



Mobility Maintenance, Emergency & District Coordination

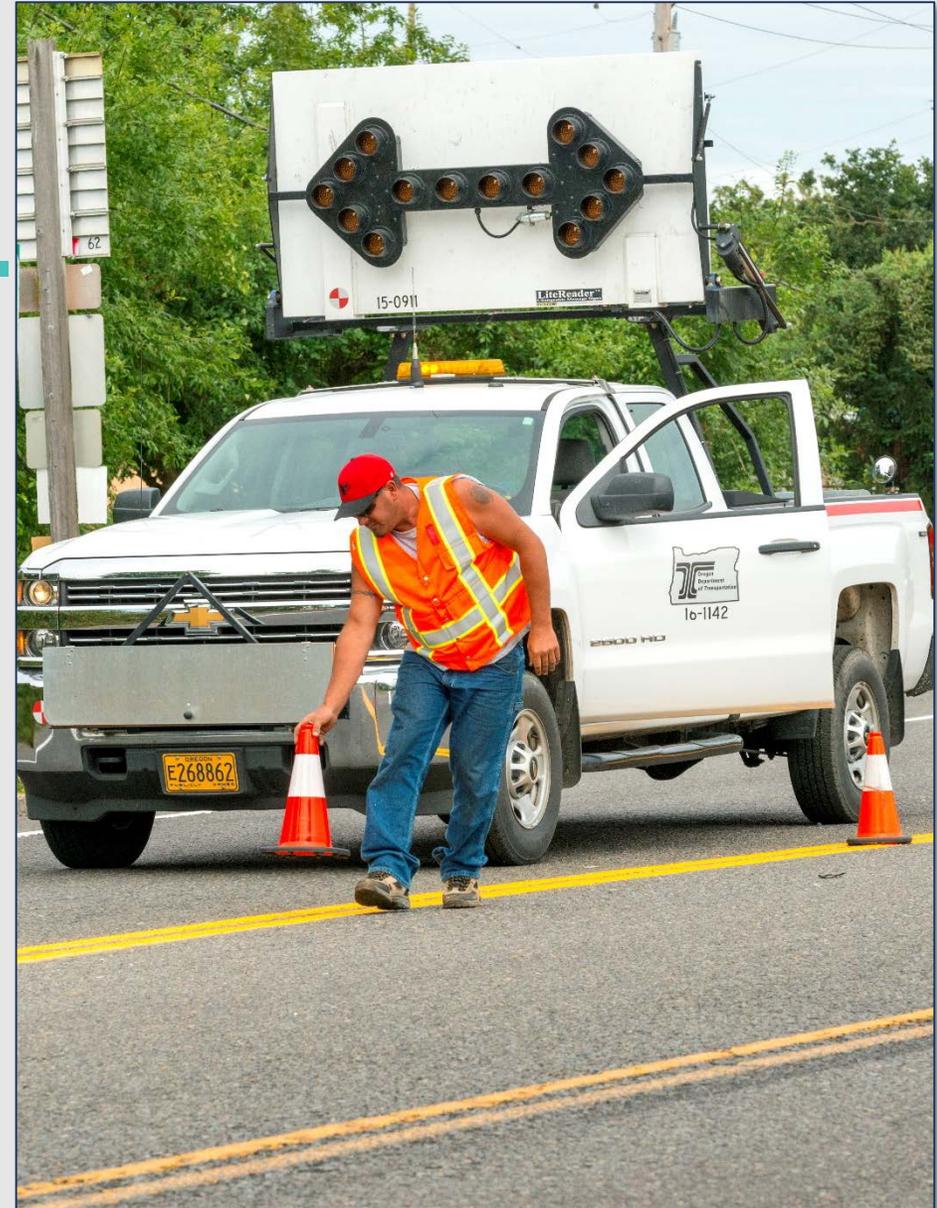
Coordinating & communicating restrictions during maintenance work activities, emergency declarations & other activities affecting the state highway system.



