

Identifying & Minimizing Permanent Mobility Impacts

ODOT Statewide Mobility Program



Refer to *Mobility Procedures Manual*,
Chapter 6: Permanent Conditions

Agenda

- Permanent impacts: what's at stake?
- Oregon Revised Statute 366.215
- Vertical & horizontal clearance
- Length & weight restrictions
- Roundabouts
- Jurisdictional transfers
- Resources



Permanent Impacts: What's at stake?

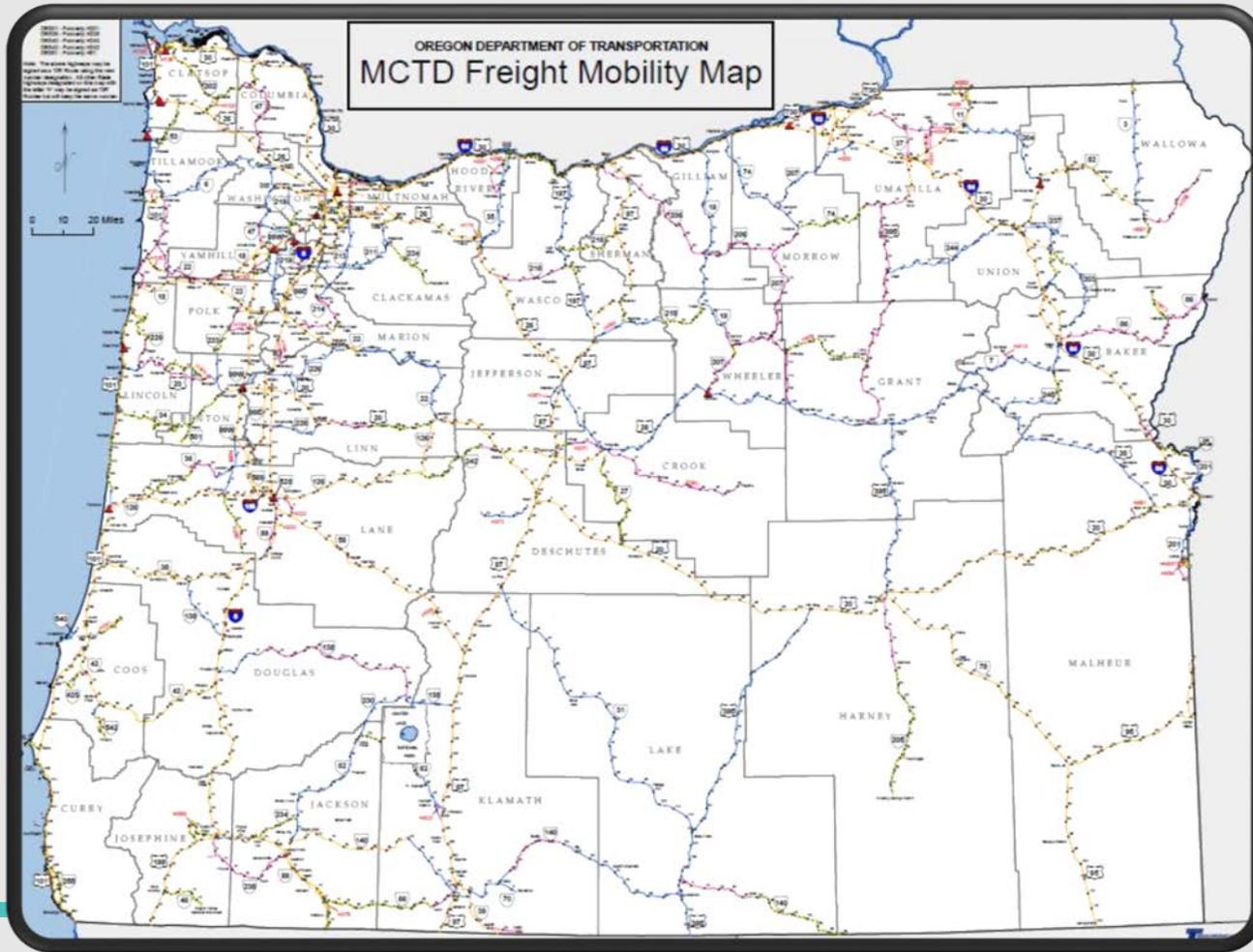


From ordinary moves...

to extraordinary moves...

