APPENDIX G
Traffic Management Plan
TRANSPORTATION MANAGEMENT PLAN (TMP) - Short Version

DRAFT

I-205: Johnson Creek Blvd – Glenn Jackson Bridge
Phase 2 Project

Key #21157

Prepared for:

Oregon Department of Transportation
Agency Key Number 21157

Prepared by:

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INTRODUCTION AND BACKGROUND

The I-205: Johnson Creek – Glenn Jackson Bridge Phase 2 Project (Project) aims to improve safety and operations by providing northbound (NB) interstate auxiliary lanes on I-205 between SE Division St/Powell Boulevard and the entrance ramp to I-84 westbound (WB) as well as interstate Active Traffic Management (ATM) infrastructure on I-205 NB and I-205 southbound (SB) between the Glenn Jackson Bridge and SE Johnson Creek Boulevard.

High traffic volumes combined with short merging distances in the project area combine to create congestion, slow travel speeds and unstable traffic flow during peak period. The addition of auxiliary lanes and ATM system will improve merge operations, traffic flow and safety.

This short version Transportation Management Plan (TMP) aims to address traffic impacts and identify operation strategies to be implemented during project construction and provide details behind the development of Traffic Control Plans (TCP) and other measures that will be put in place for construction to minimize disruptions to travelers and freight without compromising public or worker safety and the quality of the work being performed. The short version TMP should be considered a living document subject to additions and modifications throughout the life of the project.

1.1 Project Area Boundaries

The project is on I-205, from the Johnson Creek Blvd Interchange to the Glenn Jackson Bridge. The project area extends through the Cities of Happy Valley and Portland, and the Counties of Clackamas and Multnomah. The project area is shown in Figure 1.

1.2 Proposed Improvements

The project combines several improvements on I-205. The main components are:

- Construction of a NB auxiliary lane between SE Powell Boulevard entrance ramp and the exit ramp to I-84 WB
- Construction of a NB auxiliary lane between SE Division St and SE Stark St/Washington St
- Construction and pavement widening to the SE Stark St/Washington St ramp to provide a two lane exit ramp.
- Construction of ATM infrastructure on I-205 NB and I-205 SB between the Glenn Jackson Bridge and SE Johnson Creek Boulevard.
- Interstate Maintenance paving from SE Holgate Boulevard and the entrance ramp to I-84 WB

The auxiliary lanes and ATM components are combined with the pavement preservation work to provide cost and time savings due to the combination of the construction contracts and traffic control during construction. By combining traffic control operations, the traveling public will be impacted for a shorter period of time.

In terms of project benefits, the project will:

Short version Transportation Management Plan for I-205 Johnson Creek Blvd - Glenn Jackson Bridge
August 18, 2017
• Stabilize traffic flow by reducing weaving conflicts, thus improving safety
• Stabilize traffic flow by varying advisory travel speeds based on weather and traffic conditions
• Provide real time travel time, queuing and other traveler information to increase driver situational awareness and safety
• Provide a cost-effective, operational improvement to reduce congestion
• Improve accessibility to employment centers, businesses, and goods and services
• Improve safety by increasing distance for merging/weaving
• Decrease delay of goods and services experienced by freight
• Address deteriorating pavement conditions on this segment of the I-205 corridor

Figure 1: Vicinity Map
1.3 TMP Goals

The primary purpose of the 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. Goals of this Short version TMP include the following:

- Describe the project construction footprint
- Aid in creating a project development team and decision-making environment that looks at all available options to limit and mitigate anticipated construction impacts
- Communicate what elements will be included in the project to mitigate for any anticipated disruptions to travelers and freight without compromising public or worker safety

To accomplish these goals, the Short version TMP incorporates the following elements:

- Description of proposed improvements
- Project area characteristics
- Factors impacting construction staging
- Potential mobility issues
- Proposed construction staging
- Lane closure restrictions
- Traffic management and operation strategies
- Incident management plan
- Public information and communication plan

2 Project Area Characteristics

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

2.1 Traffic Characteristics

The bi-directional annual average daily traffic (AADT) volumes on I-205 in the project area are shown in Table 1. The 2015 bi-directional AADT ranges from 134,200 to 171,400 vehicles, with trucks accounting for eight to nine percent of the traffic on I-205.
Table 1 - Existing I-205 Traffic Volumes

