval (includes a minimum of two front and one rear pilot vehicles). Time and day of movement may be restricted.
**US26 Madras – Prineville Highway**  
**HWY 041 (MP 0.22 – MP 18.16)**  
**Madras to Prineville**

<table>
<thead>
<tr>
<th>Width:</th>
<th>Requirements:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>UP TO 16’</strong></td>
<td>ONE FRONT AND ONE REAR PILOT CARS MINIMUM</td>
</tr>
<tr>
<td><strong>16’1” – 17’</strong></td>
<td>TWO FRONT AND ONE REAR PILOT CARS MINIMUM</td>
</tr>
</tbody>
</table>
| **17’1” – 18’**   | THREE FRONT AND ONE REAR PILOT CARS MINIMUM  
|                   | EXCEPT: MP 0.19 – MP 25.45  
|                   | FULL CLOSURE                                                                   |
| **18’1” – 19’**   | THREE FRONT AND ONE REAR PILOT CARS MINIMUM  
|                   | EXCEPT: MP 0.19 – MP 25.45  
|                   | FULL CLOSURE                                                                   |
| **19’1” and OVER**| FULL CLOSURE REQUIRED                                                         |

**Additional Limitations & Exceptions:**

Over-Dimension Permit analysts allowed to permit travel on US26 between MP 0.22 & MP 18.16, up to 17’ wide without calling the District; provided the axle width does not exceed 12’ wide and the overall length does not exceed 150’.

Loads exceeding the above dimensions will be individually evaluated by District personnel based on specific characteristics of load and hauling equipment.