

APPENDICES

AP1 Glossary and Acronyms

1. **AASHTO:** American Association of State Highway and Transportation Officials.
2. **Accommodating all Unannounced Oversize Loads:** Able to “[wave through](#)” 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:
 - For interstate and multi-lane highways: if minimum available horizontal clear distance after equipment/barriers has been cleared is 22 feet.
 - For two-lane highway or all other individual highways: If minimum available horizontal clear distance after equipment/barriers has been cleared is 19 feet.
 - There are no lane shifts/closures beneath structures directing traffic into a travel lane with less vertical clearance.
 - No highway or ramp closures.
 - No detours.
 - No vertical clearance reductions.
 - No weight or length restrictions.
3. **Annual Trip Permit (Continuous Trip Permit or CTP):** Annual Over-Dimension Permit (Continuous Trip Permit) issued to exceed legal dimensions. Valid for one year after effective date.
4. **Bridge Structures:** Highway bridges and overcrossings, railroad under crossings, and tunnels.
5. **CCD:** ODOT Commerce and Compliance Division (formerly the Motor Carrier Transportation Division, MCTD).
6. **CDM:** Controlled Delay Method.
7. **Controlling Structure:** The lowest structure over a highway or section of highway that limits routing of over height loads.
8. **CTP (Continuous Trip Permit, aka “Annual Trip Permit”):** Continuous Trip Permit (Annual Over-Dimension Permit) issued to exceed legal dimensions. Valid for one year after effective date.
9. **Critical Route Pairs (CRPs):** Combinations of critical highways that are not to be restricted at the same time (see below). An [interactive map](#) is also available that explains what CRPs are and where they are located. [Refer to [Chapter 2.2: Critical Route Pairs](#)]
10. **D & O:** Delivery and Operations Division (formerly the Highway Division)
11. **Daylight hours:** One-half hour before sunrise until one-half hour after sunset. (Defined in [OAR 734-082-0005\(7\)](#) and [OAR 734-075-0008\(5\)](#))

12. **Delay:** Additional average travel time that will be required to travel from one point to another as a result of construction or maintenance activities. [Refer to [Chapter 2.5: Managing Delay](#)]
13. **Department:** Oregon Department of Transportation.
14. **Development Review:** ODOT develops plans for the state highway system and for an integrated, multimodal transportation system. [ODOT development review](#) provides input about the relationship of local land use decisions to the safety and operations of local highway facilities and opportunities to improve transportation system.
15. **FHWA:** Federal Highway Administration.
16. **Freight Route:** In the context of this manual, *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.
 - [Reduction Review Routes Map](#): Per [OAR 731-012-0030](#) identify freight routes subject to ORS 366.215 and are designated Oregon Highway Plan (OHP) routes (see definition below).
 - [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.
 - [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 [OAR 731-012-0030](#).
 - [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.
 - [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.
17. **HRN:** Highway Restriction Notice.
18. **Local Truck Route:** Important linkages in the movement of freight throughout the state. Local jurisdictions must get consent of ODOT or a county to designate a local truck route on state or county facilities within city boundaries. Local jurisdictions may prohibit the

operation of trucks, machinery, or any other large or heavy vehicles upon any other of its highways that serve the same route or area served by the designated local truck route.

19. **MAC:** Mobility Advisory Committee made up of mobility stakeholders. Membership includes a trucking industry representative, a mobile home manufacturing representative, an oversize load freight representative, a representative of automobile users, a representative of general contractors, a representative of paving contractors, a bicycle representative, and a pedestrian representative. [Refer to [Chapter F5.1b: Mobility Advisory Committee](#)]
20. **MCC:** Mobility Considerations Checklist.
21. **MCTD:** Motor Carrier Transportation Division, now called the Commerce and Compliance Division.
22. **Mobility:** The ease with which people and goods move throughout their community, state, and the world.
23. **MPM:** Mobility Procedures Manual.
24. **MST:** Mobility Services Team.
25. **Nighttime Hours:** One-half hour after sunset to one-half hour before sunrise.
26. **NHS:** National Highway System.
27. **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 (on non-Interstates only) if they meet the criteria as defined in definition #2).
Interstate/Multilane Highway:
 - 28 feet for two lanes of one-way traffic
 - 22 feet for one lane of one-way trafficOther 2-Lane Routes on National Highway System (NHS):
 - 28 feet for two lanes of traffic (sing lane each direction)
 - 22 feet for one lane of one-way traffic
28. **OAR:** Oregon Administrative Rules.
29. **OD:** Over-Dimension.
30. **ODOT:** Oregon Department of Transportation.
31. **ORION:** Oregon Routing Information Online. This is a system used by the Commerce and Compliance Division's Over-Dimension Permits Unit for the issuance of oversize and/or overweight permits statewide. The system is also used for entering the temporary size and weight restrictions that affect these permit holders.

32. **ORS:** Oregon Revised Statutes.
33. **OTC:** Oregon Transportation Commission.
34. **PPC:** Polyester Polymer Concrete.
35. **Permanent Reduction:** A reduction subject to [OAR 731-012](#) 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\(9\)](#)) [Refer to [Chapter 1.3: Oregon Revised Statute 366.215](#)]
36. **Policy, Data and Analysis Division** (formerly Transportation Development Division): The Policy, Data & Analysis Division plans and develops Oregon's transportation future. It focuses on providing Oregonians with a balanced, well-connected system.
37. **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\(10\)](#)) [Refer to [Chapter 1.3: Oregon Revised Statute 366.215](#)]
38. **PS&E:** Plans, Specifications, and Estimates. Part of the Project Development Stage of the ODOT Transportation System Project Lifecycle.
39. **RVC:** Reduction of Vehicle-carrying Capacity. 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\(11\)](#)) [Refer to [Chapter 1.3: Oregon Revised Statute 366.215](#)]
40. **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\(12\)](#)) [Refer to [Chapter 1.3: Oregon Revised Statute 366.215](#)]
41. **RML:** region mobility liaison.
42. **Safety:** The condition of reduced risk of death or bodily injury associated with any mode of transportation as determined by established engineering practice. (Defined in [OAR 731-012-0020 \(13\)](#))
43. **SMPAC:** Safety and Mobility Policy Advisory Committee.
44. **STIP:** Statewide Transportation Improvement Program.

45. **STP:** Single trip permit issued to exceed legal dimensions. STPs are valid for 10 days after effective date.
46. **Stakeholder Forum:** 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(ies) 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\(15\)](#)) [Refer to [Chapter 1.3: Oregon Revised Statute 366.215](#)]
47. **TCP:** Traffic Control Plan.
48. **Temporary Conditions:** Traffic restriction conditions that occur only during the maintenance or construction phase of projects.
49. **TMP:** Traffic Management Plan. Provides additional information and documentation regarding decisions made that affect the development of the TCP.
50. **Traffic Structures:** Structures that support a signal, sign or luminaire.
51. **Vehicle-Carrying Capacity:** The horizontal or vertical clearance of a highway section that can physically carry motor vehicles. (Defined in OAR [731-012-0020\(16\)](#))
52. **VC (Vertical Clearance):** The perpendicular distance from the roadway surface to a point on the underside of the structure.
53. **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.
54. **Windows of Opportunity:** These are specific hours and/or days when oversize loads are allowed to move through a work zone unrestricted.
55. **WZDT:** Work Zone Decision Tree.