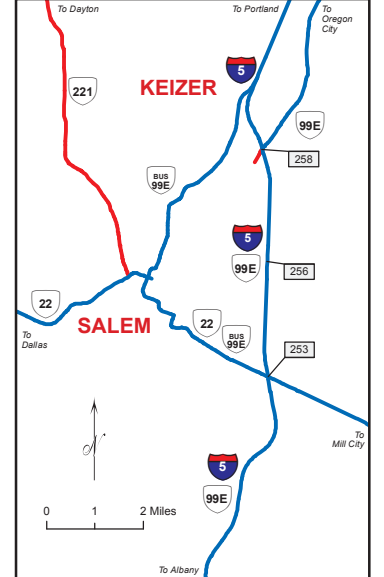
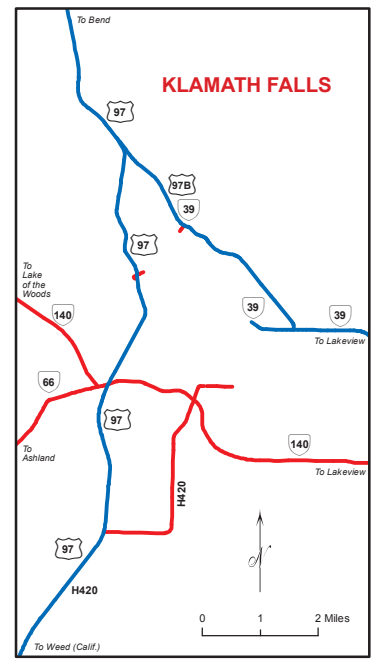
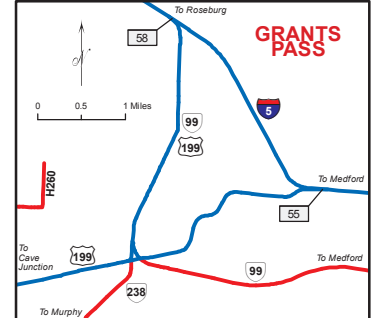
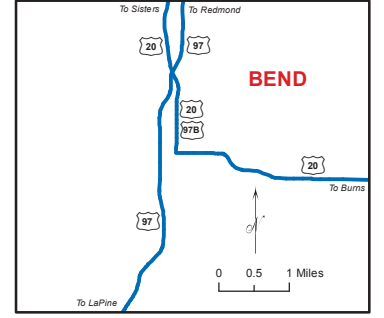
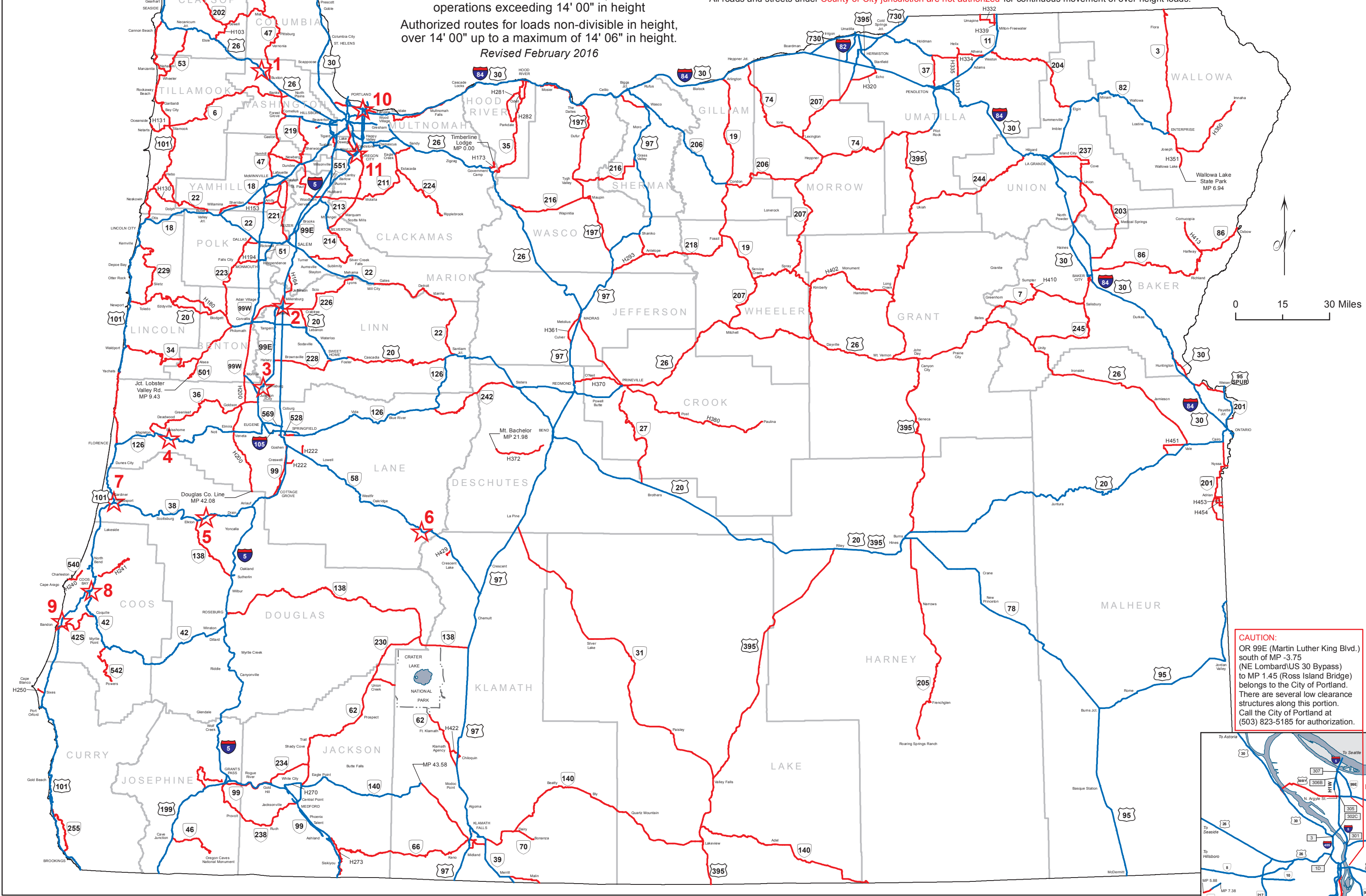


