

ORS 366.215



ORS 366.215

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- * Why Freight and Oversize Loads are Important
- * Plan with Freight Mobility in mind
- * Review Information Requirements
- * 366.215 collaboration example



Reduction in Capacity

* ORS 366.215





What is ORS 366.215?

Definition

ORS 366.215 states that the Oregon Transportation Commission may not permanently reduce the vehicle-carrying capacity of an identified freight route.

- Exceptions allowed for safety or access considerations.
- Exception may also be granted if it's in Oregon's best interest and freight movement is not unreasonably impeded.



366.215 History

2003 – OTIA legislation includes 366.215 amendments re: reduction in capacity

Jun 2005 – draft technical bulletin is developed

Oct 2006 – Pedestrian improvements raise awareness

Jan 2007 – Local system plan triggers need for coordination

Mar 2007 – Freight route task force is formed

May 2007 – Draft procedures developed and routes identified

Nov 2007 – Vertical clearance / high routes issue identified

Jul 2009 –

One-page template, **“Hole in the air”** concept emphasized

Mar 2011 –

HLT approves new four-page guidance document
www.oregon.gov/ODOT/TD/TP/ORS366.215.shtml



Where are we today?

- * In 2011 proposed revisions to the Oregon Highway Plan were made that included references to the implementation of Oregon Revised statute (ORS) 366.215.**
- * Stakeholders raised concerns regarding the interpretation & implementation of the proposed amendments.**
- * ODOT delayed the implementation and started the Administrative rule process.**



New OAR adopted

- * **The OAR was adopted and made effective August 26, 2013.**
- * **The OAR:**
 - * **Defines terms**
 - * **Identifies review process**
 - * **Facilitates communication and development of consensus during the review process**



Change : Stakeholder Forum

- * **The Stakeholder group is now defined as a “Stakeholder Forum” with open membership that meets on an as-needed basis.**
- * **The purpose of the group is to advise the Department of the affect of the proposed actions to move motor vehicles through a section of highway. A represented from a variety of transportation modes should be invited including a bicycle representative, a pedestrian representative, affected city, county or Metropolitan Planning organization.**



Change: Record Keeping

- * **Although MCTD has always kept records of the freight mobility meetings, the new rule requires that the department publish on a website and maintain for at least 10 years all records of:**
 - * **Department, Director, and Commission approvals**
 - * **Stakeholder forum discussions of regarding proposed potential Reduction of Vehicle Carrying Capacity**



GOV Space



OREGON.gov



Pendleton Round-Up
Sept. 11-14, 2013



Welcome, **Christy Jordan** (Log out)

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Oregon GovSpace > Agencies Boards Commissions > ODOT > Freight Mobility Decisions

Freight Mobility Decisions

- Overview (customize)
- All Content (28)
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- Reports

Contacts

- Gregg DalPonte**
Gregg.L.DALPONTE@odot.state.
MCTD
503-378-3651
- Christy Jordan**
MCTD
Christy.A.JORDAN@odot.state.or.u
503-378-6192
- Nikki Bakkala**
MCTD
503-378-5835
Nichole.A.BAKKALA@odot.state.or.t
- Mike Bolliger**
Michael.W.BOLLIGER@odot.state.c
MCAD
503-378-6831

Freight Mobility Meeting Documents

2010 Freight Mobility Meeting Notes	0	0	5	0
2011 Freight Mobility Meeting Notes	0	0	4	0
2012 Freight Mobility Meeting Notes	0	0	4	0
2013 Freight Mobility Meeting Notes	0	0	18	0
Agendas	0	0	15	0
Supporting Documents	0	0	0	0

Featured Content

Freight Mobility Agenda October 10, 2013.pdf
1 minute ago

by Christy Jordan

Statewide Traffic Mobility

[Introduction](#)

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Gov Space
Information

Instructions

Introduction

NEW

Freight Mobility meeting minutes and meeting agendas are now available via GovSpace. To access GovSpace please click on the following link and follow the instructions for either state employees or external stakeholders. There are some helpful hints and videos that can help you with the process. In addition, you can ask to receive email notifications whenever there is a change to the website so that you can view upcoming meeting agendas or newly posted minutes. [GovSpace Information](#).

