Draft Transportation Management Plan

ODOT | K21400 I-205: I-5 to OR 213, Phase 3
HDR Project #10063137

February 11, 2019
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Acronyms

ADT  average daily traffic
ATM  active traffic management
Consultant  HDR Engineering, Inc. and subconsultant partners
County  Multnomah County, Oregon or Washington County, Oregon
CRCP  continuously reinforced concrete pavement
Hwy  Highway
I  Interstate
ITS  intelligent transportation systems
M  million(s)
MCTD  Motor Carrier Transportation Division
MP  milepost
NB  northbound
NHS  National Highway System
ODOT  Oregon Department of Transportation
OR  Oregon Route
PCMS  portable changeable message signs
Project  I-205: Stafford Road to OR 213 or the combined Interstate 205 Abernethy Bridge and Interstate 205 Freeway Widening Projects
Project Team  ODOT and HDR Engineering, Inc. and subconsultant partners
PS&E  Plans, Specifications, and Estimate
ROW  right-of-way
RSM  rolling slowdown method
SB  southbound
STIP  Statewide Transportation Improvement Program
TCP  Traffic Control Plans
TMP  Transportation Management Plan
TPAR  Temporary Pedestrian Accessible Routes
VAS  variable advisory speed signs
VMS  variable message signs
1 Introduction

The purpose of this Transportation Management Plan (TMP) for the Interstate (I) 205 from I-5 to Oregon Route (OR) 213, Phase 3 (Package C) project (the Project) design segment is to provide the details regarding the development of Traffic Control Plans (TCP) and other measures recommended during the construction phase of this project. During construction, it is desired that disruptions and delays to travelers and freight be minimized without compromising public or worker safety and the quality of the work being performed. Phase 3 is also known as Package C of the “I-205 Stafford Road to OR213” corridor widening project, which will be constructed first among the three packages. This TMP is considered a living document and will be subject to additions and modifications throughout the design life of this project.

2 Project Area Boundaries

The section of I-205 from Stafford Road (beginning at milepoint [MP] 2.9) to just beyond OR 99E (MP 9.6) is the last remaining segment of two-lane freeway on the I-205 corridor, resulting in congestion and crashes. Insufficient capacity, as well as the closely spaced Interchanges (OR 43, OR 99E, and OR 213) and the current OR 43 northbound (NB) entrance ramp configuration, results in significant I-205 travel delays in both the morning (a.m.) and evening (p.m.) peak periods. Collectively, these conditions contribute to safety and travel-time predictability issues, which result in significant delays to passenger and freight traffic. Regional growth is also expected to expand the congested peak periods, further reducing the number of hours vehicles can move on the system without major delay.

As shown in Figure 1, the Project area spans from MP 0.94 to MP 11.66. The Project includes constructing a sign bridge northbound at MP 0.95 to accommodate two VAS and a VMS on both the I-5 southbound and northbound entrance ramps. Near the northern project limit at MP 11.68 (southbound), the existing VMS mounted on a sign bridge will be replaced. I-205 is an Oregon Department of Transportation owned and maintained facility within the City of West Linn and City of Oregon City limits. Adjacent land uses are a high-density mix of commercial and residential developments. The Project area is in ODOT Region 1 in Clackamas and Washington Counties.

2.1 Proposed Improvements

The Project will install active traffic management (ATM) elements throughout the Project limits, consistent with the ODOT Region 1 ATM Project Atlas (published April 2016), except those attached to the Sunset Avenue Bridge and located at MP 4.26 northbound, just south of the Johnson Road overcrossing. Both of these elements will be constructed within Package B.
Figure 1. Project Area Map

END OF PROJECT
S064(061)

EAST PORTLAND FREEWAY
(M.P. 0.94 NB)

BEGINNING OF PROJECT
S064(061)

EAST PORTLAND FREEWAY (M.P. 11.66 SB)
2.2 Transportation Management Plan Goals

The primary purpose of this TMP is to address the construction-related traffic impacts of this Project in a cost-effective and timely manner with minimal interference to the traveling public and adjacent properties. To accomplish this goal, the TMP incorporates the following elements:

- Project area characteristics
- Identification of other projects in the area that will require coordination
- List of holidays, local events, or seasonal restrictions
- Factors impacting traffic control and construction staging plans
- Mobility
- Pedestrian and bicycle connectivity and mobility through the work zone
- Business hours of operation and access needs
- Proposed construction staging
- Lane closure restrictions
- Limited duration road closures
- Traffic management and operational strategies
- Incident management plan
- Public information and communication plan

2.3 Safety

Potential work zone safety strategies which could be employed include:

- Provide law enforcement in the work zone
- Construct pads for enforcement parking within the construction zone
- Implement a temporary speed reduction order during construction
- Implement a smart work zone system

In addition, the ATM system, including variable message signs (VMS), variable advisory speed signs (VAS), and queue warning signs, that will be installed with this Project will be utilized to enhance work zone safety and provide real-time communication to the traveling public during construction of Package A and B. The Project team may also look to unique strategies, such as “on-call” towing for breakdowns due to the limited shoulder width.
2.4 Data Analysis

Existing year traffic volumes for the study area were developed for the a.m. and p.m. peak hours using the I-205 mainline counts collected in May 2017. Traffic volumes were balanced between intersections and along I-205. The existing average daily traffic volume (ADT) on I-205 in both directions ranges from approximately 90,000 to 141,000 vehicles per day.¹

3 Project Area Characteristics

The following section includes a summary of existing transportation conditions within the Project area relevant to this TMP, includes traffic and roadway characteristics, and Project stakeholders.

3.1 Traffic Characteristics

The majority of traffic on the corridor is made up of passenger vehicles and small trucks. Because this corridor serves many of Oregon City and Clackamas industrial areas, the impact of delays on freight and the cost to providing goods and services are also concerns. I-205 has the second highest freight volume in the region, ranging from 8,700 to 12,000 trucks per day.

3.2 Roadway Characteristics

According to the 1999 Oregon Highway Plan, I-205 is classified as an Interstate Freeway and a designated Freight Route and Truck Route on the National Highway System (NHS). Within the Project area, I-205 is primarily a four-lane facility with major junctions at I-5, OR 43, OR 99E, and OR 213.

OR 99E is classified as an Urban Principal Arterial and is part of the NHS system. It is identified as an “Orange Route” on the Motor Carrier Transportation Division (MCTD) Freight Mobility map, which identifies OR 99E as a high route, as well as a reduction review route.

OR 43 is classified as an Urban Principal Arterial and is part of the NHS system. It is identified as a “Black and Yellow Route” on the MCTD Freight Mobility map, which is viewed as a “highly restricted” route.

3.3 Location of Other Construction Projects

To minimize impacts for traffic traveling through the Project area on I-205 and surrounding roadways, it is critical that this Project be coordinated with other projects planned in the area. Opportunities should be explored to schedule projects during different time periods or stage them to avoid overlapping impacts to traffic.

¹ 2017 AADT from ODOT Transportation Volume Tables published in November 2018
Other projects currently shown in the Statewide Transportation Improvement Program (STIP) in this area include:

- I-205: I-5 to OR 213, Phase 1 (key# 19786)
- I-205: I-5 to OR 213, Phase 2 (key# 21401)
- OR 43: Multimodal Transportation Project
- OR 99E: Clackamas River Bridge
- I-205 at OR 43 Illumination
- I-205: Abernethy Bridge - SE 82nd Drive
- 10th Street Streetscape and Intersection Improvement Project (City of West Linn)

### 3.4 Project Stakeholders

There may be times during Project construction when it will become necessary to contact stakeholders in the area to inform them of updated project developments, such as schedule updates, traffic control modifications, or major potential disruptions. Primary stakeholders within the Project area include major road authorities, emergency service providers, government contacts, garbage collection, mail service, local shopping centers, and local utilities.

Local emergency service providers will be notified of the expected lane closures on I-205 to ensure that emergency services are able to reach all locations in the Project area during construction. The contractor should meet with the emergency service providers prior to the beginning of construction in order to confirm expectations for emergency services and to coordinate communications. A list of Project stakeholders is provided in Table 1.