# Oregon Department of Transportation Route Map 3 Over-Dimension Permit Unit

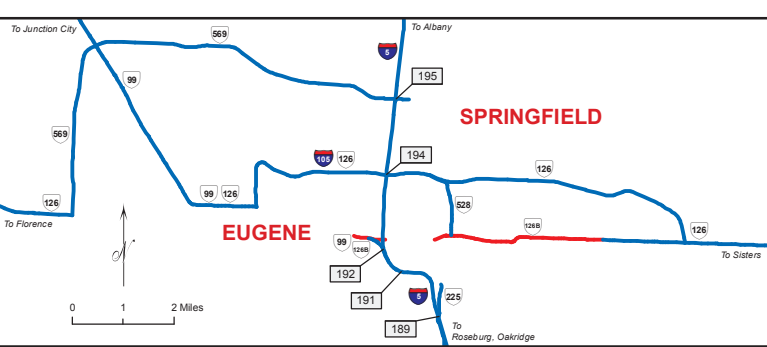
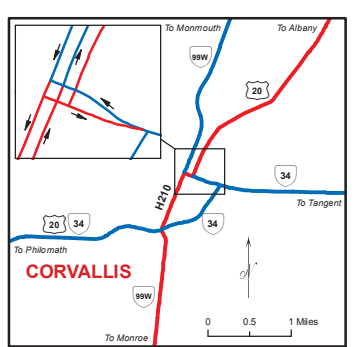
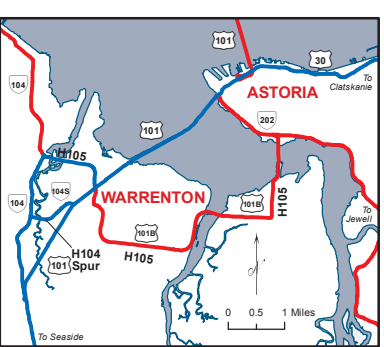
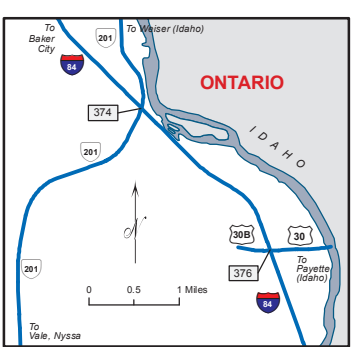
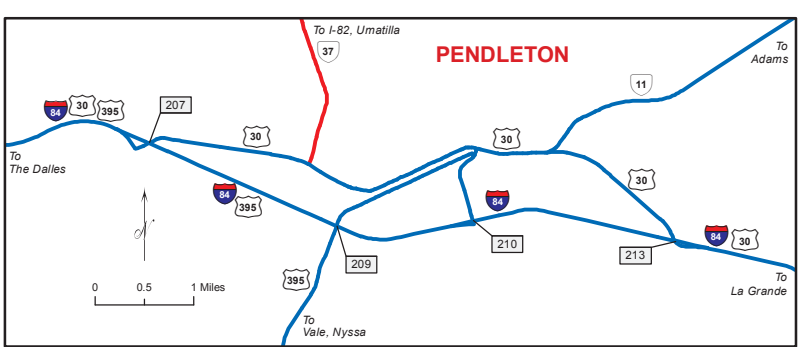
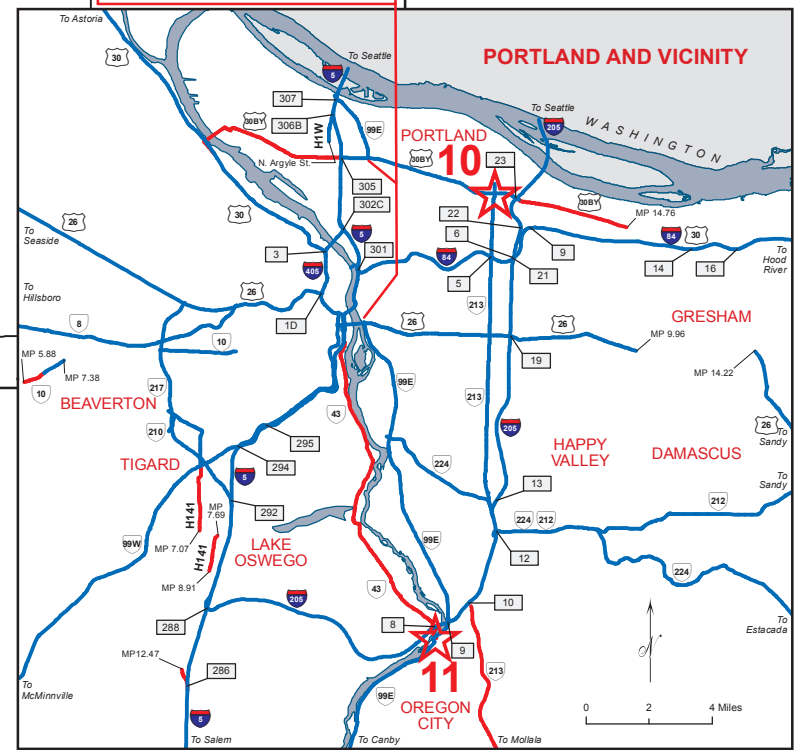
An Over-Dimension Permit is required for operations exceeding 14' 00" in height, over 14' 00" up to a maximum of 14' 06" in height.  
Revised February 2016

- Approved state routes for continuous movement of non-divisible over-height loads up to 14' 06" in height
- State routes not approved for continuous movement
- See reverse of map for routing instructions and maximum height clearances allowed under each numbered structure. Each number corresponds with a structure that is, or may be less than 14' 06" in height. The driver is responsible for determining that the load or vehicle can safely travel under each structure. To travel on roads or portions of roads not approved for continuous movement, or if over 14' 06" high, you must contact the Over Dimensional Permit Unit at 503-373-0000 to apply for a Single Trip Permit. All roads and streets under County or City jurisdiction are not authorized for continuous movement of over-height loads.

For additional information, contact or mail request to:  
Over-Dimension Permit Unit  
Motor Carrier Transportation Division  
3930 Fairview Industrial Dr. SE  
Salem, OR 97302-1166  
General information & Permit Applications:  
(503) 373-0000



**CAUTION:**  
OR 99E (Martin Luther King Blvd.) south of MP -3.75 (NE Lombard/US 30 Bypass) to MP 1.45 (Ross Island Bridge) belongs to the City of Portland. There are several low clearance structures along this portion. Call the City of Portland at (503) 823-5185 for authorization.



