

# MAINTAINING FREIGHT MOBILITY AND KEEPING TRAFFIC MOVING

ODOT is keeping traffic moving during construction and minimizing inconvenience to motorists, businesses and communities.

The OTIA III State Bridge Delivery Program is part of the Oregon Department of Transportation's 10-year, \$3 billion Oregon Transportation Investment Act. OTIA funds are repairing or replacing hundreds of bridges, paving and maintaining city and county roads, improving and expanding interchanges, adding new capacity to Oregon's highway system, and removing freight bottlenecks statewide. Based on 2008 dollars, about 14 family-wage jobs are sustained for every \$1 million spent on transportation construction in Oregon. Each year during the remainder of the OTIA program, we estimate that construction projects will sustain an average of 4,100 family-wage jobs.

## Mobility planning minimizes disruptions

- Traffic will continue to move along Oregon's key freight corridors while the Oregon Department of Transportation repairs or replaces hundreds of aging state highway bridges—many of them on Interstate 5 and Interstate 84—under the OTIA III State Bridge Delivery Program.
- A three-tier plan for managing traffic at the local, corridor and statewide levels ensures the flow of commerce and minimizes disruptions to motorists, truckers, businesses and communities during construction.
- ODOT coordinates its work with other state and local projects, especially on I-5 and I-84.
- Unrestricted parallel routes on other state highways offer motorists a travel alternative while interstate highway bridges are under construction.
- Whenever possible, road closures and delays will occur at night or during low traffic hours.

## Public information and stakeholder involvement

- ODOT coordinates with the Oregon Trucking Associations, American Automobile Association, Oregon Manufactured Housing Association, state police, local municipalities and others to ensure that traffic keeps moving in the most efficient ways possible.
- ODOT monitors truck width, weight and height restrictions to ensure that commerce can flow freely throughout Oregon.
- During the busy 2006 summer construction season, ODOT worked with trucking companies to transport 1,047 individual loads of windmill components over 150 miles on I-84. The 400,000 pound loads were distributed over 19 truck axles.

To help predict how the long, wide trucks would move through the curving highways and constricted bridge work zones, ODOT gathered information from truck drivers and created a customized template with software normally used for determining how much room unusual vehicles such as aircraft and fire engines need to turn.



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- Information on the Web, including TripCheck.com; on the 511 telephone system; and on variable message boards keeps drivers up to date about construction work and traffic.

## Technical innovation to increase statewide access to traffic data

- ODOT uses its Work Zone Traffic Analysis tool to monitor traffic flow to determine the safest times for lane, shoulder and roadway closures.
- Originally an Excel spreadsheet, the Work Zone Traffic Analysis tool allowed engineers to make calculations for lane closures and delay estimates. The spreadsheet had limitations, however, so ODOT used the bridge program as an opportunity to devise a custom Web-based and GIS-enabled version of the tool. Analysis that once took as much as a few hours to complete can be accomplished in 15 to 30 minutes.
- The Work Zone Traffic Analysis tool allows ODOT personnel statewide to view data in a consolidated place. Trained and certified roadway engineers and traffic analysts can continually update and modify the data.
- Because the system is Internet-based, it is also available for viewing and use by the general public.
- In 2007, the team that developed the Work Zone Traffic Analysis tool won the American Association of State Highway and Transportation Officials' Team Excellence Award. The team was composed of ODOT and bridge program mobility engineers, computer programmers and GIS staff.