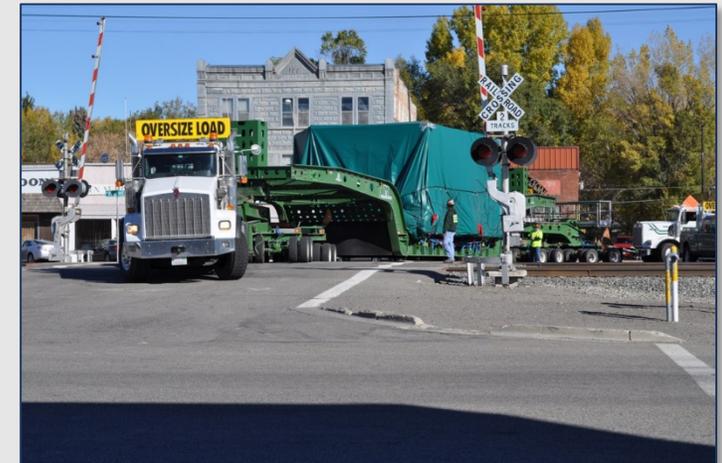
Oregon's freight industry relies on the state highway system.

Freight mobility relies on primary routes with sufficient clearance limits



Secondary route clearance limits are equally important

- Farms moving wide implements.
- Oversize loads delivered to local communities.



Carefully assess design plans for permanent impacts

Will proposed landscaping grow up & hang into traffic?

What's the available width today? What's the proposed width?

Can sign posts planned for the edge of the median be moved to the center?



Is there on street parking now? Are we adding in street parking?

Can the planned width of the median be reduced?

Is this proposed feature located on a Reduction Review Route?

STATE HIGHWAYS

366.215 Creation of state highways; reduction in vehicle-carrying capacity. (1) The Oregon Transportation Commission may select, establish, adopt, lay out, locate, alter, relocate, change and realign primary and secondary state highways.

(2) Except as provided in subsection (3) of this section, the commission may not permanently reduce the vehicle-carrying capacity of an identified freight route when altering, relocating, changing or realigning a state highway unless safety or access considerations require the reduction.

(3) A local government, as defined in ORS 174.116, may apply to the commission for an exemption from the prohibition in subsection (2) of this section. The commission shall grant the exemption if it finds that the exemption is in the best interest of the state and that freight movement is not unreasonably impeded by the exemption. [Amended by 1977 c.312 §2; 2003 c.518 §38]



What is ORS 366.215?

The Oregon Transportation Commission

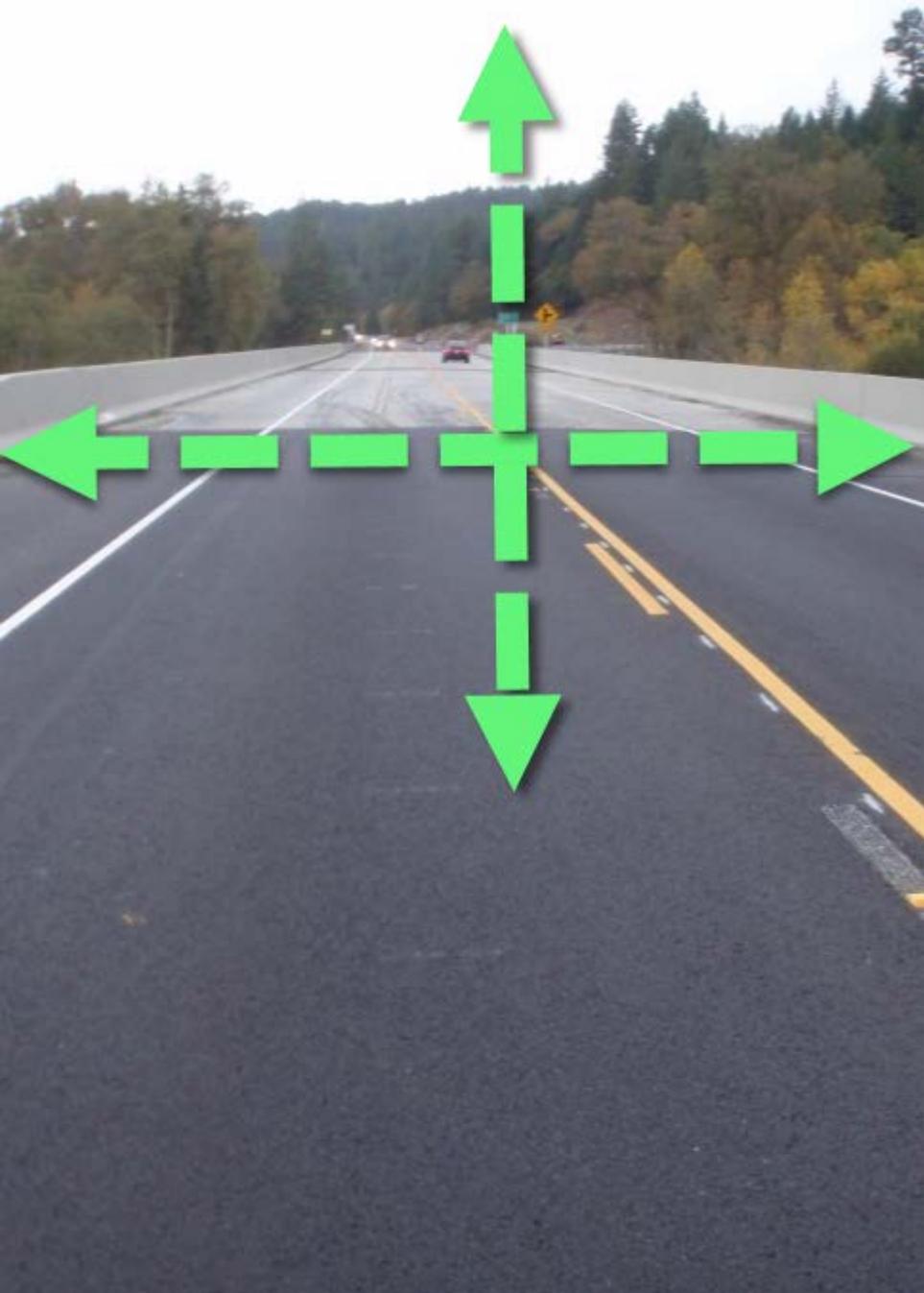
"may not permanently reduce the vehicle-carrying capacity of an identified freight route when altering, relocating, changing or realigning a state highway unless safety or access considerations require the reduction."