ODOT Statewide Mobility Program

Agenda

- Why restriction coordination is critical.
- Understanding restriction notification requirements.
- Communicating mobility impacts during emergency events.
- Resources



A photograph of a construction work zone on a road. Several workers wearing high-visibility vests and hard hats are visible. One worker in the foreground is holding a shovel. In the background, a blue bus is stopped, and a large piece of construction machinery is partially visible. The scene is dimly lit, possibly during dawn or dusk.

Why Restriction Coordination Is Critical To Work Zone Safety & Mobility

ODOT Guiding Principle for Work Zone Safety



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

Mobility Coordination helps prevent

BIG STUFF



from showing up when & where they shouldn't



Why Mobility Coordination is Critical

Example



Manufactured home stuck in a work zone

Another example in Tennessee...

Why Mobility
Coordination
is Critical

Oversized load stuck in work zone in Kingsport on I-26 East; Traffic diverted

By: News Channel 11 Staff

Posted: Sep 25, 2018 12:11 PM EDT

Updated: Sep 25, 2018 12:15 PM EDT



Why Mobility Coordination is Critical

And in Kansas...

 **MoDOT Kansas City**
@MoDOT_KC Follow

 Breaking: Oversized load stuck in a work zone - I-470 SB closed @ I-70. #kctrffic backed up. Expect delays. #besafe

Camera - I70 E @ I-470

70EB @ 470 (93) 09/14/201



Which way am I looking?



Why Mobility Coordination is Critical

And in Canada...

Oversized load causes traffic snag on Highway 402 after getting wedged in construction zone



Mobility Coordination is vital to **Oregon's economy**

Annual Weight Mile Taxes, Registration & Fees paid by motor carriers:
Approximately \$361 million, or about 29% of the State Highway Fund

(Source: 2019-21 ODOT Ways & Means presentation)

In 2016, roughly **240 million tons of freight** valued at **\$270 billion** moved within, to, and from Oregon via truck, rail, air, pipeline, and marine modes.

(Source: ODOT 2018 State of the System report)

In 2019, the Commerce & Compliance OD Permits Unit Issued:

61,022 Annual over-dimension permits

(allows for unlimited trips)

67,358 Single-Trip over-dimension Permits

(includes superloads)

Mobility Coordination is vital to Oregon's economy

District Offices also play a role in helping coordinate superload movements through Oregon





