

# PROJECT MOBILITY CONSIDERATIONS CHECK LIST

<b>PROJECT NAME:</b> I-82:Bridge End Panel Replacements	<b>KEY NUMBER:</b> 19793	<b>LOCATION:</b> Umatilla County
<b>HIGHWAY NAME:</b> McNary	<b>ROUTE #:</b> I-82 (070)	<b>Mile Post #:</b> 1.77 & 10.21 (westbound), 10.27 (eastbound)

**NOTE 1:** This checklist is initiated by a Project Leader or Local Agency Liaison during the project development phase, submitted with the PS&E Package, and provided to the construction project manager when transitioning the project to the construction phase.

**NOTE 2:** Off-system projects that create a mobility impact on the state system must also comply with PD-16 and this checklist. Project Leaders and Local Agency Liaisons with projects (*both on-system and off-system*) that have no mobility impacts should check the “No Mobility Impacts” box and sign the checklist (MCTD signature is not required for a “no mobility impact” project) before submitting it with the PS&E package.

**NOTE 3:** The following link provides detailed guidelines for submitting project information to MCTD for Mobility Considerations Checklist Approval: [https://www.oregon.gov/ODOT/MCT/Documents/MCTD\\_Consideration\\_Checklist\\_Guidelines.pdf](https://www.oregon.gov/ODOT/MCT/Documents/MCTD_Consideration_Checklist_Guidelines.pdf)

**Check all that apply**

### IMPACT ON MOBILITY:

- |  |  |                                       |
|--|--|---------------------------------------|
| <input type="checkbox"/> No Mobility Impacts | <input type="checkbox"/> Delays                  | <input type="checkbox"/> Ramp closure |
| <input type="checkbox"/> Road closure        | <input checked="" type="checkbox"/> Width        | <input type="checkbox"/> Height       |
| <input type="checkbox"/> Weight              | <input checked="" type="checkbox"/> Lane Closure | <input type="checkbox"/> Length       |
| <input checked="" type="checkbox"/> Detour   | <input type="checkbox"/> Roundabout              |                                       |

### DETOUR REVIEWED FOR:

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Length Restrictions | <input type="checkbox"/> Weight Restrictions           | <input type="checkbox"/> Local Events        |
| <input checked="" type="checkbox"/> Width Restrictions  | <input checked="" type="checkbox"/> Vertical Clearance | <input type="checkbox"/> Special Travel Days |

## PROJECT MOBILITY RESTRICTION CONSIDERATIONS WORKSHEET

Temporary Clearance Considerations	Notes
1. Are there any available options that would eliminate the restriction?	No. Replacing end panels on the bridges and damaged back walls, installing terminal transition panels and expansion joints, and installing terminal anchors requires sequentially closing a lane of I-82 for each stage of construction.
2. Are there any available options that would minimize the restriction?	Crossovers are being constructed to limit the width restriction at the Umatilla River Bridges, but it is infeasible to built crossovers at the I-82 bridges over the UPRR mainline due to the deep fill and median south of those bridges.

**(PROJECT MOBILITY CONSIDERATIONS CHECK LIST, Cont.)**

3. Are there any available options that would shorten the duration of the restriction?	No; the contractor will work in the most efficient manner possible to limit the duration of the restriction.
4. How will restricted traffic be detoured?	Loads less than 14' wide will not be restricted. Loads greater than 14' wide will be detoured by sending traffic to and from Washington and I-84 westbound on US730 from I-82 Exit 1 to I-84 Exit 168, through the towns of Umatilla and Irrigon. Traffic to and from Washington to I-84 eastbound will be routed onto US395 from I-82 Exit 1 to I-84 Exit 188 through the towns of Hermiston and Stanfield.
5. How will all restricted vehicle owners be notified of the restriction?	The Freight industry will be notified in advance of the restriction in accordance with the requirements in the 2018 Oregon Standard Specifications for Construction. The ODOT Motor Carrier Transportation Division will notify the trucking industry of any restrictions.
6. How will the restriction affect existing MCTD permits?	The project will not cause delays other than work zone speed reductions to 55 MPH (10 MPH reduction in truck speed). Annual permit loads will not be restricted.
7. How will the restrictions affect emergency services?	Emergency services will not be restricted, although speed will be reduced through the work zones.
8. Are any other projects using the existing route as a detour? (e.g. Will you be detouring existing detoured traffic?)	No
<b>Detour Considerations</b>	<b>Notes</b>
1. Are there any restrictions on the detour route?	No
2. Is this route being used as a detour for other restricted routes?	No
3. How will the detour route affect emergency services response times?	Not Applicable because emergency services will not be restricted or detoured through the work zones.
4. Will vehicles transporting hazardous materials be able to use the planned detour route?	Yes
5. Are there other projects along the proposed detour route which will restrict traffic?	No