As every corner of Oregon has been impacted by the unprecedented amount of construction work funded by the [Oregon Transportation Investment Acts](#), the [Jobs and Transportation Act](#), the [American Recovery and Reinvestment Act](#), and the ongoing [Statewide Transportation Improvement Program](#), staff at the Oregon Department of Transportation has been actively engaged in mitigating those impacts.





Meeting Announcements

Freight Mobility Agenda

Motor Carrier Transportation Division

Thursday October 10, 2013

1:00 PM to 3:00 PM

3930 Fairview Industrial Drive

Room: Woodburn Conference Room

Region 3:

I-5: Martin Creek-Anlauf Paving

Region 1

- OR99W: Victory - Argyle follow-up from last meeting
- TriMet: Portland-Milwaukie Light Rail work on Powell Blvd



Other Changes:

- * **Definition of Permanent Reduction**
- * **Definition of Reduction of Vehicle-Carrying Capacity**
- * **Access Management clarification**
- * **Director Determination of Reduction in Vehicle Carrying Capacity**
- * **Chief Engineer to certify Director Determined Reductions in Capacity for Safety**



Why do we have to keep freight & oversize loads in mind when planning?



The trucking industry relies on the ability to transport equipment & goods.

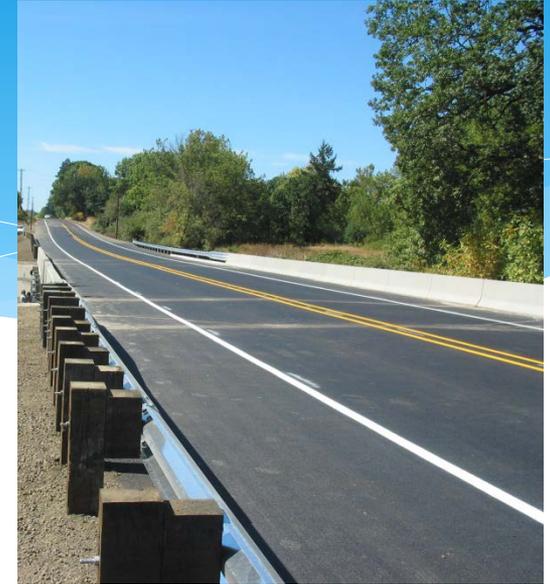
- **Approximately 110,000 Single Trip Permits are issued each year which include Superloads.**
- **Approximately 175,000 Continuous Trip Permits are issued each year.**





Look Ahead With Mobility in Mind

Improve, clear, and open roads, especially secondary routes, to provide more options for freight mobility and take stress off the highway system.



- Add more usable routes, create redundancy.
- Add lane capacity, when possible, to ease congestion.
- Identify vulnerabilities. Anticipate and track new problems before they get serious.



Secondary route clearance limits are equally important to primary routes



- * **Farm operations move wide implements on secondary routes (and they're not required to obtain an over-dimension variance permit.)**
- * **When a community suddenly needs a heavy hauler to bring in an emergency transformer, the routes needed are mostly secondary.**

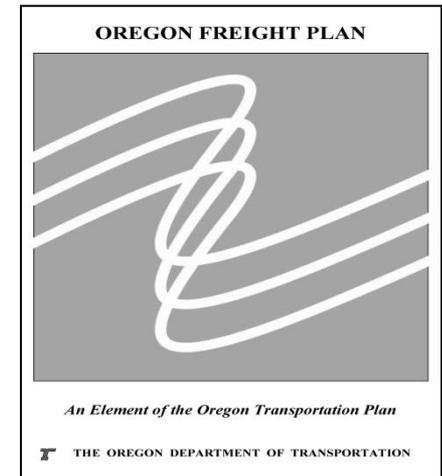




What's at stake?

Oregon's economic health and well-being depends on our ability to communicate / coordinate.

Trucking will continue to be the dominant mode for freight transport reflecting the shift towards higher value products, greater time sensitivity in product movements, and the ability of trucks to reach all parts of the state. This will create increasing demand on the state's highways and local roads, and metropolitan congestion will become an increasing concern for key industries.