<table>
<thead>
<tr>
<th>Agency/Organization</th>
<th>Name</th>
<th>Title</th>
<th>Phone Number</th>
</tr>
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<tbody>
<tr>
<td><strong>Agency Representatives</strong></td>
<td></td>
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<tr>
<td>Oregon Department of Transportation (ODOT)</td>
<td>Tom Hamstra</td>
<td>Project Manager</td>
<td>503-731-3015</td>
</tr>
<tr>
<td></td>
<td>Eileen Sweeney</td>
<td>Community Affairs</td>
<td>503-731-8230</td>
</tr>
<tr>
<td></td>
<td>Christy Jordan</td>
<td>MCTD Freight Mobility Coordinator</td>
<td>503-378-6192</td>
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<td></td>
<td>Kari Sprenger</td>
<td>Region 1 Mobility Liaison</td>
<td>503-731-3315</td>
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<td><strong>Oregon City</strong></td>
<td>Aleta Forman-Goodrich</td>
<td>City Engineer</td>
<td>503-496-1570</td>
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<tr>
<td></td>
<td>Phil Lewis</td>
<td>Community Services</td>
<td>503-496-1546</td>
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<td>Location</td>
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<tr>
<td>West Linn</td>
<td>Lance Calvert</td>
<td>Public Works Director/City Engineer</td>
<td>503-722-3424</td>
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<td></td>
<td>Shane Boyle</td>
<td>Public Information</td>
<td>503-722-4701</td>
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<td>Clackamas County</td>
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<td>Transportation Engineer</td>
<td>503-742-4691</td>
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<td>Public Information</td>
<td>503-655-8751</td>
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<td><strong>Schools</strong></td>
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<tr>
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<td>Willamette Primary School</td>
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<td>Oregon Emergency</td>
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<td>Non-Emergency</td>
<td>503-378-2911</td>
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<tr>
<td>Management</td>
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<td>Clackamas County</td>
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<td>Office of Emergency</td>
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<td>Oregon State Police</td>
<td>Andy McCool</td>
<td>Lieutenant</td>
<td>503-731-3020</td>
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<tr>
<td>Clackamas County</td>
<td>Craig Roberts</td>
<td>Sheriff</td>
<td>503-785-5000</td>
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<tr>
<td>Oregon City Police</td>
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<td>Bureau</td>
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<tr>
<td>West Linn Police Bureau</td>
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<td>Clackamas Fire and Rescue</td>
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<td><strong>Hospitals</strong></td>
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<td>Legacy Meridian Park</td>
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<td>Medical Center</td>
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<tr>
<td>Providence Willamette</td>
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<tr>
<td>Falls Medical Center</td>
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### Utility Owners

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<tr>
<td>Oregon Utility Notification Center</td>
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<td>800-332-2344</td>
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See Section 00150 of the Special Provisions for project-specific utility contacts.

<table>
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<tr>
<th>Other</th>
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<tbody>
<tr>
<td>Oregon Trucking Association</td>
<td>Debra Dunn</td>
<td>President</td>
<td>503-513-0005</td>
</tr>
<tr>
<td>AAA Oregon</td>
<td>--</td>
<td>--</td>
<td>503-222-6767</td>
</tr>
<tr>
<td>Metro Central Transfer Station (garbage service)</td>
<td>--</td>
<td>--</td>
<td>503-823-7700</td>
</tr>
<tr>
<td>West Linn Central Village (U.S. Post Office)</td>
<td>--</td>
<td>--</td>
<td>503-650-1863</td>
</tr>
<tr>
<td>United States Postal Service (Gladstone)</td>
<td>--</td>
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<td>800-275-8777</td>
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</tbody>
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## 4 Factors Impacting Construction Staging

This section includes an overview of the factors likely to impact construction staging:

1. Project schedule, lane closure restrictions, holidays and special events, existing vehicle restrictions, environmental issues, seasonal restrictions, adjacent property access, side street closures, and construction noise regulations.

### 4.1 Lane Closure Restrictions

The following work zone lane closure restrictions for I-205 were reviewed and concurred by ODOT Region 1 Traffic staff. They have been incorporated into the Project special provisions. Due to high traffic volumes, these measures will only be allowed during the time periods provided below.

**00220.40(e)(1) Closed Lanes** - Replace this subsection, except for the subsection number and title, with the following:

One or more Traffic Lanes may be closed on the East Portland Freeway (I-205), ramps, and local streets when allowed, shown, or directed during the following periods of time except as indicated in 00220.40(e-2):

(a) **East Portland Freeway (I-205) Northbound and Southbound**

---

2 Email from Thanh V. Tran of ODOT dated 12/10/2018
Section between I-5 and the OR213 (Cascade Highway South) overcrossing

- Nightly, Sunday night through Friday morning between 10:00 p.m. and 5:00 a.m.
- Friday night through Saturday morning between 11:00 p.m. and 7:00 a.m.
- Saturday night through Sunday morning between 11:00 p.m. and 8:00 a.m.

Section between the OR213 (Cascade Highway South) overcrossing and Clackamas Highway (OR212/224) Interchange

Single Traffic Lane closures are allowed:
- Nightly, Sunday night through Friday morning between 8:00 p.m. and 5:30 a.m.
- Friday night through Saturday morning between 8:00 p.m. and 8:00 a.m.
- Saturday night through Sunday morning between 8:00 p.m. and 9:00 a.m.

Closures of Two Traffic Lanes are allowed:
- Nightly, Sunday night through Friday morning between 10:00 p.m. and 5:00 a.m.
- Friday night through Saturday morning between 11:00 p.m. and 7:00 a.m.
- Saturday night through Sunday morning between 11:00 p.m. and 8:00 a.m.

(b) East Portland Freeway (I-205) Southbound Exit-ramp to OR213

A Traffic Lane closure on the ramp is allowed:
- Nightly, Sunday night through Friday morning between 8:00 p.m. and 5:30 a.m.
- Friday night through Saturday morning between 8:00 p.m. and 8:00 a.m.
- Saturday night through Sunday morning between 8:00 p.m. and 9:00 a.m.

(c) Stafford Road between I-205 northbound and southbound ramp terminal intersections

Shoulder and partial lane closures in the southbound direction on the Stafford Road overcrossing are allowed for the installation of anti-graffiti fence panels during the times listed below, while maintaining a southbound Traffic Lane:
- Daily, Monday through Sunday between 8:00 a.m. and 4:30 p.m.
- Nightly, Sunday night through Friday morning between 7:00 p.m. and 5:30 a.m.
- Friday night through Saturday morning between 7:00 p.m. and 8:00 a.m.
- Saturday night through Sunday morning between 7:00 p.m. and 8:00 a.m.

00220.40(e)(2)(b) Special Events - Add the following to the end of this subsection:

The following special event will occur during this Project:

00220.40(f) Limited Duration Road and Ramp Closures – See the following items below:

1) I-205 Northbound from I-5 Northbound and Southbound Ramp Connections (Site S, MP 0.95 NB) - The Contractor will be permitted to close all northbound
Traffic Lanes on East Portland Freeway (I-205) and both ramp connections from I-5 during installation of the sign bridge at MP 0.95. The closure is allowed between midnight and 5:00 a.m. on any day of the week for a maximum number of 1 night.

2) I-205 Northbound Closure between the exit ramp and entrance ramp to/from Stafford Road (Site M, MP 3.16 NB) - The Contractor will be permitted to close all northbound Traffic Lanes on the East Portland Freeway (I-205) during installation of the Variable Advisory Signs on the Stafford Road overcrossing. This work will be allowed between 11:00 p.m. and 5:00 a.m. on any day of the week for a maximum number of 7 nights.