<table>
<thead>
<tr>
<th>Milepoint</th>
<th>2015 AADT</th>
<th>Location</th>
<th>Percentage of Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.84</td>
<td>144,100</td>
<td>0.40 mile south of Johnson Creek Boulevard Interchange</td>
<td>8.4%</td>
</tr>
<tr>
<td>17.45</td>
<td>150,800</td>
<td>0.40 mile south of Foster Road Interchange</td>
<td>8.4%</td>
</tr>
<tr>
<td>18.25</td>
<td>156,100</td>
<td>Lents Automatic Traffic Recorder, Sta. 26-022, 0.87 mile south of Mt. Hood Highway No. 26 (US26)</td>
<td>8.4%</td>
</tr>
<tr>
<td>20.11</td>
<td>171,400</td>
<td>0.50 mile north of Division Street Interchange</td>
<td>9.0%</td>
</tr>
<tr>
<td>20.35</td>
<td>151,400</td>
<td>Yamhill Automatic Traffic Recorder, Sta. 26-018, 0.22 mile south of S.E. Washington Street Undercrossing</td>
<td>9.0%</td>
</tr>
<tr>
<td>20.87</td>
<td>134,300</td>
<td>Burnside Street Undercrossing</td>
<td>9.0%</td>
</tr>
<tr>
<td>21.77</td>
<td>134,200</td>
<td>0.20 mile north of Columbia River Highway (I-84) Interchange</td>
<td>9.0%</td>
</tr>
<tr>
<td>22.99</td>
<td>159,200</td>
<td>0.40 mile north of connections to Columbia River Highway (I-84)</td>
<td>9.0%</td>
</tr>
<tr>
<td>24.15</td>
<td>148,200</td>
<td>0.50 mile south of Airport Way Interchange</td>
<td>9.0%</td>
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<tr>
<td>25.50</td>
<td>151,700</td>
<td>Glenn Jackson Automatic Traffic Recorder, Sta. 26-024, 1.06 mile south of Oregon-Washington State Line</td>
<td>9.0%</td>
</tr>
</tbody>
</table>

2.2 Roadway Characteristics

According to the 1999 Oregon Highway Plan, the East Portland Freeway (I-205) is an Interstate Freeway, a State Freight route and a federally designated Truck route on the National Highway System. I-205 runs north-south and is primarily a six-lane facility with major junctions at Johnson Creek Blvd, Woodstock Blvd, Foster Rd, Powell Blvd, Division St, Washington St, Stark St, Glisan St, I-84, Sandy Blvd, Killingsworth St, and Airport Way. I-205 has a posted speed of 55 mph through the project area.

2.3 Location of Other Construction Projects

To minimize construction impacts for traffic traversing the project area on I-205 and surrounding roadways, this project will be coordinated with the I-205 southbound auxiliary lane project from I-84 eastbound to Division/Powell and the northbound auxiliary lane project from I-84 to Killingsworth Street projects planned in spring 2018 through the summer of 2019. Construction of this project is planned to begin in early 2019 through December 2019.
2.4 Project Stakeholders

During project construction, there may be times when it becomes necessary to contact stakeholders in the project area regarding new developments such as schedule changes, traffic control changes, or major incidents. Primary stakeholders include major road authorities, emergency facility service providers, hospital medical facility providers, government contacts, local shopping centers, and local utilities.

Local emergency service providers will be notified of the expected various I-205 ramp closures at night to ensure 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 to confirm expectations for emergency services and to coordinate communications. A list of project stakeholders is provided in Table 2.

Table 2 - Project Stakeholders

<table>
<thead>
<tr>
<th>Agency/Organization</th>
<th>Name</th>
<th>Title</th>
<th>Phone #</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Agency Representatives</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oregon Department of Transportation (ODOT)</td>
<td>Dave Arena</td>
<td>Project Manager</td>
<td>503-731-8276</td>
</tr>
<tr>
<td></td>
<td>Lili Boicourt</td>
<td>Community Affairs</td>
<td>503-731-8247</td>
</tr>
<tr>
<td></td>
<td>Christy Jordan</td>
<td>MCTD Freight Mobility Coordinator</td>
<td>503-378-6192</td>
</tr>
<tr>
<td></td>
<td>Kari Sprenger</td>
<td>Region 1 Mobility Liaison</td>
<td>503-731-8480</td>
</tr>
<tr>
<td></td>
<td>Simon Eng</td>
<td>Region 1 Traffic Engineer</td>
<td>503-731-8223</td>
</tr>
<tr>
<td></td>
<td>Magnolia Bartley</td>
<td>Region 1 Traffic Engineer</td>
<td>503-731-8499</td>
</tr>
<tr>
<td>City of Portland</td>
<td>Dylan Rivera</td>
<td>Public Information</td>
<td>503-823-5185</td>
</tr>
<tr>
<td></td>
<td>Lisa Elbert</td>
<td>Signal and Lighting Engineer</td>
<td>503-823-5218</td>
</tr>
<tr>
<td></td>
<td>Jana LaFrenier</td>
<td>Get Portland Moving ROW Coordinator</td>
<td>503-823-7603</td>
</tr>
<tr>
<td></td>
<td>John Wilson</td>
<td>Work Zone Engineer</td>
<td>503-823-8357</td>
</tr>
<tr>
<td>City of Happy Valley</td>
<td>Public Information</td>
<td></td>
<td>503-783-3800</td>
</tr>
<tr>
<td></td>
<td>Carol Earle</td>
<td>City Engineer</td>
<td>503-783-3815</td>
</tr>
<tr>
<td>Clackamas County</td>
<td>Public Relations</td>
<td>Transportation Engineering Division</td>
<td>503-742-4691</td>
</tr>
<tr>
<td>TriMet</td>
<td></td>
<td></td>
<td>503-962-4910</td>
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## Agency/Organization

