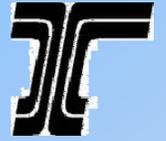




# The Mobility Manual... What's New?





# Contents...

- ▶ Revision History
- ▶ Name change
- ▶ Restructuring
- ▶ Critical Route pairs
- ▶ Project Manager Role
- ▶ Resolution Process –  
Mobility Policy Committee
- ▶ Sunset/sunrise exception
- ▶ Notification Requirements
  - Notification Tables and  
Freight mobility maps
  - Interchange list
- ▶ Mobility Maintenance  
Requirements/Construction
- ▶ Permanent Conditions
  - 366.215



# History

- ▶ The Highway Mobility Operations Manual (HiMOM) was published in July 2005 & updated in October 2005.
- ▶ The first major revision was undertaken the summer of 2009. This review process included internal & external stakeholders.
- ▶ The process stalled due to a variety of issues, and the 2005 version of the manual continued to be used.



# History

- ▶ In 2011, a smaller team was formed to roll out mobility training and to pick up where the larger group left off, per the direction of Director Matt Garrett. This group consisted of members from Highway, Transportation Planning Division, and Motor Carrier.

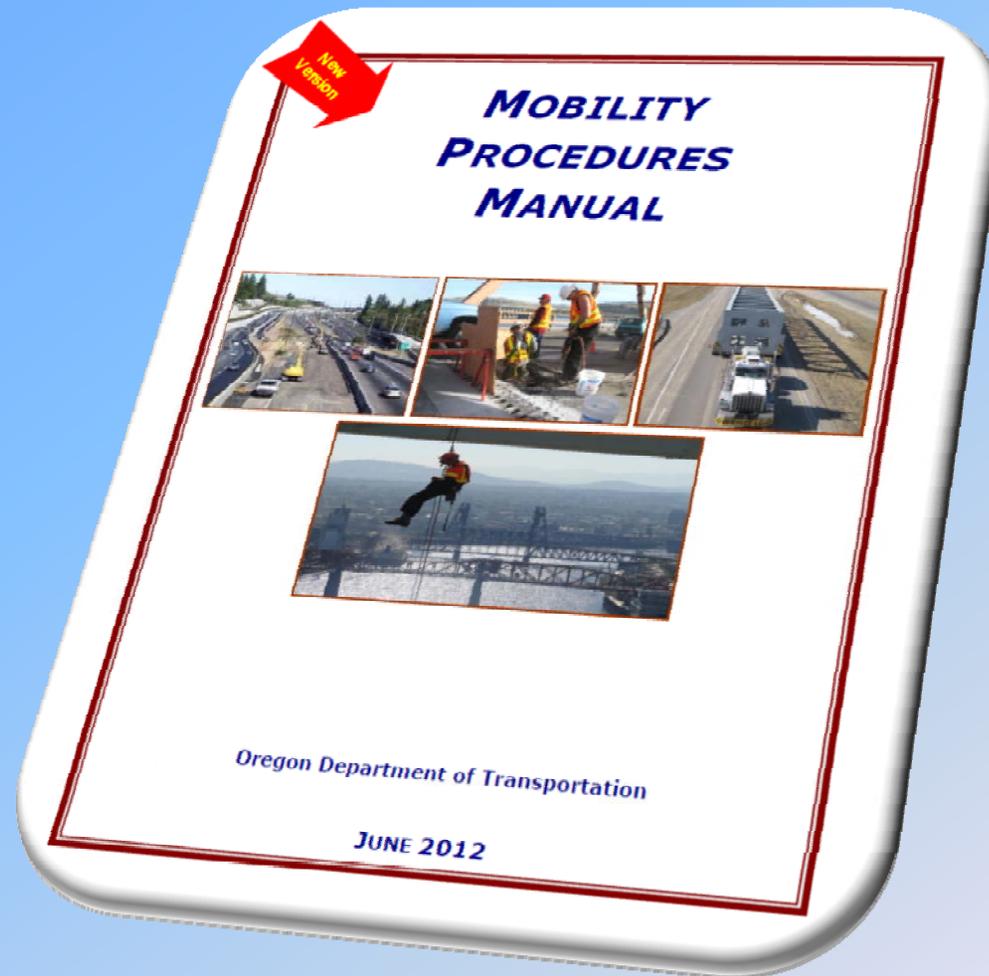
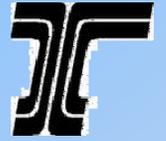