3) Closure of the Willamette Falls View Point and the I-205 Northbound exit-ramp to the View Point (Site K, MP 7.60 NB) - The Contractor will be permitted to close the Willamette Falls View Point and the I-205 northbound exit-ramp during construction of the sign bridge foundation at MP 7.60. This work will be allowed during the times listed below for a maximum number of 12 nights:

- Nightly, Sunday night through Friday morning between 8:00 p.m. and 5:00 a.m.
- Friday night through Saturday morning between 8:00 p.m. and 7:00 a.m.
- Saturday night through Sunday morning between 8:00 p.m. and 8:00 a.m.

4) I-205 Northbound Closure between the exit ramp to and entrance ramp from the Willamette Falls Viewpoint (Site K, MP 7.60 NB) - The Contractor will be permitted to close all northbound Traffic Lanes on the East Portland Freeway (I-205) during installation of the sign bridge at MP 7.60. This work will be allowed between 11:00 p.m. and 5:00 a.m. on any day of the week for a maximum number of 1 night.

5) I-205 Southbound Closure between the southbound exit loop ramp to OR213 and the southbound entrance ramp from OR213 and I-205 Northbound Closure between the northbound exit ramp to OR213 and the northbound entrance ramp from OR213 (Site D, MP 10.17 SB) - The Contractor will be permitted to close all southbound and northbound Traffic Lanes on the East Portland Freeway (I-205) concurrently during installation of the sign bridge at MP 10.18 for a maximum number of 1 night during the times listed below:

- Nightly, Sunday night through Friday morning between midnight and 4:00 a.m.
- Friday night through Saturday morning between midnight and 5:00 a.m.
- Saturday night through Sunday morning between midnight and 5:00 a.m.

6) I-205 Southbound Closure between the exit loop ramp to OR212 and the exit ramp to SE 82nd Drive and I-205 SB Entrance Ramp from OR212 (Site A, MP 11.68 SB) - The Contractor will be permitted to close all southbound Traffic Lanes on the East Portland Freeway (I-205) and the southbound entrance ramp from OR212 during removal of the existing Variable Message Sign and installation of the new Variable Message Sign at MP 11.68. This work will be allowed between midnight and 5:00 a.m. on any day of the week for a maximum number of 2 nights.

Do not close the ramp or road until all materials and equipment are on hand or guaranteed to be delivered so that the work can be done in an efficient manner with a minimum period of road closure.
Ramp or roadway closures will not be allowed until the area and the detour route are signed according to the TCP and the requirements of Section 00225.

4.2 Package C: ATM Package Description

4.2.1 General Information

Package C includes ATM improvements throughout the Project area, with the exception of the variable advisory speed signs mounted to the Sunset Avenue Bridge and a variable message sign installed just south of the Johnson Road overcrossing at MP 4.26 NB, which will be constructed with Package B (Figure 2). The Project’s ATM types are based on the 2016 ODOT Region 1 ATM Atlas. The ATM Atlas was developed without consideration for the proposed Project when determining ATM locations. The Project team has revised the proposed locations to take into consideration of the proposed widening. The recommended ATM locations, types, and structural supports within Package C are listed in Table 2 and Table 3.

Figure 2. Package C – ATM Improvements

Table 2. ATM Type and Location – NB Direction

<table>
<thead>
<tr>
<th>Site</th>
<th>Location</th>
<th>ATM Type</th>
<th>Support type</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>MP 0.95</td>
<td>2 VMS and 4 VAS signs</td>
<td>New sign bridge</td>
</tr>
<tr>
<td>M</td>
<td>MP 3.16</td>
<td>3 VAS</td>
<td>Mount to existing Stafford Road Bridge overcrossing</td>
</tr>
<tr>
<td>K</td>
<td>MP 7.60</td>
<td>1 VMS and 3 VAS</td>
<td>New sign bridge</td>
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</tbody>
</table>
Table 3. ATM Type and Location – SB Direction

<table>
<thead>
<tr>
<th>Site</th>
<th>Location</th>
<th>ATM Type</th>
<th>Support type</th>
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<tr>
<td>D</td>
<td>MP 10.17</td>
<td>3 VAS</td>
<td>New sign bridge spanning over both directions of I-205</td>
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<tr>
<td>A</td>
<td>MP 11.68</td>
<td>Replace existing VMS</td>
<td>Existing sign bridge</td>
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The ATM improvements include VAS and VMS. The NB queue warning VMS and variable advisory speed signs at the I-5 interchange ramp junction (MP 0.95) and the VAS at the Stafford Road overcrossing (MP 3.16) provides queuing warnings near the 10th Street Interchange. The NB VMS and VAS north of 10th Street (MP 7.60) provides queuing warnings near the OR 43 Interchange area. The SB VMS north of 82nd Drive at MP 11.68 provides queuing warnings near the OR 99E Interchange. The combination of queue warning VMS and VAS is expected to improve travel time reliability and reduce crashes caused by queuing. The VAS signs NB and SB at the new Sunset Avenue bridge overcrossing, approximately MP 8.25, and a VMS south of the Johnson Road overcrossing (as part of Package B) complete the NB and SB operational segments and provide additional benefits for crash reduction in the corridor. In addition, installation of traffic cameras and fiber optic cables are included in the Project.

Because Package C will be constructed first, the ATM system will provide real-time communication to the traveling public during construction of Packages A and B (such as the example in Figure 3).

4.2.2 Maintenance of Traffic

Package C assumes all proposed ATM features will be constructed without daytime lane closures. For some of the sign structure installation and sign mounting, nighttime lane restrictions or nighttime directional closures may be utilized as described in the lane closure restrictions in section 4.1.

4.3 Holidays and Special Events

Traffic within the project area can be impacted by holidays and local special events. Nighttime lane or ramp closures will not be allowed during holidays or special event days. The major holidays are included as standard restrictions in the construction specifications. Local special events that may create an increased burden on the project area. There is no local special event identified for this Project.
The following major holidays are included as standard restrictions in the 00220.40(e)(2)(a) boilerplate special provisions:

- New Year’s Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day

4.4 Existing Vehicle Restrictions

I-205 is a designated freight and oversize/overweight route, generally, as defined by the ODOT Motor Carrier Transportation Division (MCTD). There are no existing weight, height, or width restrictions for vehicles within the project area.

4.5 Environmental Issues

Environmental issues are not anticipated to impact construction staging or project scheduling. Erosion control measures will include inlet protection to filter stormwater runoff and compost socks around excavated areas to prevent sediment from leaving the project area and to meet current standards.

4.6 Seasonal Restrictions

Some construction activities, such as paving or pavement marking installation, require relatively dry and warmer conditions. These activities typically occur during the summer months when traffic volumes are at their highest levels that generally require off-peak or nighttime work.

Vegetation removal will be required for this project, and the Migratory Bird Treaty Act prohibits this activity during the March 1 to September 1 breeding season unless nest clearance surveys are conducted.

4.7 Construction Noise Regulations

The project corridor is a mix of residential and commercial land usages. The Project will have night work. The Contractor will need to comply with the applicable local agencies’ noise control requirements for project work. The local agencies that have jurisdictions within the project area include: Clackamas County, Washington County, City of Tualatin, City of Oregon City, and City of West Linn.

5 Mobility

This section includes a discussion of vehicular traffic and bicycle/pedestrian mobility during construction, consideration of oversized vehicles, property access, input from
the public and stakeholders, and agency coordination. Project Mobility Considerations Checklist is provided in Appendix B.

5.1 Traffic Mobility during Construction

The construction phase of the project will include several types of closures ranging from portions of shoulders to single lane operation. To minimize traffic and freight mobility impacts, construction activities requiring lane or ramp closures on I-205 will be scheduled during nighttime hours as described in Section 4.1. As I-205 is a designated freight route, temporary traffic control and associated lane restrictions will be required to accommodate oversized vehicles during daylight hours (one half hour before sunrise to one half hour after sunset). Emergency vehicle access must also be provided at all times.