Oregon Freight Plan, June 2011



10.31.2010 05:21



Assess any plan for potential restrictions

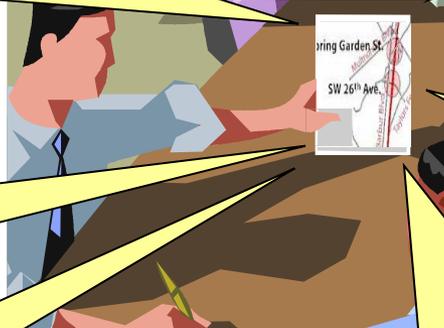




Will the proposed landscaping grow up and hang into lanes of traffic?

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

Can signposts designed to be placed on the edge of the median be moved to center of median to maximize room for overhanging loads?



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

Can the planned width of median be reduced?

Design

Can we use painted concrete instead of a raised median?

The design shows mountable curbs on medians instead of straight-edge ones, but is the designer aware that a sloped surface will damage the axles of trucks hauling modular buildings?



Use Motor Carrier Division expertise

MCTD staff in the Over-Dimension Permit Unit are experts at routing trucks and understanding where oversize loads move.



Route Maps

The Oregon route maps accessible here are for reference only. Truckers who need safe routing instructions for over-dimension movements must contact the Motor Carrier Transportation Division in Salem at 503-373-0000. For up-to-the-minute information about road and bridge restrictions, as well as accidents and road closures, visit the [TripCheck Web site](#).

[Group Map 1 -- Front -- \(Attachment 1\)](#) - [Map 1 -- Back](#)

Identifies Group 1, 2 & 3 highways and indicates **Legal Length** limits for various **Legal Size** vehicles and combinations hauling **Legal Size Loads**. No permit required. May also be used to determine pilots for over width on Group 2 & Group 3 Highways per charts on attachments 70A, 75A, or 82A (**By permit**).

[Route Map 2 -- Front -- \(Attachment 2\)](#) - [Map 2 -- Back](#)

Use for determining **pilot vehicles** required for **Over Width** loads. Refer to pilot vehicle chart shown on attachments 70A, 75A, or 82A. Also displays Certified Flagger/Rolling Stop structures. **Over width operations by permit only**. Use to denote annual routes for Unladen Heavy Haul combinations (w/jeeps and/or booster).

[Route Map 3](#)

Authorized routes for loads non-divisible in height, over 14' 00" up to a maximum of 14' 06" in height.

[Route Map 4 \(Attachment 4\)](#)

Related to Continuous Operation Variance Permits and County Road Authorities.

[Route Map 5 \(Attachment 5\)](#)

Displays annual **Triples** routes & authorized days of operation. **Operations by permit only**. Special qualifications apply to obtain this permit.

[Route Map 6 Front \(Attachment 6\)](#) - [Back](#)

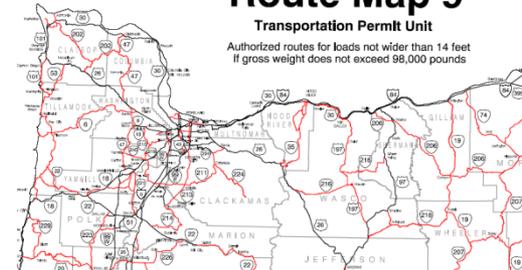
Displays authorized annual routes (up to 14' wide) for **Mobile/Modular Units**. **Operations by permit only**.



Route Map 9

Transportation Permit Unit

Authorized routes for loads not wider than 14 feet
If gross weight does not exceed 98,000 pounds





Implementing 366.215

- * **Online Reference:**
www.oregon.gov/ODOT/TD/TP/ORS366.215.shtml
- * **Plans need to discuss the ORS** as part of the requirements for projects on state highways
- * **Project Delivery Staff** — be prepared to bring the six review items to freight the freight stakeholder forum
- * **Development Review Staff** — coordinate with region mobility liaison when encountering proposed physical changes to state highways
- * **Grant Program Managers** — reference the ORS in applications and assess project risks prior to grant approval