<table>
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<tr>
<td><strong>Schools</strong></td>
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<td></td>
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<tr>
<td>Portland Public Schools</td>
<td>--</td>
<td>--</td>
<td>503-916-2000</td>
</tr>
<tr>
<td>North Clackamas School District</td>
<td>--</td>
<td>--</td>
<td>503-698-3498</td>
</tr>
<tr>
<td>Portland Community College - Sylvania</td>
<td>--</td>
<td>--</td>
<td>971-722-6111</td>
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<tr>
<td><strong>Emergency Services</strong></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Emergency Dispatch</td>
<td>Emergency Only</td>
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<td>911</td>
</tr>
<tr>
<td>Oregon Emergency Management</td>
<td>Non-Emergency</td>
<td>--</td>
<td>503-378-2911</td>
</tr>
<tr>
<td>Multnomah County Office of Emergency Management</td>
<td>--</td>
<td></td>
<td>503-988-6700</td>
</tr>
<tr>
<td>Oregon State Police</td>
<td>Andy McCool</td>
<td>Lieutenant</td>
<td>503-731-3020</td>
</tr>
<tr>
<td>Multnomah County Sheriff</td>
<td>Michael Reese</td>
<td>Sheriff</td>
<td>503-988-4300</td>
</tr>
<tr>
<td>Clackamas County Sheriff</td>
<td>Craig Roberts</td>
<td>Sheriff</td>
<td>503-785-5000</td>
</tr>
<tr>
<td>Portland Police Bureau</td>
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<td>--</td>
<td>503-823-0000</td>
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<tr>
<td>Portland Fire and Rescue</td>
<td>--</td>
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<td>503-823-3700</td>
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<tr>
<td>Happy Valley Police</td>
<td>--</td>
<td>--</td>
<td>503-760-0123</td>
</tr>
<tr>
<td>Clackamas Fire District #1</td>
<td>--</td>
<td>--</td>
<td>503-742-2600</td>
</tr>
<tr>
<td><strong>Hospitals/Medical Facilities</strong></td>
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<td></td>
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<tr>
<td>Providence Medical Center</td>
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<td>--</td>
<td>503-215-1111</td>
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<tr>
<td><strong>Utility Owners</strong></td>
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<tr>
<td>Oregon Utility Notification Center</td>
<td>--</td>
<td>--</td>
<td>800-332-2344</td>
</tr>
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</table>

See Section 00150 of the Special Provisions for project-specific utility contacts.

## Other

<table>
<thead>
<tr>
<th>Agency/Organization</th>
<th>Name</th>
<th>Title</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>
</tbody>
</table>
3 Factors Impacting Construction Staging

This section includes an overview of the factors that impact construction staging: project schedule, proposed improvements and impacts to traffic flow, alternate routes, existing vehicle restrictions, environmental issues, seasonal restrictions, and construction noise regulations.

3.1 Project Schedule

The scheduled bid date for this project is November 2018, with construction running through December 2019.

3.2 Potential Impacts to Traffic Flow and Mitigation

The following is a list of anticipated traffic flow impacts associated with the project’s major work elements. Specific mitigation measures are recommended for the elements that require more than nighttime lane or ramp closures.

- **Median footings for sign structures** - Installation of sign structure foundations in constrained areas of the median may require closure of the shoulder during construction of the foundation with night and weekend single lane closures in either direction of I-205 to allow access for construction equipment.

- **Inside median shoulder work** – This project will utilize the inside median between the Powell Blvd northbound entrance ramp and Main St. overpass to accommodate traffic during this project. The existing median is grass but will be paved before this project, during construction of the I-205 Southbound auxiliary lane.

- **Outside shoulder widening** - Widening on the outside shoulder for the I-205 NB auxiliary lane will require shifting lanes to the newly built inside shoulder. Three through lanes will be maintained during construction. This work can be completed with minimal impact to traffic flow.

- **Other improvements within shoulder areas** - This includes the remaining work that will take place on the shoulders such as sign structure footings and other permanent signing, barrier or guardrail, and drainage. This work can be completed with minimal impact to traffic flow using shoulder closures, which will require nighttime outside lane closures for overhead sign structures. Some of this work will require nighttime rolling slowdowns of mainline traffic. Some locations may require short-term ramp closures as well.

- **Ramp widening/realignment:**

  For the I-205 NB auxiliary lane construction ramp closures will be limited to nighttime with minimal traffic impacts expected as traffic volume is low at night.

  - SE Powell Boulevard entrance ramp – nighttime closure as needed for paving
• SE Division Street entrance ramp – nighttime closure as needed for paving
• SE Washington Street exit ramp – widening to a two-lane ramp with lane shifts and nighttime closure as needed
• SE Glisan Street exit ramp – nighttime closure as needed for realignment and paving
• Exit ramp to I-84 westbound – nighttime closure as needed for paving

• **Ramp meters:**

I-205 NB entrance ramps at Powel Blvd, Division Street, Washington /Stark Street, Glisan Street.