5.2 Consideration of Oversized Vehicles

Over-dimensional vehicles can be anticipated during the following sunrise and sunset periods:
- January: between 7:00 a.m. and 5:30 p.m.
- February: between 6:30 a.m. and 6:00 p.m.
- March: between 7:00 a.m. and 8:00 p.m.
- April: between 6:00 a.m. and 8:30 p.m.
- May: between 5:30 a.m. and 9:00 p.m.
- June: between 5:00 a.m. and 9:30 p.m.
- July: between 5:00 a.m. and 9:30 p.m.
- August: between 5:30 a.m. and 9:00 p.m.
- September: between 6:00 a.m. and 8:00 p.m.
- October: between 7:00 a.m. and 7:00 p.m.
- November: between 6:30 a.m. and 5:30 p.m.
- December: between 7:00 a.m. and 5:00 p.m.

I-205 is an annual route that allows loads up to 14 feet wide during daylight hours without a permit. During times of anticipated over-dimensional vehicle presence, it is required to maintain a minimum usable roadway width on I-205 of 22 feet for a single lane. During nighttime hours, a minimum usable roadway width of 16 feet is required for a single lane. When maintaining two lanes of traffic, a minimum roadway width of 28 feet is required during daytime and nighttime hours.

MCTD requirements for freight restriction notification on state highways are as follows:
• **No advance notification required** – Minimum available horizontal clear distance is 19 feet for a single lane of traffic on I-205.

• **Daylight Width Restrictions – Single Lane**: Width restrictions resulting in a single lane of traffic during daylight hours require 35-day notification for a horizontal clear distance of less than 17 feet for I-205. Width restrictions between 17 and 22 feet for I-205 require 14-day notification.

• **Nighttime Width Restrictions – Single Lane**: Width restrictions resulting in a single lane of traffic during nighttime hours require 35-day notification for a horizontal clear distance of less than 13 feet for I-205. Width restrictions between 13 and 22 feet require 14-day notification.

The minimum available horizontal clear distance is measured across the roadway between positive barriers, which can be a fixed object, channelization device, or concrete barrier. The contractor must notify MCTD, the ODOT Region Mobility Coordinator, and the engineer, in writing, using Form #734-2357. The notification should include the reduced lane width or lowest dimension of vertical clearance for each stage, the anticipated duration and date of the restrictions, the approximate milepost location, and direction of travel affected. As soon as the restriction is lifted, notification must be sent to the same individuals on a revised copy of the original Form #734-2357 so this information can be relayed to all affected parties.

5.3 **Bicycle/Pedestrian Mobility during Construction**

This project will not have any impact to bicycle and pedestrian traffic as all construction work will be performed along I-205 mainline and ramps. As such, site-specific “Temporary Pedestrian Accessible Routes (TPARs)” and pedestrian-specific TCP will not be needed.

5.4 **Transit Mobility**

This project will not have no impact to TriMet bus routes.

5.5 **Property Access**

This project will not have any impact to existing driveway access on OR43, OR99E or local City streets.

5.6 **Input from the Public and Stakeholders**

The primary goal of the communications effort for this project is to inform project stakeholders and highway users of scheduled construction activities and expected impacts. ODOT Community Affairs staff will continue to coordinate with the public and project stakeholders throughout the design and construction process.

---

3 Nighttime hours are defined as one half hour after sunset to one half hour before sunrise.
5.7 Agency Coordination

Local agencies and other departments within ODOT will be contacted before beginning project construction to coordinate unknown issues not included in this document. Communication protocols are described in Section 8, and other known construction projects in the area are described in Section 3.3.

6 Proposed Construction Staging

6.1 Sequence of Work

The scheduled bid date is fall 2019. Minimizing disruption and delays to the traveling public as well as accommodating for mobility is secondary only to safety in terms of the focus of the traffic management during construction.

6.1.1 Package C: ATM Package Description

Construction Staging and Maintenance of Traffic

The Project assumes all proposed ATM features will be constructed without daytime lane closures. For some of the sign structure installation and sign mounting, 20-minute rolling slowdowns or nighttime lane restrictions may be utilized.

6.2 Construction Traffic Control

During construction, travelers can expect:

- Allowable nighttime shoulder closures for installation of fiber optic cables and nighttime lane closures for other construction activities. Generally, all lanes on I-205 will be open to motorized traffic during daytime hours.
- Bicycles will be accommodated during construction.
- A temporary pedestrian accessibility route (TPAR) meeting ADA requirements will be provided during installation of the VAS and security fencing along the west side of the Stafford Road overcrossing. The existing sidewalk on the west side will be closed during construction. Pedestrians will be rerouted to the east side.
- There is no impact to transit during construction.
- Emergency vehicles and mobility will be accommodated throughout the project area during construction.

Strategies to reduce traffic demand within the project area include public information and outreach strategies, as well as the use of PCMS to alert drivers of ongoing and future construction activities. Detour routes will be further developed as the project’s final design progresses.
7 Traffic Management and Operation Strategies

To help meet the performance goals for congestion management and promote work zone safety, a range of traffic management strategies have been identified for consideration and implementation as described below.

7.1 Public Information and Outreach Strategies

Public information and outreach is essential for maintaining public support for projects, as well as encouraging changes in construction travel behavior. Informing the public of potential delays incurred while traveling through the project area or detour routes may encourage motorists to use alternate routes or plan trips to avoid peak construction activity times, which will help manage congestion within the project area. Strategies may include radio and television advisories, mailers, or the project website.

7.2 Motorist Information

Providing motorists with real-time information helps notify drivers of upcoming work zones disruptions and may alleviate congestion and delay. Motorist information strategies may be used to provide traveler information in the following ways:

- **PCMS**: PCMS is a portable electronic sign that can display changeable messages. They are useful when informing drivers of upcoming construction periods and warning drivers of construction activities, as needed.

- **Ground mounted signs**: Typically installed at the endpoints of work zones informing motorists of road construction and the possibility of delay. Ground mounted signage would also be needed to alert motorists of Highway Advisory Radio information availability if/when provided.

- **511 (Highway Advisory Telephone)**: Inclusion of this project on ODOT’s statewide 511 highway advisory telephone system will help provide travelers with up-to-date information about construction activities and potential delays.

- **Weekly Construction Report**: ODOT produces a weekly construction report for the news media and an interested party’s mailing list. The content for this comes from the construction project manager to Region 1 Community Affairs staff for compilation and distribution. It also provides content for TripCheck.

- **TripCheck (ODOT’s Intelligent Transportation Systems (ITS) website)**: TripCheck allows motorists to retrieve real time information and weather conditions via the Internet. Additionally, motorists may also call 511 to receive this same information.
7.3 Construction Strategies

ODOT’s Guiding Principle Decision Tree Form was used in the development of the TCP is provided in Appendix A. The decision tree form helps identify separation options available for the work zone and captures impacts to safety, mobility, delay, driver and bicycle/pedestrian convenience, and other impacts when assessing traffic control options. It is anticipated the decision tree form and proposed construction staging will be updated throughout the design phase and captured in the TMP as the project progresses.

Potential construction strategies as they pertain to this project are described below.

- **Temporary striping**: When required, temporary striping on the travel lanes will be provided to direct and control traffic in areas where lane shifts are necessary.

- **Planned closures**: Temporary lane closures, when required, will be limited to off-peak and nighttime hours. Road closures will be required to adhere to the applicable restriction specifications.

- **Limiting full-depth reconstruction**: Full-depth reconstruction is minimized by typically sawcutting 1-foot into travel lanes thereby reducing impacts to traffic staging. New paving longitudinal joints will be located away from the sawcut joint.

- **Detours**:
  - **Vehicular** – Deployment of PCMS and other public outreach efforts will encourage drivers to find alternate routes.

- **Coordination with adjacent construction**: The coordination of this project with other projects in the area, as discussed in Section 3.3, will help to avoid unnecessarily compounding of traveler delay.

- **Temporary speed reduction**: I-205 northbound traffic will be routed through the Willamette Falls View Point during the construction of the sign bridge foundation at MP 7.60 at night for a maximum of 12 nights. A temporary speed reduction at View Point will be implemented to enhance traffic safety.

