

Appendix A: Definitions, Standards & Resources

Definitions

1. **Accommodating all Unannounced Oversize Loads:** Able to “wave through”¹ all loads, regardless of the dimensions, with a slight delay after moving equipment and/or traffic control devices, and no advance notice is required. In addition:
 - a. For interstate and multi-lane highways: if minimum available horizontal clear distance after equipment/barriers has been cleared is 22 feet;
 - b. For two-lane highway or all other individual highways: If minimum available horizontal clear distance after equipment/barriers has been cleared is 19 feet;
 - c. There are no lane shifts/closures beneath structures directing traffic into a travel lane with less vertical clearance;
 - d. No highway or ramp closures;
 - e. No detours; No vertical clearance reductions; or
 - f. No weight or length restrictions.

2. **Critical Route Pairs:** Combinations of critical highways that are not to be restricted at the same time (see table below). An [interactive map](#) is also available that explains what critical route pairs are and where they are located.

Highway	Paired With	Area
I-5	OR 212, US 26, US 97	Washington - California
I-84	OR 212, US 26, US 97, US 20 <i>(Sometimes includes OR 78 and US 95.)</i>	Portland - Ontario
US 30	US 26	Portland - Coast
OR 22 & OR 18	US 20	Willamette Valley – Coast
OR 126	OR 38	Willamette Valley – Coast
OR 38	OR 42	I-5 - Coast
OR 126	OR 58	I-5 – Central Oregon

¹ See definition #29 for Waved Through.

3. **Committee Membership:** The following table outlines the similarities and differences between the Mobility Advisory Committee and the Stakeholder Forum membership.

Stakeholder Forum	Mobility Advisory Committee
<i>Defined in OAR Chapter 731, Division 12 (15), established in 2013 to implement ORS 366.215 (implemented in 2003)</i>	<i>Program/Committee Established 2006</i>
At a minimum ODOT will invite...	ODOT will invite...
Trucking Industry Representative	Trucking Industry Representative
Mobile Home Manufacturing Representative	Mobile Home Manufacturing Representative
Oversize Load Freight Representative*	Oversize Load Freight Representative*
Bicycle Representative	Bicycle Representative (Added in 2021)
Pedestrian Representative	Pedestrian Representative (Added in 2021)
Automobile Users Representative	Automobile Users Representative
City, County, or Metropolitan Planning Organization Representative	City, County, or Metropolitan Planning Organization Representative (by invitation – not members)
Developer Representative (in the case of a development review)	General contractors representative (Added in 2015)
	Paving/asphalt representative (Added in 2015)
Construction Industry added to the stakeholder forum charter membership in 2021: <i>Given the makeup of the Mobility Advisory Committee, the Stakeholder Forums participant invitees will also include a representative for general contractors and a paving/asphalt representative.</i>	Added the following language regarding local representatives: <i>On a case-by-case basis, ODOT may also invite to these meetings representatives of an affected city, county or metropolitan planning organization, a representative of an affected development, and/or other key affected stakeholders.</i>
<i>*Oversize load freight representative includes industry members who represent the following three categories: 1) annual and single oversize loads, 2) overwidth/overheight/overweight single trip superloads, and 3) overlength long load single trip superloads.</i>	

4. **Consensus Model:** Both the Mobility Advisory Committee and the Stakeholder Forum will use a Consensus Model to make recommendations to ODOT. The Consensus Model is outlined in Appendix D (Mobility Meeting Guidelines) of the Mobility Advisory Committee Charter.
5. **Daylight hours:** One-half hour before sunrise until one-half hour after sunset per [OAR 734-075-0008\(4\)](#).