6. Is there another detour route available if something happens to the proposed detour route?	Yes. Washington Route 14 could be used by traffic traveling between Washington and I-84 westbound; US730 and OR37 could be used between Washington and I-84 eastbound.
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**PROJECT MOBILITY COMMUNICATIONS CHECKLIST**

Y	N	NA	Action
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Contacted MCTD Technical Coordinator : <a href="mailto:MCTDMOBILITYTEAM@odot.state.or.us">MCTDMOBILITYTEAM@odot.state.or.us</a>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Provided MCTD with current copy of TMP/Restriction Summary
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Met with Trucking Industry (if needed)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Identified which part of the industry is effected by restriction, i.e. annual permit holders vs. single trip permits
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Project restrictions supported by MCTD & Trucking Industry: attach email(s) indicating MCTD support
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Additional coordination is required with MCTD
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Provided project information to Region Mobility Liaison
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Worked with the following groups to identify and resolve any potential conflicts: <input checked="" type="checkbox"/> District Maintenance staff <input type="checkbox"/> Oregon Bridge Delivery Partners <input type="checkbox"/> Local road authorities <input type="checkbox"/> Local utilities <input type="checkbox"/> Rail Authorities
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Considered impacts of local events and special travel days prior to start of restriction
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Confirm inclusion of local events and special travel days within project <a href="#">Special Provisions</a>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Identified the need for <b>35 day written notice to MCTD</b> prior to start date of restriction per <a href="#">ODOT Special Provisions, section 00220.03(a)</a>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	During construction provided <b>35 day written notice to MCTD</b> prior to start date of restriction

**ADDITIONAL COMMENTS/NOTES**

Empty box for additional comments/notes.

**SUBMITTAL INSTRUCTIONS**

**Project Leaders/Local Agency Liaisons:**

- Submit signed form and supporting emails to your Region Mobility Liaison at **Design Acceptance Phase (DAP)**.
- Re-engage MCTD as needed if there are changes to mobility impacts following DAP.
- Update and resubmit form and supporting emails to your Region Mobility Liaison as needed following DAP.
- Include a copy of the signed checklist in the PS&E packet submitted to the Office of Project Letting.

**Construction/Consultant/LAL Project Managers:**

- Before** making changes during construction that have the potential to adversely affect mobility (i.e. additional restrictions) or run counter to previous agreements made during preliminary design:
- As soon as a proposal is made by either the ODOT PM or the Contractor, the PM must engage the contractor, Area Manager, Mobility Liaison, the relevant Project Leader, and Region Traffic Unit staff to discuss potential changes

*If supported by Region, Project Managers must:*

- Engage MCTD and the trucking industry to discuss and obtain concurrence with the potential changes **before** any agreements are made with the contractor
- Document MCTD and trucking industry support of any potential new restrictions and **provide a copy of the documentation to the Region Mobility Liaison.**

**SIGNATURES**

*“This project has been vetted through MCTD and the Freight Industry.  
Documentation in file and/or attached.”*

**Note:** MCTD signature is not required for a project that has no mobility impacts

REGION PROJECT LEADER, LAL, PROJECT MANAGER (PRINT)	SIGNATURE (electronic signature acceptable)	DATE
MCTD FREIGHT MOBILITY COORDINATOR (PRINT)	SIGNATURE (electronic signature acceptable)	DATE