7.4 Incident/Emergency Management Strategies

The possibility of a minor incident increases within construction zones. Given that minor incidents can potentially evolve into a major event, an incident management plan is a helpful tool to detect and remove incidents from the highway and restore traffic capacity as quickly and safely as possible.

7.5 Alternate Route Strategies

Running parallel to I-205 is I-5, which has similar capacity. During closure work on I-205, PCMS can be placed at selected locations on the ODOT system (I-5/I-205, and I-84/I-205 system ramps, etc.) in addition to adding messages to the existing VMSs. Doing so will notify drivers of I-205 construction and encourage drivers to use I-5. OR 99E also runs parallel to I-205 and may serve as a secondary alternate route.
8 Incident Management Plan

Incident management is a planned and coordinated program that detects and removes incidents from the highway and restores traffic capacity as safely and quickly as possible. ODOT Region 1 has an incident management program in operation that is operated from the Region 1 Traffic Management and Operations Center (TMOC). Any incidents that impact traffic flow during construction will need to be coordinated with the TMOC. The Emergency Communication Plan and Contingency Plan are two important tools for incident management that are described in the following sections.

8.1 Emergency Communications Plan

The Emergency Communication Plan describes how communications will occur and lists important contact information for responding to an incident. Important elements include:

- Goals and objectives of the plan
- Key contacts and their contact information
- Emergency and essential services contacts
- Definitions of emergencies and the appropriate response and communications for each type of emergency
- Roles and responsibilities of the stakeholders who execute the plan
- Maintaining an updated list of emergency contacts for use in the event of an incident shall be the responsibility of the contractor. A template has been included in Appendix C to help guide the contractor in developing an Emergency Communication Plan.

8.2 Contingency Plan

As a part of the Incident Management Plan, the Contingency Plan will include both traffic and contractor contingency plans. The traffic Contingency Plan addresses specific actions that will be taken to restore or minimize traffic effects when congestion or delay exceeds original estimates due to unforeseen events such as work-zone accidents, higher than predicted traffic demand, or delayed lane closures. The contractor Contingency Plan addresses activities under the contractor’s control within the work zone. A guideline has been included in Appendix D to help guide the contractor (once under contract) in developing a Contingency Plan.

8.3 Mobility Communication Plan

The Mobility Communication Plan provides communication strategies for informing affected road users, the general public and various project stakeholders about the project and changing work zone conditions. The construction project manager and Region 1 Community Affairs staff will work together to generate weekly construction
reports for distribution to the news media, an interested party’s mailing list and TripCheck. For this project, media releases will need to be coordinated with and reviewed by ODOT Region 1 staff. ODOT MCTD will address communications with the freight industry. It is recommended that all other communications not described above be disseminated by ODOT Region 1 staff. Table 4 summarizes contractor and ODOT communication responsibilities.

Table 4. Communication Responsibilities

<table>
<thead>
<tr>
<th>Responsible Party</th>
<th>Communication Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contractor</td>
<td>ODOT Region 1</td>
</tr>
<tr>
<td>ODOT Region 1 Staff</td>
<td>ODOT MCTD</td>
</tr>
<tr>
<td></td>
<td>ODOT Region 1 TMOC</td>
</tr>
<tr>
<td></td>
<td>ODOT District 2B</td>
</tr>
<tr>
<td></td>
<td>Clackamas County</td>
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<td></td>
<td>Washington County</td>
</tr>
<tr>
<td></td>
<td>City of Tualatin</td>
</tr>
<tr>
<td></td>
<td>Media</td>
</tr>
<tr>
<td></td>
<td>General Public/Road Users</td>
</tr>
<tr>
<td></td>
<td>Police/Fire</td>
</tr>
<tr>
<td></td>
<td>Emergency Medical Services</td>
</tr>
<tr>
<td></td>
<td>Schools</td>
</tr>
<tr>
<td></td>
<td>Other Stakeholders</td>
</tr>
<tr>
<td>ODOT MCTD</td>
<td>Freight Industry</td>
</tr>
</tbody>
</table>

Appendix A. Work Zone Decision Tree
$$\textbf{Work Zone Decision Tree}$$
Evaluate Separation Opportunities, WZ Concepts, WZ Devices

**Project Name (Section):**
I-205: I-5 - OR213, Phase 3 Sec.

**Highway:**
East Portland Freeway, Hwy 064

**Phase:**
- [ ] 1 - Scoping
- [ ] 2 - Project Initiation to DAP
- [x] 3 - DAP to Final PS&E
- [ ] 4 - Construction

**Contractor:**

<table>
<thead>
<tr>
<th>Opportunities to Evaluate</th>
<th>Phase</th>
<th>Possible / Viable</th>
<th>Impacts</th>
<th>Stakeholders &amp; Input</th>
<th>Status/Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road closure (full closure, directional closure)</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Yes</td>
<td>A full road closure will be more expensive than a rolling slow down but will provide significant increased safety at a relatively minimal cost premium.</td>
<td>MTCD, Law Enforcement, Public</td>
<td>D - Design has incorporated full closures for all work over travel lanes</td>
</tr>
<tr>
<td>Crossover/on-site diversion</td>
<td>1</td>
<td>Not appropriate for one night short duration work.</td>
<td>The cost for this measure would be very high and would provide very little additional safety improvement.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rigid barrier (concrete, steel, temporary guardrail)</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Yes</td>
<td>Usage of concrete barrier for positive separation between workzone and traffic will significantly increase safety while adding minimal cost and time to the project.</td>
<td></td>
<td>D - Design has incorporated rigid barrier at all pavement widening locations.</td>
</tr>
<tr>
<td>Work at night</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Yes</td>
<td>A majority of the work including setting sign bridges over the highway will happen at night when traffic volumes are lost thereby significantly increasing safety with minimal cost increase.</td>
<td></td>
<td>D - Work at night will be utilized to the maximum extent possible. All lane and freeway closure to happen at night per specs.</td>
</tr>
<tr>
<td>Staged construction with temporary widening</td>
<td>1</td>
<td>Not appropriate for one night short duration work.</td>
<td>The cost for this measure would be very high and would provide very little additional safety improvement.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard lane closures with channelizing devices</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Yes</td>
<td>Very low cost and high additional safety will be provided by allowing lanes to be taken for construction vehicle ingress/egress to work site and for providing additional lateral separation between traffic and workzone.</td>
<td>MTCD, Law Enforcement, Public</td>
<td>D - Standard lane closures are to be utilized where possible.</td>
</tr>
<tr>
<td>Proposal</td>
<td>Score</td>
<td>Description</td>
<td>Recommended</td>
<td></td>
<td></td>
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<tr>
<td>-------------------------</td>
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<td>-----------------------------------------------------------------------------</td>
<td>------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Law enforcement overtime</td>
<td>3</td>
<td>Will provide additional safety during usage of viewpoint for detour during freeway closure and speed reduction. Will have relatively low cost to project.</td>
<td>R - It is recommended to use law enforcement for the speed reduction at the viewpoint location to reduce speeds before entering viewpoint.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smart Work Zone System/Work Zone ITS</td>
<td>3</td>
<td>Not appropriate for one night short duration work. Due to the short duration of work and because the work site are spread out, this measure would have limited effectiveness for the high cost.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Accelerated contracting strategies</td>
<td>3</td>
<td>Not appropriate for type of work. There would be no advantage to accelerating contracting for this project.</td>
<td></td>
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</tr>
<tr>
<td>Accelerated construction strategies</td>
<td>3</td>
<td>Accelerated construction for the replacement of the existing signs will ensure the sign is out of operation for a minimal duration thereby maximizing its time in service and therefore increasing safety.</td>
<td>R - Design has placed tight limitations on the durations for closures and for the amount of time signs can be out of operation through the use of specific language.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automated Flagger Assistance Devices (AFAD)</td>
<td>3</td>
<td>Flagging not appropriate for freeway.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temporary Transverse Rumble Strips (TTRS)</td>
<td>3</td>
<td>Not appropriate for one night short duration work. This measure would have a high cost relative to the time it would be employed and therefore would have limited benefit.</td>
<td></td>
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</tr>
<tr>
<td>Radar speed trailers</td>
<td>3</td>
<td>Radar speed trailers will provide increased safety during the speed reduction for the detour when closing the freeway at the viewpoint location. The cost will be relatively low compared to the benefit.</td>
<td>D - Radar speed trailers are to be used with the speed reduction.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction Speed Zone Reductions</td>
<td>3</td>
<td>A speed reduction will significantly improve safety when we close the freeway and route traffic through the viewpoint. It will have relatively low cost.</td>
<td>D - A speed reduction will be used for the freeway closure at the viewpoint location.</td>
<td></td>
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<tr>
<td>Increased lateral buffer space</td>
<td>3</td>
<td></td>
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</tr>
<tr>
<td>3</td>
<td>Yes/No</td>
<td>This measure would require re-striping the freeway in multiple locations and would provide little additional safety as concrete barrier will be used to provide positive separation between traffic and the work zone.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public information campaigns</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>3</td>
<td>Yes</td>
<td>Relatively high benefit to cost ratio.</td>
<td></td>
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</tr>
<tr>
<td>MTCD, Law Enforcement, Public</td>
<td>R - Recommend extensive outreach before freeway and shoulder closures to reduce traffic volumes and to inform motorists.</td>
<td></td>
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<tr>
<td>Other:</td>
<td>1</td>
<td></td>
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<tr>
<td>2</td>
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<td>3</td>
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<td>4</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