- Ramp meter loops and signals on the ramps are not anticipated to be impacted. The mainline Ramp meter loops will be replaced during the nighttime paving.

• **ATM Structures** - Roadside impacts will include excavations for footings and erection of steel sign bridge and cantilever structures. Impacts to the traveled way include installation of steel cantilever arms, installation of sign bridge spans, and removal or modifications to existing guide sign mounts and installation of new active traffic management signs. Work occurring in the traveled way will occur at night and will require ramp, multiple lane and/or full closures. Portable Changeable Message Signs (PCMS) will be provided in advance of the closure, and detour signing will be provided along the entire detour routes. Detour plans will be developed in accordance with ODOT Mobility Procedures Manual and ODOT Traffic Control Plan Design Manual. Temporary traffic control plans will be prepared with guidance provided by the ODOT Traffic Line Manual, ODOT Traffic Manual, MUTCD, Oregon Supplement to the MUTCD, Oregon Standard Drawings, Oregon Standard Details and the 2018 Oregon Standard Specifications for Construction. Proposed detour routes for the full freeway closures are shown in the project plans in Appendix B.

• **I-205 Glenn Jackson Bridge Multiuse path:**

Two of ATM site are located on the Glenn Jackson Bridge. One will be mounted to the bridge one will span over the bridge from Government Island. The bridge has a multiuse path for bicycle and pedestrian travel in the inside median between the two bridge structures.

- The construction of the two ATM sites will require nighttime closure of the multiuse path.

• **Paving and striping** - Work will require closure of one or two travel lanes during permitted nighttime lane closures. Work also will require nighttime closures of one or two ramps at a time.
  
  ➢ Nighttime lane or ramp closures will have minimal traffic impact as the traffic volume is low at night.

  ➢ No more than one exit ramp and one entrance ramp in the same direction will be closed at the same time. In addition, no ramp closures shall occur in both directions at
the same time. It is assumed that these ramp closures will occur during nighttime hours.

3.3 Existing Vehicle Restrictions

ODOT Motor Carrier Transportation (MCTD) does not have existing weight, height, or width restrictions for vehicles within the project limits at this point. When construction starts, the project team needs to obtain most current information from MCTD and verify vertical clearance standards are maintained after completion of the grind and inlay paving.

3.4 Environmental Issues

A few existing trees and landscaping within ODOT right-of-way along the I-205 northbound auxiliary lane section are anticipated to be impacted. Contaminated Dirt will need to be placed on site or hauled to an alternate site.

3.5 Seasonal Restrictions

Seasonal restrictions that may impact construction staging include warm weather construction requirements and tree removal. 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, requiring off-peak or nighttime work. If the removal of vegetation is required for this project, the Migratory Bird Treaty Act prohibits this activity during the March 1 to September 1 breeding season unless nest clearance surveys are conducted.

3.6 Construction Noise Regulations

The basic noise restrictions for the City of Portland are listed below.

- The City of Portland permits a construction noise standard (85 dBA at a 50-foot distance) from 7 a.m. to 6 p.m. Monday through Saturday but only permits minimal noise outside of these hours. A construction noise variance will likely be required for this project and will be obtained from the City of Portland.

4 Potential Mobility Issues

This section includes a discussion of traffic mobility issues during construction, consideration of oversized vehicles, input from the public and stakeholders, agency coordination, and holidays and special events.

4.1 Traffic Mobility during Construction

For the construction phase, several types of closures will be utilized ranging from shoulder, single or two lane closures, and full nighttime I-205 mainline and ramp closures. The full ramp closures will occur during nighttime hours, and detour routes will be provided for travelers to enter or exit the freeway. To minimize impacts to traffic and freight mobility, construction activities requiring closures on I-205 will also be scheduled during nighttime hours, as
described in Section 6. Since I-205 is a designated freight routes and part of the National Highway System, the 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.

4.2 Consideration of Oversized Vehicles

Over-dimensional vehicles can be anticipated between 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.

During times of anticipated over-dimensional vehicles presence, it is expected to maintain a minimum useable roadway width on I-205, as shown in Table 3:

Table 3 - Construction Time and Minimum Usable Roadway Width on I-205

<table>
<thead>
<tr>
<th>Construction Time</th>
<th>Single Lane (feet)</th>
<th>Two Lanes (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daytime</td>
<td>22</td>
<td>28</td>
</tr>
<tr>
<td>Nighttime</td>
<td>16</td>
<td>28</td>
</tr>
</tbody>
</table>

MCTD requirements for notification of freight restrictions on state highways are as follows:

- **No advance notification required**: Minimum available horizontal clear distance is 22 feet for I-205.
- **Vertical clearance restrictions**: 35-day notification required for vertical clearance restrictions less than 14 feet-10 inches. Any change from existing clearance, including lane shifts under a structure, will require 14-day notification.
- **Ramp closures**: 14-day notification required if a ramp is closed for any period of time.
- **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 19 feet for I-205. Width restrictions between 19 and 22 feet 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 15 feet for I-5 and I-205. Width restrictions between 15 and 22 feet require 14-day notification.