What is ORS 366.215?

The Oregon Transportation Commission

*"may not permanently reduce the **vehicle-carrying capacity** of an **identified freight route** when altering, relocating, changing or realigning a state highway unless safety or access considerations require the reduction."*



Reduction of Vehicle-Carrying Capacity (RVC)

OAR Chapter 731, Division 12:

“A permanent reduction in the horizontal or vertical clearance of a highway section, by a permanent physical obstruction to motor vehicles located on useable right-of-way subject to Commission jurisdiction...”



Reduction of Vehicle-Carrying Capacity (RVC)

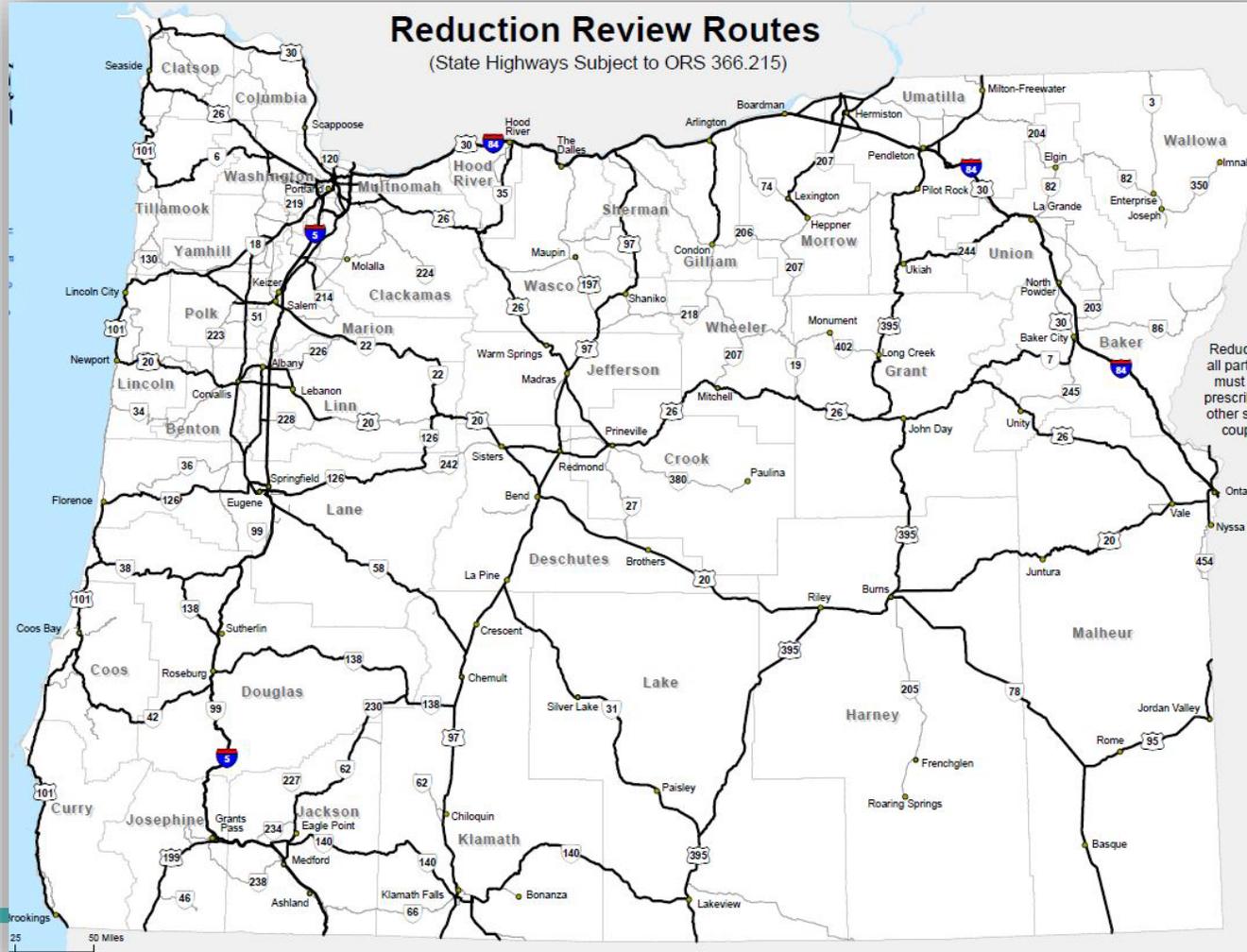
Examples of permanent structures that could result in an RVC.



