



# Oregon Work Zone Executive Strategy Session #5

## AGENDA

Monday,  
December 7, 2015

3:00 p.m.  
to 5:00 p.m.

ODOT HQ  
355 Capitol St. NE  
Salem, Oregon 97301

Gail L. Achterman  
Commission Room 103

Teleconference:  
1-866-590-5055  
Participant Code  
755731

1. Introductions & Background – Matt Garrett, ODOT – 10
2. Task Force / Resource Team Updates (15 min each)
  - **Engineering Enhancements** – Bob Pappe, ODOT
  - **Enforcement** – Captain David Anderson, OSP
  - **Separation & Mobility** – Brian Gray, AGC, Bob Russell, OTA and Walter Gamble, W.R. Gamble Engineering
  - **Communication Resource Team** – Dave Thompson, ODOT
3. 2015 and 2016 Construction Seasons – Joe Squire / Bob Pappe – 10
4. Work Zone Interstate Photo Radar – Anne Holder – 10
5. OSU – David Hurwitz, PhD – 10
6. Task Force Next Steps – Matt Garrett – 10
7. Good of the Order – All – 10

Task Forces	Work Items	Action Items	Lead	PDLT Involvement
Separation / Mobility (S/M)	1. Guiding Principle	<ul style="list-style-type: none"> <li>Finalize guiding principle</li> </ul>	S/M TF (Gray/Russell/Mather)	Information / Feedback
	2. Manuals / Directives	<ul style="list-style-type: none"> <li>Modify or create the following to align with the guiding principle:               <ol style="list-style-type: none"> <li>Traffic Control Design Manual</li> <li>Mobility Procedures Manual</li> <li>Highway Design Manual</li> <li>Construction Manual</li> <li>PD-16</li> <li>Maintenance</li> <li>New Directives?</li> <li>Other (TBD)?</li> </ol> </li> <li>Communicate changes</li> </ul>	a. Traffic / Roadway Section (Bob Pappe) b.	Information
Engineering Enhancements (EE)	3. Work Zone / Separation Devices (ongoing)	<ul style="list-style-type: none"> <li>Continue search for new separation devices</li> <li>Meet with contractors to discuss/test</li> <li>Sort Qualified Products List for existing separation devices (show applications)</li> <li>Add to Qualified Products List as devices receive FHWA approval</li> </ul>	EE TF (Bob Pappe)	Information
	4. Separation / Mobility Decision Tree	<ul style="list-style-type: none"> <li>Build Prototype</li> <li>Review / Feedback (Task Force, Regions, Contractors, OSU, and users)</li> <li>Pilot / Modify</li> <li>Tech Bulletin</li> <li>Expand / Enhance</li> </ul>	Traffic / Roadway Section (Bob Pappe)	<ul style="list-style-type: none"> <li>Obtain input from Regions</li> <li>Direct Regions to implement</li> </ul>
Law Enforcement (LE)	5. Portfolio / Project communication and coordination with LE	<ul style="list-style-type: none"> <li>Memo / Directive on communication</li> <li>Considerations / Criteria</li> <li>Performance Measures</li> <li>PDLT Annual Performance Report</li> </ul>	LE TF (Anne Holder)	<ul style="list-style-type: none"> <li>Feedback</li> <li>Direct Regions to implement</li> <li>Determine Reporting Needs</li> </ul>



# Guiding Principle

**Mission:** ODOT’s mission is to provide a safe, efficient transportation system that supports economic opportunity and livable communities.

**Goal:** Our work zone safety goal is zero fatalities and injuries, including ODOT employees, contractors, public safety professionals and the traveling public while efficiently moving people and goods.

**Guiding Principle:** The best work zone design and management plan will maintain safety and mobility, a balance that shall be analyzed continuously throughout the lifecycle of the facility.

**Directive/Strategy:** To accomplish this goal, project design teams shall consider the full range of options including but not limited to separation of the traveling public from workers and work areas, speed reductions, law enforcement, enhanced traffic control devices and signage, and overall roadway and work zone design. Effective communication with travelers is essential to establish reasonable expectations and minimize unsafe driver behavior. While there is no single solution that is appropriate for all roadway designs and work zones, whenever practicable workers should be separated from traffic.



## Resources:

- Mobility Committee
  - ODOT's Mobility Committee is a resource that can provide necessary balanced guidance.
  - Work through your mobility coordinator and the mobility committee to reach resolution.
  - Bring issues forward early in the scoping and design stage to avoid surprises and keep everyone in the problem solving mode.
  
- Work Zone Separation Decision Tree
  - The decision tree will help us identify separation options available per work zone.
  - Impacts to safety, mobility, scope, schedule, budget, delay, driver convenience, and 'other' impacts shall be identified when assessing separation options.
  - To help guide us through our decision making, the following decision tree is intended to provide new tools and approaches.



## Decision Tree

Print Form

### Evaluate Separation Opportunities, Other WZ Concepts, WZ Devices

Project Name (Section)  Key No.  Contract No.