- **Daylight and nighttime width restrictions – Two lanes:** 35-day notification required if minimum available horizontal clear distance is less than 32 feet for two lanes of one-way traffic or for two opposing lanes of head-to-head traffic.

The minimum available useable roadway is measured across the roadway between positive barriers, which can be any obstruction such as drums, concrete barrier, or guardrail. When a project restricts the width, length, height, or weight of vehicles through a work zone or detours trucks around the work zone, the contractor must notify MCTD, the Region Mobility Coordinator and the engineer, in writing, using Form #734-2357, at least 35 days in advance. 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.

### 4.3 Input from the Public and Stakeholders

Keeping the public informed early and often and providing opportunities to give feedback are central to the public involvement efforts for this project. ODOT Community Involvement plans to hold up to two project open houses, including one online open house to inform the community about the project, construction activities, and expected impacts. Additional targeted engagement activities will be performed, as needed, to inform local businesses, neighborhood groups and associations, and local agencies and organizations about the project and potential impacts. A project website will also be developed to provide project information and updates to project stakeholders and highway users.

Project team members will continue to coordinate with the public and project stakeholders throughout the design and construction process.

### 4.4 Agency Coordination

Local agencies and other departments within ODOT should be contacted before project construction to coordinate any issues that may not have been known at the time this document was completed. Incident Management protocols are described in Section 8, and other known construction projects in the area are described in Section 2.3.
4.5 Holidays and Special Events

Traffic within the 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 in the ODOT standard specifications. Local special event that may create an increased burden on the project area include:

- Rose Festival Grand Floral Parade on June 9, 2018 and June 8, 2019. June 2020 date is TBD.

This special event will be listed in the project special provisions.

5 Proposed Construction Staging

Construction staging must maintain the existing number of lanes for both mainline and interchange ramps as much as possible. Three 12-foot lanes with minimum 2-foot shoulders will be maintained during the daytime. I-205 mainline lane closures will be allowed only during nighttime hours. Limited full closures of ramps will be required on nights and weekends. When full closures of one or both directions of mainline I-205 are required, the contractor will be allowed nighttime full closures with signed detours or full closures of up to 20-minute using the rolling slowdown method (RSM). Allowed hours for each type of closure or RSM are shown in Section 6.

The Guiding Principle Decision Tree form used in the development of the traffic control plans is provided in Attachment C. 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. The general sequence for the proposed construction stages are provided in the following subsections.

5.1 Construct Northbound I-205 Auxiliary Lane

Stage I – Shift traffic towards the median. Install temporary concrete barrier along the right shoulder. Construct the drainage system, sign structures, retaining wall, and pavement widening. Pave the new widening to match existing surface. SE Washington Street ramp will be widened to two lanes during this phase with one lane remaining open on the ramp.

Stage II – remove concrete barrier, perform median paving, perform grind and inlay, and install pavement markings.
5.2 **Construct Northbound and Southbound ATM System**

Construction of the 21 ATM sites along I-205 encompass the installation of new cantilever and sign bridge structures, as well as modification to existing sign mounting structures to accommodate new static signs, VSS, and VMS signs.

The northbound and southbound ATM construction can be performed concurrently with the northbound auxiliary construction.

5.3 **Repair bridge joints and construct Mainline I-205 (Grind and Inlay)**

Grind and inlay work will be accomplished using short-term nighttime closures of one or two lanes. Ramp work, including paving on the ramp and detector loop replacement on the mainline for existing ramp meters. This work will require short-term nighttime closures of each ramp for paving and one or two lane nighttime closures of the mainline for detector loop replacement.

5.4 **Other Work**

Permanent pavement markings for all locations will be completed using short-term nighttime closures of one or two lanes, or full nighttime ramp closures, following completion of final paving.

Some construction activities have little impact to traffic and will be completed as other stages are completed and the work area is clear for these permanent features. These activities include permanent signing installation, delineator installation, barrier or guardrail installation, drainage, and seeding.

6 **Lane Closure Restrictions**

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

Single lane closures are allowed:
- Nightly, Sunday night through Friday morning 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.

Two-lane closures 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.
East Portland Freeway (I-205) Ramps
For all the ramp closures, closing more than two ramps in the same direction at the same time is not allowed. Ramp closure will not be allowed until the area and the detour route are signed according to the TCP and the requirements of Section 00225.

For I-205 ramps at Johnson Creek Blvd, Foster Rd/Woodstock Blvd, Powell Blvd, Division Street, Washington Street, Stark Street, Glisan Street, and Sandy Blvd, and Killingsworth Street, ramp closure or closure of a lane on the ramp is allowed:

- Nightly, Sunday night through Friday morning between 9:00 p.m. and 5:00 a.m.
- Friday night through Saturday morning between 10:00 p.m. and 7:00 a.m.
- Saturday night through Sunday morning between 10:00 p.m. and 8:00 a.m.