ADD ANOTHER ITEM
Appendix B. Mobility Considerations Checklist
### PROJECT MOBILITY CONSIDERATIONS CHECK LIST

<table>
<thead>
<tr>
<th>PROJECT NAME:</th>
<th>KEY NUMBER:</th>
<th>LOCATION:</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-205: I-5 – OR213, Phase 3</td>
<td>21400</td>
<td>Region 1 – Portland Metro</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HIGHWAY NAME:</th>
<th>ROUTE #:</th>
<th>Mile Post #:</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Portland Freeway</td>
<td>I-205</td>
<td>MP 0.94 to 11.68</td>
</tr>
</tbody>
</table>

**NOTE 1:** This checklist is initiated by a Project Leader or Local Agency Liaison during the project development phase, submitted with the PS&E Package, and provided to the construction project manager when transitioning the project to the construction phase.

**NOTE 2:** Off-system projects that create a mobility impact on the state system must also comply with PD-16 and this checklist. Project Leaders and Local Agency Liaisons with projects (both on-system and off-system) that have no mobility impacts should check the “No Mobility Impacts” box and sign the checklist (MCTD signature is not required for a “no mobility impact” project) before submitting it with the PS&E package.

**NOTE 3:** The following link provides detailed guidelines for submitting project information to MCTD for Mobility Considerations Checklist Approval: [http://www.oregon.gov/ODOT/MCT/docs/Guidelines%20for%20Submitting%20Project%20Information.pdf](http://www.oregon.gov/ODOT/MCT/docs/Guidelines%20for%20Submitting%20Project%20Information.pdf)

### Check all that apply

**IMPACT ON MOBILITY:**

- [ ] No Mobility Impacts
- [x] Road closure
- [ ] Weight
- [x] Detour
- [ ] Delays
- [ ] Width
- [x] Lane Closure
- [ ] Roundabout
- [x] Ramp closure
- [ ] Height
- [ ] Length

**DETOUR REVIEWED FOR:**

- [x] Length Restrictions
- [x] Width Restrictions
- [x] Weight Restrictions
- [ ] Vertical Clearance
- [ ] Local Events
- [ ] Special Travel Days

### PROJECT MOBILITY RESTRICTION CONSIDERATIONS WORKSHEET

<table>
<thead>
<tr>
<th>Temporary Clearance Considerations</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Are there any available options that would eliminate the restriction?</td>
<td>No</td>
</tr>
<tr>
<td>2. Are there any available options that would minimize the restriction?</td>
<td>Yes. All ramp and road closures will occur at night time only.</td>
</tr>
<tr>
<td>3. Are there any available options that would shorten the duration of the restriction?</td>
<td>No</td>
</tr>
<tr>
<td>4. How will restricted traffic be detoured?</td>
<td>I-205 NB closure traffic will be detoured to I-5. Ramp closure traffic will be detoured to the nearest ramp. Please see the Detour Plans in the Traffic Control Plans for details.</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>5.</td>
<td>How will all restricted vehicle owners be notified of the restriction?</td>
</tr>
<tr>
<td>6.</td>
<td>How will the restriction affect existing MCTD permits?</td>
</tr>
<tr>
<td>7.</td>
<td>How will the restrictions affect emergency services?</td>
</tr>
<tr>
<td>8.</td>
<td>Are any other projects using the existing route as a detour? (e.g. Will you be detouring existing detoured traffic?)</td>
</tr>
<tr>
<td></td>
<td>Detour Considerations</td>
</tr>
<tr>
<td>1.</td>
<td>Are there any restrictions on the detour route?</td>
</tr>
<tr>
<td>2.</td>
<td>Is this route being used as a detour for other restricted routes?</td>
</tr>
<tr>
<td>3.</td>
<td>How will the detour route affect emergency services response times?</td>
</tr>
<tr>
<td>4.</td>
<td>Will vehicles transporting hazardous materials be able to use the planned detour route?</td>
</tr>
<tr>
<td>5.</td>
<td>Are there other projects along the proposed detour route which will restrict traffic?</td>
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<tr>
<td>6.</td>
<td>Is there another detour route available if something happens to the proposed detour route?</td>
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</table>

### PROJECT MOBILITY COMMUNICATIONS CHECKLIST

<table>
<thead>
<tr>
<th>Y</th>
<th>N</th>
<th>NA</th>
<th>Action</th>
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<tbody>
<tr>
<td>☒</td>
<td>☐</td>
<td>☐</td>
<td>Contacted MCTD Technical Coordinator: <a href="mailto:MCTDMOBILITYTEAM@odot.state.or.us">MCTDMOBILITYTEAM@odot.state.or.us</a></td>
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<tr>
<td>☒</td>
<td>☐</td>
<td>☐</td>
<td>Provided MCTD with current copy of TMP/Decision Tree (On file Mobility Room computer)</td>
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<td>☐</td>
<td>Met with Trucking Industry (11/20/2018 Mobility Advisory Committee Meeting in Region 1)</td>
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<td>☐</td>
<td>Identified which part of the industry is effected by restriction, i.e. annual permit holders vs. single trip permits</td>
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<tr>
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<td>☐</td>
<td>Project restrictions supported by MCTD &amp; Trucking Industry: attach email(s) indicating MCTD support</td>
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<tr>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>Additional coordination is required with MCTD</td>
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</table>
Provided project information to Region Mobility Liaison

Worked with the following groups to identify and resolve any potential conflicts:
- District Maintenance staff
- Oregon Bridge Delivery Partners
- Local road authorities
- Local utilities
- Rail Authorities

Considered impacts of local events and special travel days prior to start of restriction

Confirm inclusion of local events and special travel days within project Special Provisions

Identified the need for 35 day written notice to MCTD prior to start date of restriction per ODOT Special Provisions, section 00220.03(a)

During construction provided 35 day written notice to MCTD prior to start date of restriction

### ADDITIONAL COMMENTS/NOTES

**Is the work zone located on a curve or is it straight?** Work zones are located on tangent sections.

**Estimated duration and hours.**

**Will the work be at night?**

All work will be performed at night.

**How many construction seasons, phases, etc?**

Construction is anticipated to last 1 season from October 2019 through October 2020.

**Is weekend work allowed, or restricted?**

Weekend work is allowed.

**Description of mobility impacts that will result in width, height, length or weight restrictions.**

**Will there be lane closures that restrict the width of loads?** No.

**How much width is left over for traffic between barriers?** Nighttime lane closure will provide 16’ useable lane width.