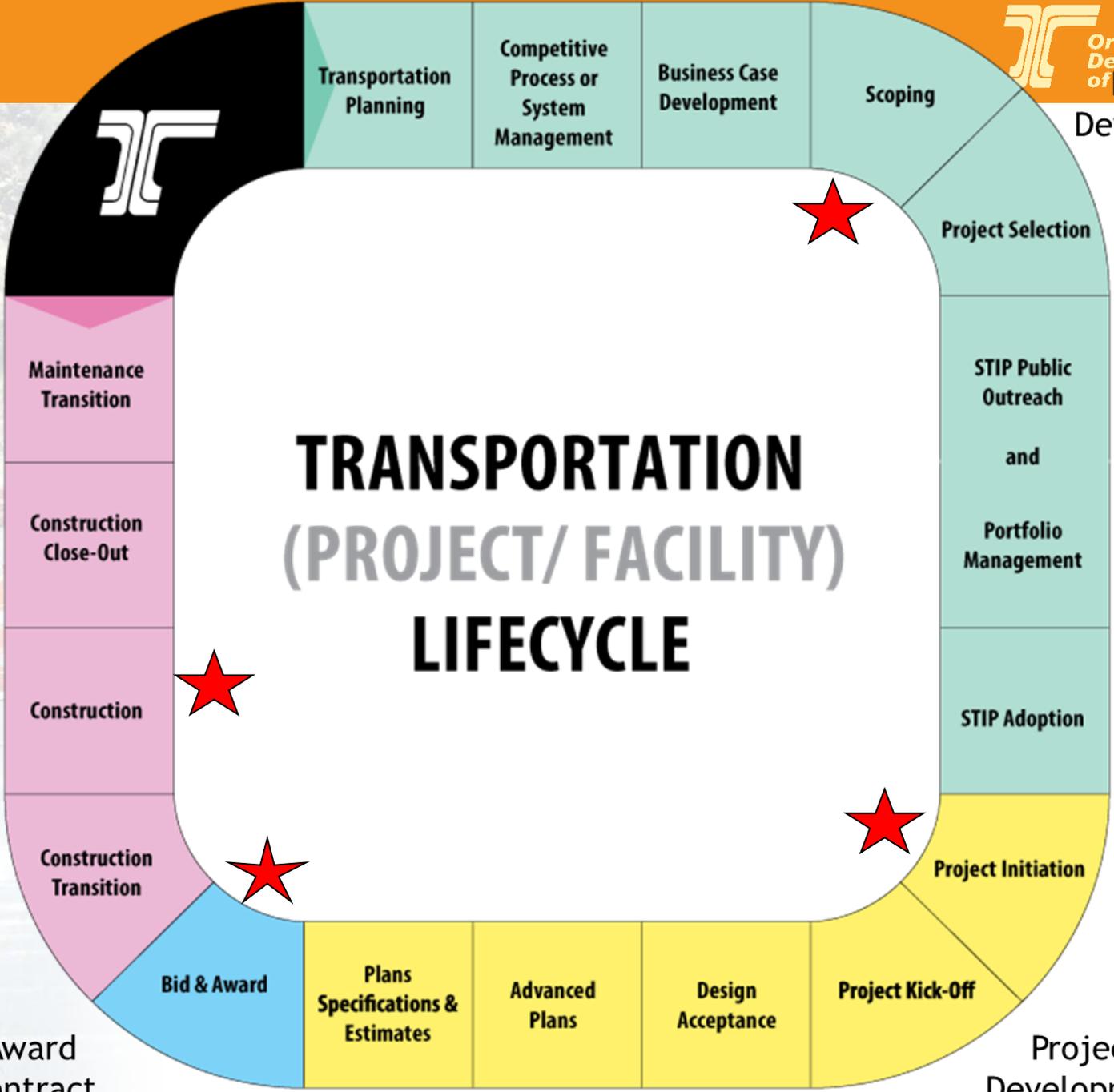
Highway  Project Leader / Project Manager  Agency Project Manager  Region

**Instructions:** At project initiation, work through each opportunity on this "decision tree." Add other project-specific decisions as needed. (Add more instructions as needed.)

Contractor

Opportunities to Evaluate	Possible	Impacts	Stakeholders	Decision
Full road closure	no			
Partial road closure	no			
Full detour	no, 100 miles around			
Partial detour	yes, construct temporary bridge	increases cost of project, adds time to schedule	Area Manager	no
Cross-overs	no, volumes too high for one lane during day			
Temporary barrier	yes	requires narrower lanes than mobility manual allows adds cost for temp barrier	Mobility Committee Area Manager	
Increased clear space	yes	requires narrower lanes than mobility manual allows	Mobility Committee	Yes, as long as no hard barrier
Decrease exposure time	yes, limit work hours	extends project duration	Area Manager - project schedule	
Accelerate/time incentives	yes, but need alternate contracting approval	need exemption, need more PE time	Area Manager, project PE schedule, later bid date, resources for alternate contracting	
Law enforcement OT hours	yes	LE OT hours, LE available?	LE, regions with LE OT hours - TSB	yes
Use drums and cones to close lane				
Use automated flagging station				
Use temporary transverse RS upstream of flagging station				
Use additional PCMS upstream to communicate with drivers				
Other:				

ADD ANOTHER ITEM



# TRANSPORTATION (PROJECT/ FACILITY) LIFECYCLE

Construction Management

Award Contract

Project Development