For I-205 ramps at I-84 and Airport Way Interchange, ramp closure or closure of a lane on the ramp is allowed:
- Nightly, Sunday night through Friday morning between 10:00 p.m. and 5:00 a.m.
- Friday night through Saturday morning between 10:00 p.m. and 7:00 a.m.
- Saturday night through Sunday morning between 10:00 p.m. and 8:00 a.m.

For I-205 NB Exit-Ramp to Washington Street, the widening to two lanes is anticipated to be completed with widening to one side and then shifting the single lane to that side to widen the opposite side of the ramp. As an option, the Contractor will be permitted to close the ramp for reconstruction for a maximum duration of 14 consecutive days.

Holidays and Special Events
Restricted work times for this project will be included in the special provisions, section 00220.40(e-2), and will include the special events identified in Section 4.5.

- **Holidays:** Do not close any traffic lanes between noon on the day preceding legal holidays or holiday weekends and midnight on legal holidays or the last day of holiday weekends, except for Thanksgiving, when no lanes may be closed between noon on Wednesday and midnight on the following Sunday.
- **Special Events:** Do not close any traffic lanes between midnight on the day preceding and midnight on the final day of special events.

Full Closures
Closing all traffic lanes or a single ramp on I-205 southbound or northbound will be allowed between the following times:

- Nightly, Sunday night through Friday morning between 11:00 p.m. and 4:30 a.m.
- Nightly, Friday night through Sunday morning between 11:00 p.m. and 6:00 a.m.
Rolling Slowdown Method Closures

RSM is an option for closing all traffic lanes and associated ramps on I-205 southbound or northbound for periods not to exceed 20 minutes between the following times:

- Nightly, Sunday night through Friday morning between 11:00 p.m. and 4:30 a.m.
- Nightly, Friday night through Sunday morning between 11:00 p.m. and 6:00 a.m.

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 were considered for implementation. An array of common traffic management strategies is available for consideration on this project. The strategies selected are described below. Any strategies that are cost-prohibitive at the project level may require funding from other sources if implementation is desired.

7.1 Public Information and Outreach Strategies

Public information and outreach is beneficial for maintaining public support for projects, as well as for encouraging changes in travel behavior during construction. Making the public aware of the 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 to manage congestion within the project area.

7.2 Motorist Information/ITS Strategies

Providing motorists with real-time information helps notify drivers of upcoming work zones and may alleviate congestion and delay. Existing Intelligent Transportation Systems (ITS) and other strategies may be used to provide traveler information in the following ways:

- Variable message sign (VMS): Variable message signs are electronic signs that can display changing messages. There are a number of VMS located in the Portland metro area, including the I-205 corridor within the project area. VMS should be used to warn drivers of any incidences or traffic delay within the construction area so that they can choose to detour to an alternate route if needed.

- Portable changeable message signs (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 the availability of Highway Advisory Radio information 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.

• **TripCheck (ODOT’s ITS Website):** TripCheck allows motorists to retrieve real-time information and weather conditions via the Internet. In addition to the Internet, motorists may also call 511 to receive this same information. ODOT now also shares this information with Waze so users of the popular application receive notifications when approaching construction zones.

### 7.3 Construction Strategies

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

• **Ramp metering:** Existing ramp meters will be utilized during construction to regulate the flow of traffic entering I-205 during construction.

• **Off-peak/off-seasonal/night/weekend work:** As much as possible, temporary lane or ramp closures should be undertaken during the off-peak or night time to avoid excessive congestion. Closures should adhere to the applicable restriction specifications.

• **Temporary pavement:** Building temporary surfacing to move traffic around the project.

• **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 lane ramp closures:** Temporary lane or ramp closures, when required, will be limited to the off-peak and night time hours.

• **Project phasing:** Maintaining the existing travel lane configuration in each direction during construction will create less delay for motorists. Although phasing requires a longer construction period, it minimizes impacts to traffic.

• **Temporary traffic screens:** Traffic screens help prevent driver distractions in work zones, which can help to keep traffic moving and enhance safety. Screens may be mounted on the top of permanent or temporary traffic barriers to block headlights or to discourage gawking.

• **Extended weekend closures:** Weekend closures are advantageous because of greatly reduced disruption of AM and PM peak commuters.

• **Coordination with adjacent construction:** The coordination of this project with other projects in the area, as discussed in Section 2.3, will help to avoid unnecessarily compounding traveler delay.

• **Full-time traffic control supervisor (TCS):** Having a full-time TCS on-site allows one person to be dedicated to traffic control and not be distracted by other construction activities. Benefits include the ability to make quick decisions and to implement contingency plans as
needed.

- **Rolling Slowdown**: Using construction vehicles to slow traffic to allow a large gap in the traffic stream (up to 20 minutes) to perform short duration construction work.

### 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. The following incident and emergency management strategies could be implemented for this project:

- **Traffic surveillances stations/closed caption television (CCTV)**: ODOT has positioned continuous traffic monitoring surveillance cameras at key locations along all major highways in the Portland metropolitan region that can be accessed via ODOT’s website. Furthermore, monitoring loops embedded in roadway pavement provides continuous data that is kept by Portland State University Center for transportation studies.

