The who, what, where, when, why, and how of Oregon’s process for managing oversize and overweight trucks
Presentation outline

• Introduction
• Guides to permitting
• Annual permits
• Single Trip permits
• Electronic Routing Manual
• Super Loads
What’s an over-dimension permit?

It’s a variance permit that allows a trucker to safely move a load that exceeds the maximum size and/or weight limits in statute. It can be for a single trip or continuous operations. It spells out conditions for moving the load, including routes taken, so the over-dimension load avoids mishaps like what’s pictured here.
Types of permits

• **Annual** — A Continuous Trip Permit that allows for exceeding legal dimensions or weights — overwidth, overlength, overheight, overweight. Valid for approved routes, dimensions, and weights. ODOT’s third party agents — Oregon Trucking Associations, A Work Safe Service, Clackamas, Lane, and Marion counties — issue most of these as a type called Continuous Operation Variance Permits (COVP).

• **Single Trip** — Primarily issued to exceed annual permit dimensions/weights or to authorize routes that are not covered by the annual permit. These also include “Superload" permits.
Number of permits issued in 2014

- Annual, Continuous Trip Permits 13,378
- Annual, Continuous Operation Variance Permits 190,086
- Single Trip Permits 114,460

Permits
Number of questions answered: countless

Can I tow my boat behind my 5th-wheel RV?

What’s the legal width in Oregon? Can I travel at night with an overwidth load?

How many pilot vehicles do I need for my overwidth load?

How much weight can I haul?

How much overhang can I have off the back of my trailer?

Can I take my load down US20?
Permits keep Oregon’s economy moving

From ordinary moves . . .

. . . to extraordinary ones, truckers need over-dimension permits to meet their shippers’ need for just-in-time delivery.
Example challenge

Deliver 83 VESTAS wind turbines

Begin: August 8, 2005
End: October 31, 2005

Goal: Deliver 12 complete turbines per week.

Logistics: Each complete turbine requires many loads.

697 total loads, including single blades, special blades, and hubs for nacelles
Who needs a permit?

Truckers need a permit when the vehicle combination exceeds maximum size and/or weight limits, or when any one of the following applies to a single, non-divisible load:

- Width of the load or hauling equipment exceeds 8 feet, 6 inches.
- Height of vehicle or vehicle combination and load exceeds 14 feet.
- Any single axle weight exceeds 20,000 pounds. Any tandem axle weight exceeds 34,000 pounds gross combination weight exceeds 80,000 pounds.
- Front overhang exceeds 4 feet beyond the front bumper of the vehicle.
- Load greater than 40 feet, exceeding 5 feet beyond the end of the semi-trailer, or load less than or equal to 40 feet, exceeding 1/3 of the wheelbase of the combination, whichever is less.
- Gross weight of a group of axles exceeds those set forth in the legal weight tables – Permit Tables 1 or 2. Vehicle combination length exceeds those authorized on the reverse of Group Map 1.
Over-size permits are typically needed for non-divisible loads

Not typically needed for divisible loads
The oversize condition of a load can’t be caused by loading items in multiples, such as loading items side-by-side so they’re overwidth, stacked so they’re overheight, or end-to-end so they’re overlength – Chapter 734, Division 82 rules
Guides to permitting

- **Weight** – Weight Tables 1-5
- **Length** – Group Map 1, Route Maps 5 and 7
- **Width** – Route Maps 2, 6 and 9
- **Height** – Route Map 3
- **Continuous Operation Variance Permits (COVP)** – Route Map 4
- **Weight-Restricted Bridges** – Route Map 8
- **Road and Bridge Restrictions** – Trucking Online, Electronic Routing Manual – ERM
- **Self-Issue Permits** – Route Map 10
- **Permit Attachments** – Group Map 1, Route Maps 3, 4, 5, 6, 7, 8, 9, 10, Attachments 13, 17, 19, 20, 23, 24, 36, 70A, 74A, 75A, 76A, 82A, 99, 100A, H, Weight Tables 1, 2, 3, 4, 5
- **County Attachments** – Attachments 1-36
- **Oregon Laws and Rules** – ORS Chapter 818, OAR Chapter 734
Weight

### Permit Weight Table 1

<table>
<thead>
<tr>
<th>Axle Configuration</th>
<th>Weight Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Axle</td>
<td>8,000 lbs</td>
</tr>
<tr>
<td>tandem Axles</td>
<td>16,000 lbs</td>
</tr>
<tr>
<td>tri axle</td>
<td>24,000 lbs</td>
</tr>
</tbody>
</table>

### Permit Weight Table 2

<table>
<thead>
<tr>
<th>Axles</th>
<th>Weight Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>10,000 lbs</td>
</tr>
<tr>
<td>6</td>
<td>12,000 lbs</td>
</tr>
<tr>
<td>7</td>
<td>14,000 lbs</td>
</tr>
<tr>
<td>8</td>
<td>16,000 lbs</td>
</tr>
</tbody>
</table>

### Permit Weight Table 3

<table>
<thead>
<tr>
<th>Table A (or Less)</th>
<th>Weight Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000 lbs</td>
<td>2,000 lbs</td>
</tr>
<tr>
<td>3,000 lbs</td>
<td>6,000 lbs</td>
</tr>
<tr>
<td>5,000 lbs</td>
<td>10,000 lbs</td>
</tr>
</tbody>
</table>

### Permit Weight Table 4

<table>
<thead>
<tr>
<th>Weight Limit (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10,000 lbs</td>
</tr>
<tr>
<td>20,000 lbs</td>
</tr>
<tr>
<td>30,000 lbs</td>
</tr>
</tbody>
</table>

### Permit Weight Table 5

<table>
<thead>
<tr>
<th>Weight Limit (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40,000 lbs</td>
</tr>
<tr>
<td>50,000 lbs</td>
</tr>
<tr>
<td>60,000 lbs</td>
</tr>
</tbody>
</table>
**Weight Table 1 – legal weights, no permit required**

Maximum Weight –
- 600 pounds per inch of tire width,
- 20,000 pounds single axle,
- 34,000 pounds tandem,
- 80,000 pounds gross weight.

Common vehicle types:
- Solo truck.
- Truck-tractor-semitrailer.
- Truck and trailer.
- Log truck and pole trailer.
Weight Table 1 example

10" Tires

12,000

17'00"

A

(21'06")

B

(50'06")

C

(33'06")

12,000

34,000

24'06"

4'06"

34,000

4'06"
Weight Table 1 example

10" Tires

10,000

34,000

18,000

18,000

19'00"

4'06"

17'00"

20'06"

A

B

C

D

E

F

(23'06"

(40'06"

(61'00"

(21'06"

(42'00"

(20'06"

10,000

34,000

18,000

18,000
Over-dimension permits are needed for combinations over 80,000 pounds.
An overweight permit may be issued for this divisible load, up to 105,500 pounds, if there’s an appropriate amount of wheelbase and number of axles and it **does not exceed** 20,000 pounds on a single axle or 34,000 on a tandem axle, 600 pounds per inch of tire width or manufacturer’s tire sidewall rating, or the loaded weight of any group of axles shown on Permit Weight Tables 1 and 2

– Chapter 734, Division 74 rules
An overweight permit may be issued for this non-divisible load, with no maximum gross weight, if there’s an appropriate amount of wheelbase and number of axles and it **does not exceed** 21,500 pounds on a single axle or 43,000 on a tandem, 600 pounds per inch of tire width or manufacturer’s tire sidewall rating, or the loaded weight of any group of axles shown on Permit Weight Tables 3 or 4

– Chapter 734, Division 82 rules
Permits based on Table 2 allow between 80,000 pounds and 105,500 pounds maximum.

