P/EVO Certification Training Supplemental Materials

Washington State

EVERGREEN SAFETY COUNCIL

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EVERGREEN SAFETY COUNCIL

WA

P/EVO TRAINING

WAC 468-38

Washington Administrative Code

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Chapter 468-38 WA **Last updated: 2/22/23**

VEHICLE SIZE AND WEIGHT—HIGHWAY RESTRICTIONS—EQUIPMENT

WAC Sections

468-38-001 Purpose and Scope

What is the purpose and scope of this administrative code chapter for vehicle size and weight?

(1) This chapter provides rules necessary for the implementation of certain sections of chapter 46.44 RCW, to include the issuance of special permits that allow vehicles, or combinations of vehicles, to move in a legal or extra-legal configuration on the public highways. The chapter also includes rules on safety and operations as they relate to the permitting of extra-legal configurations.

(2) The chapter avoids, where possible, the restating of revised code and therefore should be used in conjunction with the revised code.

(3) The chapter has been written in a "question and answer" format to enhance communication with users.

[Statutory Authority: RCW 46.44.090. WSR 05-04-053, § 468-38-001, filed 1/28/05, effective 2/28/05.]

468-38-005 Definitions.

What vehicle size and weight words and phrases are used commonly in addition to those codified in chapter 46.04 RCW?

A-dolly: A converter dolly that is towed from a single hitch at the center line of the tow vehicle and contains the lower half of the fifth wheel assembly that when connected by kingpin to a semi-trailer converts the combined configuration into a full trailer.

A-train double: A combination of vehicles composed of a tractor, a semi-trailer and either an A-dolly and a semi-trailer or a full trailer attached to the rear of the forward semi-trailer as if an A-dolly were used.

Axle: The common axis of rotation of one or more wheels, either power-driven or freely rotating, in one or more segments in the same transverse plan. (Expanded from the definition in chapter 46.04.060 RCW.)

Axle group: Any set of two or more parallel axles associated with a single vehicle or vehicle combination.

Axle group weight: The part of the gross vehicle weight transmitted to the highway by the defined axle group.

Axle spacing (spread): The longitudinal distance between the centers of the foremost and rearmost axles of an axle group measured from center to center of the defined axles.

B-train double: A combination of vehicles composed of a tractor, a semi-trailer and a second semi-trailer connected by kingpin to the lower half of a fifth wheel assembly mounted on the rear of the forward semi-trailer.

C-dolly: A converter dolly that is equipped with a single axle that is self-steering, towed from two hitches located in a horizontal transverse line on the towing unit, and is so designed that when the trailer converter dolly is coupled to a towing trailer, the trailer converter dolly cannot pivot horizontally with respect to the towing trailer.

Axle spacing report: A report stating the maximum amount of weight a vehicle, or vehicle combination, can carry, both legally and under permit, based on the number of axles, the axle spacings, and the number and sizes of tires on the vehicle, or vehicle combination.

Combination length: The total length of a combination of vehicles, i.e., truck-tractor—semi-trailer—trailer combination, measured from front extremity of the first vehicle to the rear extremity of the last vehicle, including the connecting space between vehicles and any overhanging load.

Combined trailer length: The total length of a combination of trailers measured from the front extremity of the first trailer to the rear extremity of the last trailer including the connecting space and any overhanging load.

Converter dolly: A vehicle unit that is designed, usually with the bottom half of a fifth wheel assembly, to convert a semi-trailer with kingpin into a full trailer.

C-train double: A combination of vehicles composed of a tractor, a semi-trailer, a C-dolly and a second semi-trailer.

Daylight hours: One-half hour before sunrise until one-half hour after sunset.

Extra-legal vehicle: A vehicle, laden or unladen, which exceeds legal dimensions and/or weights and operates on highways by permit.

Gross weight: The weight of a vehicle and/or combination of vehicles plus the weight of any load thereon.

Height: The total vertical dimension of a vehicle above the ground surface including any load or appurtenance.