# New NAME - New LOOK: No longer called the Highway Mobility Operations Manual (HiMOM)



# New NAME – New LOOK: Mobility Procedures Manual (MPM)





# Formatting Changes

- ▶ The original HiMOM was structured by topic. In practice, the agency has learned that the manual has different audiences who look to the manual for completely different purposes. Planners, design, construction, and maintenance all have different purposes, each looking for a different set of governing conditions.
- ▶ Temporary and Permanent conditions have been split up to have their own requirements.



# Temporary Conditions

## *Chapter 4 – Temporary Conditions*

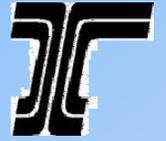




# Permanent Conditions

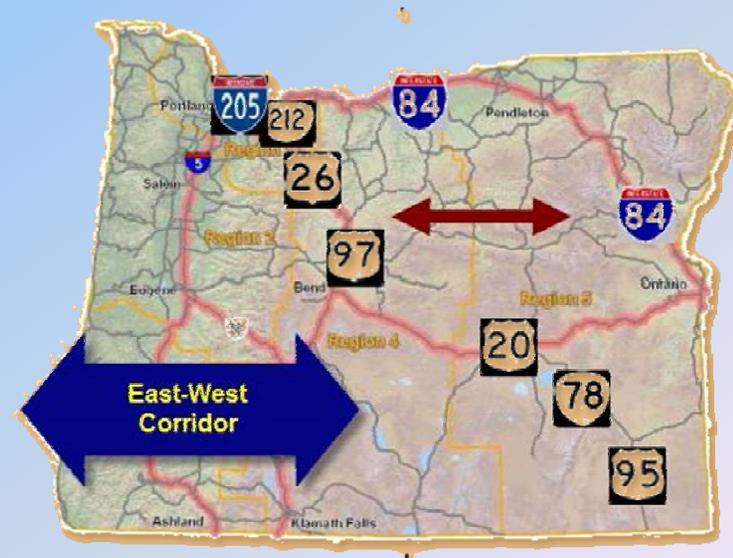
## *Chapter 6 – Permanent Conditions*





# Critical Route Pairs

- ▶ The freight industry asked that ODOT stay committed after OTIA is over and that if a route needs to be restricted, ODOT will collaborate closely with the freight industry to minimize the impact of construction projects on mobility.





# Critical Route Pairs

- ▶ If the route that is identified on the list of critical route pairs needs to be temporarily restricted, ODOT will take steps to make sure that the paired critical route on the list is not restricted. For instance, on the Portland to Coast Route, if US 30 needs to be restricted, ODOT will make sure that US26 is not restricted during that same period.



# Critical Route Pairs

Table 1 – Critical Route Pairs

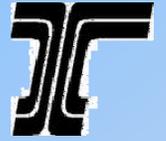
Highway	Paired With	Area
I-84	OR 212, US 26, US 97	Washington – California
	OR 212, US 26, US 97, US 20 <i>(Sometimes includes OR 78 and US 95.)</i>	Portland – Ontario
US 30	US 26	Portland – Coast
OR 22 & OR 18	US 20 <i>(Upon completion of the Pioneer &amp; Eddyville Project.)</i>	Willamette Valley – Coast
OR 126	OR 38	Willamette Valley – Coast
OR 38	OR 42	I-5 – Coast
OR 126	OR 58	I-5 – Central Oregon





# New – Project Manager Role

- ▶ 2005 version of the HiMOM identified Project Manager as responsible for turning in Highway Restriction Notices to MCTD.
- ▶ Specification language was changed in 2007/2008 placing the responsibility on contractors.
- ▶ Due to a variety of issues, such as notices not aligning with contract requirements, new processes were put in place.
- ▶ Project Managers are now responsible for reviewing the adequacy of information contained in the Highway Restriction Notice as prepared by contractor before forwarding the notice to MCTD.