Common vehicle types:
- Truck-tractor-semitrailer-trailer (aka doubles).
- Triple-trailer combinations.
- Truck-tractor and tri-axle semitrailers.
Weight Table 2

example
Weight Table 2

Example
**Weight Table 3 – heavy haul weight, permit required**

Annual, continuous operation permits based on Table 3 allow up to 98,000 pounds for non-divisible loads. Maximum weight for single-trip permits is based on the number of axles and wheelbase. Other maximums: 600 pounds per inch of tire width, 21,500 pounds per single axle, 43,000 pounds per tandem axle, the weight shown on the over-dimension permit and the sum of the permittable axle, tandem axle, or group axle weight, whichever is less.
**Weight Table 3 – heavy haul weight, permit required**

Common vehicle types: truck-tractor-lowbed semitrailer, truck-tractor-semi semitrailer and booster.
Weight Table 3
example
Weight Table 3
example
Weight Table 3 example
Weight Table 3
example
Weight Table 4 – heavy haul weight, permit required

Maximum weight for Table 4 permits is based on the number of axles and wheelbase. Table 4 allows for more weight using a shorter wheelbase than that authorized by Table 3. Other maximums: 600 pounds per inch of tire width, 21,500 pounds per single axle, 43,000 pounds per tandem axle, the weight shown on the over-dimension permit and the sum of the permittable axle, tandem axle, or group axle weight, whichever is less.
Weight Table 4 – heavy haul weight, permit required

Common vehicle types: self-propelled crane, truck-tractor-lowbed semitrailer, truck-tractor with jeep and semitrailer, truck-tractor with semitrailer and booster.
### Weight Table 4

**example**

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>F</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12,000</td>
<td>12,000</td>
<td>43,000</td>
<td>58,800</td>
</tr>
</tbody>
</table>

- **A** (9'00")
- **B** (18'00")
- **C** (60'06")
- **D** (9'00")
- **E** (51'06")
- **F** (47'00")
- **G** (8'06")

**Note:**
- 12" Tires
- 10" Lift W/2 Tires

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Oregon Department of Transportation
Weight Table 5 – heavy haul weight, permit required

This table is for certain specific configurations only, commonly a truck-tractor with jeep and semi-trailer and booster. It provides for up to 48,000 pounds per tandem axle if the combination has at least 9 axles, with a steer axle followed by four consecutive tandem axles that are 8 feet wide (standard). Or up to 52,800 pounds per tandem if the combination has 10 feet wide axles with 4 tires per axle. Or up to 60,000 pounds per tandem if the combination has 10 feet wide axles with 8 tires per axle.
Weight Table 5 – heavy haul weight, permit required

Use of this table and its formulas for increased weight is complex and requires special analysis by the Over-Dimension Permit Unit. Subject to special routing and analysis, single-trip permits may be issued for combinations of vehicles having minimum equipment consisting of a steering axle followed by four or more consecutive tandem axles, provided the weight does not exceed 600 pounds per inch of tire width, 24,000 pounds per single axle, 48,000 pounds per tandem axle, the weight shown on the permit and the sum of the permittable axle, tandem axle, or group axle weight, whichever is less. Also, in special circumstances ODOT's Bridge Unit may authorize additional weight for moving a large, non-reducible load.
Weight Table 5 example
Bonus weights

Additional tandem axle weights may be allowed up to 48,000 pounds (known as bonus weights) if the combination has the appropriate amount of wheelbase and consists of nine axles or more and has a steering axle followed by four consecutive sets of tandem axles – Weights authorized by Permit Weight Table 5
**Bonus weights**

In addition, if the combination consists of axles which are 10 feet in width, they may qualify for 10% additional tandem axle weight or 25% additional tandem axle weight if the axles have four tires on each side of each axle instead of only two.
Combination has at least 9 axles (four groups of tandems) – is 10’ wide – has 4 tires on each side.

48,000 lbs. (allowed by Permit Table 5)  
+ 12,000 lbs. (25% added due to trunnion axles)  
\[ \text{Total} = \frac{60,000 \text{ lbs.}}{\text{}} \]
Bridge reviews

Permit requests for weights exceeding what’s authorized under Division 82 – exceeding Permit Weight Table 5 – may be reviewed on a case-by-case basis by ODOT’s Bridge Unit.
Length
Oregon uses an **overall length** approach to classifying highways.

Group Map 1 shows three groups of highways and indicates the length limits for various legal size vehicles and combinations hauling legal size loads, for which no permit is required.
On the back, Group Map 1 shows various combinations and the maximum overall length allowed on each of the three highway classifications.
Route Map 5 shows the routes for triple trailers operating under annual permits.
**Oregon Department of Transportation**

### Route Map 5 (back)

#### Triple Trailer Permit Hauling Hour and Weekend Restrictions

<table>
<thead>
<tr>
<th>Route</th>
<th>Starting at:</th>
<th>Ending at:</th>
<th>Weekend Movement</th>
<th>Holidays, Holiday Weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 101</td>
<td>Junction of US 30 in Aetna</td>
<td>Junction of US 76 at Cannon Beach</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>US 101</td>
<td>Junction of OR 18 at Otis</td>
<td>Junction of US 20 at Newport</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>US 30</td>
<td>Junction of US 101 at Astoria</td>
<td>Junction of Corral Pass Road near Portland</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>OR 6</td>
<td>Junction of US 101 at Tillamook</td>
<td>Junction of OR 26 near North Plains</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>OR 18</td>
<td>Junction of US 101 at Otis</td>
<td>Junction of OR 99W near Dayton</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>US 26</td>
<td>Junction of US 101 at Cannon Beach</td>
<td>Junction of OR 6 near North Plains</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>CR 22</td>
<td>Junction of OR 18 near Wilsonville</td>
<td>Junction of OR 99W Business in Salem</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>CR 16 Business</td>
<td>Junction of OR 18 near Wilsonville</td>
<td>Junction of CR 18 south of Sheriden</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>US 101</td>
<td>Horsefall Road north of North Bend</td>
<td>Bandon</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>OR 99W</td>
<td>Junction of CR 240 in Newberg</td>
<td>Junction of CR 94 in Corvallis</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>OR 54</td>
<td>Junction of Interstate 5</td>
<td>Junction of CR 99W in Corvallis</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>OR 99E</td>
<td>Junction of US 20 in Albany</td>
<td>Junction of CR 99W near Tangent</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>US 26</td>
<td>Junction of CR 240 at Sandy</td>
<td>Junction of US 97 near Madras</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>OR 187</td>
<td>Junction of Interstate 84 at The Dalles</td>
<td>Junction of CR 218 near Maupin</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>CR 132</td>
<td>Junction of US 20 at Sisters</td>
<td>Junction of US 97 at Redmond</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>OR 58</td>
<td>Junction of Interstate 5 near Eugene</td>
<td>Junction of US 97 near Chemult</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>OR 140</td>
<td>Junction of OR 62 near Medford</td>
<td>Junction of US 97 at Klamath Falls</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>OR 66</td>
<td>Junction of OR 140 near Klamath Falls</td>
<td>Wayahawaukee Road at milepost 57.59</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>CR 35</td>
<td>Junction of Interstate 84 in Hood River</td>
<td>CR 35 MP 83.00</td>
<td>Allowed</td>
<td>Allowed</td>
</tr>
</tbody>
</table>

These restrictions apply to both directions of travel.

---

**Maximum Weight Limits**

Weight may not exceed the following:

- The manufacturer's rating, but not to exceed 600 pounds per inch of tire width.
- 20,000 pounds on any one axle, including any one axle of a group of axles.
- 34,000 pounds on any tandem axle.
- 126,000 pounds gross weight.

The sum of the permissible axle, tandem axle or group of axles weights, whichever is less.
For the most common truck combinations, Route Map 7 goes to great detail to show six colored routes classified by overall length limits.

<table>
<thead>
<tr>
<th>OVERALL LENGTH LIMITS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Green</strong></td>
</tr>
<tr>
<td>NO LIMIT</td>
</tr>
<tr>
<td>NO LIMIT</td>
</tr>
<tr>
<td>NO LIMIT</td>
</tr>
<tr>
<td>NO LIMIT</td>
</tr>
<tr>
<td>70'</td>
</tr>
<tr>
<td>53' Trailer</td>
</tr>
</tbody>
</table>

*Note: See Map 1 – Refer to its under Type of Combination*
<table>
<thead>
<tr>
<th>Route Map 7 length limit guide</th>
<th>OVERALL LENGTH LIMITS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Truck-tractor and 48-foot Semitrailer</strong></td>
<td>Green</td>
</tr>
<tr>
<td>No Limit</td>
<td>No Limit</td>
</tr>
<tr>
<td><strong>Truck-tractor and 53-foot Semitrailer</strong></td>
<td>No Limit</td>
</tr>
<tr>
<td><strong>No trailer or semitrailer shall exceed 40 feet length</strong></td>
<td>No Limit</td>
</tr>
<tr>
<td><strong>Pickup Truck and Trailer (excludes RVs)</strong></td>
<td>70 feet</td>
</tr>
<tr>
<td><em>See Map 1 – Refer to 8a under Type of Combination</em></td>
<td>53’ Trailer</td>
</tr>
</tbody>
</table>
Off-tracking examples.

Why certain long combinations may not be allowed on some roads.
More off-tracking examples.
Length exceptions have been established for two highways — OR214 in Marion County where many Christmas tree farms are located, and OR219 north of Newberg.