Reduction Review Routes (RRRs)

Maps found on the Mobility Website:

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





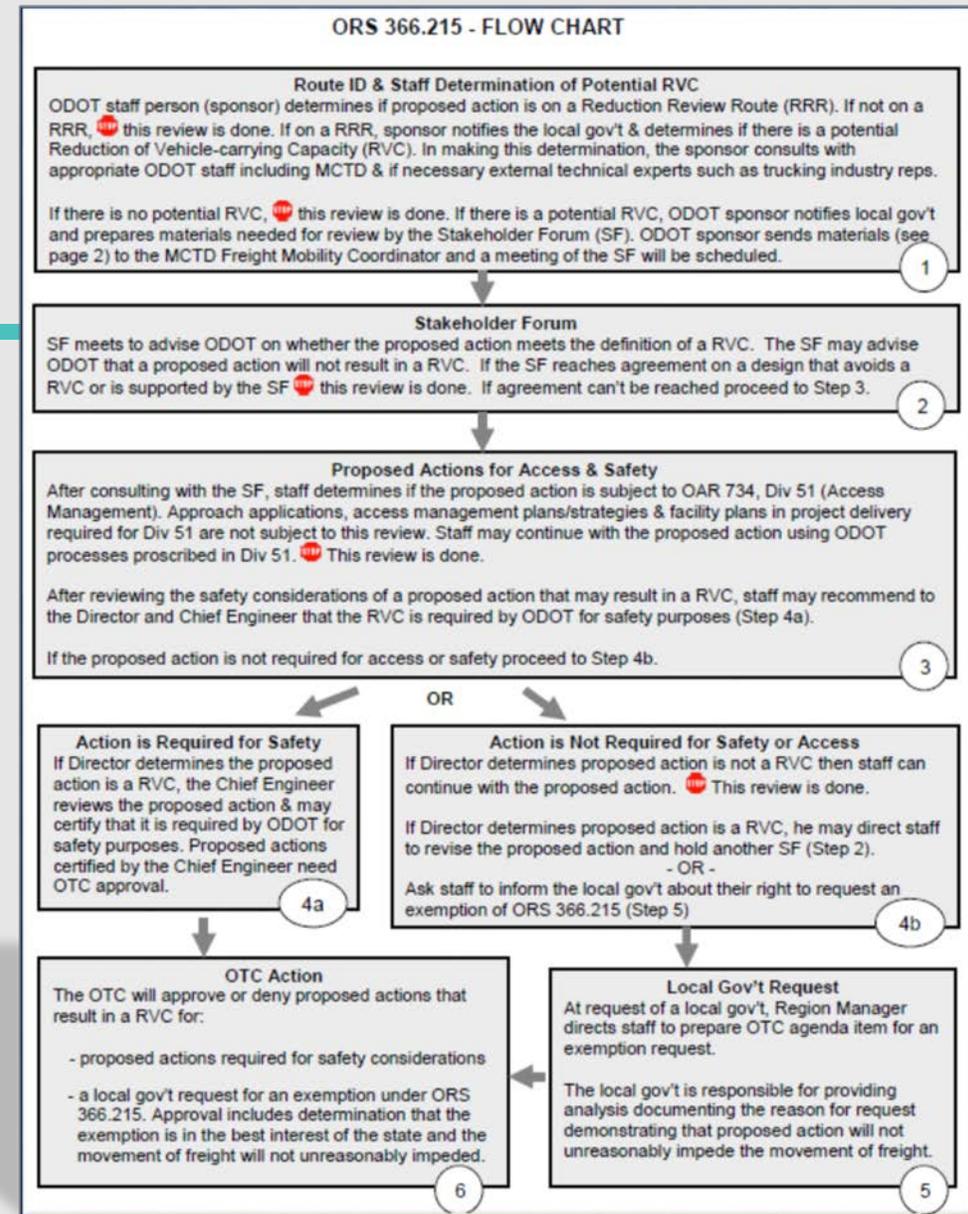
Stakeholder Forum

- **Defined in OAR Chapter 731, Division 12:**

“A group of stakeholders with open membership that meets on an as-needed basis to advise the Department regarding the affect of Proposed Actions on the ability to move motor vehicles through a section of highway.”