Length: The total longitudinal dimension of a single vehicle, vehicle combination (see combination length), or individual trailer or semi-trailer. Trailer length is measured from the front of the cargo-carrying unit to its rear, exclusive of all overhangs from safety or energy efficiency devices (see also measurement exclusive devices). Length of a loaded trailer must include any overhangs of load when determining compliance with length limits or the need for a special permit.

Longer combination vehicle: A combination of truck tractor, semi-trailer, and trailer that exceeds legal length dimensions and operates on highways by permit for transporting reducible loads.

Maximum off track: The maximum difference in the path created by the center of the steering axle and the center of the rearmost axle of the vehicle or vehicle combination during the negotiation of a turn.

Multilane highway: A highway with two or more lanes of travel in the same direction.

Measurement exclusive devices: Certain devices that provide added safety, energy conservation, or are otherwise necessary, and are not designed to carry cargo.

National network: Those interstate and other federal-aid primary highways on which commercial vehicles of the dimensions authorized by the Surface Transportation Assistance Act of 1982 are allowed to operate.

Night: Night means one-half hour after sunset to one-half hour before sunrise.

Nondivisible load: A load that cannot be readily or reasonably dismantled and is reduced to a minimum practical size and weight. Portions of a load can be detached and reloaded on the same hauling unit when the separate pieces are necessary to the operation of the machine or equipment which is being hauled: Provided, That the arrangement does not exceed permit limits for the configuration without the reloaded pieces. The federal definition of nondivisible load to be used for vehicles operating on the interstate is as follows: Any load or vehicle exceeding

applicable length or weight limits that, if separated into smaller loads or vehicles, would: Compromise the intended use of the vehicle, destroy the value of the load or vehicle, require more than eight work hours to dismantle using appropriate equipment.

Permit: A written or electronic authorization to:

(a) Move or operate a vehicle, or combination of vehicles, on a highway;

(b) With or without a load;

(c) Of size and/or weight exceeding the limits prescribed for vehicles in regular operation.

Pilot/escort vehicle: A motor vehicle used for the express purpose as a warning and guide vehicle for extra-legal vehicles.

Pounds per inch of tire width: A measure of load restriction based on rated tire size. The pounds per inch of tire width are determined by dividing the weight carried on the axle group by the number of tires in the group and dividing again by the manufacturer's rated tire width as indicated on the sidewall of the tire.

Rear overhang: The distance from the center of the last axle to the end of the load, or portion of the vehicle whichever is longer.

Regional permit: Permits issued for interstate movement of certain nondivisible overweight and/or oversize vehicles and/or loads on highways designated by the jurisdictions participating in the "Western Regional Agreement for the Issuance of Permits for Overweight and/or Oversize Vehicles and/or Loads Involved in Interstate Travel."

Regular operation: The movement over highways of motor vehicles with dimensions and weights specified by state and federal codes.

Retractable axle: An axle that can be separately raised and lowered by the driver of the vehicle but may not have its weight bearing capacity regulated from within reach of the driver's compartment. Also known as "lift axle" and "booster axle," or more formally known as a "variable load suspension" (VLS) axle.

Rocky mountain double: A combination of vehicles including a truck-tractor pulling a long semi-trailer and a shorter trailer.

Single axle: An assembly of two or more wheels whose centers are in one transverse vertical plane and which are transmitting weight to the highway.

Single unit: A motor vehicle with no attached vehicles, i.e., truck, bus, truck-tractor.

Steering axle: The axle or axles on the front of a motor vehicle that are activated by the operator to directly accomplish guidance or steerage of the vehicle and/or a combination of vehicles.

Superload: A superload is any load that would require special analysis and approval by one or more state permit offices because of dimensions or weight. Criteria for superloads in Washington state are found in WAC 468-38-405.

Tandem axle: Any two consecutive single axles whose centers may be included between parallel transverse vertical planes spaced at least four feet but not more than eight feet apart, extending across the width of the vehicle, articulating from a common attachment, or designed to automatically equalize the load between the two axles. This working definition is extrapolated from RCW 46.44.041.