# New Resolution Process

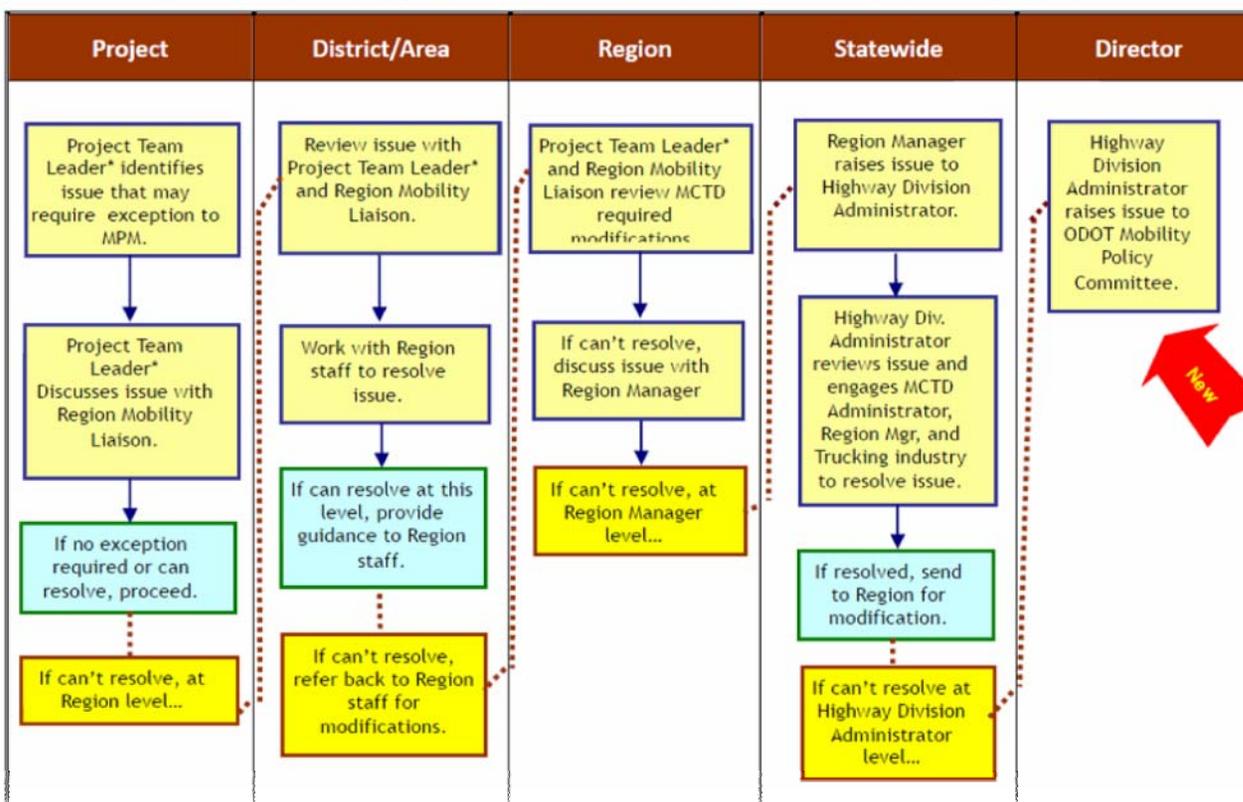
- ▶ The Statewide Mobility Manager Role has gone away – in it's place is the ODOT Mobility Policy Committee.
- ▶ Try to resolve issues at a lowest level first.





# New Resolution Process

Figure 1 – Mobility Issues Resolution Process for MPM Exceptions





# New Resolution Process

*\*District Manager when not project related (e.g. over dimensional permitting issues)*

## Involved in Discussion

❖ Project Leader	❖ Area/District Manager	❖ Region Manager	❖ Highway Division Administrator	❖ ODOT Director
❖ Project Manager	❖ Freight Mobility Coordinator	❖ Region Mobility Liaison	❖ MCTD Administrator	❖ Highway Administrator
❖ Region Mobility Liaison	❖ Region Mobility Liaison	❖ MCTD Administrator		❖ MCTD Administrator
❖ MCTD Permit Unit				❖ TDD Administrator

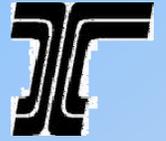
Who's on the ODOT Policy Committee?