Maintenance Mobility Restriction Notification Requirements

Restriction Notification Requirements



The Mobility Team spreads the news about planned restrictions

1



OTL Road Restrictions List

2



Over-Dimension Permit Analysts

3

Incident Maps
Road Cameras
Road Conditions 

 TripCheck
Commercial Vehicle Information Advisories

4



Letters to Annual Permit holders

5



GovDelivery advisories

6

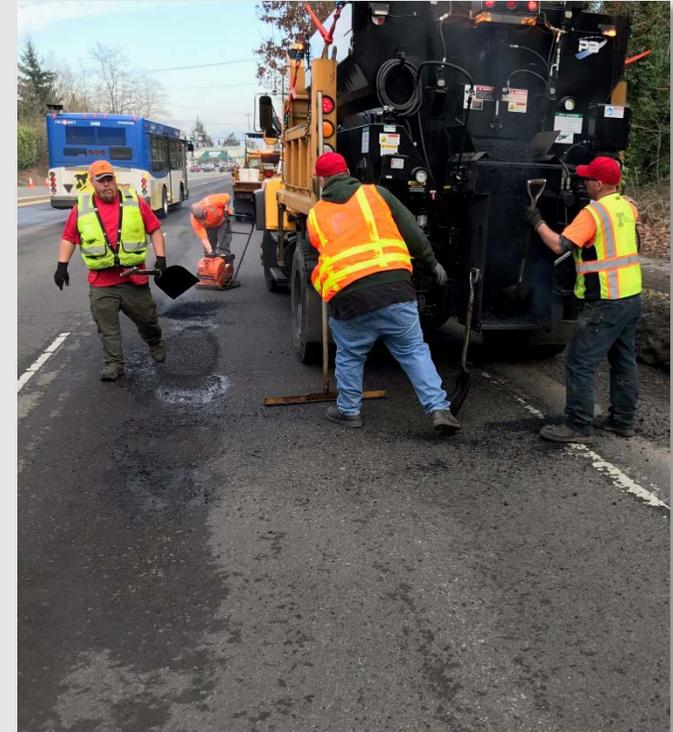


Commerce & Compliance Division
Oregon.gov Web site

REQUIREMENTS FOR ROUTINE & PLANNED WORK

Restriction Notification Requirements

- Activities & their impacts to traffic must be considered prior to starting the work.
- Restriction requirements depend the **Three Activity Categories** identified in the Maintenance Mobility Requirements Document.
- Restriction notifications require at least 14 or 28 days (depending on the Activity).



Restriction Notification Requirements



Activity 1 Requirements:

For routine and planned work, notification is not required if all of the following are met:

1. For interstate & multi-lane divided highways: If, after moving barriers/equipment, the minimum horizontal clear distance is 22 feet.
2. For two-lane or all other individual highways: If, after moving barriers/equipment, the minimum horizontal clear distance is 19 feet.
3. Able to accommodate all unannounced loads by waving them through the work zone.*
4. No lane shifts/lane closures under structures *(which could result in a vertical clearance reduction, or weight restriction on certain bridges)*
5. No ramp closures.
6. No weight restrictions.

*"Waved through" defined on next slide

Restriction Notification Requirements

“Waved through” means...

“for width, length, or weight the work equipment and traffic control devices can be moved (and there is an understanding that it would be) if a permitted vehicle comes to the work zone to provide the required clear distance or the required clear distance was still available. This may result in a slight delay to the oversized load or to traffic behind the load. IT IS OKAY TO HAVE A SMALL DELAY AS LONG AS YOU CAN GET THE LOAD THROUGH THE WORK ZONE.”

Minimum width requirements for waving through:
22 feet of clear distance on the interstates & 19 feet clear distance on other highways.

Contact the Mobility Team if you are unable to meet this requirement, as an exception may be granted on restricted routes.

Restriction Notification Requirements

Activity 2 Requirements

**At least 14 day notice
required before the restriction begins**

- Applies to work activity that restricts single-trip over-dimension permits.
- For short term work that will last for the work crew's full work shift on a daily basis for a period of time not exceeding 3 continuous days.



Why 14 days?

Single-Trip Over-Dimension Permit Queue

Restriction Notification Requirements

- STPs are good for one or multiple trips in a 10-day timeframe, and are issued up to 4 days in advance.
- They are route-specific, and carriers are not allowed to deviate.
- CCD Over-Dimension Permit Analysts process a queue of STPs. 14 days are needed to “clear” the queue of permits affected by a restriction.
- The Mobility Team cannot accept less than 14 day notice, unless it’s an emergency.

OREGON DEPARTMENT OF TRANSPORTATION 067942 REDMO10102538704
JOINT STATE/COUNTY PERMIT

CARRY THIS PERMIT IN THE CAB OF THE POWER UNIT AT ALL TIMES

Permit No: STP845255 Issue Date: 10/25/2010 Issue Time: 0858A Effective Date: 10/25/2010 Date of Expiration: 11/03/2010 Total Fee: CHARGED

Location: HOSTFAX

Permittee: (Name and Address) REDMOND HEAVY HAULING INC PO BOX 11269 PORTLAND OR 97211 Commodity: EXCAVATOR

Carrier File #: 067942 USDOT: 0062240

Load Length	Width	Height	Overall Length	Rear Overhang	Front Overhang
45'00"	14'00"	15'06"	138'00"	LEGAL	LEGAL

Legal Weight Table	Extended Weight Table	Heavy Haul Weight Table 4	Gross Weight	Axles
			232,000	13

Permit includes special instructions for overwidth & overheight loads at bridge & tunnel locations

From: MP191, I-5
To: OR/CA BORDER AT OR39
Via: I-5; TAKE EXIT 198; OR58 (STOP TRAFFIC, STRADDLE CENTER LINE THROUGH SALT CREEK TUNNEL AT MP56.01**SEE BELOW); US97 SOUTH; CROSS RD EAST; OR39 SOUTH



Restriction Notification Requirements

Activity 3 Requirements

**At least 28 day notice
required before the restriction begins**

- Applies to work that impacts annual over-dimension permits *(see provided hand out)*.
- In general (depending on the load and route) annuals allow loads up to 14 feet wide.