On those Oregon highways, a combination may exceed overall length limits if it has a distance of 37 feet from the kingpin to the rear axle.
Kingpin (trailer) – Anchor pin at the center of a semitrailer's upper coupler which is captured by the locking jaws of a tractor's fifth wheel to attach the tractor to the semitrailer.
Kingpin-To-Rear Axle Length
A sliding tandem axle mechanism allows a tandem axle suspension to move back and forth at the rear of a semitrailer to adjust the distribution of weight between the axles and fifth wheel.
Besides adjusting the distribution of weight, a sliding tandem axle also changes the Kingpin-to-Rear-Axle distance, which shortens the rig’s turning radius and reduces off-tracking of the trailer.
Route Map 2 is used for determining the pilot vehicles required for overwidth loads, in conjunction with pilot vehicle charts shown on attachments 70A, 75A, and 82A, and to identify Certified Flagger/Rolling Stop structures. This map is also used to denote annual routes for unladen heavy haul combinations (w/jeeps and/or booster).
Route Map 6 displays the authorized annual routes (up to 14 feet wide) for Mobile/Modular Units.
Route Map 6 (back)
Route Map 9 displays the authorized annual routes for overwidth loads (up to 14 feet wide) and/or Heavy Haul loads (not exceeding 98,000 pounds gross and Weight Table 3 maximums).
Route Map 9 (back)
Height
Route Map 3 displays the authorized routes for loads non-divisible in height, over 14 feet and up to a maximum of 14 feet 6 inches.
Continuous Operation Variance Permits
Route Map 4 displays the county phone numbers for vehicles operating under a Continuous Operation Variance Permit (COVP).
Route Map 4 (back) displays legal allowances and COVP permits available from each of the counties.
Weight-Restricted Bridges
Route Map 8 displays weight restricted bridges on state highways and their weight restrictions by structure. Weight limits shown may not be exceeded.
## WEIGHT RESTRICTED BRIDGES

<table>
<thead>
<tr>
<th>No.</th>
<th>Route Number/Hwy Name</th>
<th>Structure Name</th>
<th>L.D.</th>
<th>Approximate Location</th>
<th>M.P.</th>
<th>Load Restriction Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>88</td>
<td>US 830 (Columbia River Hwy #009)</td>
<td>Ben Jones Bridge</td>
<td>01092</td>
<td>Oder Creek, 1.4 mi S, Deposse Bay</td>
<td>135.02</td>
<td>25 tons load, no combination vehicles, Weight Table 3</td>
</tr>
<tr>
<td>89</td>
<td>US 997 (Oregon Coast Hwy #008)</td>
<td>Ben Jones Bridge</td>
<td>01092</td>
<td>Oder Creek, 1.4 mi S, Deposse Bay</td>
<td>135.02</td>
<td>25 tons load, no combination vehicles, Weight Table 3</td>
</tr>
<tr>
<td>90</td>
<td>OR 997 (Oregon Coast Hwy #008)</td>
<td>Ben Jones Bridge</td>
<td>01092</td>
<td>Oder Creek, 1.4 mi S, Deposse Bay</td>
<td>135.02</td>
<td>25 tons load, no combination vehicles, Weight Table 3</td>
</tr>
<tr>
<td>91</td>
<td>OR 997 (Oregon Coast Hwy #008)</td>
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<td>94</td>
<td>OR 997 (Oregon Coast Hwy #008)</td>
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<td>135.02</td>
<td>25 tons load, no combination vehicles, Weight Table 3</td>
</tr>
<tr>
<td>95</td>
<td>OR 997 (Oregon Coast Hwy #008)</td>
<td>Ben Jones Bridge</td>
<td>01092</td>
<td>Oder Creek, 1.4 mi S, Deposse Bay</td>
<td>135.02</td>
<td>25 tons load, no combination vehicles, Weight Table 3</td>
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<td>96</td>
<td>OR 997 (Oregon Coast Hwy #008)</td>
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<td>OR 997 (Oregon Coast Hwy #008)</td>
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<tr>
<td>100</td>
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<td>Ben Jones Bridge</td>
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<td>25 tons load, no combination vehicles, Weight Table 3</td>
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</table>
Road and Bridge Restrictions
Online Highway Restriction Notice – Size and/or Weight:
www.oregontruckingonline.com/cf/MCAD/pubmetaentry/restriction/
CCD maintains the complete list of road and bridge restrictions posted on Oregon Trucking Online.
www.oregontruckingonline.com/cf/MCAD/pubMetaEntry/restrictionsList/
Permit Attachments
# Permit Attachments

<table>
<thead>
<tr>
<th>Attachment</th>
<th>Revision Date</th>
<th>Description</th>
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<tr>
<td>#1 Front</td>
<td>January 2008</td>
<td><strong>Group Map 1 Front</strong></td>
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<tr>
<td>#2 Front</td>
<td>May 2008</td>
<td><strong>Route Map 2 Front</strong></td>
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<tr>
<td>#3</td>
<td>March 2009</td>
<td><strong>Route Map 3</strong>  -- Authorized routes for loads non-divisible in height, over 14' 00&quot; up to a maximum of 14' 06&quot; in height.</td>
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<tr>
<td>#4</td>
<td>January 2009</td>
<td><strong>Map 4</strong>  -- Related to Continuous Operation Variance Permits and County Road Authorities.</td>
</tr>
<tr>
<td>#5</td>
<td>July 2008</td>
<td><strong>Route Map 5</strong>  -- Displays annual <strong>Triples</strong> routes &amp; authorized days of operation. <strong>Operations by permit only.</strong> Special qualifications apply to obtain this permit.</td>
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<td>#6 Front</td>
<td>April 2009</td>
<td><strong>Route Map 6 Front</strong></td>
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<tr>
<td>#7</td>
<td>April 2009</td>
<td>Route Map 7 -- Displays <strong>Length Requirements</strong> for Truck-tractor/Semitrailers and Doubles. <strong>No permit required unless exceeding displayed limitations.</strong> Truck-tractor semitrailers and doubles combinations do not need an over-length variance permit for travel on the Black, Purple, and Blue routes in Oregon. Length limitations are still in effect, but a permit is not required if length is the only variance.</td>
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<tr>
<td>#8 Front</td>
<td>May 2009</td>
<td>Route Map 8 Front</td>
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<tr>
<td>#8 Back</td>
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<td>#9 Front</td>
<td>April 2009</td>
<td>Route Map 9 Front</td>
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<td>#10</td>
<td>June 2005</td>
<td>Route Map 10 -- Approved state routes for self-issue permits.</td>
</tr>
<tr>
<td>#13</td>
<td>January 2007</td>
<td>Special Transportation Permit</td>
</tr>
<tr>
<td>#17</td>
<td>December 2008</td>
<td>Long Logs, Poles, and Piling - State Routes / Lengths Allowed -- Provides limitations and requirements when operating under an annual Long Logs, Poles, Piling and Structural Members permit.</td>
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<tr>
<td>#19</td>
<td>October 1999</td>
<td>Self-Propelled Log Trucks - Weight Table for State Routes</td>
</tr>
<tr>
<td>#20</td>
<td>March 2007</td>
<td>Vehicle Equipment List</td>
</tr>
<tr>
<td>#23</td>
<td>October 1999</td>
<td>Leaky Load Provisions for State Routes</td>
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Permit Attachments (continued)