ORS 366.215 Guidance

- **EARLY** communication is key!
- An **ORS 366.215 Guidance Document** is available, that explains each step in the process.



Information Required for Stakeholder Forum

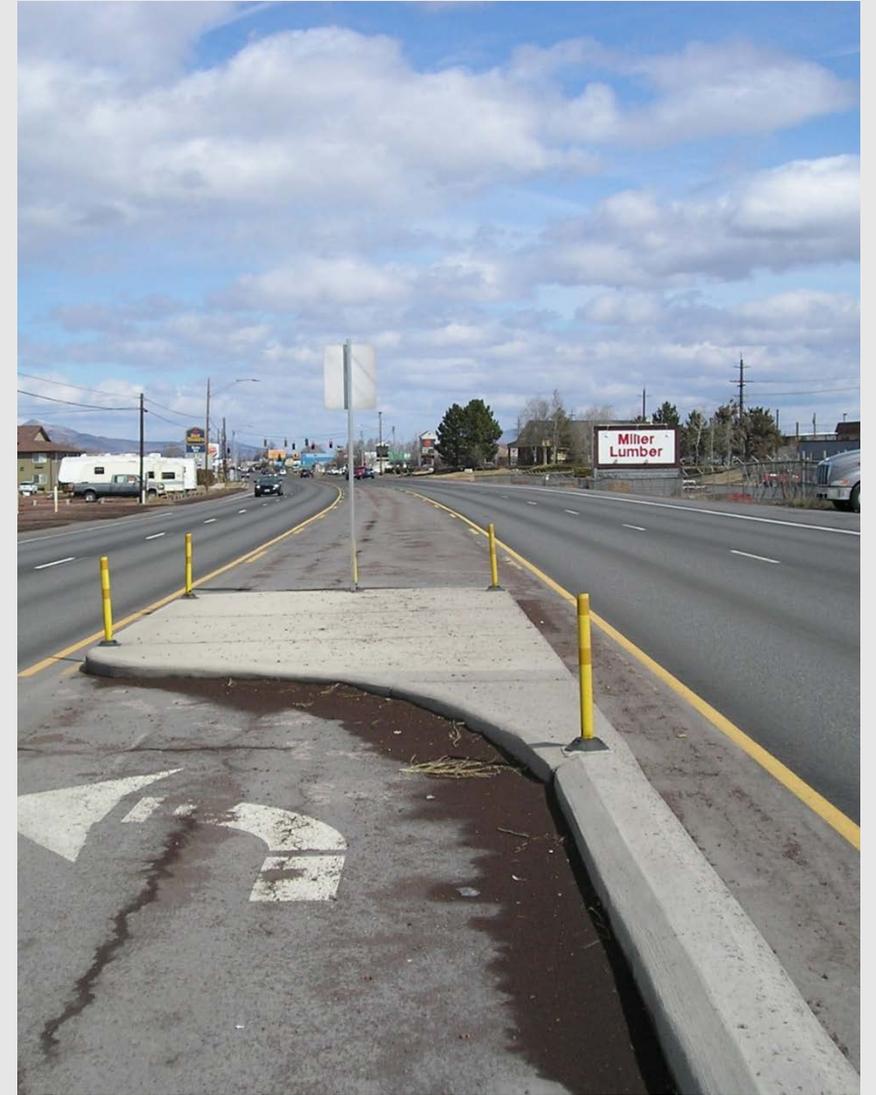
1. Location map, highway mile points.
2. Brief description of the problem or issues.
3. Brief description of the proposed change.
4. Diagram of the existing roadway cross section.
5. Information on nearby pinch points.
6. Diagram of proposed roadway cross section and any existing or proposed structures or obstacles in the right-of-way that may impact RVC.



RVC & Planning Level Documents

- Plans with proposed RRR actions must also comply with the statute.
- If the plan doesn't have enough detail to determine if there's a RVC:
 1. **Identify the RRRs in the plan area.**
 2. **Include the following statement (or equivalent)**

Planning concept potentially reduces vehicle-carrying capacity of the highway; further evaluation of the project design will be required at the time of implementation to ensure compliance with ORS 366.215.