Restriction Notification Requirements



Why **28 days**?

Annual Over-dimension Permit Holder Notification

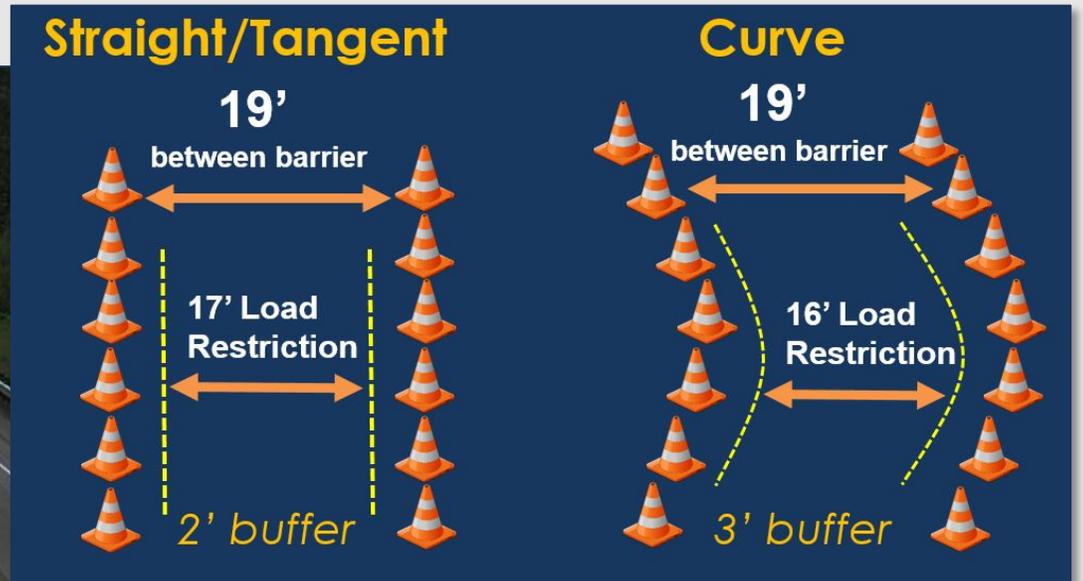
- Annual permit holders are allowed unlimited trips. We generally do not know exactly when or where those trips will take place.
- The Mobility Team needs enough time (28 days) to review the restriction and issue trucking advisories and notification letters. For example:

	Oregon Kate Brown, Governor	Department of Transportation Motor Carrier Transportation Division 3930 Fairview Industrial Dr SE Salem, OR 97302-1166
DATE:	June 5, 2019	
TO:	ALL HOLDERS OF ANNUAL OVER-DIMENSION PERMITS	
FROM:	Christy Jordan, Mobility Program Manager	
SUBJECT:	<u>I-5 NB MP 28 to MP 29 Width Restriction (Medford)</u>	
<p>Beginning Monday, July 8, 2019, I-5 northbound between MP 28 and MP 29 will be restricted to 10 feet 00 inches in width Sunday through Thursday nights between the hours of 8 PM & 6 AM. Loads wider than 10 feet 00 inches in width may be accommodated on a case-by-case basis. Contact the Over-Dimension Permit Unit for information. The restriction is necessary for a bridge deck repair project. The estimated completion date for this project is September 30, 2019.</p>		

Horizontal Clearance & Load Restrictions

The Mobility Team applies a buffer to the available horizontal width to determine the load restriction through the work zone:

Temporary Horizontal Restrictions



The buffer space depends on if the work zone is on a tangent and/or curve.