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<tr>
<td>#24</td>
<td>October 2005</td>
<td>Splash and Spray Placement Diagram</td>
</tr>
<tr>
<td>#36</td>
<td>August 2008</td>
<td>Permit Office Addresses &amp; Phones - Counties, City of Portland, Salem</td>
</tr>
<tr>
<td>#70A</td>
<td>July 2009</td>
<td>Continuous Operation Variance Permit (COVP) - General Provisions -- Provides limitations and requirements when operating under one or more annual COVP permits (possibly multi-jurisdictional). Applies to Annual Permits only.</td>
</tr>
<tr>
<td></td>
<td>September 2007</td>
<td>Certified Flagger Attachment</td>
</tr>
<tr>
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<td>September 2007</td>
<td>Motor Carrier Maps and Attachments -- Reference Guide</td>
</tr>
<tr>
<td>#74A</td>
<td>August 2009</td>
<td>Divisible Loads / Triple Combinations - Division 74 Rules -- Provides limitations and requirements when operating under an annual Triples permit.</td>
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<tr>
<td>#75A</td>
<td>March 2009</td>
<td>Mobile Home/Modular Unit Provisions -- Provides limitations and requirements when operating under a Single Trip (or possibly a 30 day) permit for hauling Mobile/Modular Units.</td>
</tr>
<tr>
<td>#82A</td>
<td>November 2008</td>
<td>Non-Divisible Loads - Division 82 Rules -- Provides limitations and requirements when operating under a Single Trip Permit for any other Oversize Load not covered by other divisions/attachments.</td>
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<tr>
<td>#99</td>
<td>March 1997</td>
<td>General Permit Provisions for State Routes</td>
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<tr>
<td>Attachment</td>
<td>Date</td>
<td>Description</td>
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<tr>
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<tr>
<td>#100A</td>
<td>February 17, 2010</td>
<td>Revisions to Permit Maps, Weight Tables, and Attachments since they were last printed.</td>
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<tr>
<td>H</td>
<td>November 2007</td>
<td>Hauling Hours and Days for Overwidth Movement -- Provides Hauling Hours and Days restrictions and exceptions (e.g. “city hours”; nighttime movement; summer weekends and holiday travel).</td>
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<tr>
<td>Weight Table 1</td>
<td>August 2002</td>
<td>Weight Table 1 -- Legal Weight - No Permit Required -- Maximum weight allowed - 600 lbs. per inch of tire width, 20,000 lbs. single axle, 34,000 lbs. tandem, 80,000 lbs. gross weight. Common vehicle types: solo truck, truck-tractor and semitrailer, truck and trailer, log truck and pole trailer.</td>
</tr>
<tr>
<td>Weight Table 2</td>
<td>February 2000</td>
<td>Weight Table 2 -- Extended Weight - Permit Required -- Permits based on Table 2 allow between 80,000 lbs. and 105,500 lbs. maximum. Common vehicle types: truck-tractor-semitrailer-trailer (aka doubles), triple-trailer combinations, truck-tractor and tri-axle semitrailers.</td>
</tr>
<tr>
<td>Weight Table 3</td>
<td>July 2006</td>
<td>Weight Table 3 -- Heavy Haul Weight - Permit Required -- Annual, continuous operation permits based on Table 3 allow up to 98,000 lbs. for non-divisible loads. Maximum weight for single-trip permits is based on the number of axles and wheelbase. Other maximums: 600 lbs. per inch of tire width, 21,500 lbs. per single axle, 43,000 lbs. per tandem axle, the weight shown on the over-dimension permit and the sum of the permissable axle, tandem axle, or group axle weight, whichever is less. Common vehicle types: truck-tractor-lowbed semitrailer, truck-tractor-semitrailer and booster.</td>
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<tr>
<td>Weight Table 4</td>
<td>July 2006</td>
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<tr>
<td><strong>Weight Table 4</strong> -- Heavy Haul Weight - Permit Required -- Maximum weight for Table 4 permits is based on the number of axles and wheelbase. Table 4 allows for more weight using a shorter wheelbase than that authorized by Table 3. Other maximums: 600 lbs. per inch of tire width, 21,500 lbs. per single axle, 43,000 lbs. per tandem axle, the weight shown on the over-dimension permit and the sum of the permittable axle, tandem axle, or group axle weight, whichever is less. Common vehicle types: self-propelled crane, truck-tractor-lowbed semitrailer, truck-tractor with jeep &amp; semitrailer, truck-tractor with semitrailer &amp; booster.</td>
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<table>
<thead>
<tr>
<th>Weight Table 5</th>
<th>July 2006</th>
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<tr>
<td><strong>Weight Table 5</strong> -- Heavy Haul Weight - Permit Required -- Weight Table 5 is for certain specific vehicle configurations only. It provides for up to 48,000 lbs. per tandem axle if the combination of vehicles has at least 9 axle, with a steer axle followed by four consecutive tandem axles which are 8' wide (standard). Ten percent more weight may be allowed when the combination has 10' wide axles with 4 tires per axle. Instead of 48,000 lbs. per tandem, this allows up to 52,800 lbs. Or additional weight -- 25% more -- may be allowed when the combination has 10' wide axles with 8 tires per axle. Instead of 48,000 lbs. per tandem, this allows up to 60,000 lbs.</td>
<td></td>
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| January 2010 | **Application for Continuous Operation Variance Permit -- COVP** |
| November 2009 | **Route Request and Permit Application** |
### County Attachments

<table>
<thead>
<tr>
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<th>County Bridge and Route Restrictions</th>
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<td>Baker</td>
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<td>C02</td>
<td>April 2004</td>
<td>Benton</td>
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<td>C03</td>
<td>October 2009</td>
<td>Clackamas</td>
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<td>C04</td>
<td>December 2008</td>
<td>Clatsop</td>
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<td>C05</td>
<td>July 2007</td>
<td>Columbia</td>
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<td>C06</td>
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<td>C24</td>
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<td>July 2008</td>
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Laws and Rules
Oregon Revised Statutes
Chapter 818 – Vehicle Limits

WEIGHT
818.010 – Maximum allowable weight
818.012 – Wheel load on vehicles
818.020 – Violating maximum weight limits; civil liability; penalties
818.030 – Weight limit exemptions
818.040 – Violation of posted weight limits; civil liability; penalty
818.050 – Exemptions from posted weight limits

WEIGHT AND SIZE
818.060 – Violation of administratively imposed weight or size limits
818.070 – Administratively imposed weight or size limit exemptions

SIZE
818.080 – Maximum size limits
818.090 – Violation of maximum size limits; civil liability; penalties
818.100 – Size limit exemptions
818.105 – Request for unrestricted access to specified highway for overlength combination; mandated responses to request

VEHICLE COMBINATIONS
818.110 – Exceeding maximum number of vehicles in combination
818.120 – Exemptions from limits on number of vehicles in combinations

POSTED USE LIMITS
818.130 – Violation of posted limits
818.140 – Posted use limit exemptions
ORS Chapter 818 – Vehicle Limits (continued)

TOWING SAFETY
818.150 – Safety requirements
818.160 – Violating towing safety requirements; civil liability; penalty
818.170 – Exemptions from towing safety requirements

PERMITS
818.200 – Authority to issue variance permits; effect of permit; violation of permit
818.205 – Continuous operation variance permit; standards; relationship to permit under ORS 818.200; fee
818.210 – Limits on authority to issue variance permit
818.220 - Requirements, conditions and procedures for issuance of variance permit; duration; cancellation; rules
818.225 – Road use assessment fee for single-trip nondivisible load; definition of “equivalent single-axle load”; rules
818.230 – Sifting or leaking load permit; duration; fee
818.235 – Permit for wide hay bale load
818.240 – Dragging permit; fee
818.250 – Permit for fire company warning lights
818.260 – Permit for use of bus safety lights on certain buses; rules; fee
818.270 – Fees for permits
ORS Chapter 818 – Vehicle Limits (continued)

PERMIT OFFENSES
818.300 – Operating with sifting or leaking load; civil liability; penalty
818.310 – Exemptions from prohibition on sifting and leaking load
818.320 – Dragging objects on highway; civil liability; penalty
818.330 – Exemptions from prohibition on dragging objects on highway
818.340 – Operating in violation of variance permit; exception; civil liability; penalties
818.350 – Failure to carry and display variance permit; penalty

ENFORCEMENT
818.400 – Failure to comply with commercial vehicle enforcement requirements; penalty
818.410 – Civil liability for certain violations
818.420 – Penalties for certain violations
818.430 - Penalties for violation of weight requirements
818.440 – Penalty for procuring, aiding or abetting violation of this chapter
818.450 – Civil penalty for violations
Oregon Administrative Rules
Chapter 734 – Transportation Operations

Division 17 – Traction Tires and Traction Devices on State Highways

Division 50 – Highway approach Roads, Crossings, Access Control and Weight Restrictions

Division 70 – Vehicle Weight and Dimension Limits – Permits

Division 71 – Lengths of Vehicles, Loads and Combinations in Operation Without Need of Special Permit

Division 71 – Tables 1 and 2 – Maximum Length Vehicles or Combinations on Groups 1, 2 and 3 Highways and Maximum Length for Map 7 Routes

Division 72 – Telephonic Application and Self-Issuance of Permits for Oversize / Overweight Vehicles and Loads

Division 73 – Special Size and Weight Rules for Combinations Required by Federal Law or Allowed by State Permit

Division 74 – Issuance of Permits for Combinations Over 80,000 Pounds

Division 75 – Over-Dimensional Mobile Homes and Modular Building Units

Division 76 – Tow Cars Towing Oversize Disabled Vehicles or Combinations

Division 77 – Food Processing Plant By-Products with Fluid Leakage

Division 78 – Overlength Logs, Poles, Piling, and Structural Members

Division 79 – Permit Exemptions

Division 82 – Permits for Non-Divisible Loads and Road Use Assessment Fees
Annual Permit issuance

• Good for one year for unlimited trips. May involve loads that are overwidth, overlength, overweight, and/or overheight.

• Permits come with multiple maps and attachments that provide authorized dimensions, weights, routes, and requirements, such as pilot vehicles, travel time restrictions, oversize signs, etc.

• Many annual permits cover travel on both state highways and county roads.

