



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation
Office of the Director
355 Capitol St. NE, Room 135
Salem, OR 97301-3871

April 20, 2006

To: Members of the ODOT Statewide Traffic Mobility Steering Committee and other interested parties

In my new role as Director of the Oregon Department of Transportation, I want to take this opportunity to confirm to you that nothing has changed with regard to ODOT's previously existing commitments to maintain passenger and freight mobility during the course of our construction activities.

The purpose of this letter is to respond to a request that I memorialize the mobility agreements flowing from the discussions that occurred at the March 16, 2006, meeting of the Statewide Traffic Mobility Steering Committee. I agree that we should document those agreements, which are as follows:

- The department will continue to uphold all of the commitments, decisions and agreements contained in the Highway Mobility Operations Manual as of the date of this letter and as thereafter amended. Amendments to the Highway Mobility Operations Manual will be discussed and approved at the Statewide Traffic Mobility Steering Committee.
- During the course of Stage 3 of the Oregon Transportation Investment Act III, I-5 and Highway 58 (with the exception of the Salt Creek Half Viaduct Project) in ODOT Region 2 will remain at full capacity. Full capacity will be defined in an amendment to the Highway Mobility Operations Manual.
- During the course of Stage 3, the Stage 1 sections of Highways 26, 97, and 20 will remain at full capacity unless a viable alternative route is provided.
- Any project considered for any Stage 1 sections of Highways 26, 97, and 20 during the course of Stage 3 will come before the Statewide Traffic Mobility Steering Committee for review and agreement prior to commencement of the project.
- Maintenance Districts will not place excessive restrictions or disallow the movement of over-dimension loads over any Stage 1 sections of Highways 26, 97, and 20 during Stage 3 that otherwise meet all applicable requirements.

It is essential to understand that there may be operational emergencies, natural disasters such as fire, floods or landslides, or other unforeseen events involving public safety that may create temporary changes to these agreements. ODOT must always place public safety first. In the event of those circumstances, we will work closely with the freight industry, other stakeholders, and the traveling public to resolve any such temporary emergencies as quickly as possible.

Sincerely,

Matthew L. Garrett
Director