Route Map 3 - Displays authorized annual routes for Over-Height loads up to 14' 06" high. Operations by permit only.

**Note: Legal height in Oregon is 14' 00". An overheight permit is required for any non-divisible load, vehicle or combination of vehicles which exceeds 14 feet in height. Possession of necessary oversize and overweight permits issued to your vehicle may be required. Some annual permits may be used in conjunction with other permits. Review permit provisions to ensure compliance. To verify authorized routes under a Continuous Trip Permit (CTP), refer to Maps 1, 6, 7, 8 and 9 to ensure that combination length, width and weight for each load is approved for the route. Use Map 2 to determine Pilot Vehicle requirements for width.**

Use of exit and entrance ramps and connections to access frontage facilities should be used with caution to ensure adequate clearance when crossing under structures. Not all low structures may be signed, depending on jurisdictional ownership.

The height of a permissible load is measured from the ground to the highest point as it is ready for transport on the highway. Ove-height permits will not be valid for loads or items stacked one on top of another or overlapping.

For overheight loads transported on drop-deck trailers, in addition to the load transported on the lower deck of the drop-deck trailer, a load may be transported on the upper deck, provided the load on the upper deck does not exceed the height of the load on the lower deck. In addition, the load must be non-divisible in height. If a divisible load is transported on the upper deck and on the lower deck of a drop-deck trailer, the weight shall not exceed Permit Weight Table 1 or Permit Weight table 2, as authorized by an annual extended weight permit.

**ROUTING REQUIREMENTS FOR LOW STRUCTURES SHOWN ON FRONT  
PLEASE READ CAREFULLY**

MP=Milepost

STRUCTURE NUMBER	STRUCTURE NAME	STRUCTURE LOCATION	DIRECTION OF TRAVEL	CLEARANCE ROUTING INSTRUCTIONS for loads over 14' 00" high up to 14' 06" high
1	Edwards (Sunset) Tunnel	US 26 MP 40.91	Both westbound & eastbound	All loads over 14' 04" high and/or greater than 12' in width must Stop Traffic and Straddle Centerline *
2	OR 99E Northbound entrance ramp to I-5 crossing under I-5	OR 99E MP 0.53N	Northbound Only	All loads over 14' 02" high must detour from OR 99E using US 20 east to I-5.
3	Willamette River Bridge	OR 99E MP 29.09	Both northbound & southbound	All loads over 14' 00" high and greater than 12' in width must Stop Traffic and Straddle Centerline *
4	Knowles Creek (Peterson) Tunnel	OR 126 MP 19.68	Both westbound & eastbound	All loads over 14' 00" high and/or greater than 12' in width must Stop Traffic and Straddle Centerline *
5	Elk Creek Tunnel	OR 38 MP 39.83	Both westbound & eastbound	All loads over 14' 00" high and greater than 10' in width must Stop Traffic and Straddle Centerline *
6	Salt Creek Tunnel	OR 58 MP 56.01	Both westbound & eastbound	All loads over 14' 00" high and greater than 10' in width must Stop Traffic and Straddle Centerline *
7	Umpqua River Bridge	US 101 MP 211.11	Both northbound & southbound	All loads over 14' 00" high and greater than 10' in width must Stop Traffic and Straddle Centerline *
8	OR 42 Over-crossing	US 101 MP 244.31	Northbound Only	All loads over 14' 02" high must exit at MP 244.93 to OR 42 to re-enter US 101 north.
9	Coquille River Bridge	US 101 MP 259.65	Both northbound & southbound	All loads over 14' 00" high and greater than 10' in width must Stop Traffic and Straddle Centerline *
10	US 30 Bypass (NE Killingsworth) Portland	OR 213 (NE 82nd) MP 0.24	Southbound Only	All loads over 14' 05" high must use the Right Lane.
10	US 30 Bypass (NE Killingsworth) Portland	OR 213 (NE 82nd) MP 0.24	Northbound Only	All loads over 14' 05" high Prohibited No Detours Available All loads over 14' 00" high must use the Left Lane.
11	OR 43 Oswego Hwy (Oregon City)	OR 99E MP 12.39	Northbound Only	All loads over 14' 00" high must use the Left Lane.

\* Either Certified Flaggers or the Rolling Stop Method must be used at this location when required to Stop Traffic and Straddle Centerline. If the Rolling Stop Method is used, three pilot vehicles are required.