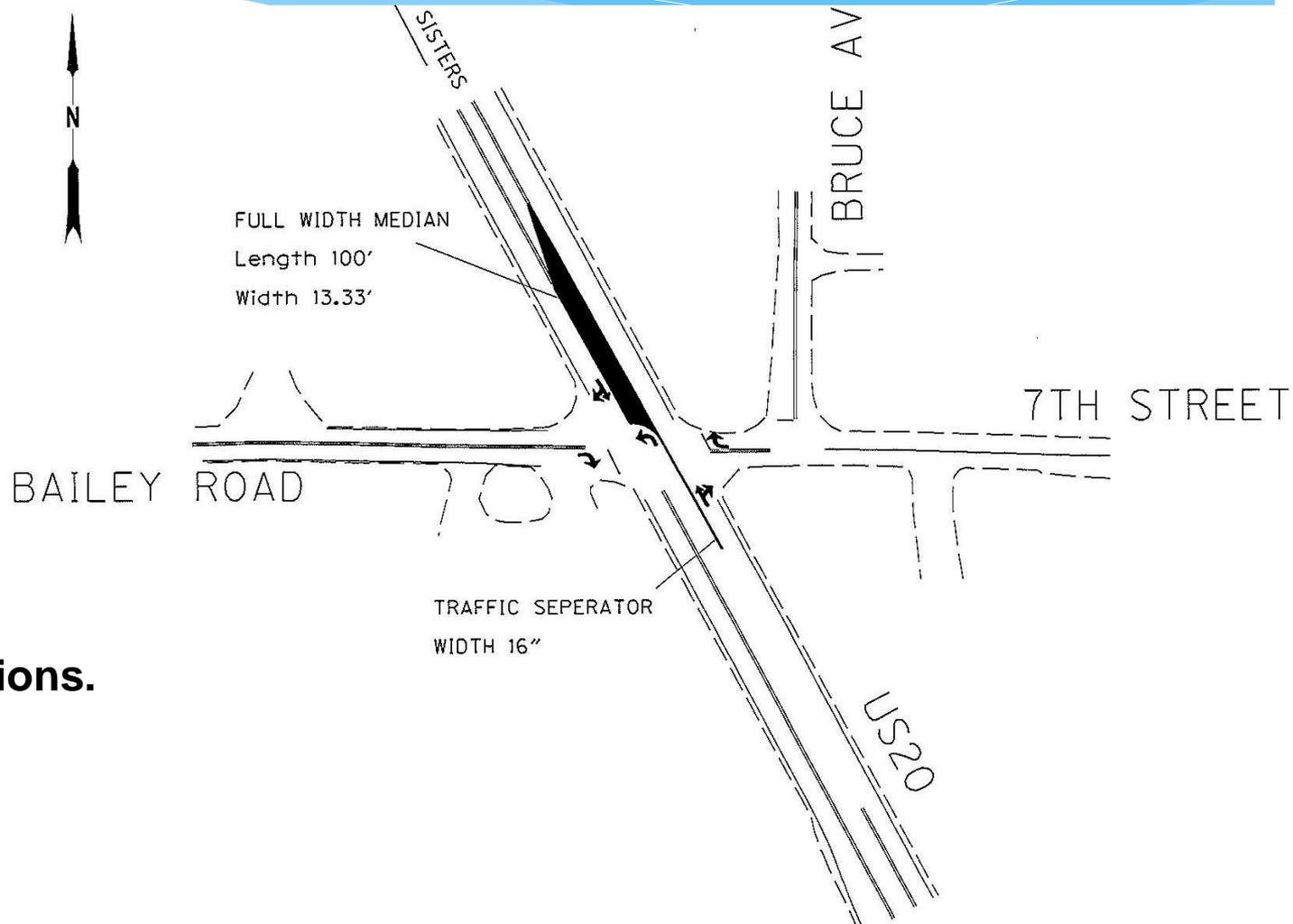
Information Required for 366.215 Review

1. Location map, highway milepoints
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 other pinch points on the highway near the proposed project
6. Diagram of the proposed roadway cross section along with any existing or proposed structures or obstacles in the right-of-way that may impact the reduction of vehicle carrying capacity



The proposed roadway will be widened 2 feet each side to provide 52 feet of total pavement, including two 4-foot, 4-inch shoulders, two 12-foot lanes, two 3-foot shy distance, and a 13 foot, 4 inch raised medium.