6. **Delay:** Additional average travel time that will be required to travel from one point to another as a result of construction or maintenance activities.
7. **Delay Threshold:** Total aggregate average peak delay allowed in a highway mobility segment at any one time.
8. **Freight Route:** In the context of this charter, *Freight Route* refers to the routes used by trucks, including oversize loads, to move freight. Several maps designate routes trucks are allowed to travel on legally or by permit and show the limitations or allowances established. The following maps are used by ODOT staff to help determine potential temporary or permanent mobility impacts on freight routes.
 - a. [Reduction Review Routes Map](#) per Oregon Administrative Rule 731-012-0030 identify freight routes subject to ORS 366.215 and are designated Oregon Highway Plan (OHP) routes (see definition below).
 - b. [Freight Mobility Map](#) – used when planning highway projects and contemplating possible truck restrictions and/or detours. Shows the most heavily used freight routes as well as routes that have minimal to significant size and weight restrictions.
 - c. [Oregon Highway Plan - State Highway Freight System Map](#) – Refers to identified segments of state highways that carry a significant tonnage of freight by truck and/or serve as the primary interstate and intrastate highway freight connections to ports, intermodal terminals, urban areas, and other states. There are some OHP-designated freight routes that are not also identified as Reduction Review Routes per 731-012-0030.
 - d. [Oregon State Route Maps](#): Route Map attachments provide the motor carrier moving legal size and oversize/overweight loads with size and weight requirements and/or limitations and provisions of the permit.
 - e. [Vertical Clearance Standards \(High Route\) Map](#). These “High Routes” are of major significance for the movement of high loads and are primarily on the National Highway System (NHS), but there are portions that are on highways other than the NHS.
9. **Maintenance Operations Restriction Duration – Long Term:** 4 days or more.
10. **Maintenance Operations Restriction Duration – Short Term:** 3 days or less as defined in the Oregon Department of Transportation Maintenance Mobility Requirements.
11. **MPM:** Mobility Procedures Manual
12. **MST:** Mobility Services Team
13. **No Restriction:** Means the work zone has no height, length or weight restrictions and no road/ramp closures; and that the work zone is able to maintain the following horizontal widths for traffic between barriers (or are able to accommodate all unannounced over size loads if they meet the criteria as defined under number [definition #1](#)).

Interstate/Multilane Highway

- 28 feet for two lanes of one-way traffic.
- 22 feet for one lane of one-way traffic.

Other 2-Lane Routes on National Highway System (NHS)

- 28 feet of horizontal clearance for two lanes of traffic (single lane each direction).
- 22 feet of horizontal clearance for one lane of one-way traffic.

14. **OAR:** Oregon Administrative Rules

15. **ORS:** Oregon Revised Statutes

16. **Permanent Reduction:** A reduction subject to [OAR 731-012-0010](#) will be considered permanent if the reduction is intended to be permanently left in place after installation and is not easily removable for short-term expansion of Vehicle-Carrying Capacity. (Permanent structures could include, but are not limited to, traffic signals, signposts, stationary bollards, curbs, trees, raised or depressed medians, roundabouts, streetlights and overhead wiring.) If there is uncertainty as to whether or not a structure is permanent, the Department will provide an opportunity for Stakeholder Forum input. (Defined in [OAR 731-012-0020\(9\)](#).)

17. **Proposed Action:** Any activity that will alter, relocate, change or realign a state highway including those proposed in planning documents approved by a public agency. (Defined in [OAR 731-012-0020\(10\)](#).)

18. **Reduction Review Routes (RRRs):** Identified state highways that require a review under administrative rule prior to a Reduction of Vehicle-Carrying Capacity. For the purposes of this rule, the Reduction Review Routes will be the routes subject to ORS 366.215. (Defined in [OAR 731-012-0020\(12\)](#).)

19. **Reduction of Vehicle-Carrying Capacity (RVC):** A reduction of vehicle-carrying capacity means a permanent reduction in the horizontal or vertical clearance of a highway section, by a permanent physical obstruction to motor vehicles located on useable right-of-way subject to Commission jurisdiction, unless such changes are supported by the Stakeholder Forum. Street markings such as bike lane striping or on street parking are not considered a reduction of vehicle-carrying capacity. (Defined in [OAR 731-012-0020 \(11\)](#).)

20. **Restriction:** Means there is

- a. A height, length or weight restriction – see the [Mobility Procedures Manual](#) for legal and oversize load dimensions.

- b. A state facility fully closed or any component of traffic is detoured for any period of time regardless of whether or not a detour is available.
- c. A ramp is closed for any period of time regardless of whether or not a detour is available.
- d. Lane shifts or closures under a structure, or vertical clearance is reduced in any way.
- e. A width reduction that is less than the horizontal width standards.²

21. **RML:** Region Mobility Liaison

22. **Stakeholder Forum (SF):** A “Stakeholder Forum” means a group of stakeholders with open membership that meets on an as-needed basis to advise the Department regarding the effect of Proposed Actions on the ability to move motor vehicles through a section of highway. Statewide transportation stakeholders and local agency affected by a proposed action will be invited to participate in the Stakeholder Forum meetings. At a minimum, the Department will invite to each Stakeholder Forum; a bicycle representative, pedestrian representative, a trucking industry representative, a mobile home manufacturing representative, an oversize load freight representative, a representative of automobile users, and a representative from any affected city, county or Metropolitan Planning Organization. In the case of a development review (ODOT staff review of a proposed land use action), a representative of the affected development will also be invited to participate in the meeting. (Defined in [OAR 731-012-0020 \(15\)](#).)

