

SECTION 4: MAINTENANCE & EMERGENCY COORDINATION

4.1 Maintenance Projects

For maintenance projects (e.g. work that is planned in advance, and is longer and more extensive than typical routine maintenance activities), the maintenance team must engage with the Mobility Services Team early during project planning so that impacts to work zone safety and mobility can be reviewed and shared with the Mobility Advisory Committee (as per the project review criteria in [Appendix C](#) of the MAC Charter).

Refer to [Section 2: Temporary Impacts Project Review](#) for more information about the review process.

4.2 Restriction Notification Requirements for Maintenance Work

Maintenance activities (conducted by internal staff or their contractors) and their impacts to traffic must be considered prior to starting the work. Maintenance activities may need to be shared with the Mobility Advisory Committee depending on the severity of the impacts per the project review criteria in [Appendix C](#) of the MAC Charter.

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 that will restrict travel for more than 24 hours, a temporary size and weight restriction must be entered in the Oregon Routing Information Online (ORION) system.

4.2.1 Maintenance 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, entering the temporary size and weight restriction in ORION will provide a “Traffic Advisory” to 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.

4.2.2 Maintenance Activity 2

Work is being done on the highway that will restrict passage by single trip permits (STP's) issued by the CCD Over-Dimension Permits Unit. Any impact to height, width, weight, or length that impacts STPs will require a minimum 14-day notification (see table of minimum notification times below). The purpose of entering the temporary size and weight restriction in the ORION system allows the system 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 the ODOT Mobility Services Team. 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 than 22 feet but more than 14 feet clear width on all red routes on [Route Map 9](#).

4.2.3 Maintenance Activity 3

Work is being performed that will impact continuous (annual) trip permits (CTP's) issued by the CCD Over-Dimension Permits Unit. This will require entry of a temporary size and weight restriction in the ORION system at a minimum of 21-days in advance. (Refer to the table below in Chapter 4.2.4 to determine restrictions that require at least 21-day notice.) If you are closing a highway, contact the CCD Over-Dimension Restriction Notices Team to ensure the detour route can accommodate oversize loads.

4.2.4 Notification Time Requirements for Maintenance

If a restriction notice is required for the maintenance activity, entry of the restriction in the ORION system must occur at least 14 or 21 days prior to the restriction taking effect, depending on the type of restriction.

The minimum restriction notification times (14 or 21 days) correspond to the impact the restriction has on over-dimension permits issued by the CCD Over-Dimension Permit Unit:

- **14-day notice** applies to restrictions that impact single-trip over-dimension permits. These route-specific permits allow for travel during a 10-day period and can be issued up to 4 days in advance. The CCD Over-Dimension Permit Unit requires at least 14 days to notify single-trip permit holders affected by the restriction.
- **21-day notice** applies to restrictions that impact annual over-dimension permit holders. These permits allow for unlimited trips. The CCD Over-Dimension Permit Unit requires at least 21 days to notify annual permit holders.

Use the following table to determine if a restriction for maintenance work requires a minimum 14 or 21 day notification.

Table 7: Minimum Restriction Notification Requirements for Maintenance Activities

Restriction Type	Minimum Notification	Condition
Full Closures	21 days	For all full closures of state facilities
Ramp Closures (If a ramp is closed for any period of time regardless of whether or not a detour is available.)	21 days	For all state system-to-system ramp closures (on/off ramps).

Restriction Type	Minimum Notification	Condition
-	14 days	For all other ramp closures.
Vertical Clearance Reductions (If lanes are shifted or closed under a structure resulting in lower VC, or VC is reduced in any way.)	21 days	Applies to blue routes on the Freight Mobility Over-Height Map . Blue routes allow 14'-06" high annual permitted loads to move.
-	14 days	Any other change from existing clearance (includes lane shifts under structures).
Width ²⁸ Reductions – Single Lane	21 days	• Less than 16' of clear width on black routes on Route Map 9 (or need to restrict 14' wide annually permitted loads). • Less than 14' of clear width on red routes on Route Map 9 (or need to restrict 12' wide annually permitted loads).
-	14 days	• 16' to 22' of clearance on black routes on Route Map 9. • 14' to 22' of clearance on red routes on Route Map 9.
Width ²⁸ Reductions – Two Lane	21 days	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).
Temporary Weight Restriction (e.g. closing a lane on a weight restricted bridge where heavy loads must straddle the center line)	14 or 21 days*	Any time weight restrictions are imposed that restrict permitted vehicles or add additional restrictions or special provision to existing restrictions. <i>*Contact the Mobility Services Team to determine potential impacts and notification requirements.</i>

²⁸ 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.

