State to State Corridors for Oversize and Overweight Loads: North/West Passage

WASHTO COHT Meeting

Reno, Nevada

October 14, 2015
Outline

- North/West Passage introduction
- Major event coordination to support corridor mobility
- Specific freight activities

Photo courtesy of MnDOT
• North/West Passage has been a Transportation Pooled Fund 5(093) since 2003
• States from Washington to Wisconsin along I-90/1-94
Introduction

• States share common challenges
  – Commercial and recreational travel corridor
  – Extreme weather conditions
  – Road closures and transportation management

• North/West Passage vision is to develop effective **methods for sharing, coordinating, and integrating** traveler information and operational activities across borders
  – During major events for both passenger and freight vehicles
Major Event Coordination

• Work completed to support multistate coordination during major events is also supporting freight movement along I-90/I-94
  – MOU and operational guidelines for coordinating traveler information
  – Traveler information web sites
    • www.i90i94travlinfo.com was first
    • www.roadstosafediscovery.com launched Summer 2015
      – MCOM grant recipient
Major Event Coordination: Operational Guidelines

• MOU signed in 2011 to establish a framework for coordination of traveler information among states during major events
  – May include distributing information via DMS, HAR, 511 telephone, web sites and other tools
  – Coordination will promote better information for travelers and allow for expanded operational relationships among states

• Operational guidelines support MOU and encourage coordination when major events significantly impact travel
  – General, negotiable and tailored to event
  – Used in conjunction with states’ operating procedures
Major Event Coordination: Operational Guidelines

1. Determine if the event will have a significant impact on travel in nearby states using any or all of the following criteria as suggested thresholds for major events.
   a. Full closure of all lanes in one or both directions with duration greater than two hours.
   b. Bridge or border closure, or other significant delays.
   c. Widespread hazardous condition such as significant winter weather or flooding in progress.
   d. Evacuations or other high profile significant event that would impact interstate corridor (must have supervisor or manager approval).

2. Refer to map of traveler information resources, including TMC/TOC operational contacts, available in nearby states. The map is available online through GoogleMaps at:

3. Provide staff in nearby states with location, description, impact(s) and anticipated duration of the major event. Telephone calls are preferred for initial contact and e-mail is desired thereafter to verify event details (i.e., city or route spelling).

4. Work cooperatively with nearby state(s) to determine what message(s) to post. Messages should include location and description of the event at a minimum. For example, I-94 AT BISMARCK ND – ROAD CLOSED – USE ALTERNATE ROUTES.

5. Post messages on relevant transportation information resources including but not limited to dynamic message signs (DMS), highway advisory radio (HAR), 511 telephone and web sites.

6. Notify nearby states when event clears and messages may be removed from traveler information services.

7. Participate, as requested, in after action reviews of the major event.
Major Event Coordination: Traveler Information Web Sites

www.i90i94travelinfo.com

Welcome to the North/West Passage Corridor Traveler Information Website. Click on the blue dots below to view current camera images and weather conditions at key locations along the corridor. Or, click on a state for a close view with more information. Please let us know if you have any suggestions on improving this website by taking a short survey.
Major Event Coordination:
Traveler Information Web Sites

www.roadstosafediscovery.com
Major Event Coordination:
Traveler Information Web Sites

Note the additional truck parking and truck stop information
Completed three phases of a regional permitting effort

- **Phase 1** looked at desirability of establishing some regional permitting process that would allow truckers moving overweight or oversized loads across the region to apply for and receive permits from one source
  - Found significant challenges among states to make such a regional process work
  - Industry representative suggested that harmonization of rules governing permits might offer greater benefit
- **Phase 2** explored rule harmonization, communications and systems
  - Draft standards for lighting, signing, hours of operation, and information required
  - Suggestions on how to make web communication more uniform and useful
  - Conceptual view of what an XML-based regional system might entail
- **Phase 3** continued conversations about harmonization; attempted to establish a regional dialog with the trucking industry; looked at weight rules and reasons for lack of harmony
Freight Activities

• Upon completion of Phase 3 a Freight Task Force was established
• Task force developed a work plan to guide freight activities and actions for next 1-5 years
  – Nine projects proposed
    • 7 short-term
    • 2 mid to long-term
Freight Activities

Short-Term Projects

1. Pilot Escort Certification and Reciprocity Universal Standard
2. Advanced Notice of Truck Parking Availability
3. Electronic Display of Oversize/Overweight Permits
4. Pursue a “Toward Zero Deaths” Safety Campaign Involving Commercial Vehicles
5. NWP Virtual Weight Station Initiative
6. Calibrate Downstream WIM Scales with Permanent Scale Data
7. Model Legislation for Autonomous Commercial Vehicle Operation
Freight Activities

Mid to Long-Term Projects

8. Oversize/Overweight Permitting Uniformity
9. Multistate Commercial Vehicle Platoon Demonstration

Photo courtesy of MnDOT
Freight Activities

• Task force work in 2015-16 will focus on Advanced Notice of Truck Parking Availability
  – Collect relevant research reports and interview key project personnel to develop information that can support a corridor wide decision regarding truck parking information.
Questions?

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