

AP6 Summary of Freight Industry Commitments

Note: The Mobility Program saves and maintains copies of the original memos/emails.

Table 8: Summary of Freight Industry Commitments

Commitment Subject	ODOT Director	Date	Purpose
Self-Propelled Vehicles Weight Table 4	Bruce Warner	3/26/2002	Documents an agreement made to allow continuous trip permits for self-propelled vehicles up to weight table 4 .
Rolling Stop Traffic Control Alternative for Over-Dimension Loads	Bruce Warner	3/26/2002	Documents history of the rolling stop traffic control method for over-dimension permits and the need for ODOT to engage stakeholders before making any changes to the procedures and/or locations.
Bridge Restrictions Communication Requirements	Bruce Warner	3/26/2002	Requires effective communication for weight restricting bridges resulting from both emergencies as well as planned STIP construction projects. ODOT policy PMT 06-01 was updated to reflect this.
Pavement Overlays	Bruce Warner	3/26/2002	In 2002, pavement overlays were identified as having added substantial dead weight to some bridges resulting in a reduced carrying capacity of the bridges for live loads (e.g., heavy vehicles). This was addressed and resolved in 2002.
Assuring Freight Mobility in our Operations, Maintenance and Construction Activities	Bruce Warner	12/22/2004	To implement the OTIA III program, a comprehensive and focused effort was developed to assure freight mobility is factored in all of ODOT's activities and projects.
Vertical clearance (VC)	Bruce Warner	12/22/2004	ODOT will NOT reduce existing Vertical Height Clearance on the interstate "except when it absolutely cannot be avoided." A VC policy was adopted, and it is understood that such an exception to this requirement would be rare. It was agreed that maintaining at least 17 feet of clearance in our structures is critical to movement of large loads throughout the state. It was also agreed that ODOT would design our new structures to plan for future overlays so that 17-foot level would not be compromised in the future. Technical Services Bulletin on Vertical Clearance Standards, TSB 08-03(B) was implemented to

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			reflect that agreement and is now incorporated in the Highway Design Manual .
Statewide Freight Mobility Manager	Bruce Warner	12/22/2004	The Director affirmed the importance of the Statewide Mobility Manager (air traffic controller) being housed in the Director's Office and reporting to the Executive Officer for Highway. <i>Note: No longer applies due to Organizational Change under Director Matt Garrett.</i>
Construction Project Restriction Notification Process	Bruce Warner	12/22/2004	Director Warner shared the following agreed-to points regarding the restriction notice process: • The process is intended to be collaborative between ODOT and industry. • Industry is to participate in initial and continuing conversations about detour alternatives and mitigation requirements. The purpose of this requirement is to enable ODOT to take advantage of industry practical knowledge and to build trust between the parties. • ODOT staff are not to work to reach a conclusion on the best detour or other traffic changes before beginning an earnest conversation with industry. • Some less complicated projects can be discussed via telephone conference call. More complex projects posing thorny detour or mobility issues are best discussed face to face with industry representatives. <i>Note: Policies & Procedures have been developed over the last several years to ensure stakeholders are involved in the projects that impact mobility from planning through construction & maintenance. These are included in this manual and the Mobility Advisory Committee Charter.</i>
Horizontal Width Standards - Bulletin No. HDM-05	Bruce Warner	04/01/2005	Manufactured houses are now allowed to be 16' wide and 16'-4" high. The current ODOT Design Standard for horizontal clearance is 16' between barriers and 16' for vertical clearance. Revising design standards for horizontal and vertical clearances is critical since ODOT is entering into a large construction program to replace or repair many aging bridges on the Interstate facilities. These aging bridges are typically narrow and may not have adequate vertical clearance for the new loads. Discussion: Horizontal clearance standards needed to accommodate a 16' width load are directly related to the curvature of the roadway. The standard crossover for traffic control during construction is limited to a 2 degree curve (2865'/875 m radius). Horizontal radius of our

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			freeway system is limited to 3.25 degree curve (1765 ' /540 m radius) for flat and rolling terrain, and 5 degree curve (1145 ' /350 m radius) for mountainous terrain. The clear width between barriers will need to be increased only when traffic is constrained to a single lane due to construction as the two-lane width will accommodate the 16' loads. Based on the given constraints, a track width of 17 '-0" was determined to be the maximum impact horizontally, within the maximum curvature specified. An additional foot of shy distance is included in each side of the load, thus the required width of the horizontal clearance will be 19' -0". ACTION: The standard horizontal clearance envelope will be a minimum of 19'-0" for interstate freeways. An additional two feet (2 '-0") will be added to the horizontal clearance envelope to any obstacle that is 8 '-0" or higher. The standard vertical clearance envelope will be 17 '-6" for all new construction/reconstruction, inclusive of 0'-6" for future overlay. Where a structure crosses over PCC (Portland Cement Concrete) pavement, the designer will discuss the appropriate clearance with the Pavements Unit. For 3R, structures between 16'-0" and 17'-0" will at least maintain the existing clearance. For clearances less than 16' -0", raising the structure and/or lowering the roadbed will be considered. Based on notification agreements between MCDT and ODOT Maintenance, MCTD will be notified if the horizontal clear distance is less than 22 '-0".
ODOT Director Matthew Garrett memo to Traffic Mobility Steering Committee	Matthew Garrett	04/20/2006	Stakeholders at the Traffic Mobility Steering Committee meeting on March 16, 2006, agreed to continue to uphold all the commitments, decisions and agreements contained in the Highway Mobility Operations Manual. Amendments would need to go through the steering committee. <i>Note, the other agreements were related to OTIA work (e.g. Stage 1, 2, 3 work) and no longer apply.</i>
Sunrise/Sunset Exceptions	Matthew Garrett	04/22/2011	During the project development phase, when the traffic engineers or project development team determine longer work hours are needed, and horizontal width standards cannot be maintained for work occurring between April and August, project teams can seek an exception to encroach into the daytime hours to allow for a longer work window (up to 12 hours). These exceptions are called Sunrise/Sunset Exceptions, which

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			are exceptions to OAR 734-082-0005 allowable overwidth movement hours. These exceptions have now been engrained into the project review process by the Mobility Services Team. These hours are now requested and discussed with the MAC during the project development phase, and MAC members can ask for different hours contingent upon work that is taking place on the same corridor (or paired critical route); or the MAC may ask that mitigations be made to allow over-dimension loads to move during the encroaching hours into daytime.