- **Cell phones**: Mobile cellular telephones should be available at all times to quickly report incidents and emergencies within the project area.

- **Full-time TCS**: A more rapid response time to incidents is possible when a full-time TCS is on site to make the necessary quick decisions and implement contingency plans as warranted.

- **VMS**: VMS are electronic signs that can display changing message. There are a number of VMS located within and in advance of the project site. VMS should be used to warn drivers of any incidences or traffic delays within the construction area so that they can choose to detour to an alternate route if needed.

### 7.5 Demand Management

Demand management strategies include the following:

- **Temporary lanes or shoulder use**: When required, temporary use of roadway shoulders as travel lanes will be limited to locations determined during design to have adequate pavement strength to carry traffic.

### 7.6 Alternate Route Strategies

Alternative routes for motorists should be identified whenever a ramp or full roadway closure is anticipated during construction.

- **Ramp closures**: Detours will be provided for all ramp closures.
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 should be coordinated with the TMOC. The Emergency Communication Plan and Contingency Plan are two important tools for incident management, 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 Attachment E to help guide the contractor in developing an Emergency Communication Plan.

8.2 Contingency Plan

As a part of an Incident Management Plan, the 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 Contingency Plan addresses activities under the contractor’s control in the work zone. A guideline has been included in Attachment F to help guide the contractor (once under contract) in developing a Contingency Plan.
9 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. For this project, media releases must be coordinated with and reviewed by ODOT Region 1 staff. ODOT MCTD will handle 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, TMOC, MCTD, and District 2B</td>
</tr>
<tr>
<td></td>
<td>Clackamas County</td>
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<td>Multnomah County</td>
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<td>City of Portland</td>
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<td>City of Happy Valley</td>
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<td>Media</td>
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<td>General Public/Road Users</td>
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<td>Police/Fire</td>
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<td>Emergency Medical Services</td>
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<td>Schools</td>
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<td></td>
<td>Other Stakeholders</td>
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<tr>
<td>ODOT MCTD</td>
<td>Freight Industry</td>
</tr>
</tbody>
</table>

Short version Transportation Management Plan for I-205 Johnson Creek Blvd - Glenn Jackson Bridge

August 18, 2017
Appendix A

Emergency Communication Plan
Emergency Communication 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.

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 B

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 contactor’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, and other ODOT Contingency Plan Guidelines 2
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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Sheet ___ of ___
Appendix C

Decision Tree
**Decision Tree**  
*Evaluate Separation Opportunities, OWZ Concepts, WZ Devices*

### I-205: Johnson Cr. Blvd. - Glenn Jackson Br.

**Project Name (Section):** East Portland Freeway (I-205)  
**Key No.:** K21157  
**Contract No.:** B35464  
**Region:**  
**Project Leader / Project Manager:** Ed Chamberland  
**Agency Project Manager:** David Arena  
**Prepared by:** Scott Harmon  
**Date:** 3/9/2018

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

<table>
<thead>
<tr>
<th>Opportunities to Evaluate</th>
<th>Possible</th>
<th>Impacts</th>
<th>Stakeholders</th>
<th>Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Weekend Full Directional Closure</strong></td>
<td>Mainline closure in northbound direction between Foster Road and I-84 from a Friday night to Monday morning is an option being considered for paving.</td>
<td>Traffic will travel extra distance to go around the work area on state highway system and local roadway system. Need to coordinate with projects on detour routes to avoid restriction from those projects.</td>
<td>WSDOT, Multnomah County, Clark County, Clackamas County, City of Portland</td>
<td>Weekend full directional closure and traffic detour is reduces total hours needed for paving and full closure is safest way for paving.</td>
</tr>
<tr>
<td><strong>Night Full Bi-Directional Closure</strong></td>
<td>Mainline closure in both directions for placement of full span sign bridge - nighttime work only.</td>
<td>Traffic will travel extra distance to go around the work area. Impact will be minimized due to lower traffic volume at night. Need to coordinate with projects on detour routes to avoid restriction from those projects.</td>
<td>WSDOT, Multnomah County, Clark County, Clackamas County, City of Portland</td>
<td>Total nighttime bi-directional closure and detouring traffic is the preferred and safest way for placing full span bi-directional sign bridges.</td>
</tr>
<tr>
<td><strong>Night Full Directional Closure</strong></td>
<td>Mainline closure in northbound direction between Foster Road and I-84 may be used for paving or striping, bridge joint work. Also mainline directional closure either direction for placement of sign bridges - nighttime work only.</td>
<td>Traffic will travel extra distance to go around the work area. Impact will be minimized due to lower traffic volume at night. Need to coordinate with projects on detour routes to avoid restriction from those projects.</td>
<td>WSDOT, Multnomah County, Clark County, Clackamas County, City of Portland</td>
<td>Total nighttime directional closure and detouring traffic is the preferred and safest way for placing directional sign bridges, striping and bridge joint work.</td>
</tr>
<tr>
<td><strong>Night Ramp Closure</strong></td>
<td>1 or 2 ramp closures (entrance and exit) in the same direction is anticipated due to paving or striping or bridge joint work - night time work only.</td>
<td>Most ramps will be closed for one night only for paving. Traffic will travel extra distance to go around the work area, but there will be minimal impact due to low traffic volume at night.</td>
<td>Multnomah County, City of Portland</td>
<td>Closing a ramp and detouring traffic is the preferred and safest way.</td>
</tr>
</tbody>
</table>