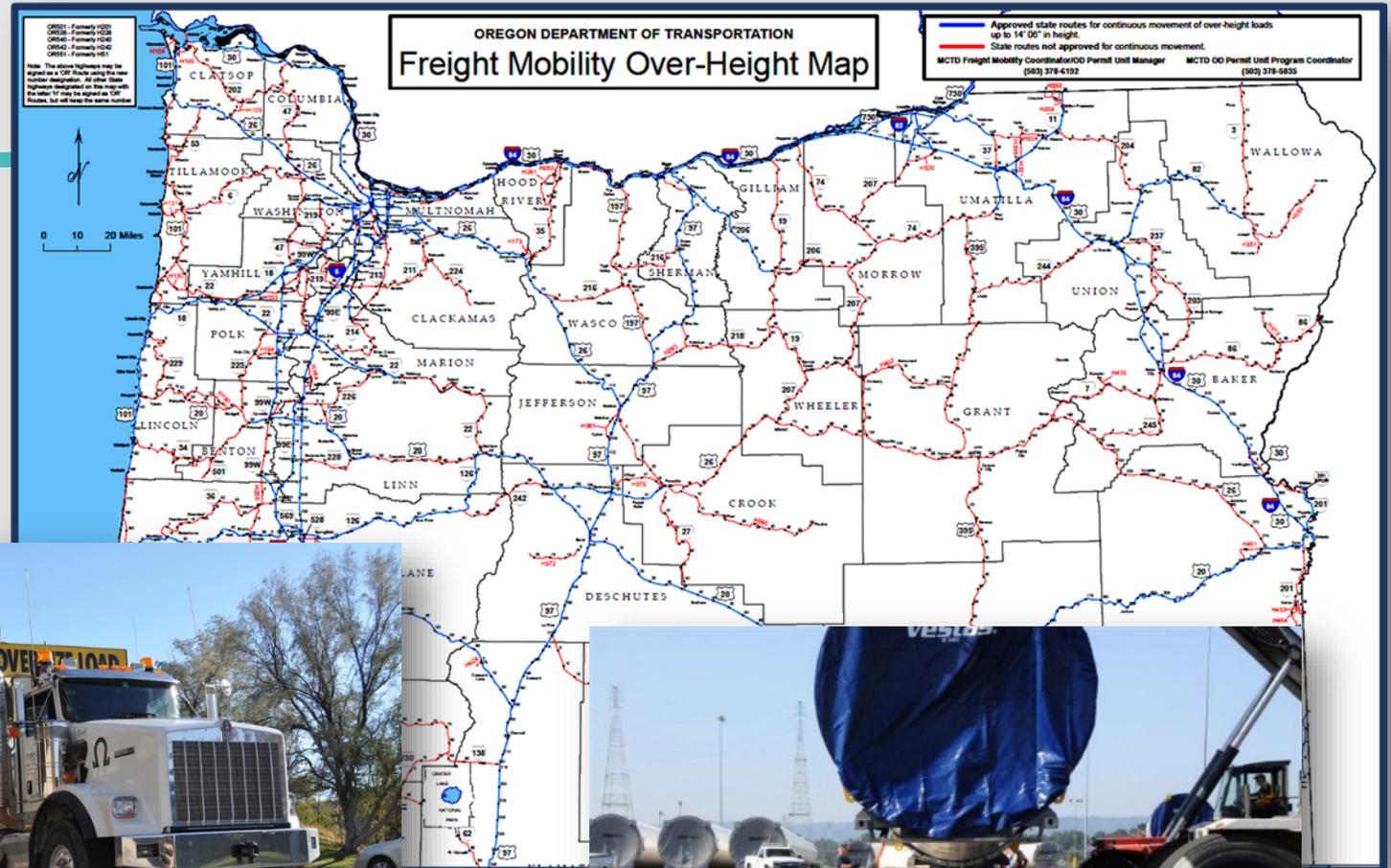
Permanent Vertical & Horizontal Clearance

