Oregon
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To: Oregon Department of Transportation

From: Bruce A. Warner, Director

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Subject: ODOT Mobility Manual

I am very pleased to introduce the new ODOT Mobility Manual, which is the result of a highly successful collaborative effort by many parts of the agency. It represents our policies and our approach to the challenges of keeping traffic and freight moving during construction and other potential impediments to mobility.

As you know, mobility has emerged as one of the most important issues facing the department. Construction volume is expected to double and the number of projects will soon exceed 750. This increase is due to our ongoing construction program; maintenance, operations, and ITS projects; incidents and events such as rockslides; and the Oregon Transportation Investment Act (OTIA), especially the OTIA III State bridge program. In addition to ODOT activities, there are many factors that affect mobility—projects by cities and counties, utility work, harvest seasons for agricultural products, even significant tourism events. As a result, we will see an unprecedented strain on the system's ability to keep traffic and freight moving during this time.

To keep the state highway system open to traffic and freight, we have instituted an "air traffic control" system to track and forecast potential mobility conflicts. To support this effort, this manual establishes ODOT's policies and procedures, roles and responsibilities and the kind of outcomes expected from us by the Legislature, stakeholders and the public. Please join me in using this manual to ensure that we keep Oregon's state highways open for travel and business as we deliver an ever-increasing volume of projects.

CHAPTER 1 INTRODUCTION

- Background
- Summary of Mobility Roles and Responsibilities

BACKGROUND

Mobility is best defined as the ease with which people and goods move throughout their community, state, and world. Mobility is valuable because it provides access to jobs, services, and markets. Without question, transportation's most essential function is to provide mobility for people and goods.

Traditionally, the concept of mobility has included all modes of travel, encompassing the entire door-to-door trip including transfers between modes (surface, rail, air, pipeline, and marine services). The context of this manual focuses primarily on freight mobility where the primary users are freight traffic on the Oregon highway system. Even though the focus is on freight traffic, the principles contained herein will provide for greater mobility for buses, passenger cars, recreational vehicles, and other forms of transportation.

The ease with which people and goods move on Oregon's highways is being increasingly challenged by traffic congestion. Congestion on the nation's highways has increased over the past few years. Recent trends suggest that periods of recurring congestion are getting longer, particularly in urban metropolitan areas. In addition, congestion is no longer restricted to peak commuting periods and weekday travel.

Demand for freight transportation is a major contributing factor to congestion. The expected growth in truck travel is being driven by economic and population growth. The most striking growth is expected to be on rural Interstate highways, indicating the potential for congestion to spread outside of metropolitan areas. Since 1992, traffic has grown substantially on rural highways and at a faster pace than on metropolitan highways.

Construction work zones represent another obstruction to mobility. Nationally, work zones account for about 10 percent of all delays. FHWA research shows that the traveling public is demanding increased mobility, while showing less tolerance for delays, increased travel times, and inconveniences resulting from construction-related congestion.

ODOT is embarking on an historic period of road and bridge work over the next 10 years. Keeping traffic and freight moving during this time of unprecedented construction in Oregon is one of the top priorities of the Governor, Legislature, and the Director. The budget note to House Bill 2041 directed ODOT to develop a strategy that maximizes the ease of traffic and freight movement throughout the state.

ODOT Director Bruce Warner has set forth the goal for ODOT to maintain freight mobility and keep traffic moving during construction. He has noted that ODOT's customers will base their

impressions on delay times and detour effectiveness. Therefore, each ODOT region will manage for mobility in delivery of the ODOT construction program to achieve and maintain traffic mobility thresholds for both freight and passenger cars.

There are several key elements required to achieve and maintain traffic mobility thresholds for both freight and passenger cars. These key elements include effective communication, vertical clearance restrictions, horizontal clearance restrictions, weight restrictions, delay, detours, staging, permitting, and other issues.

This manual will help identify the importance of these key elements and provide guidance on how each should be addressed during the project development process.

Summary of Mobility Roles and Responsibilities

This summary underscores the mobility roles and responsibilities related to the mobility program taking place at various levels across the organization. Detailed communication and coordination processes for the mobility program, including roles and responsibilities, are outlined in Chapter 2 (Communication & Coordination Processes) of this manual. Mobility contacts are listed in the appendices of this manual.

ODOT Statewide Traffic Mobility Manager

The ODOT Statewide Traffic Mobility Manager will ensure that mobility operations at ODOT are a proactive, forecasting effort to prevent mobility conflicts, and will have the authority to settle those conflicts which cannot be resolved at the Region level. Conflicts will inevitably occur. In that instance, the focus will be to move quickly to mitigate mobility problems wherever they may occur as rapidly as possible. The ODOT Statewide Traffic Mobility Manager will also chair the Statewide Traffic Mobility Steering Committee and the four Corridor Mobility Committees.