**Will there be diversions that may restrict the height of loads as the vehicles will not be in their normally prescribed lanes?** No.

**Will there be full closures?** Yes. For Site D at MP 10.17, one night of full I-205 closure of both directions will be required. For the other 4 sites, directional nighttime closures of I-205 will be required.

**Describe any ramp closures.**

**Which on & off ramps will be closed?** How long are the ramps closed? Please see table below.

<table>
<thead>
<tr>
<th>Route Closures</th>
<th>Allowable Closure Hours</th>
<th>Allowable Closure Instances</th>
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<tbody>
<tr>
<td>Pacific Highway (I-5) to East Portland Freeway (I-205) Northbound Connections, at MP 0.95 NB (Site S)</td>
<td>Nightly, between 12:00 midnight and 5:00 a.m.</td>
<td>One (1) Night</td>
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<tr>
<td>Not concurrent with East Portland Freeway (I-205) closures.</td>
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</table>
### East Portland Freeway (I-205)

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<tr>
<th>Location</th>
<th>Details</th>
<th>Duration</th>
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<tbody>
<tr>
<td>NB Lanes Only at MP 3.16 NB (Site M)</td>
<td>Nightly, between 11:00 p.m. and 5:00 a.m. Not concurrent with Pacific Highway (I-5) to East Portland Freeway Northbound Connections closures.</td>
<td>Seven (7) Nights</td>
</tr>
<tr>
<td>NB Lanes Only at MP 7.60 NB (Site K)</td>
<td>Nightly, between 11:00 p.m. and 5:00 a.m. Not concurrent with Pacific Highway (I-5) to East Portland Freeway Northbound Connections closures.</td>
<td>One (1) Night</td>
</tr>
</tbody>
</table>
| Willamette Falls View Point and I-205 NB exit-ramp to View Point at MP 7.60 NB (Site K) | • Nightly, Sunday night through Friday morning between 8:00 p.m. and 5:00 a.m.  
• Friday night through Saturday morning between 8:00 p.m. and 7:00 a.m.  
• Saturday night through Sunday morning between 8:00 p.m. and 8:00 a.m. Not concurrent with Pacific Highway (I-5) to East Portland Freeway Northbound Connections closures. | Twelve (12) Nights |
| NB and SB Lanes at MP 10.17 (Site D) | • Nightly, Sunday night through Friday morning between 12:00 midnight and 4:00 a.m.  
• Friday night through Saturday morning between 12:00 midnight and 5:00 a.m.  
• Saturday night through Sunday morning between 12:00 midnight and 5:00 a.m. Not concurrent with Pacific Highway (I-5) to East Portland Freeway Northbound Connections closures. | One (1) Night |
| SB Lanes Only at MP 11.68 SB (Site A) | Nightly, between 12:00 midnight and 5:00 a.m. Not concurrent with Pacific Highway (I-5) to East Portland Freeway Northbound Connections closures. | Two (2) Nights |

### Description of detour routes.

**Will the detour route accommodate WB67’s (Truck Tractor w/53’ semi-trailer)?** Yes  
**Will the detour route accommodate over width and/or over length/oversize height loads?** Since the road closures will be restricted to nighttime only, over dimensional vehicles are not allowed to travel at night.  
**Are triples allowed?** No.  
**If the detour route uses a city streets/county roads has it been approved by the local jurisdiction?** Will obtain approval.  
**Does the detour route have overhead obstructions (wires, signal heads, trees that overhang the highway, etc.)?** No.  
**Is the project on a critical route pair?** No. If so, has the paired route been evaluated to make sure that it is unencumbered during the proposed project timeline? N/A  
**If a local project (off state system). Does the detour, construction activity or any of the design elements affect an ODOT facility?** N/A
## SUBMITTAL INSTRUCTIONS

**Project Leaders/Local Agency Liaisons:**
- Submit signed form and supporting emails to your Region Mobility Liaison at Design Acceptance Phase (DAP).
- Reengage MTCD as needed if there are changes to mobility impacts following DAP.
- Update and resubmit form and supporting emails to your Region Mobility Liaison as needed following DAP.
- Include a copy of the signed checklist in the PS&E packet submitted to the Office of Project Letting for ODOT bid projects. For LPA certified projects, complete *Project Mobility Considerations Checklist* and include as part of PS&E Package at the region office with a copy to the Region Mobility Liaison.

**Construction/Consultant/LAL Project Managers:**
- Before making changes during construction that have the potential to adversely affect mobility (i.e., additional restrictions) or run counter to previous agreements made during preliminary design:
- As soon as a restriction revision proposal is identified by either the ODOT PM or the Contractor, the PM must engage the Contractor, Region Mobility coordinator and any relevant region resources to discuss proposed changes to determine if the change is warranted and supported by the Region. If supported by Region, Project Managers must:
  - Engage MCTD to discuss and obtain concurrence with the potential changes before any agreements are made with the contractor.
  - Document MCTD and trucking industry support of any potential new restrictions and provide a copy of the documentation to the Region Mobility Liaison.

## SIGNATURES

“*This project has been vetted through MCTD and the Freight Industry. Documentation in file and/or attached.*”

*Note:* MCTD signature is not required for a project that has no mobility impacts

<table>
<thead>
<tr>
<th>REGION PROJECT LEADER, LAL, PROJECT MANAGER (PRINT)</th>
<th>SIGNATURE (electronic signature acceptable)</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MCTD FREIGHT MOBILITY COORDINATOR (PRINT)</td>
<td>SIGNATURE (electronic signature acceptable)</td>
<td>DATE</td>
</tr>
</tbody>
</table>
Appendix C. Emergency Communication Plan
Emergency Communications Plan Template

Advance communication prevents community problems
Communication is the cornerstone of a successful project. Much advance work has been done on this project to inform the public of impacts they can expect during construction, and to listen to community concerns so ODOT can minimize adverse impacts as much as possible. It is important that we keep our commitments and provide advance warning to the community when impacts are expected. This is a daily commitment shared by the project office, contractor and staff from both community and public affairs. In addition, there will be times when an emergency or crisis demands a quick communications response. This plan addresses such unexpected occurrences.

A prompt and accurate response
Prompt dissemination of information ensures that people are informed of what is happening and how they might change their plans to mitigate the event's affect on them. It is also vital because if the Oregon Department of Transportation does not tell its story right away, someone else – a motorist, a witness, someone who potentially has fewer facts – will tell the story for us.

Accurate information – even when it is not good news – lends credibility to ODOT and its desire to keep the public informed. It goes hand-in-hand with timely communications in allowing the public to make decisions based on the facts available.

Coordination with other agencies before releasing information is critical. All agencies involved in an emergency – local, state, federal, and private sector partners – should communicate the same messages. Conflicting messages damage the credibility of all participating agencies. The public may not take appropriate action to protect themselves or others if they receive conflicting information.

The importance of a communications plan
A plan ensures that all pertinent information – names, phone numbers, key messages, action plan outline, time line, media strategies, etc. – are in the possession of designated emergency/crisis responders so that response can be prompt, accurate and coordinated.

This emergency communication plan is designed to provide a basic outline for how to respond to some of the emergencies or crises that may occur during the project. It gives clear and systematic directions for establishing a chain of command, prioritizing audiences, developing messages, and delivering them in an organized fashion to a variety of audiences: employees, the media, the public. It is vital that responses be coordinated so that ODOT, its contractors, subcontractors and jurisdictional partners speak with "one voice" throughout all stages of the crisis and the public does not receive conflicting messages.

Who is the audience?
During an emergency, ODOT has two primary audiences. The first group is the people who need to act to help respond to the emergency: police, fire, medical, and HAZMAT.
The second group needs information in order to protect/prepare themselves. Included in this group are local businesses, residents, motorists and the media.