Permanent Vertical Clearance



Maintaining Vertical Clearance is critical to Oregon's economy

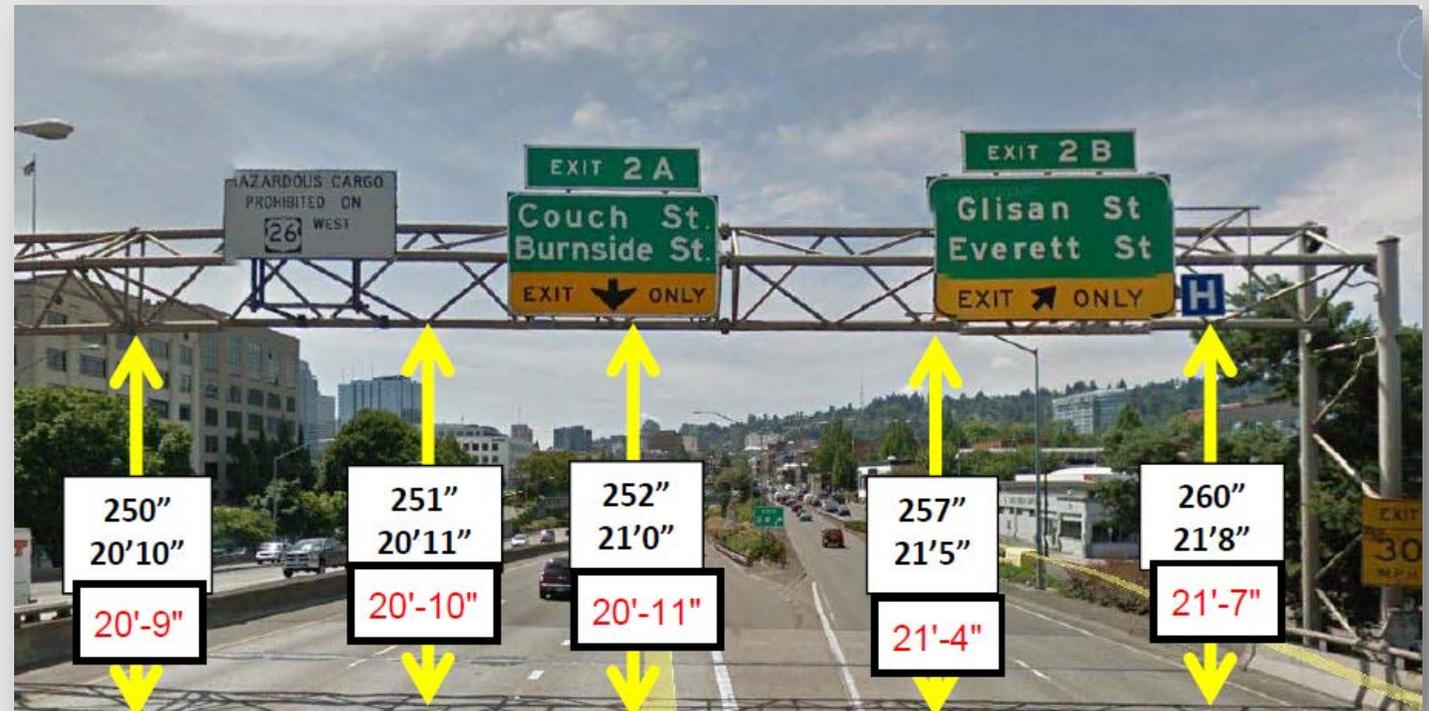
Many types of freight are restricted due to insufficient vertical clearance on several routes.



Permanent Vertical Clearance

Measuring Vertical Clearance

Clearance is measured over the entire roadway width including the usable shoulder.



Example of sign bridge measurements on I-405



Vertical Clearance Standards

Any proposed decrease below minimum standards requires consultation with the Mobility Team.

Permanent Vertical Clearance

Minimum Vertical Clearance Standards for New Structures			
	All Interstates & High Routes	NHS (Not on High Routes.)	All other routes (Not on NHS or High Routes.)
Minimum Clearance	17' 04"	17' 00"	16' 00"

Standards for Existing Structures (on any route)
<ul style="list-style-type: none"> • Shall not be reduced below minimum vertical clearance standards; • Shall not be reduced if the existing vertical clearance is substandard.





Vertical Clearance Standards

Any proposed decrease below minimum standards requires consultation with the Mobility Team.

Permanent Vertical Clearance

Minimum Vertical Clearance	
	All Interstate Highways (Interstates and Routes.)
Minimum Clearance	16' 00"

Projects subject to ORS 366.215 may be requested to have a higher clearance than these standards.

...duced below minimum clearance standards;
 ...will not be reduced if the existing vertical clearance is substandard.





Improving Vertical Clearance

Projects involving substandard structures need to be evaluated to increase VC.

Permanent Vertical Clearance

For example→

This Massachusetts bridge has just 10.5' of clearance.





Preserving Vertical Clearance

Preserve existing clearance when pavement replacement or overlay activities are planned under structures.

Permanent Vertical Clearance



Permanent Horizontal Clearance



Permanent Horizontal Clearance

Horizontal clearance is also a resource critical for the movement of freight.





Build to improve horizontal clearance when possible.

Permanent Horizontal Clearance



An increase in clearance at a pinch point may open up an entire freight route.