• Most are issued by 3rd party agents, although CCD’s Over-Dimension Permit Unit issues all that are needed for government-plated vehicles.
Example Annual Permit – Overwidth – 12 feet wide – non-divisible load

Not valid without required Attachments 70A, 100A, H, Map-1, Map-2, Map-4, Map-7, Map-9, C10, C15, C20, C22, C24, C26, C27
ATTACHMENT 70A

PILOT VEHICLES REQUIRED FOR OPERATIONS EXCEEDING 8 FEET 6 INCHES IN WIDTH ON STATE HIGHWAYS*

<table>
<thead>
<tr>
<th>WIDTH</th>
<th>Interstate and Multilane Highways</th>
<th>Routes shown in Green on Route Map 2</th>
<th>Routes shown in Purple on Route Map 2</th>
<th>Group Map 1 Group 1 Highways</th>
<th>Group Map 1 Group 2 Highways</th>
<th>Group Map 1 Group 3 Highways</th>
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<td>08' 07&quot; TO 09'</td>
<td>NONE</td>
<td>NONE</td>
<td>NONE</td>
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<td>TWO</td>
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<td>10' 01&quot; TO 11'</td>
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<td>NONE</td>
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<td>ONE</td>
<td>ONE</td>
<td>TWO</td>
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<tr>
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<td>NONE</td>
<td>NONE</td>
<td>TWO</td>
<td>TWO</td>
<td>TWO</td>
<td>TWO</td>
</tr>
<tr>
<td>12' 01&quot; TO 14'</td>
<td>ONE</td>
<td>TWO</td>
<td>TWO</td>
<td>TWO</td>
<td>TWO</td>
<td>TWO</td>
</tr>
</tbody>
</table>

When one pilot vehicle is required, it shall travel in front of the oversize unit except when operating on multilane highways it shall be at the rear of the unit. When two pilot vehicles are required, one shall be in front and one shall be at the rear of the oversize unit. When the number of pilot vehicles specified on the permit is different than the number required above, the permit shall take precedence.

*See county attachments for county pilot vehicle requirements.

Specifically identified locations may require additional precautions. Permit attachments may specify locations that require certified flagging to be conducted. The flagging shall be conducted in accordance with the standards in the Manual on Uniform Traffic Control Devices as adopted in OAR 734-020-0005.
ATTACHMENT 70A

Warning Signs: Vehicle(s) transporting a load that exceeds 8 feet 6 inches in width or 80 feet in length are required to display standard signs bearing the words “OVERSIZE LOAD*.” The signs must be displayed at the front and rear of the solo vehicle or the combination of vehicles.

*Warning signs for vehicles or loads that exceed 8 feet 6 inches in width and are 80 feet or less in overall length, inclusive of load, may bear the words “WIDE LOAD.” Signs for vehicles or loads that do not exceed 8 feet 6 inches in width may bear the words “LONG LOAD” when the overall length, inclusive of load, exceeds 80 feet. Signs must meet the standards described in OAR Chapter 734 Division 82.

- Signs must be 7 feet wide by 18 inches high with black letters 10 inches high with 1-5/8 inches brush stroke in accordance with Federal Highway Administration series C on highway yellow background.
- The highway yellow background of the sign shall be made of reflectorized material when operating between one half-hour after sunset and one half hour before sunrise (Hours of Darkness).

Signs must be kept in good repair, free from dirt, grease and road film, and be clearly readable to other drivers. The signs shall not cover or interfere with the visibility of the registration plate. To meet this requirement, plates may be mounted to cover a portion of the sign’s background, as long as the sign’s legend remains readable.

Over width loads must be marked at the outermost extremities during daylight hours with red/fluorescent orange flags not less than 18 inches square, visible to the front and rear. The attachment device shall not extend beyond the widest extremity by more than 3 inches on either side. During the hours of darkness lamps must illuminate the outermost extremities or markers as described by the requirements of ORS Chapter 816.
# Special Transportation Permit

## Attachment H
(Revised 11-2007)

Please read this attachment carefully! Time of Travel restrictions for overwidth loads are shown in the table below. Exceptions to these restrictions are listed below the table. This table and the exceptions are applicable to all overwidth movement authorized by either Annual or Single Trip permits that also require attachments 70A, 75A, or 82A.

## Hauling Hours and Days for Overwidth Movement

<table>
<thead>
<tr>
<th>Overall Width</th>
<th>Hours of Darkness</th>
<th>Memorial Day to Labor Day</th>
<th>Portland, Salem, Eugene Grants Pass and Medford</th>
<th>Observed Holidays</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>UP TO 10’</strong></td>
<td>Allowed</td>
<td>Not Allowed</td>
<td>Allowed</td>
<td></td>
</tr>
<tr>
<td><strong>10’ 01” to 12’</strong></td>
<td>Not Allowed</td>
<td>Not Allowed</td>
<td>Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td><strong>12’ 01” to 14’</strong></td>
<td>Not Allowed</td>
<td>Not Allowed</td>
<td>Allowed</td>
<td>Not Allowed</td>
</tr>
<tr>
<td><strong>Over 14’</strong></td>
<td>Not Allowed</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
<td>Not Allowed</td>
</tr>
</tbody>
</table>

- Requires Lights On Outermost Extremities
- Daylight Travel - Saturday After Noon and Sunday
- Last Monday in May to the first Monday in September
- Urban Areas
- Non- Interstate Highways
- 7AM to 9AM and 4PM to 6PM
- *Referred to as City Hours on Permits

### New Year’s Day, Memorial Day, Independence Day, Labor Day, Christmas
- Noon on last business day preceding observed Holiday to 1/2 hour before sunrise of 1st business day following observed Holiday

### Thanksgiving
- Noon Wednesday before Thanksgiving to 1/2 hour before Sunrise on Monday following Thanksgiving
### Permit Weight Table 1

(REVISIED 08-2002)

The following exceptions apply to the table of weights shown below:

#### Exception 1:
Two consecutive tandem axles may weigh up to 34,000 pounds each if:

<table>
<thead>
<tr>
<th>Minimum Axle Spacing Required</th>
<th>Interstate Highways</th>
<th>Non-Interstate Highways</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 feet or more</td>
<td>Permit Required</td>
<td>No Permit Required</td>
</tr>
<tr>
<td>36 feet or more</td>
<td>No Permit Required</td>
<td>No Permit Required</td>
</tr>
</tbody>
</table>

#### Exception 2:
A group of four axles consisting of a set of tandem axles and two axles spaced nine feet or more apart may have a loaded weight of more than 65,500 pounds and up to 70,000 pounds if:

<table>
<thead>
<tr>
<th>Minimum Axle Spacing Required</th>
<th>Interstate Highways</th>
<th>Non-Interstate Highways</th>
</tr>
</thead>
<tbody>
<tr>
<td>35 feet or more</td>
<td>Permit Required</td>
<td>No Permit Required</td>
</tr>
</tbody>
</table>

*Minimum axle spacing is the distance between the first and last axle of any group shown above.*

---

Operating at legal weight under Weight Table 1
Single Trip Permits
Single Trip Permit issuance

• Carefully reviewed and issued on an individual basis only by CCD’s Over-Dimension Permit Unit, these permits are good for one or multiple trips within a 10-day timeframe.

• Valid for the specific dimensions and weight of the load and combination and route specific. Many also require coordination with other jurisdictions: one or many of the 36 county offices, one or many of the 15 ODOT district offices, ODOT bridge engineers, ODOT regional electrical crews.

• Applicants complete the Special Transportation Permit to provide details about the loaded dimensions, weights, hauling equipment, and route.

• Most often needed very quickly by the customer – who could be a motor carrier, a private citizen, or a government agency. CCD strives to issue them within two hours.
Required information

• Motor carrier account number
• Description of vehicle
• Type of combination used
• Truck info – year, make, VIN
• Load length, width, height
• Trailer length
• Overall length, including length of any overhang
• Gross weight
• If overweight, axle spacings and axle weights
• Starting location, ending location
• Route requested
## SPECIAL TRANSPORTATION PERMIT APPLICATION