## Trucking Industry Representatives

*(Will be engaged as needed throughout the process.)*

# New Chapter – Freight Permitting Overview





# Freight Permitting Overview

- ▶ This chapter explains oversize annual & single trip permitting.
- ▶ Requirements to mail out letters
- ▶ New exemption to letter requirement when restriction results from a parade, race, or other civic event.

# Exemption to Letter Requirement



ODOT Mobility Procedures Manual

Chapter 3

## *Exemptions from requirement to send letters*

When restrictions result from parades, races, or other civic events and all of the following requirements are met, a letter will not be mailed out:

- ❖ Restriction is for approximately 3 hours or less on a single day and the requesting party does not have funds or means to pay mailing costs.
- ❖ Restriction references closure for which ODOT Highway staff have approved a traffic control plan or for which a detour exists.
- ❖ Restriction does NOT involve the interstate system or a major freight route, in the opinion of the MCTD Freight Mobility Coordinator.
- ❖ There is no ODOT construction or maintenance project EA which should appropriately be charged to fund the mailings.
- ❖ The advance notification timelines have been met by the submitted restriction notice (28 days).





# Sunrise/Sunset Exceptions

- ▶ During the project development phase, when traffic engineers or project development teams determine longer work hours are needed, and standard horizontal width standards cannot be maintained for work occurring between April & August, project teams can seek an exception to encroach into the daytime hours for a longer work window (up to 12 hours).
- ▶ This was a result of an AGC meeting held with industry stakeholders, MCTD, Highway and contractors on April 21, 2011.



# Sunrise/Sunset Exceptions

## Sunrise/Sunset Exceptions:

During the project development phase, when the traffic engineers or project development team determine longer work hours are needed, and horizontal width standards cannot be maintained for work occurring between April and August, project teams can seek an exception to encroach into the daytime hours to allow for a longer work window (up to 12 hours). These exceptions are called **Sunrise/Sunset Exceptions**, which are exceptions to OAR 734-082-0005 allowable overwidth movement hours.



To request a Sunrise/Sunset Exception, provide the following information to your region mobility liaison who will forward to the MCTD Freight Mobility Coordinator:

- ❖ Staging details (horizontal width, etc.)
- ❖ Project location
- ❖ Available horizontal pavement width between barriers.
- ❖ Dates and hours for width restrictions

The MCTD Freight Mobility Coordinator will share this information with the freight industry stakeholders. Depending on project location and types of loads moving through the project area, they may request the hours encroaching into the daylight be either in the morning or at the end of the day so freight would be least impacted.

## Horizontal Width Restrictions/Notification Required When:

### Interstate/Multilane Highways

- ❖ Less than 28 feet for two lanes of one-way traffic.
- ❖ Less than 22 feet for one lane of one-way traffic.

### Other 2-Lane Routes on National Highway System (NHS)

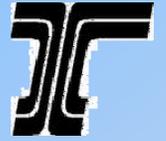
- ❖ 28 feet of horizontal clearance for two lanes of one-way traffic (single lane each direction).
- ❖ 22 feet of horizontal clearance for one lane of one-way traffic.

A written notification using the on-line electronic restriction notice Form 734-2357 must be submitted to the MCTD Freight Mobility Coordinator when reducing the horizontal clearance to less than the clearances listed above in the horizontal width restrictions section.

The amount of notification needed (up to 28 days, see Chapter 5) varies depending of the type of highway, time of day, and number of lanes where width is reduced.

# New Chapter – Notification Requirements





# Notification Requirements

- ▶ NEW – Maintenance Mobility Requirements may apply to Construction if all conditions are met.
- ▶ Past practice has shown that construction can apply the maintenance Mobility Requirements to their projects too. We have identified this in the new MPM.



# Notification Requirements

## Introduction

The purpose of this chapter is to provide ODOT Highway Division staff and contractors with simplified notification requirement criteria for freight restrictions.

Written notification using the online electronic restriction notice [Form #734-2357](#) must be sent to the MCTD Freight Mobility Coordinator within the number of days specified in the tables shown in this chapter before any roadway freight restriction condition can be implemented. The notice must be reviewed and approved prior to work beginning.

These simplified notification requirements are based largely on the types and sizes of loads that are expected to use a route. This notification chapter has been separated so that users may easily remove these pages from the overall manual and carry them with them.