**Types/definitions of emergencies/crises**

As stated before, an emergency is anything that has the potential to harm life, property or the environment. Erosion of the public's confidence in ODOT on this project is also considered a crisis. The OTIA bridge projects have the potential for all four. Emergencies can take many different forms and each requires a different level of response. This plan will address some of the many kinds of emergencies/crises that may occur on this project. Please remember, all emergencies/incidents, big or small require a prompt, accurate and coordinated response.

- **Release of contaminates into the air/water**
  The accidental release of contaminates into the air/water (regardless of fault) would be considered an emergency. It has the potential to harm life (human and animal) by contaminating the environment.

- **Unanticipated traffic or pedestrian delays or detours**
  Despite everyone’s best efforts to communicate construction impacts on traffic, there will be times when lanes or ramps are closed longer than expected. Every effort must be made to avoid these situations. The traffic control plans and contract provisions for lane and ramp closures are included to prevent major traffic disruptions. In the event of an unanticipated traffic delay, it is essential that the project staff work with the contractor to reopen lanes or ramps as soon as possible. Liquidated damages may be applied against the contractor for these incidents, but ODOT needs to maintain safe traffic flow on our roadways. When these incidents occur, the public affairs and community affairs staff need to be involved early in the incident to help coordinate the flow of information through the news media and other information distribution channels.

- **Vehicle accident/incident (non-injury)**
  Much of Oregon’s highway and bridge construction takes place "under traffic." This means construction crews share roadway space with thousands of motorists every day. Work-zone wrecks (regardless of fault) would be considered an emergency.

  An incident/accident would be defined as any occurrence involving damage to private property or vehicles. This also includes any unplanned incident that delays traffic for 20 minutes or more. Please use good judgment and call if there is any doubt. A minor incident can attract the attention of the public or media.

- **Serious vehicle accident/incident (injury/death)**
  Accidents/incidents resulting in injury/death of motorists, passengers, and construction workers would be classified as extremely serious. If such a situation occurs, prompt notification is critical.
- **All pedestrian/bicycle incidents**

  Pedestrian facilities are defined as either formal sidewalks or informal pathways that appear to be used frequently. Incidents occurring on pedestrian facilities, bicycle lanes or the adjacent roadway (regardless of fault) would be considered an emergency that needs to be reported to the appropriate project authorities, including public and community affairs staff. Closures of pedestrian facilities must be clearly thought through, discussed with public and community affairs and with pedestrian facility authorities. All discussions of closures must include alternate/detour route considerations.

- **Citizen Reports of Incidents**

  Depending on when an incident occurs, the District Office may be made aware of it before the inspector or construction office. This is especially true on weekends and outside of regular work hours. While the chances of a serious incident at the site drop dramatically during non-work hours, there is still the potential. Frequently, citizens report relatively simple issues like barrels or signs that have been knocked over or steel plates that have started to move. These issues are not the responsibility of the Maintenance offices and must be dealt with immediately. Once again, a prompt response is crucial.

**Roles and Responsibilities**

The reporting structure and roles/responsibilities are key to a successful emergency communication effort. The following briefly outlines those roles/responsibilities when an incident occurs:

- ODOT’s on-the-scene inspector notifies ODOT’s Project Coordinator ________________, who notifies Project Manager ________________, and Assistant Project Manager ________________, who notifies Public Affairs Manager ________________ and Traffic Manager ________________.

  Until further notified, the on-scene inspector will be the main, on-site representative, and will be considered the communication link to key ODOT personnel only. This individual will not talk to the media or general public, or discuss the situation with anyone other than key contractor personnel.

- Project Manager ________________ or his designee notifies Area Manager ________________ and Region Manager ________________. Region Manager ________________ will notify ODOT District __ Manager ________________, and Maintenance/Operations Manager ________________. Public Affairs Manager ________________ will notify Community Affairs Manager ________________. These individuals, including Public Affairs Manager ________________, and Traffic Manager ________________, will determine lead roles/spokesperson(s). These individuals will also determine the course of action/response to the emergency, identify key messages and further define roles and responsibilities.
Public Affairs Manager _____________________ will set up the information/command center. Until further notified, this center will be located at ODOT's Region 5 Headquarters, 3012 Island Avenue, La Grande, Oregon.

If deemed necessary, Public Affairs Manager _____________________ will identify/coordinate a second on-the-scene ODOT representative. He will notify key multi-jurisdictional communication team members as necessary/needed. He will also act as spokesperson and will coordinate any off-site or on-the-scene information/command center, if necessary. Community Affairs Manager _____________________ will be responsible for notifying businesses, the general public and residents who may be impacted by the incident, and will coordinate any special needs with the incident command staff.

Once a course of action has been determined, Area Manager _____________________ or his designee will alert the appropriate agencies:

- State and local police/fire/rescue
- Oregon Department of Fish & Wildlife
- Oregon Department of Environmental Quality
- Federal Environmental Protection Agency

The contractor and sub-contractors are employees of ODOT. They will participate in the emergency response as determined necessary by ODOT or by contractual obligation. Contract employees will not talk to the media/general public, or discuss the situation with anyone other than with key ODOT personnel.

**Information Sources**

Recorded ODOT highway construction information is available 24 hours a day by dialing 503-223-0066.

The project hot line number 503-______-________ is available 24 hours a day for crisis calls.
Appendix D. Contingency Plan Guidelines
**Contingency Plan Guidelines**

**Explanation**
A Contingency Plan includes both traffic and contractor contingency plans. The traffic contingency plan addresses specific actions that will be taken to restore or minimize effects on traffic when the congestion or delay exceeds original estimates due to unforeseen events such as work-zone accidents, higher than predicted traffic demand, or delayed lane closures. The Contractor’s contingency plan addresses activities under the contractor’s control in the work zone.

**Documentation**
Prior to construction, the Contractor is required to provide the following documentation to be kept on hand at each construction site.

1. **Communications, Roles and Responsibilities** – A plan for lines of communication, individual roles and responsibilities shall be developed by the Contractor. The contractor shall designate an individual (such as the Traffic Control Supervisor) as a point of contact within their organization. The Contractor’s plan should clearly state lines of communication and authority within their organization as well as reference those outlined in the Emergency Communications Plan or Mobility Communications Plan as applicable.

2. **Contractor’s Contingency Plan** – The Contractor shall develop a contingency plan for each construction site based on site specific conditions.

3. **Contingency Plan Trigger Points** - The following conditions or events will require a Contingency Plan to be implemented (documentation of these trigger points shall be included in the Contractor’s Contingency Plan):

   - Weather Conditions: __________________________________________
   - Traffic Conditions (e.g. high traffic demand level): __________________
   - Other Events (e.g. accidents): ___________________________________

4. **Coordination Strategy** – The Contractor shall develop a coordination strategy. Any contracting personnel recognizing a condition that would warrant implementing a Contingency Plan shall notify the Traffic Control Supervisor or other individual that has been designated as a “Point of Contact” for the contracting organization. The contracting organization’s representative shall conduct coordination efforts as outlined in the Coordination Strategy. The Coordination Strategy shall include any special agreements between individuals or agencies. Individuals to be involved in the Coordination Strategy should be included on the Project Contact Information List.

5. **Project Contact Information** – The Contractor shall develop and maintain a contact list of key project personnel (e.g. Traffic Control Supervisor, Resident Engineer, Maintenance Supervisor, Permit Inspector, State Patrol, other ODOT
representatives). Contact information for individuals on the Emergency Communications Plan and Mobility Communications Plan should also be included. See attached sample forms.

6. **Traffic Contingency Plan** – The Contractor shall develop a contingency plan to restore minimum operating capacity of the roadway.

7. **Required Resources** – The Contractor shall provide a list of available stand-by equipment required for implementation of Contingency Plans. This list should include location of equipment and quantities if appropriate. Examples of items that may be included on the list are: portable changeable message signs, concrete barrier relocation equipment, etc. In addition, include the availability of local ODOT personnel for callout (normally requiring a Cooperative Agreement).
## Project Contact Information

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<thead>
<tr>
<th>Name:</th>
<th>Title:</th>
<th>Phone:</th>
<th>Cell Phone:</th>
<th>Pager:</th>
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