Detours

A detour should be provided for full closures.

Contact the Mobility Team early to ensure the detour can handle all traffic using the route to be closed, including freight & over-dimension units.

Issues to Check:

- ✓ Size & weight restrictions.
- ✓ Overhead obstructions
- ✓ Safe turning movements & off tracking.
- ✓ Emergency services response times.
- ✓ Can hazardous material loads use the route?
- ✓ Are there other projects on the proposed detour that will restrict traffic?
- ✓ Are other projects using the existing route as a detour?





Highway Restriction Notification Form

(ODOT Form# 734-2357)



HIGHWAY RESTRICTION NOTICE - SIZE AND/OR WEIGHT

Instructions:

Non-ODOT Staff (contractors, etc.): Complete the fields below and submit at least 35 days prior to when the restriction begins per contract specifications 00220.03(a) Work Zone Notifications.

ODOT Staff: Complete the fields below and submit at least 14-28 days prior to when the restriction begins. Refer to the How Much Notice is Required section on the [Statewide Traffic Mobility](#) website for more information.

After submitting the form an email confirmation will be sent to you with a copy of the form attached for your records. When the project is complete and the restriction is no longer needed, update this form and select Lift or Cancel to clear this restriction. If you have questions, or the restriction needs to be extended or updated, contact the [MCTD Mobility Team](#).

Step 1: **Complete the request form**
Step 2: Review
Step 3: Confirmation
Help: [User Guide](#)

Status: New Restriction

(Free Adobe reader for print)

Section 1 - (Location/Project/Event Name)
Help: [Video](#) / [User Guide](#)

* = required Fields

Route Number: <input type="text" value="Select One"/> *	Restriction Notice Number: NEW
Beginning Mile Point: <input type="text"/> *	Ending Mile Point: <input type="text"/> *

- Used to submit restriction notifications electronically to the Mobility Team.
- Submitted by District Managers or their designees
- Available at:
<https://www.oregontruckingonline.com/cf/MCAD/pubMetaEntry/restriction/>

Updating Restrictions

Update the restriction notice if necessary.

- If work is delayed (e.g. weather), update the restriction to reflect the new start time/date.
- We want to avoid showing a restriction is in effect, when work is actually not taking place.





Lifting Restrictions

Don't forget to **LIFT** your restrictions



- Restriction notices must be lifted as soon as the related work is complete.
- The Mobility Team cannot lift a restriction, unless requested by the person who submitted or reviewed the form.
- Unless lifted, a restriction will remain published and the trucking industry/public will not be aware.

Utilities & Railroads

Notification is not required for activity that occurs under Utility permits and railroad related work.

However, the **Mobility Team recommends providing notice** to ensure work zone safety by preventing oversize loads from entering the work zones.