<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>CARRIER FILE #</td>
</tr>
<tr>
<td>(2)</td>
<td>MAIL, FAX, TRANSMIT</td>
</tr>
<tr>
<td>(3)</td>
<td>LOCATION</td>
</tr>
<tr>
<td>(4)</td>
<td>PERMITTEE NAME</td>
</tr>
<tr>
<td>(5)</td>
<td>DATE OF ISSUE</td>
</tr>
<tr>
<td>(6)</td>
<td>HOUR</td>
</tr>
<tr>
<td>(7)</td>
<td>EFFECTIVE DATE</td>
</tr>
<tr>
<td>(8)</td>
<td>EXPIRATION DATE</td>
</tr>
<tr>
<td>(9A)</td>
<td>MAILING ADDRESS</td>
</tr>
<tr>
<td>(9B)</td>
<td>COMMODITY</td>
</tr>
<tr>
<td>(10)</td>
<td>CITY, STATE, ZIP</td>
</tr>
<tr>
<td>(11)</td>
<td>LOAD LENGTH</td>
</tr>
<tr>
<td>(12)</td>
<td>LOAD WIDTH</td>
</tr>
<tr>
<td>(13)</td>
<td>TRAVEL HEIGHT</td>
</tr>
<tr>
<td>(14)</td>
<td>OVERALL LENGTH</td>
</tr>
<tr>
<td>(15)</td>
<td>FRONT OVERHANG</td>
</tr>
<tr>
<td>(16)</td>
<td>REAR OVERHANG</td>
</tr>
<tr>
<td>(17)</td>
<td>GROSS WEIGHT</td>
</tr>
<tr>
<td>(18)</td>
<td>WEIGHT TABLE</td>
</tr>
<tr>
<td>(19)</td>
<td># AXLES</td>
</tr>
<tr>
<td>(20)</td>
<td>TRAILER WIDTH</td>
</tr>
<tr>
<td>(21)</td>
<td>TRAILER LENGTH</td>
</tr>
<tr>
<td>(22)</td>
<td>DESCRIPTION OF VEHICLE(S)</td>
</tr>
<tr>
<td>(23)</td>
<td>HEIGHT, WIDTH, LENGTH</td>
</tr>
<tr>
<td>(24)</td>
<td>LIST DIMENSIONS BETWEEN AXLES</td>
</tr>
<tr>
<td>(25)</td>
<td>AXLE WEIGHTS</td>
</tr>
<tr>
<td>(26)</td>
<td>ORE DOT PLATE #</td>
</tr>
<tr>
<td>(27)</td>
<td>TRANSPODER #</td>
</tr>
<tr>
<td>(28)</td>
<td>YEAR</td>
</tr>
<tr>
<td>(29)</td>
<td>MAKE</td>
</tr>
<tr>
<td>(30)</td>
<td>COMPLETE V.I.N.</td>
</tr>
<tr>
<td>(31)</td>
<td>BASE LICENSE #</td>
</tr>
<tr>
<td>(32)</td>
<td>STATE</td>
</tr>
<tr>
<td>(33)</td>
<td>UNIT #</td>
</tr>
<tr>
<td>(34)</td>
<td>MOBILE HOME SERIAL NUMBER</td>
</tr>
<tr>
<td>(35)</td>
<td>BUILDING/LAND USE PERMIT #</td>
</tr>
<tr>
<td>(36)</td>
<td>VEHICLE EQUIPMENT LIST ATTACHED</td>
</tr>
<tr>
<td>(37)</td>
<td>ANNUAL PERMIT TO ACCOMPANY</td>
</tr>
<tr>
<td>(38)</td>
<td>STARTING LOCATION</td>
</tr>
<tr>
<td>(39)</td>
<td>ENDING LOCATION</td>
</tr>
<tr>
<td>(40)</td>
<td>ROUTE</td>
</tr>
</tbody>
</table>
### Example request

- **Cat Excavator**
- 45’ load length
- 97’ trailer length
- 138’ overall length
- 14’ load width
- 15’ 6” high
- 232,000 lbs. gross

Moving from Springfield to California border
Single Trip Permit issuance – Step 1 –
The analyst reviews the permit application and confirms administrative rules allow for the permit and the requested dimensions or weights do not exceed what is allowed.
Step 2 – The analyst checks mapping programs, such as Google maps, to verify the route requested is accurate and complete.
Step 3 – EACH state and interstate highway to be traveled is checked in the Electronic Routing Manual for:  • Vertical clearance of both structures on the highway and undercrossings  • Weight-restricted bridges  • Temporary width or height restrictions and ramp or road closures due to maintenance or construction  • Bridges or tunnels that require flagging or a rolling stop to cross
Step 4 – The analyst checks Route Map 2, in conjunction with either Attachment 82A or 75A, to determine the number and placement of pilot vehicles for overwidth or overlength loads.
Step 5 – The analyst checks Route Map 7 to check for length restrictions.
Step 6 – The analyst uses a weight analysis program to verify the requested weights can be authorized. Individual combination axle spacings and weights are entered and the program calculates whether the load fits within the permit weight tables or is too heavy.
The weight analysis program computes the requested axle spacings and weights and displays the results.

Spacings shown are from centerline to centerline of each axle with the requested weight below each axle or axle group as declared.

Weight Results for Non-Divisible Load
GCVW: 232,000  Axles: 13  Permit Weight Table: 4

Results: Based on axle spacings and weights requested, this calculation qualifies under Permit Weight Table 4 with a valid Oregon Oversize/Overweight Permit.

<table>
<thead>
<tr>
<th>Axle Groups</th>
<th>Wheelbase Spacings</th>
<th>Permit Weight Table 3</th>
<th>Permit Weight Table 4</th>
<th>Requested Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - 4</td>
<td>24' 06&quot;</td>
<td>78,000</td>
<td>86,000</td>
<td>69,400</td>
</tr>
<tr>
<td>1 - 7</td>
<td>49' 08&quot;</td>
<td>** 108,000</td>
<td>144,000</td>
<td>123,600</td>
</tr>
<tr>
<td>1 - 10</td>
<td>111' 08&quot;</td>
<td>182,400</td>
<td>215,000</td>
<td>177,800</td>
</tr>
<tr>
<td>1 - 13</td>
<td>136' 02&quot;</td>
<td>** 211,200</td>
<td>279,500</td>
<td>232,000</td>
</tr>
<tr>
<td>2 - 4</td>
<td>9' 06&quot;</td>
<td>** 50,000</td>
<td>64,500</td>
<td>56,200</td>
</tr>
<tr>
<td>2 - 7</td>
<td>34' 08&quot;</td>
<td>** 90,000</td>
<td>120,000</td>
<td>110,400</td>
</tr>
<tr>
<td>2 - 10</td>
<td>96' 08&quot;</td>
<td>** 164,400</td>
<td>193,500</td>
<td>164,600</td>
</tr>
<tr>
<td>2 - 13</td>
<td>121' 02&quot;</td>
<td>** 193,200</td>
<td>257,600</td>
<td>218,800</td>
</tr>
<tr>
<td>5 - 7</td>
<td>10' 00&quot;</td>
<td>** 50,000</td>
<td>64,500</td>
<td>54,200</td>
</tr>
<tr>
<td>5 - 10</td>
<td>72' 00&quot;</td>
<td>129,000</td>
<td>129,000</td>
<td>108,400</td>
</tr>
<tr>
<td>5 - 13</td>
<td>96' 06&quot;</td>
<td>164,400</td>
<td>193,500</td>
<td>162,600</td>
</tr>
<tr>
<td>8 - 10</td>
<td>10' 00&quot;</td>
<td>** 50,000</td>
<td>64,500</td>
<td>54,200</td>
</tr>
<tr>
<td>8 - 13</td>
<td>34' 06&quot;</td>
<td>** 90,000</td>
<td>120,000</td>
<td>108,400</td>
</tr>
<tr>
<td>11 - 13</td>
<td>10' 00&quot;</td>
<td>** 50,000</td>
<td>64,500</td>
<td>54,200</td>
</tr>
</tbody>
</table>
Step 7 – The analyst checks the Joint State-County Agreements to see if CCD has a blanket authorization from the county for a county road, and to determine pilot requirements. If the road is not covered, the analyst must call the county.
Step 8 – The District Guide for Pilot Vehicle Requirements shows if a District has limitations for permitting overwidth loads, whether district approval is required, and specific pilot vehicle requirements, except where individual review may be required.
**Step 9 – Issue the permit.**
Another example

This 15’ 11” high, 14’ wide manufactured home is moving from Seattle to Carson City, Nevada.

Being well over the 14’ height limit and 8’ 6” width limit, the movement requires an over-dimension permit for the trip through Oregon.
**Analysis**

- Is the motor carrier account in good standing?

- Does the load qualify for a permit under administrative rules? In this case, Division 75 governs moving mobile homes and modular building units and the load qualifies for a Single Trip Permit.

- What’s the required route? This high load, for example, can’t stay on I-5 because vertical clearance on that route has not yet been raised to accommodate it (as of November 2010).

- Check road and bridge restrictions for any temporary width or height restrictions, ramp or road closures, or weight restricted bridges.

- Use Electronic Routing Manual to check clearance and see if any “up & overs” are available, determine proper travel lanes to use, and check if special flagging or rolling stops are necessary.
Further analysis

• Are there other restrictions in administrative rules?

• In this case, Division 75 and Attachment H restrict the movement of wide mobile homes and modular building units. The load cannot travel in the urban areas of Portland, Salem, Eugene, Grants Pass and Medford, between 7-9 a.m. and 4-6 p.m.

• Attachment 75A conditions include that wide loads must be accompanied by a pilot car escort, with a second car needed when this load takes a detour to allow for its height.