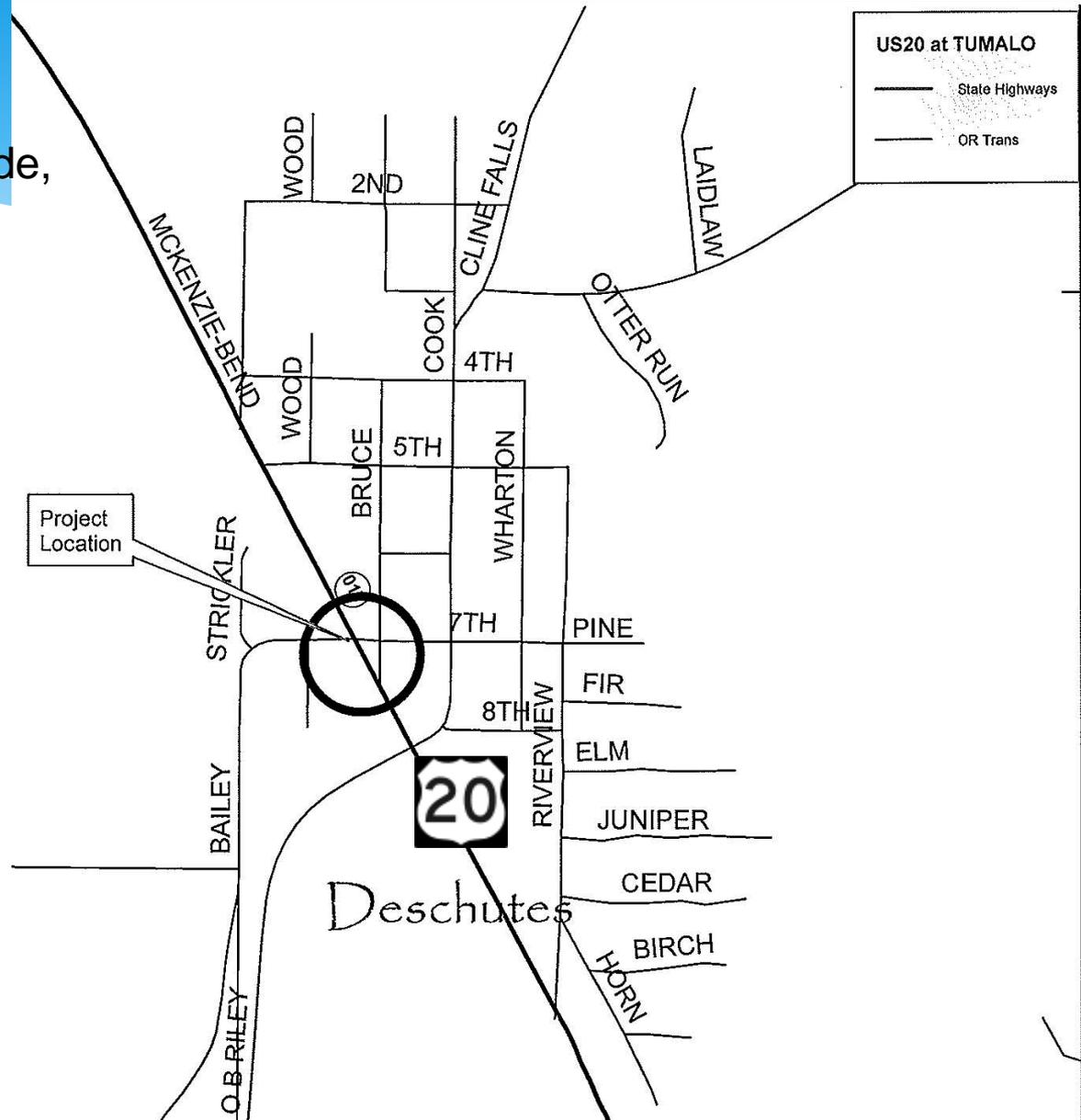
This will provide 19 feet, 4 inches from edge of pavement to median curb in both the eastbound and westbound directions.