23. **TCP:** Traffic Control Plan

24. **Temporary Conditions:** Traffic restriction conditions that occur only during the maintenance or construction phase of projects.

25. **TMP:** Traffic Management Plan. Provides additional information and documentation regarding decisions made by the project team that affect the development of the TCP.

26. **Traffic Structures:** Structures that support a signal, sign or luminaire.

27. **Vehicle-Carrying Capacity:** The horizontal or vertical clearance of a highway section that can physically carry motor vehicles, per [OAR 731-012-0020\(16\)](#).

28. **Vertical Clearance:** The perpendicular distance from the roadway surface to a point on the underside of the structure.

² See [Horizontal Width Standards](#) in the Mobility Standards section of Appendix A.

29. **Waved Through:** Waved through means that for width, length, or weight the work equipment and traffic control devices can be moved (and there is an understanding that it would be) if a permitted vehicle comes to the work zone unannounced to provide the required clear distance or the required clear distance was still available. This may result in a slight delay to the oversize load or the traffic behind the load. It is okay to have a small delay as long as the load can get through the work zone.
30. **WZDT:** Work Zone Decision Tree

Mobility Standards

Horizontal Width Standards³

Interstate/Multi-lane Highways during Daylight Hours*

- Maintain 28 feet of horizontal clearance for two lanes of one-way traffic.
- Maintain 19 feet of horizontal clearance for one lane of one-way traffic.

Other 2-Lane Routes on National Highway System (NHS) during Daylight Hours*

- Maintain 28 feet of horizontal clearance for two lanes of traffic (single lane each direction).
- Maintain 16 feet of horizontal clearance for one lane of one-way traffic.

*Daylight hours are defined as ½ hour before sunrise until ½ hour after sunset.

Vertical Clearance Standards⁴

- The vertical clearance for all new structures on interstate freeways and all High Routes (shown in red on the [Oregon Vertical Clearance Standards Map](#)) shall be a minimum of 17 feet, 4 inches. The clearance shall be from the top of the pavement to the bottom of the structure and includes the entire roadway width including the usable shoulder width;

³ Memorialized in the Highway Design Manual and the Mobility Procedures Manual listed in Appendix B (Table of Authorities).

⁴ Per the Mobility Procedures Manual, Chapter 6 (Permanent Conditions).

- The vertical clearance for new structures on all routes on the National Highway System not on High Routes shall be a minimum of 17 feet. The clearance shall be from the top of the pavement to the bottom of the structure and includes the entire roadway width including the usable shoulder width;
- The vertical clearance of structures on all other routes not on the National Highway System and not on High Routes shall be a minimum of 16 feet, over the entire roadway width including usable shoulders;
- The existing vertical clearance shall not be reduced below the minimum vertical clearance on any route;
- The existing vertical clearance shall not be reduced if the existing vertical clearance is substandard; and
- Any decrease in existing vertical clearance that is below the level of the minimum vertical clearance or any proposed decrease in vertical clearance in new construction requires consultation with the Mobility Services Team to ensure understanding of user impact to proposed decrease. The Mobility Services Team will work with the Region Mobility Liaison and project team leader/manager to fully evaluate user impacts and project construction and design options.
- There may be times when the implementation of ORS 366.215 results in a greater height than the standards listed above.

Resources

Maps

1. [Freight Mobility Map](#)
2. [Freight Mobility Daylight Width Map](#)
3. [Freight Mobility Nighttime Width Map](#)
4. [Freight Mobility Over-Height Map](#)
5. [ODOT TransGIS Mapping Tool](#)
6. [Reduction Review Routes Map](#)
7. [Vertical Clearance Standards Map](#)

Manuals

8. [ODOT Mobility Procedures Manual](#)
9. [TMP Project Level Guidance Manual](#)
10. [ODOT Highway Design Manual](#)
11. [ODOT Blueprint for Urban Design:](#)
 - o [Volume 1](#)
 - o [Volume 2](#)
12. [ODOT Traffic Manual](#)
13. [ODOT Traffic Control Plans Design Manual](#)

Guidance Documents

14. [ORS 366.215 Implementation Guidance Document](#)
15. [ODOT Project Delivery Operational Notice PD-16 \(Highway Mobility\)](#)
16. [Highway Directive on Roundabouts](#)
17. [Size and Weight Restriction on State Highways Policy](#)