• Attachments 75A and 82A include that wide loads are prohibited from travel when road surfaces are hazardous due to ice, snow or frost, when visibility is less than 500 feet due to snow, mist, rain, dust, smoke, fog or other conditions, when wind conditions might cause excessive swaying or weaving, or tip-over, or inability to maintain lane of travel, or when ODOT places signs indicating travel is hazardous.
Major route for detouring high loads off I-5
Routing example

Over-Dimension Permit #STP958510

OR/WA border I-205 south; Use right lane under OR212/OR224 Exit 12A; Use right lane crossing under Strawberry Lane at MP11.98; I-5, take Exit 260A to Salem Parkway; OR99E Business; OR22; OR99W; US20/OR34; Decker Road; Bellfountain Road; Greenberry Road; OR99W; OR99; I-105/OR126; I-5, take Exit 182 to OR99, East Saginaw Road, Re-enter I-5 at Exit 176, take Exit 174 to OR99, re-enter I-5 near divide; Use right lane crossing under Farm Equipment Pass Road at MP 149.39; Use left lane crossing under Winchester at Exit 129; Go up and over at Central Point Exit 33.
Electronic Routing Manual

Electronic Routing Manual Lookup Results

Here are the MP's at which a carrier will encounter dangerous vertical clearances while travelling Sbound on Route I-5.

The dangerous clearances for vehicle height 15' 6" are shown in red. Restrictions are also shown, whether or not they impede mobility.

<table>
<thead>
<tr>
<th>Hwy</th>
<th>MP</th>
<th>TD</th>
<th>R</th>
<th>Description</th>
<th>Line3</th>
<th>Line2</th>
<th>Line1</th>
<th>Exit1</th>
<th>Exit2</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>252.0700</td>
<td>SB</td>
<td></td>
<td>New or Updated Restriction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>SB 5 to SB 252 to Sbound I-5, begins here</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>18&quot;</td>
<td></td>
<td></td>
<td>Exit Lane to Beltline (CRSS) VMS &amp; Juddles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>15' 6&quot;</td>
<td></td>
<td></td>
<td>Eugene-Springfield I-5 227 MP (3) 3 49</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Electronic Routing Manual

### OREGON.gov

### Trans Dev - Transportation Data

#### Routes | State Highway Cross Reference

- **Interstate Routes**
  - **US Routes**
  - **Oregon Routes**

<table>
<thead>
<tr>
<th>Route No.</th>
<th>Highway Name</th>
<th>Highway No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5</td>
<td>PACIFIC</td>
<td>1</td>
</tr>
<tr>
<td>I-82</td>
<td>MCNARY</td>
<td>70</td>
</tr>
<tr>
<td>I-84</td>
<td>COLUMBIA RIVER</td>
<td>2</td>
</tr>
<tr>
<td>I-84</td>
<td>OLD OREGON TRAIL</td>
<td>6</td>
</tr>
<tr>
<td>I-84</td>
<td>BAKER-COPPERFIELD</td>
<td>12</td>
</tr>
<tr>
<td>I-84</td>
<td>HISTORIC COLUMBIA RIVER</td>
<td>100</td>
</tr>
<tr>
<td>I-105</td>
<td>EUGENE-SPRINGFIELD</td>
<td>227</td>
</tr>
<tr>
<td>I-205</td>
<td>EAST PORTLAND FREEWAY</td>
<td>64</td>
</tr>
<tr>
<td>I-205</td>
<td>CLACKAMAS</td>
<td>171</td>
</tr>
<tr>
<td>I-405</td>
<td>STADIUM FREEWAY</td>
<td>61</td>
</tr>
</tbody>
</table>
Road & Bridge Restrictions 7/13/2007

Request Restriction Updates by Email

Type in your email address and a phone number where you can be reached. If you entered the correct email address, you will receive a confirmatory email shortly; if you don't, phone the ODOT MCTD OverDimension Permits Section at 503-33-0000.

Your email address:

Your phone number:

Submit

Return to restrictions list.

Return to main VC menu.

I-5 SB Off Ramp Exit 1958 (Beltline Hwy Westbound)
Effective January 2, 2007 this off ramp will be restricted to 15 ft. 08 in. in height for false work while constructing flyover ramp. Estimated date of completion is December 2007.

I-5 SB Off Ramp Exit 252 (Kuebler rd) -- NEW --
Effective July 19, 2007 beginning at 4 AM through July 20, 2007 at midnight this ramp will be closed.

Request email notification when restrictions change.

Return to Query by Hwy No. or Query by Route.
## Electronic Routing Manual

### Lookup VC by Highway No.

The Highway numbers seen below are the ODOT highway numbers. These numbers are not what you would see on road side signs when driving on our highways. To find the correct highway no. for a given route, see the Route / Hwy. No. Cross-Reference table or hit the 'Highway Directions' link below.

<table>
<thead>
<tr>
<th>Highway No.</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>PACIFIC</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Beg. MP:</th>
<th>0.0000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ending MP:</td>
<td>308.3800</td>
</tr>
</tbody>
</table>

**Travel Direction:**
- [ ] Increasing MP
- [ ] Decreasing MP

**Restrictions:**
- [ ] (If checked, returns restrictions regardless of filter choice.)

**Filter Returns:**
- [ ] Low Structures Only
- [ ] All Structures
- [ ] All Records

**Vehicle Height:**
- [ ] Ft.
- [ ] In.

(no V-H data will return all records in the Travel Dir.)

---

### Restrictions

<table>
<thead>
<tr>
<th>Restrictions</th>
</tr>
</thead>
</table>

### Spurs

<table>
<thead>
<tr>
<th>Spurs</th>
</tr>
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</table>

### Exceptions

<table>
<thead>
<tr>
<th>Exceptions</th>
</tr>
</thead>
</table>

### Highway Directions

<table>
<thead>
<tr>
<th>Highway Directions</th>
</tr>
</thead>
</table>

### Digital Video Log

<table>
<thead>
<tr>
<th>Digital Video Log</th>
</tr>
</thead>
</table>

### Lanes

<table>
<thead>
<tr>
<th>Lanes</th>
</tr>
</thead>
</table>

---

Motor Carrier Transportation Division  550 Capitol Street NE
Salem OR 97301-2530  Salem Headquarters - 503-373-0000
Celilo-Wasco Spur
@ Biggs Junction

To The Dalles & Portland
## Electronic Routing Manual

<table>
<thead>
<tr>
<th>Query by Route</th>
<th>Find a Route by Map</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Breeze Overview with Audio

#### Lookup VCs by Highway No.

The Highway numbers seen below are the ODOT highway numbers. These numbers are not what you would see on road side signs when driving on our highways. To find the correct highway no. for a given route, see the [Route / Hwy. No. Cross-Reference](#) table or hit the 'Highway Directions' link below.

<table>
<thead>
<tr>
<th>Highway No:</th>
<th>001</th>
<th>Name:</th>
<th>PACIFIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beg. MP:</td>
<td>0.0000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ending MP:</td>
<td>508.3800</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Travel Direction:**
- Increasing MP
- Decreasing MP

**Restrictions:**
- (If checked, returns restrictions regardless of filter choice.)

**Filter Returns:**
- Low Structures Only
- All Structures
- All Records

`('Low Structures Only' requires entry of V-H data, below, to be meaningful.)`

**Vehicle Height:**
- [ ] Ft.
- [ ] In.

(no V-H data will return all records in the Travel Dir.)

**Lookup**

### Restrictions  
### Spurs  
### Exceptions

<table>
<thead>
<tr>
<th>Highway Directions</th>
<th>Digital Video Log</th>
<th>Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The route you chose is known within ODOT as **HWY 064**

Now enter the start and end nodes and (optionally) the vehicle's vertical height.

1st node clicked = start of trip; 2nd node clicked = end of trip.

