



# Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Office of the Director

355 Capitol St. NE

Rm 135

Salem, Oregon 97301-3871

June 15, 2006

Bob Russell  
Oregon Trucking Association  
4005 SE Naef Road  
Portland, OR 97267

FILE CODE:

Dear Mr. Russell:

As a follow up to our discussion on May 8, 2006, I spoke with Director Garrett about his commitment to define "full capacity" which he expressed in his April 20<sup>th</sup> letter. He reaffirmed to me that he intends to live up to this commitment.

This necessarily changes the tone of the letter that I am writing to you. Rather than express the intention of the commitment to full capacity as we discussed, I've now tried to capture your concerns in a proposed definition. Whatever we propose, it will go to the full committee for concurrence.

The intention of the commitment to "full capacity" on the Stage 1 routes, and OR58 and I-5 north of OR58 in Director Garrett's April 20, 2006 letter refers to both the dimensions of and speed at which vehicles can travel those routes. The ODOT Mobility Manual describes the basic dimensions of "reduced capacity" (less than "full capacity") and the speed of travel is taken to mean the speed of normal travel on the system. This is subject to posted speeds, congestion, weather, incidents and the like. "Full capacity" then means that ODOT will not undertake planned construction projects where the work would create unmanageable restrictions to any size vehicles traversing those routes.

The manageability of work on any project will be determined by the Statewide Traffic Mobility Steering Committee (STMSC). The unmanageable end of the spectrum may be a project that closes a route or direction of travel for other than the briefest period of time (a few hours) unless traffic volumes are so low that effectively no delay results. The manageable end of the spectrum may be a paving project where traffic disruption within the delay thresholds occurs during periods of low (night time e.g.) traffic, or where a short detour accommodates traffic at posted speeds. Projects that impact traffic on the routes in the Director's letter will be presented to the STMSC to determine its manageability, as will any proposed exception to the criteria in the ODOT Mobility Manual (Salt Creek Tunnel Viaduct project on OR58 e.g.).

I hope I have captured the concerns you raised in a manner that defines "full capacity" commensurate with the ODOT Mobility Manual and the successful work of the STMSC. Let me know if I've missed the mark in any way.

Thanks for your work on the definition.

Doug Tindall  
Deputy Director, Highway