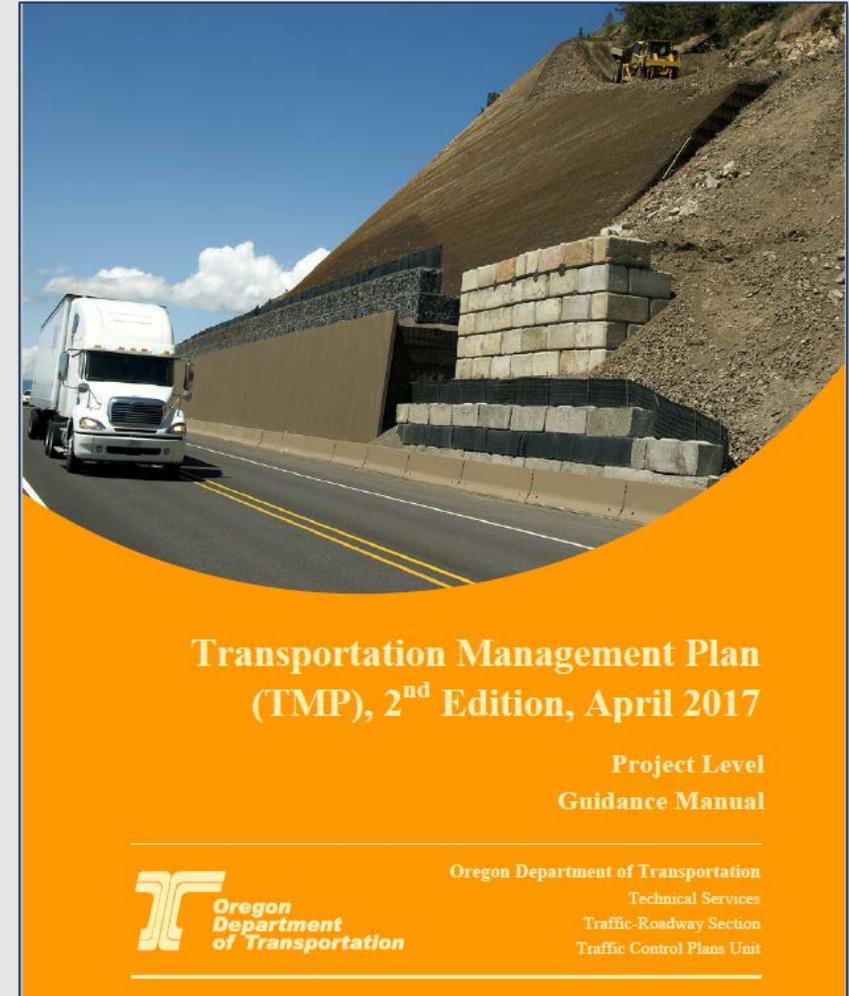


Maintenance Projects

For longer duration maintenance projects, staff are encouraged to use a TMP, Work Zone Decision Tree and Mobility Considerations Checklist before submitting restriction notices.

As part of the commitment to safety and project integrity, ODOT makes the Transportation Management Plan (TMP) a required portion of all ODOT highway construction contracts within State highway right of way. ODOT maintenance operations and permitted work are encouraged to use a TMP, but it is not a requirement.

-ODOT TMP Project Level Guidance Manual



Communicating Mobility Impacts During Emergency Events



Mobility Impacts During Emergency Events



Emergency Declarations

- Mobility requirements are waived during emergency events requiring immediate & temporary traffic controls.
- District managers may require restrictions as necessary to protect safety & convenience of travelling public.
- District managers have the authority under declared emergencies to waive hours of service requirements & authorize conditional approvals on alternate routes.





Mobility Impacts During Emergency Events



Communicating Restrictions in an Emergency

District managers or their designees communicate highway restrictions and/or closures caused by the emergency to the Mobility Team.



When practical, use the online Highway Restriction Notice Form:

<https://www.oregontruckingonline.com/cf/MCAD/pubMetaEntry/restriction/>



Resources

Resources

Highway Restriction Notice Form User Guide

Provides guidance on how to complete the online Highway Restriction Notice Form 734-2357.

Available at:

<https://www.oregon.gov/ODOT/MCT/Documents/HRNF-UserGuide.pdf>

Resources

Highway Restriction Notice Form Tutorial Videos

Links to video tutorials are provided in each section of the Highway Restriction Notice Form:

Section 2 - (Restriction Hours/Days and Explanation of Work)

Help: [Video](#) / [User Guide](#)

Links to the videos are also provided on the Statewide Traffic Mobility internal SharePoint site:

<http://transact.odot.state.or.us/mc/Mobility/SitePages/Home.aspx>

Resources

Mobility Team & Region Mobility Liaisons

Contact the Mobility Team or your Region Mobility Liaison for help. Contact information available at:

Mobility internal SharePoint site:

<http://transact.odot.state.or.us/mc/Mobility/SitePages/Home.aspx>

Mobility external website:

<https://www.oregon.gov/ODOT/MCT/Pages/StatewideTrafficMobility.aspx>

Thank you!

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Please provide your feedback about this training:
<https://www.surveymonkey.com/r/MobilityTrainingFeedback>