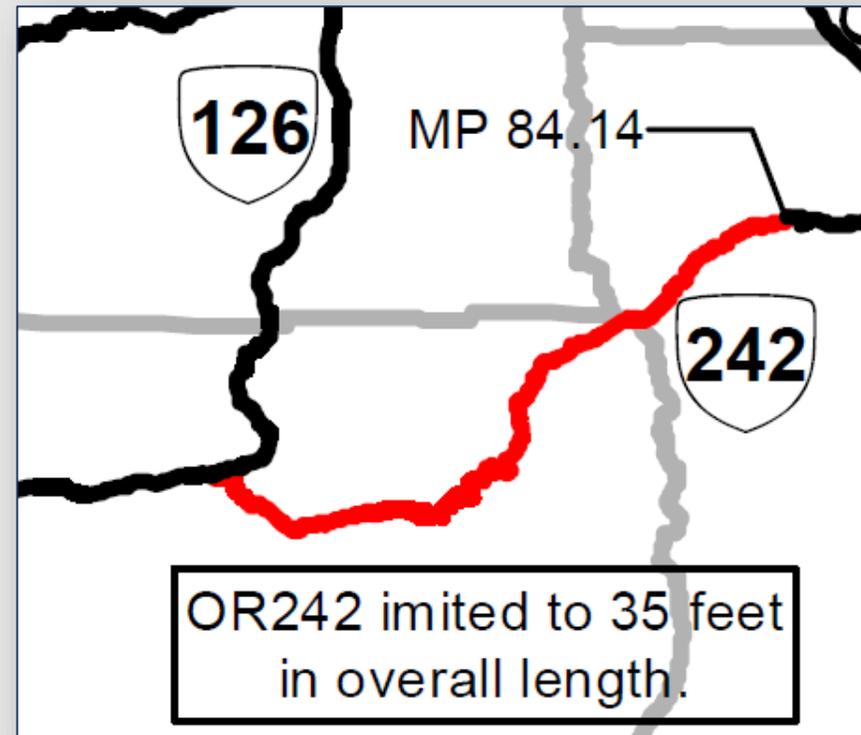
Permanent Length & Weight Restrictions

Permanent Length Restrictions



Permanent Length Restrictions

Oregon identified length restricted state highways due to geometric constraints.



Projects involving the source of a length restriction should evaluate removing them.

Permanent Weight Restrictions



Permanent Weight Restrictions

Eliminating weight restrictions on our state system is important to increasing mobility.



Weight restrictions on key freight corridors limit freight movement and place more stress on routes that are open.

Whenever a bridge load posting is necessary, ODOT's Size & Weight Policy must be followed.

Permanent Weight Restrictions

Oregon Department of Transportation



POLICY

NUMBER	PMT 06-01	SUPERSEDES	06/29/06
EFFECTIVE DATE	11/25/2015	PAGE NUMBER	01 OF 09
VALIDATION DATE			
REFERENCE	OAR 734-050-0090; 734-020-0150; ODOT Policy DES 05-02; Mobility Procedures Manual		
APPROVED SIGNATURE	Signature on File		
SUBJECT	SIZE AND WEIGHT RESTRICTIONS ON STATE HIGHWAYS		

Looking Southeast Toward Forest Grove

Roundabout Considerations

Roundabouts



Stakeholder Engagement Early & Often

- **Mobility Procedures Manual:** Requires stakeholder input during the planning and design phases of a project.
- **ORS 366.215:** Roundabouts proposed on a Reduction Review Route must undergo a specific stakeholder forum review process.
- **Highway Directive DES 02:** Establishes expectations & processes for freight mobility when roundabouts are proposed on the highway state system – including a memorialized agreement on proper sizing.

Roundabouts

ODOT Roundabout Directive

1. Roundabouts shall be designed so as not to impede freight, including an evaluation of how over-dimension vehicles will be accommodated.



Roundabouts

ODOT Roundabout Directive

2. Roundabout-specific communication with the trucking industry is necessary on a case-by-case basis on decision elements.



Roundabouts

ODOT Roundabout Directive

3. An agreement memorialized with the trucking industry that the roundabout is properly sized.



Jurisdictional Transfers

Jurisdictional Transfers

ODOT Policy for Transfer Agreements

- Must allow movement of the same permitted loads that used the route while under state control.
- Must retain Reasonable Access to Terminals (National Network Highway System)
- Exceptions can be considered.
- The Director makes the decision, if ODOT and the freight industry disagree.





Resources



Oregon
Department
of Transportation



Resources:

- **Mobility Procedures Manual:**
<https://tinyurl.com/yxn8xatj>
- **Statewide Traffic Mobility SharePoint site:**
<https://tinyurl.com/y5ddff6m>
- **Statewide Traffic Mobility public website:**
<https://tinyurl.com/y3nbrmle>
- **ORS 366.215 Guidance Document:**
<https://tinyurl.com/y67bk2hq>
- **ORS 366.215 PowerPoint Template (for Stakeholder Forum presentations):**
<https://tinyurl.com/y4xh9rn9>
- **ODOT TransGIS site (to display freight & ORS 366.215 Reduction Review Routes):**
<http://gisintra.odot.state.or.us/TransGIS/>

Thank you!

Bill Gross
Mobility Training Coordinator
William.p.gross@odot.state.or.us
503-934-1624

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