**Contractor**

---

Phase:  
- Scoping  
- Project Initiation to DAP  
- DAP to Final Plans  
- Construction
<table>
<thead>
<tr>
<th>Partial road closure</th>
<th>None, unless this means lane closures</th>
<th>For lane closures, traffic will merge to the other lane or the roadway section will be under flagger-control. No flagger-control on the freeway.</th>
<th>Multnomah County, City of Portland</th>
<th>Will implement lane closures to do the work.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full detour</td>
<td>Detour will be in place for total closure or when closing a ramp.</td>
<td>Delays - traffic will travel the extra distance to go around the work area. Congestion - more traffic volume on the detour route.</td>
<td>Multnomah County, City of Portland</td>
<td>Will implement detour during ramp closures.</td>
</tr>
<tr>
<td>Partial detour</td>
<td>None</td>
<td></td>
<td>Multnomah County, City of Portland</td>
<td>Not needed</td>
</tr>
<tr>
<td>Cross-overs</td>
<td>None</td>
<td></td>
<td>Multnomah County, City of Portland</td>
<td>Not needed</td>
</tr>
<tr>
<td>Lane Shifts</td>
<td>Shift northbound traffic towards the inside median to facilitate barrier separated work area</td>
<td>Traffic impacts are expected to be minimal as the existing three through lanes will be maintained during daytime hours.</td>
<td>Multnomah County, City of Portland</td>
<td>Provides barrier separated work area for auxiliary lanes</td>
</tr>
<tr>
<td>Temporary barrier</td>
<td>Temp. barrier will be installed on one side of I-205 for NB aux. lane construction limits.</td>
<td>Narrowed shoulder widths, 2' min. - left or right shoulder for the NB aux. lane section and right shoulder for the SB aux. lane section.</td>
<td>Multnomah County, City of Portland</td>
<td>A system of temporary barrier is needed.</td>
</tr>
</tbody>
</table>

### Opportunities to Evaluate

<table>
<thead>
<tr>
<th>Opportunities to Evaluate</th>
<th>Possible</th>
<th>Impacts</th>
<th>Stakeholders</th>
<th>Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased clear space</td>
<td>No temporary widening is planned for the 2 aux. lane widening sections.</td>
<td>The narrowed left or right shoulder will not leave room for emergency parking due the presence of temp, barrier.</td>
<td>Multnomah County, City of Portland</td>
<td>The temporary widening will require the same setup as the permanent widening plus the increased cost. Not needed.</td>
</tr>
<tr>
<td>Decrease exposure time</td>
<td>The NB and the SB aux. lane construction can be done at the same time. May implement interim completion dates for the aux. lane widening.</td>
<td></td>
<td>Multnomah County, City of Portland</td>
<td>The NB &amp; SB aux. lane construction can be done concurrently. Need input on the interim completion date, if needed.</td>
</tr>
<tr>
<td>Accelerate/time incentives</td>
<td>None</td>
<td></td>
<td>Multnomah County, City of Portland</td>
<td>Not needed</td>
</tr>
<tr>
<td>Law enforcement OT hours</td>
<td>Yes</td>
<td>Improve safety due to increased traffic law compliance.</td>
<td>Multnomah County, City of Portland</td>
<td>This needs to be coordinated with Anne Holder's group.</td>
</tr>
<tr>
<td>Construction Speed Zone Reduction</td>
<td>Yes, a letter of support will be requested.</td>
<td>Slower speeds could result in congestion through the project area.</td>
<td>Multnomah County, City of Portland</td>
<td>A letter of support will be requested.</td>
</tr>
<tr>
<td>Use drums and cones to close lane</td>
<td>Yes</td>
<td>Minimize impacts by limiting lane closures to night time only.</td>
<td>Multnomah County, City of Portland</td>
<td>Drums &amp; cones will be needed for lane closures.</td>
</tr>
<tr>
<td>Use automated flagging station</td>
<td>No</td>
<td>Most of the flagging work will be at the interchanges during paving, and during rolling slowdown operation on the freeway. The interchange facility appears too complicated for this application.</td>
<td>Multnomah County, City of Portland</td>
<td>Not needed</td>
</tr>
<tr>
<td>Use temporary transverse RS upstream of flagging station</td>
<td>No</td>
<td>The lane closure is limited during the work shift only</td>
<td>Multnomah County, City of Portland</td>
<td>Not needed</td>
</tr>
<tr>
<td>Work Zone ITS</td>
<td>No, will use extg. system within the freeway system.</td>
<td>Multnomah County, City of Portland</td>
<td>Not needed</td>
<td></td>
</tr>
<tr>
<td>Other:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>