The information in this chapter describes the process for determining if a notification is required. Detailed explanations of the conditions are found in Chapter 4 – Temporary Conditions.

## Notification Requirements for Freight Restrictions

A freight restriction can be created by a construction or maintenance work zone activity which impedes the movement of freight by reducing the height, width, or weight carrying-capacity of the roadway facility.

The following instructions are for determining if a roadway freight restriction condition exists and if it is necessary to notify MCTD of the restriction. These instructions are consistent with the 2006 ODOT Memo – Maintenance Mobility Requirements at:

[http://www.oregon.gov/ODOT/HWY/docs/MAINTENANCE\\_MOBILITY\\_REQUIREMENTS.pdf](http://www.oregon.gov/ODOT/HWY/docs/MAINTENANCE_MOBILITY_REQUIREMENTS.pdf)

### When Notification is NOT Required

If work activity meets all six of the following requirements, then notification to MCTD is NOT required:

- ❖ For interstate and multi-lane divided highways: If minimum available horizontal clear distance after equipment/barriers has been cleared is 22 feet;
- ❖ For two-lane highway or all other individual highways: If minimum available horizontal clear distance after equipment/barriers has been cleared is 19 feet;
- ❖ Able to accommodate all loads, including oversize loads. Work equipment and traffic control devices must be able to be moved quickly to enable a load that approaches the work zone unannounced to be waved through. 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 unannounced to provide the required clear distance or the required clear distance was still available. This may result in a slight delay to the oversize load or the traffic behind the load. It is okay to have a small delay as long as the load can get through the work zone.
- ❖ No lane shifts or lane closures are beneath structures. High loads may have specific lane usage required in their permits as bridges often have varying vertical clearances above



# Easier to use notification tables

**Table 6 – Nighttime Width\* Restrictions Resulting in Single Lane of Work Zone Traffic**

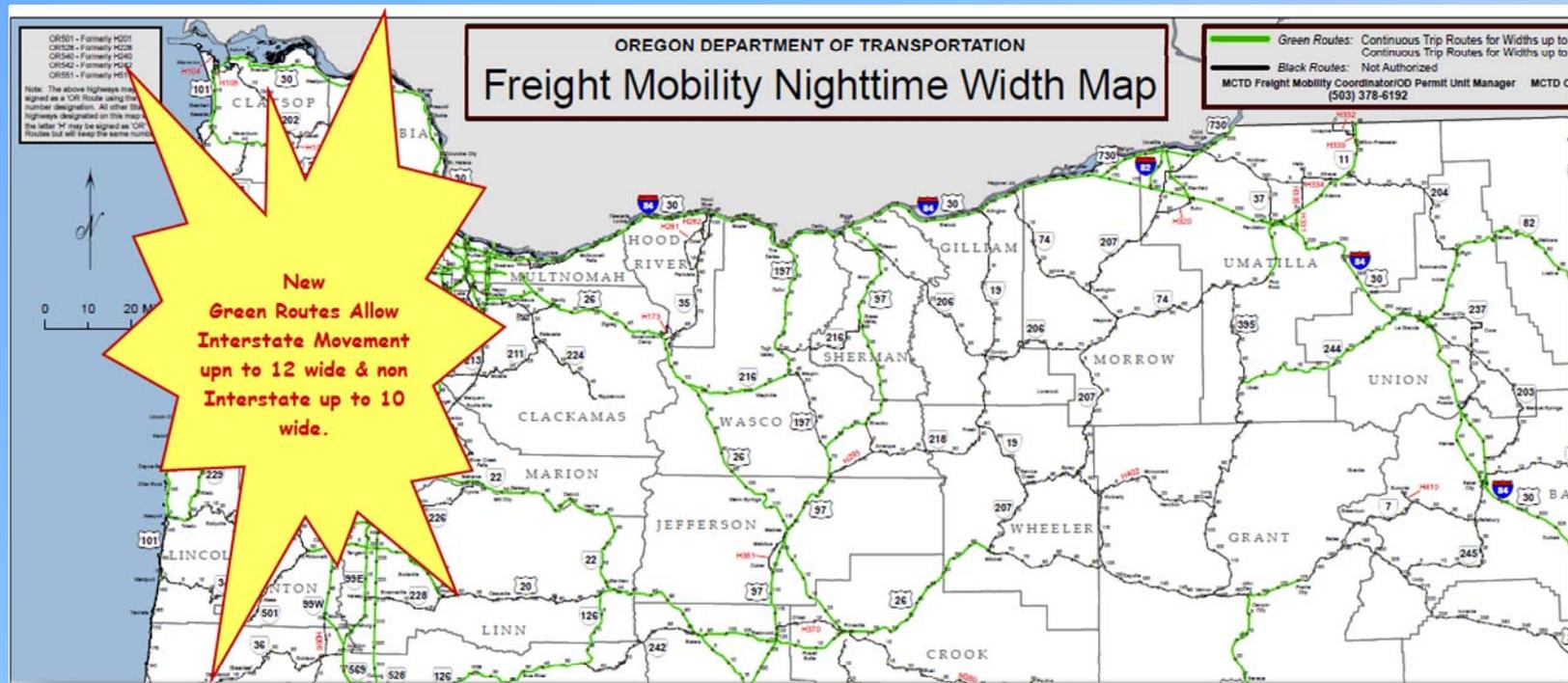
The amount of notification required is based on the route and the width of the restriction. Refer to the [Freight Mobility Nighttime Width Map](#) to determine the color of the route the restriction will be on and then use the table below to determine the amount of notification required:

Freight Mobility Width Map Color	Green (Interstate)	Green (Non-Interstate)	Black
28-Day notification	Less than 15'	Less than 13'	N/A
14-day notification	15' to 22'	13' to 22'	Less than 22'



\*Width generally refers to the *paved* width of the lane and any shoulders which are capable of supporting the freight traffic loads without failure. On a case by case basis, unpaved/aggregate shoulders may be determined to be useable. See Chapter 3 for discussion of allowable freight permitted widths.

# Tables used in conjunction with new freight mobility maps



# New – Ramp Closure Notification requirements



- ▶ 28 Day notification required for critical ramps identified on the Critical Interchange List.
- ▶ 14 day notification Required for all other ramps.

**Table 3 – Ramp Closures**

Notification	Condition
28-Day notification	Required if ramp is part of the <b>Critical Interchanges</b> listed in Table 8.
14-day notification	Required for all other ramp closures.

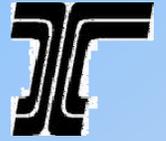
ODOT Mobility Procedures Manual Chapter 5

**Example**

**Table 8 – Critical Interchange List**

Hwy	Route	Hwy	Exit #	Route
US 26	OR 217	I-5	168	OR 99 – Goshen-Divide Hwy
US 26	I-405	I-5	182	Creswell
		I-5	188	OR 58 / OR 99 – Goshen
US 97	135A US 97 Business	I-5	190	McVay Hwy
US 97	N/A US 20 / 3rd Street	I-5	192	OR 99 – Pacific Hwy West
		I-5	194	OR 126 / I-105

# New – Permanent Conditions Chapter



- ▶ This chapter provides guidance on making permanent changes to the roadway system.
- ▶ ORS 366.215 -Reduction in Capacity





# Permanent Conditions

## ***Reduction in Freight-Carrying Capacity***

The information in this section is consistent with the guidelines approved by HLT on March 17, 2011. Additional information and maps of the ORS 366.215 routes can be found online at <http://www.oregon.gov/ODOT/TD/TP/ORS366.215.shtml>.

### ***General***

The ORS 366.215 Guidance Document applies to all projects in planning, project development, development review, and maintenance projects. The statute can be found in its entirety further in the chapter, in addition to a flow diagram to use to implement this statute.



### ***Hole-in-the-Air***

The term *hole-in-the-air* refers to the entire roadway, not just the load on the road at any particular moment. We need to think of a Reduction of Vehicle-carrying Capacity (RVC) the same way the freight stakeholders do – if they can get through the highway segment today, they want to get through there tomorrow. Assume that a proposed change reduces capacity if this condition is no longer true. Proposed striping changes that have the effect of narrowing lanes and/or the overall usable width of a highway are considered as affecting the *hole-in-the-air*.