Statewide Traffic Mobility Steering Committee

This advisory committee will be "high-level," focusing on Program-Level mobility themes, and will be chaired by the ODOT Statewide Traffic Mobility Manager. The committee will focus on mobility program issues and ensuring unrestricted freight routes. Participants will include:

1. ODOT: Region; MCTD; Office of Project Delivery; BDU; Technical Services; Safety; and Communications;
2. Oregon Bridge Delivery Partners (OBDP); and
3. Oregon Trucking Association (OTA); Oregon Forest Products Transportation Association (OFPTA); Oregon Manufactured Housing Association (OMHA); American Automobile Association (AAA); Local Governments; and other Stakeholders.

ODOT Regions

ODOT Regions will manage mobility on their projects. Each Region Manager will appoint a Region Mobility Liaison who will be the point of contact for the Statewide Traffic Mobility Manager.

Region Mobility Liaison

The Region Mobility Liaison will chair the Region Mobility Committee and is the Region representative to the Corridor Mobility Committees. The Liaison will be the collector/holder of all project data for the Region and will:

1. Collect local government data within the Region;
2. Collect data from neighboring states (planned and ongoing projects); and
3. Collaborate with ODOT Rail Division about the viability of proposed detour routes and rail project operations that may affect mobility.

Region Mobility Committees

These committees will be the means by which the Regions focus on mobility issues, planning, design, and operations, and will be chaired by the Region Mobility Liaison. The meeting schedule will be at the minimum monthly. Participants will include:

1. Region Staff;
2. Local Agencies with projects affecting mobility, as needed;
3. OBDP's Corridor Mobility Manager(s), as needed; and
4. ODOT Statewide Traffic Mobility Manager, as needed.

Region Staff not limited to Area Managers; District Managers; Project Managers; Project Leaders; Project Planners; Project Inspectors; Maintenance Managers; and Others

Area Managers, District Managers, Project Managers, Project Leaders, Project Planners, Project Inspectors, Maintenance Managers and others will ensure their projects and/or bundles conform to the mobility guidance and policies as presented within this manual. Region Staff will implement the mobility activities for their Region Projects and will monitor the projects and maintenance activities to meet the mobility requirements.

Oregon Bridge Delivery Partners (OBDP)

OBDP will provide mobility management for the Oregon Transportation Investment Act III (OTIA III) Program and a number of ODOT Statewide Transportation Improvement Program (STIP) projects. Consistent with the "Corridors First" approach of the Program, OBDP is focusing on the mobility aspects of key freight corridors. OBDP will share information that will facilitate the coordination of the mobility management effort with other ODOT projects (OTIA I and II, STIP, maintenance, etc.) and local projects, but will not provide mobility management on these projects. The ODOT Statewide Traffic Mobility Manager is responsible to ensure this information sharing occurs. OBDP will develop and prepare Corridor-Level Transportation Management Plans (TMPs) which serve as the framework for all of the Project-Level TMPs. OBDP will prepare guidelines and evaluate Project-Level TMPs by OBDP's sub-contractors and evaluate how these fit within the needs of the corridor.

ODOT Bridge Delivery Unit (BDU)

ODOT BDU shall name a Mobility Liaison. The ODOT BDU Mobility Liaison will provide input to OBDP, direct OBDP, and ensure their projects and/or bundles conform to the mobility guidance and policies as presented within this manual. The BDU Mobility Liaison shall participate in bi-weekly Mobility Alignment meetings to include OBDP and the Statewide Traffic Mobility Manager. BDU will participate in the Statewide Traffic Mobility Steering Committee.

ODOT Motor Carrier Transportation Division (MCTD)

ODOT MCTD will name a Freight Mobility Coordinator who will act as the liaison to the motor carrier industry. Any contacts with the motor carrier industry will be directed through the MCTD Freight Mobility Coordinator. MCTD will provide information regarding motor carrier operations and will follow the mobility guidance and policies as presented within this manual. MCTD will participate in the Statewide Traffic Mobility Steering Committee and in the four Corridor Mobility Committees.

ODOT Rail Division

ODOT Rail Division shall name a Mobility Liaison who will provide data for rail projects. The Rail Mobility Liaison will collaborate with ODOT Regions and OBDP about the viability of proposed detour routes and provide information regarding rail project operations. The Rail Division will follow the mobility guidance and policies as presented within this manual and will participate in the four Corridor Mobility Committees.

Corridor Mobility Committees

These committees will be formed for each key corridor and will be chaired by the ODOT Statewide Traffic Mobility Manager. These corridors include:

- ✓ I-5 South/OR 58;
- ✓ I-5 North;
- ✓ I-84; and
- ✓ US 26/97/20.

The focus will be on Corridor-Level mobility issues and inter-regional coordination. These committees will meet monthly, or as needed. Participants will include:

1. Region Mobility Liaisons;
2. OBDP's Mobility Manager or Mobility Coordinator;
3. OBDP's Corridor Mobility Manager for that corridor;
4. MCTD Freight Mobility Coordinator;
5. ODOT Rail Mobility Liaison; and
6. Key staff from all regions traversed by the corridor.