**WA border** (start) **Wilsonville** (end) **SB** (Travel Direction)

**Restrictions:** (If checked, returns restrictions regardless of filter choice.)

**Filter Returns:** (Low Structures Only) **All Structures** **All Records**

*(Low Structures Only' requires entry of V-H data, below, to be meaningful.)*

**Vehicle Height:** 15 **Ft.** 6 **In.**

*(no V-H data will return all records in the Travel Dir.)*

**Lookup VCs for this HWY or Route** **Reset**
## Electronic Routing Manual Lookup Results

### Electronic Routing Manual

#### Look up a Highway by Signed Route

<table>
<thead>
<tr>
<th>Interstate Routes:</th>
<th>US Routes:</th>
<th>OR Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5.....as many segments</td>
<td>I-5.....as many segments</td>
<td>I-205.....as many segments</td>
</tr>
<tr>
<td>I-84.....as many segments</td>
<td>I-82.....MCNARY</td>
<td>I-405.....STADIUM FREEWAY</td>
</tr>
<tr>
<td>I-105.....EUGENE-SPRINGFIELD</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Restrictions</th>
<th>Exceptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Directions</td>
<td>Digital Video Log</td>
</tr>
</tbody>
</table>
# Electronic Routing Manual

## Look up a Highway by Signed Route

<table>
<thead>
<tr>
<th>Interstate Routes:</th>
<th>US Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>OR 207...as many segments</td>
</tr>
<tr>
<td></td>
<td>OR 202...NEHALEM</td>
</tr>
<tr>
<td></td>
<td>OR 203...LA GRANDE-BAKER</td>
</tr>
<tr>
<td></td>
<td>OR 203...MEDICAL SPRINGS</td>
</tr>
<tr>
<td></td>
<td>OR 204...WESTON-ELGIN</td>
</tr>
<tr>
<td></td>
<td>OR 205...FRENCHGLEN</td>
</tr>
<tr>
<td></td>
<td>OR 206...CELILIO-WASCO</td>
</tr>
<tr>
<td></td>
<td>OR 206...JOHN DAY.</td>
</tr>
<tr>
<td></td>
<td>OR 206...WASCO-HEPPNER</td>
</tr>
<tr>
<td></td>
<td>OR 207...as many segments</td>
</tr>
<tr>
<td></td>
<td>OR 210...SCHOLLS</td>
</tr>
<tr>
<td></td>
<td>OR 211...CLACKAMAS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OR Routes:</th>
<th>Restrictions</th>
<th>Exceptions</th>
<th>Highway Directions</th>
<th>Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Electronic Routing Manual Lookup Results**

No vertical clearances, so a carrier truck can't travel the road. Therefore all records for the road segment(s) are shown. Restrictions are also shown, whether or not they impede mobility.

<table>
<thead>
<tr>
<th>Hwy</th>
<th>MP</th>
<th>TD</th>
<th>R</th>
<th>Description</th>
<th>Lane1</th>
<th>Comments</th>
<th>Ed.</th>
</tr>
</thead>
<tbody>
<tr>
<td>333</td>
<td>0.0200</td>
<td>SB</td>
<td></td>
<td>BEGIN SB OR207 (HERMISTON HWY #333) AT JUNCTION WITH US730 (COLUMBIA RIVER HWY #002 MP 191.34).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>333</td>
<td>0.8100</td>
<td>SB</td>
<td></td>
<td>PROGRESS RD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>333</td>
<td>1.4600</td>
<td>SB</td>
<td></td>
<td>SPEARMAN RD; N. GOLDA RD.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>333</td>
<td>2.1700</td>
<td>SB</td>
<td></td>
<td>WALLS RD; EDWARDS RD.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>333</td>
<td>2.8700</td>
<td>SB</td>
<td></td>
<td>COLUMBIA LN.; CABANA RD.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>333</td>
<td>3.5800</td>
<td>SB</td>
<td></td>
<td>PUNKIN CENTER RD.; N. CRAIG RD.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>333</td>
<td>3.6800</td>
<td>SB</td>
<td></td>
<td>PUNKIN CENTER RD.; CANAL RD.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>333</td>
<td>4.2700</td>
<td>SB</td>
<td></td>
<td>REED RD.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Super Loads
**Super Load issuance**

Any load exceeding the following dimensions is considered a Super Load:

- Over 16 feet wide on the Interstate
- Over 14 feet wide on any state two-lane highway (this does not include Mobile Homes and Modular Units with a 14-foot box or less and up to a 12 inch eave.)
- Over 17 feet high on any highway
- Mobile with a box width over 14 feet wide and/or overall width greater than 15 feet
- Overall length greater than 150 feet

Requests are must be submitted on the Route Request and Permit Application form. Super Load permits are authorized for 5 days maximum and can take up to 10 days to issue.
Super Load example:
- Bridge girder – 167 feet
- Overall length – 200 feet
- Weight of beam – 170,000 pounds.
- Gross weight – 250,000 pounds.
Applicants provide detailed information about the loaded dimensions, weights, hauling equipment, and route. Also, the carrier is often required to submit diagrams of the load and combination as well as traffic control plans for how pilot cars and flagging will be utilized to safely move the load.
Example request – Melter
150’ load length
202’ overall length
21’ 4” load width
16’ 8” high
490,000 lbs. gross

Moving from the OR / ID border along I-84 west and I-82 north to OR / WA border
Super Load issuance

Requires the same steps followed for Single Trip permits, **BUT:**

- Routing is much more difficult as height and width restrictions require more detours.

- Extra coordination is required with various parties, possibly including 36 county offices, 15 ODOT district offices, ODOT bridge engineers, electrical crews, and motor carrier enforcement officers, pilot car drivers, etc.

- Super Load permits have many more requirements and special instructions, which may include but are not limited to extra pilot vehicles, certified flaggers, traffic control plans, reduced vehicle speeds to cross bridges due to weight, travel time and day restrictions for movement, local utilities contacts to verify adequate clearance, and pre-runs to determine the combination can negotiate all turning movements along route.
<table>
<thead>
<tr>
<th>Permit No: STP849201</th>
<th>Issue Date: 11/16/2010</th>
<th>Total Fee:</th>
<th>Charged: 11/21/2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location: SALEM</td>
<td>Issue Time: 0417P</td>
<td>Date: 11/17/2010</td>
<td>Expiration Date: 11/21/2010</td>
</tr>
</tbody>
</table>

**Permittee:** (Name and Address)
OMEGA RIGGING & MACHINERY MOVING
1222 46th AVE E # HH

**Commodity:** MELTER

**FIB:** WA 98424
**Carrier File #:** 055106
**USDOT:** 1159495

**Load Length:** 150'00"
**Width:** 21'04"
**Height:** 16'08"
**Overall Length:** 202'00"
**Rear Overhang:** LEGAL
**Front Overhang:** LEGAL

**Legal Weight:**
**Extended Weight:**
**Heavy Haul Weight:**
**Gross Weight:** 490,600

**Description of Vehicles:** 4-J2-J2-D4-D2-4 AXLE PUSH TRUCK

<table>
<thead>
<tr>
<th>Year</th>
<th>Make</th>
<th>Vin</th>
<th>License</th>
<th>State</th>
<th>Unit No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>KRNW</td>
<td>1XKDP4EX29R252209</td>
<td>20263RP</td>
<td>WA</td>
<td>T09</td>
</tr>
</tbody>
</table>

**Pilot Vehicles:**
2 Lane None ( )
4 Lane None ( )
Front (1)
Rear (3)

**Special Provisions:**
This permit is not valid without the following required attachments:
82A, H, TCP

**ROUTE***
OR/ID BORDER AT US30 TO OR/WA BORDER AT I-82 VIA;
US30; ENTER I-84 WEST AT MP376.43; ***WHEN CROSSING UNDER CHESTER BLVD
AT MP373.08 REFER TO TCP; ***BE CENTERED ON PRITCHARD CREEK BRIDGE
AT MP233.31; GO UP & OVER OR86 AT EXIT 302; USE RIGHT LANE
UNDER WOLF CREEK LN AT EXIT 263; ***WHEN CROSSING UNDER COVE AVE
AT MP262.34 REFER TO TCP; ***BE CENTERED ON THE BRIDGE CROSSING OVER OR82
AT MP261.85; ***WHEN CROSSING UNDER UPPER PERRY INTERCHANGE AT MP256.40
REFER TO TCP; USE RIGHT LANE UNDER MT EMILY RD AT MP243.83;
***WHEN CROSSING UNDER WEST EMIGRANT SPRINGS INTERCHANGE AT MP233.94 REFER
TO TCP; ***WHEN CROSSING UNDER ECHO-MEADOWS RD AT MP187.24 REFER TO TCP;
USE LEFT LANE UNDER OR207 AT EXIT 182; GO UP & OVER WESTLAND RD AT EXIT 180;
TAKE EXIT 179; I-82

**Permit includes special instructions for crossing bridge locations & under structures**

**Pilot vehicle requirements**
Over-Dimension Operations

Do I Need an Over-Dimension Permit?

See [Oregon’s Process for Managing Oversize and Overweight Trucks.](#)

Size and Weight

Trailer Length and Overall Length

Get an Over-Dimension Permit

Permits to exceed the legal dimensions above must be acquired before movement of the oversize load in Oregon.

Single Trip Oversize / Overweight Permit

Annual Oversize / Overweight Permits

Contact Us

Oregon Department of Transportation
Motor Carrier Transportation Division
3930 Fairview Industrial Drive SE
Salem OR 97302-1165

Hours of Operation (Pacific Time)
Monday through Friday
Office: 8 a.m. to 5 p.m.
Phone Service: 7 a.m. to 5 p.m.

Closed: 12 p.m. to 1 p.m. on Wednesdays for staff meeting.

Phone
Over-Dimension Permit Unit:
503-373-0000

Fax
503-378-2873
Over-Dimension Permitting

Anthony Barghini
Over-Dimension Permit Unit Manager
Commerce and Compliance Division
Anthony.Barghini@odot.state.or.us
503-373-1251