### ***Applicable Highways***

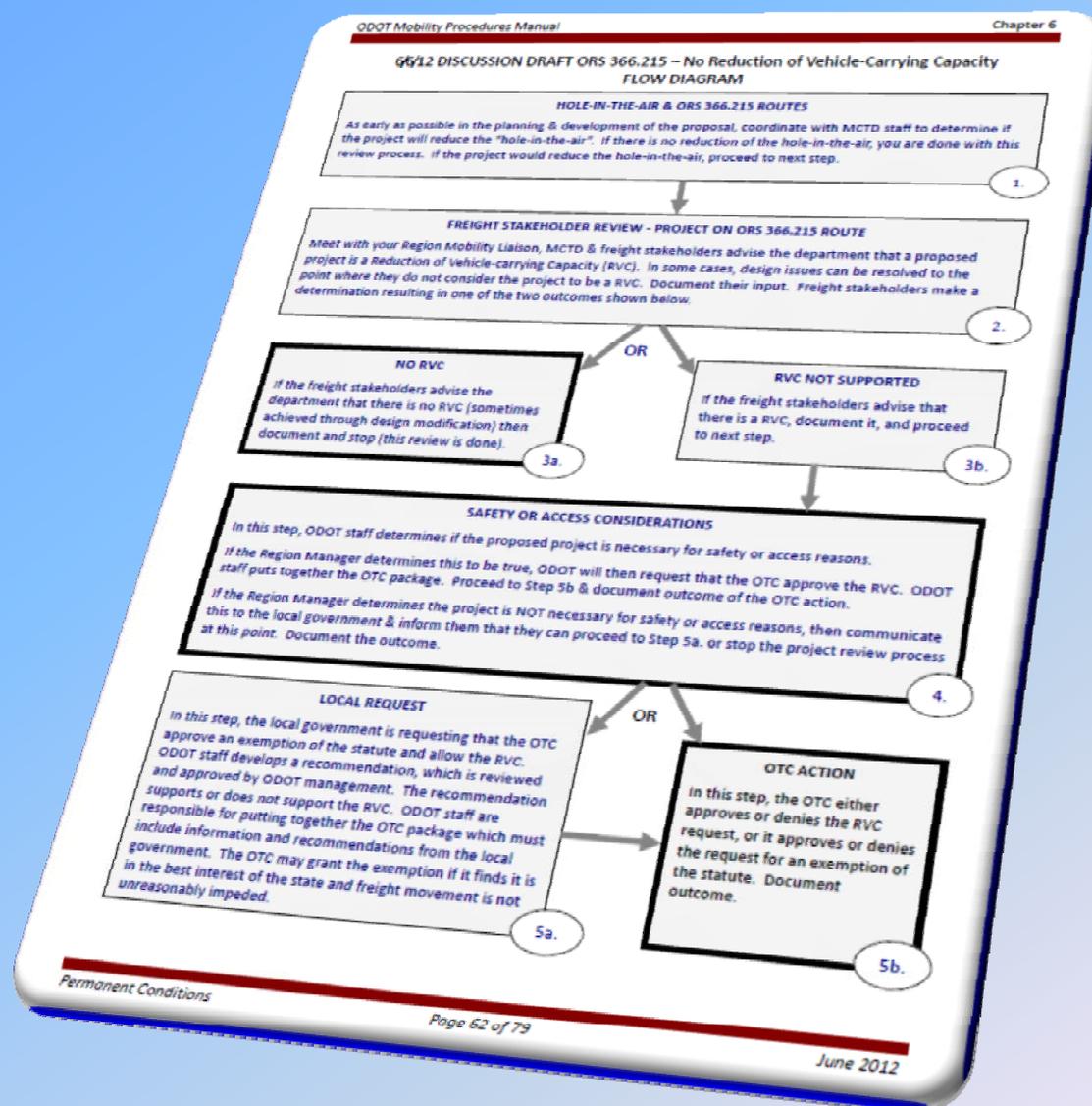
In the ORS 366.215 Guidance Document, routes consist of the Oregon Highway Plan (OHP) freight routes, the National Network, and seven additional routes. <http://www.oregon.gov/ODOT/TD/TP/ORS366.215.shtml>

All projects that have the potential to reduce the *hole-in-the-air* must follow the process shown in the flow diagram in this chapter.

Projects on ORS 366.215 routes must follow the process in the flow diagram to the appropriate endpoint (Step 3a, 4, or 5b).



# Permanent Conditions



The End

