



# Oregon

Kate Brown, Governor

Department of Transportation

District 2B

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November 8, 2021

**Letter of Intent between Agencies for pavement resurfacing considerations associated with curb ramps on or along a State highway**

The City of Portland (COP) and Oregon Department of Transportation (ODOT) intend to coordinate such that a deviation to the Region I Maintenance Guidelines for Pavement Restoration or Defective Work Standards for curb ramps requiring pavement resurfacing on or along a State highway will be considered:

- When pavement restoration affects bike lanes, shoulders, and parking lanes, a reduction of the minimum pavement restoration length standard will be considered when there is a fog line, depending on the traffic volumes and path of vehicular travel. The width of the pavement restoration would be from the curb/edge of the shoulder to the fog line.
- When no shoulder or parking lane exists, the pavement restoration width shall be taken to the skip line (lane line) or centerline, depending on the traffic volumes, with a focus on freight, the minimum pavement restoration length standard will be considered.
- When the curb ramp construction work requires striping removal and the new striping is not being placed in the same location and no other pavement restoration is occurring in the intersection, a reduction of the minimum pavement restoration length standard will be considered.

To request a deviation from ODOT, the applicant (PBOT as applicant or the developer through the Permit Specialist as applicant) shall make a request to the ODOT Permit Specialist or Access Coordinator, including a justification as to why the request is being made based on the bullet items above, as appropriate.

Depending on the proximity of nearby associated construction, the length of pavement restoration required may be greater than the minimum. For example, if one newly constructed ramp is only 25' from the next ramp to be constructed, the space in between the two ramps may need pavement restoration.

A Fog Line is defined to be the first solid white line from the edge of pavement or curb.

**Both Agencies agree that requests for a deviation to the pavement restoration standards will be considered on a case-by-case basis as described above for projects with a scope of work limited to stand alone curb ramp improvements.**

This Letter of Intent is nonbinding and should not be construed as a commitment by either Agency.

**CITY OF PORTLAND**

By Steve Townsen  
Steve Townsen, P.E., City Engineer

Date 11/09/21

By Eva Huntsinger  
Eva Huntsinger, P.E., JD, Engineering Manager  
for Civil Engineering and Drafting Division

Date 11/09/21

By Christopher M Wier  
Christopher Wier, P.E., PER Manager

Date 11/09/21

**Agency Contact:**

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**STATE OF OREGON**

By Ted Miller 11/09/2021  
Theodore Miller, Region I Maintenance &  
Operations Manager

Date 11/09/2021

By Cory Hamilton  
Cory Hamilton, District 2B Manager

Date 11/16/2021

By Zach Candeaux  
Zach Candeaux, Assistant District 2B Manager

Date 11-9-2021

**State Contact:**

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