**CERTIFIED FLAGGER ATTACHMENT**

**Signs**

Unless otherwise noted, all signs under this manual shall be standard black letters and borders on an orange background except that in emergency incidents, signs having yellow backgrounds may be used if orange signs are not readily available. Symbol signs as shown in the MUTCD except "Narrow Bridge" and "Pavement Ends" are approved.

**Placement**

Sign and cone spacing and placement set forth in this manual is the standard for open, unobstructed roadway conditions. Placement should be modified, as necessary, to provide visibility, allow safe passage of pedestrians and cyclists and avoid interference with physical features such as intersections, driveways or other traffic control devices, to control traffic and protect the work area.

**Choosing Signs**

Work zone signing must give the road user positive guidance in advance of and through the work area. Warning signs used in work zones shall be as described above and be reflectorized for nighttime use. Inappropriate signing shall be covered, turned or removed and extra guidance given to offset inappropriate markings which cannot be removed.

Temporary work zone signs shall be mounted so that the bottom of the sign is not less than one foot above the roadway. If pedestrians and/or cyclists can be expected, temporary work zone signs shall be placed out of the travel path.

To keep the road users' respect and maintain credibility:

1. Do not assume that motorists will see or recognize the workers or the work.
2. Set up and maintain traffic control as if every road user were approaching the work area for the first time.
3. Use standard signs with standard legend or symbols.
4. If work is not in progress or the conditions warned against is not present, cover, turn or remove signs. DO NOT LEAVE "FLAGGER" SIGNS IN PLACE IF THE FLAGGER IS NOT THERE.
5. If there is no longer a need for channelizing devices, remove them.

**Standard Sign Spacing Applications**

Sign and cone spacing and placement set forth in this handbook is a guide intended for open, unobstructed roadway conditions. Placement should be modified, if necessary, to control traffic, allow safe passage of pedestrians and cyclists, protect the work area, provide good visibility and to avoid interference with physical features such as intersections, driveways or other traffic control devices. Placement may be modified based on good judgement and traffic patterns.

**Sign Spacing Table**

Warning signs are spaced as shown in the following table:

A = Distance from the end of the cone taper to the first upstream advance warning sign.

B & C = Distance of subsequent advance warning signs upstream from the last.

**Sign Spacing Table**

Roadway	A	B	C	Suggested Buffer
Urban	200	200	200	150 Ft.
Standard	500	500	500	350 Ft.
Freeway	500-1000	800-1600	1300-2600	500 Ft.

- URBAN -Non-freeway with characteristics of a city street. Speeds normally 35 mph or less.
- STANDARD -Non-freeway essentially open roadway without urban characteristics.
- FREEWAY -Divided highway with access control.

The standard size for the diamond shape advance work warning sign is 36" by 36" except that on freeways the standard size is 48" by 48". These sign dimensions are standard which may be increased wherever necessary for legibility or emphasis. Smaller signs may be used if authorized by lawful authority. Advance warning signs on portable supports shall have two orange or red-orange flags which are at least 16 inches square mounted above the sign. Flags shall be mounted so that the entire legend is visible.

The initial warning signs should give an indication of the type of work the driver can expect, i.e.:

- ROAD WORK AHEAD
- SHOULDER WORK AHEAD
- ROAD CONSTRUCTION AHEAD
- BRIDGE WORK AHEAD
- BRIDGE CONSTRUCTION AHEAD
- UTILITY WORK AHEAD
- WORK AREA AHEAD
- WORKERS AHEAD
- SURVEY CREW AHEAD
- WRECK AHEAD

A distance may be substituted for AHEAD on any warning sign. Use accurate signs to indicate work being performed. Cover, turn or remove the BE PREPARED TO STOP and the FLAGGER AHEAD signs when the flagger is not present.

**Diagram No. 9 covers closure of one-lane of a two-lane two-way roadway.**

1. Except for short interruptions such as to allow work vehicles to enter or leave the work area, continuous one way traffic is maintained.
2. Flaggers shown at stations I and III are required if any of the following conditions exist:
  - a. Night Operations.
  - b. Work area over 200 feet in length.
  - c. Sight distance is less than 750 feet from position II.
  - d. Heavy traffic (ADT over 1200).
3. Only one flagger at position II is required if none of the above conditions exist.
4. For work zones with limited sight distance, a pilot car should be considered.