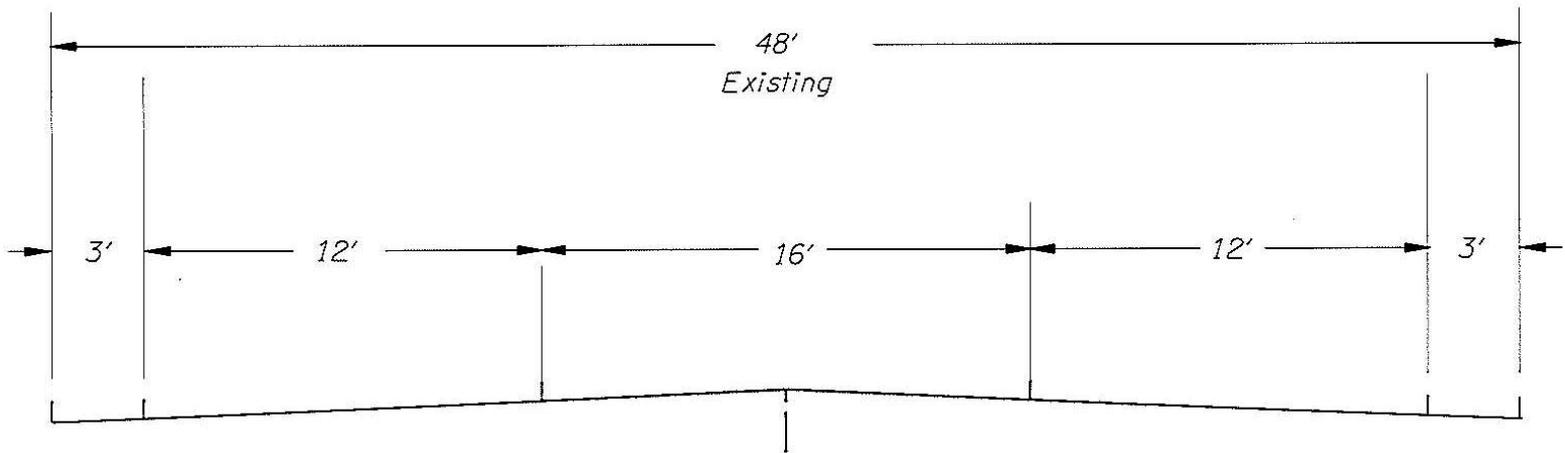
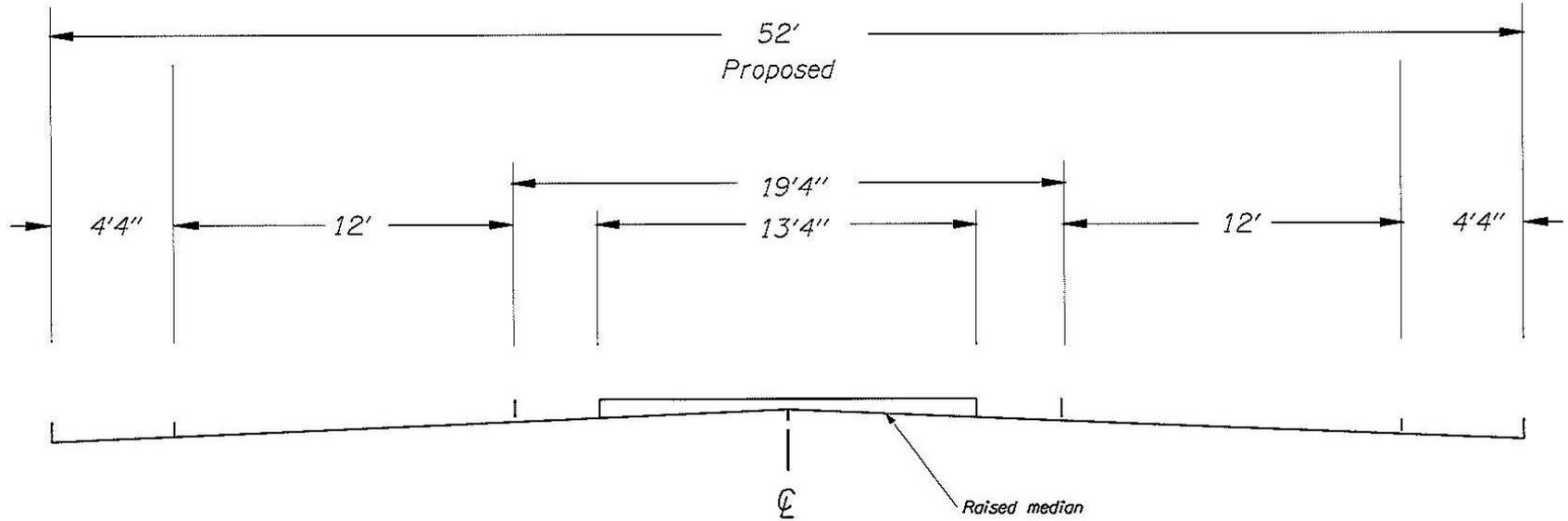