4.3 Delay Estimates for Maintenance

For less restrictive maintenance activities, regions decide if delay estimates will be formally prepared. Regardless, the sum of the delay resulting from construction and maintenance activities must fall below the region's acceptable limits for a particular segment or corridor.

In cases where the delay from maintenance projects cannot be accommodated within the region's acceptable limits, it may be necessary to reschedule the maintenance activities (e.g., during nighttime hours or to another time when construction-related delays are lower).

4.4 Emergency Declarations

4.4.1 Mobility Requirements

In the event of an operational emergency or natural disaster (e.g., fire, floods, and landslides), it is important to understand that ODOT places a priority on public safety. In such a situation, ODOT will work closely with the freight industry and other stakeholders to resolve issues associated with the temporary emergency as quickly as possible--keeping in mind that the freight industry is a necessary part of the response to any emergency or natural disaster.

Mobility requirements are waived during emergency events that are declared by the governor, the state maintenance and operations engineer, or the district manager for events that require immediate temporary traffic controls. In these events, opening the road to the traveling public and ensuring that the traveling public is safe become the primary objectives, and maintenance work must be performed immediately to meet these objectives. District managers have the authority, under declared emergency conditions, to waive the motor carrier hours of service and to authorize conditional approvals on alternate routes. For work that is not immediate, follow the requirements in [Chapter 4.2: Restriction Notification Requirements for Maintenance Work](#).

District managers or their representatives must actively communicate the status of any temporary size and weight restrictions and/or closures caused by the emergency event and are required to enter temporary size and weight restrictions in ORION so that permit holders can be notified and alternative routes provided, if needed.

4.4.2 Emergency Relief Projects

The Federal Highway Administration (FHWA) [Emergency Relief \(ER\) program](#) provides funding for the repair of highways on the Federal-Aid Highway System that are seriously damaged by natural disasters or catastrophic external events. To qualify, the highway must be classified as a Federal-aid route (excluding Rural Minor Collectors and Local Roads), and the damage must occur in a county where an emergency has been declared by the Governor or President. Additionally, the estimated damage must be at least \$5,000 per site, and the total eligible repair costs statewide must reach \$700,000. The program supports both **emergency**

repairs, which restore essential traffic and prevent further damage, and **permanent repairs**, which return the highway to its pre-disaster condition.

- **Emergency repairs**, eligible for 100% federal funding, must be completed within 270 days of the disaster (or with an approved extension) and aim to restore essential traffic, minimize damage, or protect remaining infrastructure.
- **Permanent repairs**, which restore highways to pre-disaster condition, require prior FHWA authorization and are subject to a cost-sharing formula: 89.73% federal share and 10.27% state/local match. Permanent repairs done before FHWA approval are only eligible if deemed more practical when combined with emergency work

See the Statewide Project Delivery Branch [Project Delivery Manual](#) for more information about ER projects.

4.4.3 Over-Dimension Permits

Carriers responding to the emergency event are not exempt from other size or weight limits, or from receiving oversize/overweight permits. However, their permit request is prioritized during normal business hours, and an after-hours emergency phone line (503-931-1541) is available to carriers responding to the emergency event.

The ODOT Commerce and Compliance Division may waive registration requirements when an emergency is declared. In this case, the weight mile tax is paid after the emergency repair is completed. If the carrier is not Oregon-based and does not have a permanent tax receipt, they can contact the CCD after the emergency and the tax will be collected.

4.5 Utility and Miscellaneous Permits

4.5.1 Utility Permits

A Highway Restriction Notice is not required for permitted utility work. However, entering a temporary size and weight restriction in ORION for utility work is strongly recommended so that the freight industry is aware of the work ahead of time. If a restriction is not entered, the CCD Over-Dimension Permits Unit is unable to stop oversize loads from coming through the utility work zone.

4.5.2 Miscellaneous Permits

Any activity allowed by a Miscellaneous Permit should be carefully considered for impacts to freight mobility. A temporary size and weight restriction is not required if:

- Work is outside the travel lane and does not restrict the size or weight of vehicles using the roadway.
- Traffic can be waived through the activity area.

If these conditions cannot be met, then notification may be required (contact the appropriate region mobility liaison or the Mobility Services Team). If notification is required, district staff must enter the temporary size and weight restriction in ORION at least 21 days before the restriction or detour takes effect.