Tumalo, US20 intersection

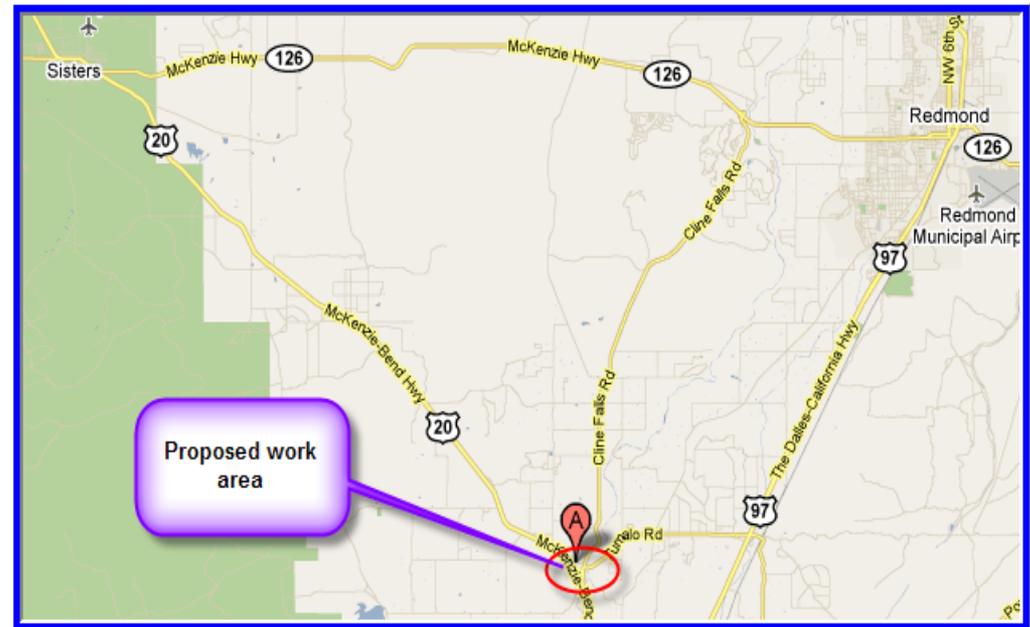
Existing roadway is 48-foot wide, with 2-3-foot shoulders, two 13-foot lanes and a 16-foot painted median.





Industry Concurrence with Project Because:

- This is a route for annual, continuous operation permits for 14-foot wide loads.
- Single trip permits are issued for up to 16 feet by District blanket authorization.
- Very few loads over 16 feet wide on this portion of US20.
- Wide loads use the portion of US20 from Idaho / Nevada to Bend and either use Millican Road or US97 to travel north. Windmill loads don't travel this way at this time. OR126 is available to connect to US20 / OR126 if needed.





Communication Works





MCTD will facilitate the meeting between the Project Team and Stakeholder forum.

Weekly mobility meetings, once called The “Wednesday Freight Mobility Meeting”, can be scheduled anytime.



Monthly MCTAC meetings –Motor Carrier Transportation Advisory Committee



Freight Mobility Meetings

Work with the Region Mobility Liaison and MCTD's Freight Mobility Coordinator to arrange for a Freight Mobility Meeting to discuss potential 366.215 projects

Industry representatives routinely attend these meetings, including representatives from the Oregon Trucking Associations, Oregon Mobile Home Association, and other stakeholders such as heavy haul operators, City or County representatives and private consulting firms.

MCTD staff facilitate the conversation.



Contact Information

MCTD

Christy Jordan – 503-378-6192

Christy.A.Jordan@ODOT.STATE.OR.US