Tote: Common term for a motor vehicle used to transport manufactured housing.

Tridem axle: Any three consecutive single axles whose extreme centers may be included between parallel transverse vertical planes spaced not more than twelve feet apart, extending across the width of the vehicle, and are articulated from a common attachment to the vehicle, or are designed to automatically equalize the load between the three axles.

Truck-tractor: A motor vehicle used primarily for pulling other vehicles but not specifically constructed to carry a load other than a part of the weight of the vehicle and load being pulled. This vehicle may include a small freight compartment (also referred to as a dromedary box), deck or plate not more than eight feet in length used for carrying a load. Federal rule allows the interstate use of a vehicle with a dromedary box only if the vehicle was in operation prior to December 1, 1982, proof to be provided by the vehicle operator. This working definition was extrapolated from RCW 46.04.655, 46.44.037 and Code of Federal Regulation, 23 C.F.R. 658.13(f).

Trunnion axle: An axle configuration with two individual axles mounted in the same transverse plane, with four tires on each axle, connected at a pivot point that allows each individual axle to oscillate in a vertical plane to provide constant and equal weight distribution on each individual axle.

Trunnion axle group: Two or more consecutive trunnion axles, that are individually attached to, and/or articulated from, the vehicle, and may include a weight equalizing suspension system.

Turnpike double: A combination of vehicles including a truck-tractor pulling a long semi-trailer and an additional long trailer.

Wide base tire: A tire whose nominal section (sidewall to sidewall) width, as identified by tire nomenclature, is over fourteen inches.

Width: The total outside transverse dimension of a vehicle including any load or load-holding devices thereon, but excluding approved safety devices and tire bulge due to load.

[Statutory Authority: RCW 46.44.090. WSR 05-04-053, § 468-38-005, filed 1/28/05, effective 2/28/05.]

468-38-030 Temporary additional tonnage permits.

(1) What vehicle type or vehicle combination is eligible for the temporary additional tonnage permit provided in RCW 46.44.095? Temporary additional tonnage permits may be issued to the following types of vehicles: Three or more axle single unit trucks; three or more axle truck-tractors, including those equipped with a legal dromedary area; and a truck-tractor with two axles pulling double trailers.

(2) What is the maximum amount of additional tonnage that can be purchased? Tonnage may be purchased up to the legal capacity of the vehicle(s), not to exceed one hundred five thousand five hundred pounds, based on number of axles and axles spacings (RCW 46.44.041), and number and size of tires.

(3) Are temporary additional tonnage permits ever issued to the trailer? Temporary additional tonnage permits are only issued to power units.

(4) Can a department of licensing trip permit be used in lieu of licensed tonnage, to meet the forty thousand pound (single unit) or eighty thousand pound (combination) requirement needed before an additional tonnage permit can be issued? Yes, as provided for in RCW 46.16.160.

(5) Can the additional tonnage permit extend beyond the valid license period? The additional tonnage permit may not extend beyond the valid license period. In the case where department of licensing trip permits are used in lieu of licensed tonnage, a minimum of two three-day trip permits must be used because the additional tonnage permit is sold for a minimum of five days. Only three trip permits can be issued to a vehicle within a thirty-day period, allowing for a maximum of nine days of additional tonnage in any thirty-day period.

[Statutory Authority: RCW 46.44.090. WSR 05-04-053, § 468-38-030, filed 1/28/05, effective 2/28/05; WSR 94-07-054 (Order 142), § 468-38-030, filed 3/11/94, effective 3/11/94; WSR 89-23-110 (Order 68), § 468-38-030, filed 11/22/89, effective 12/23/89; WSR 82-18-010 (Order 31, Resolution No. 156), § 468-38-030, filed 8/20/82. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-38-030, filed 12/20/78. Formerly WAC 252-24-030.]

468-38-050 Special permits for extra-legal loads.

(1) When can the department or its agents issue a permit for an extra-legal move? The following general conditions must be met:

(a) Application can be made in face-to-face over-the-counter transactions with the department or its agents and the applicant has shown there is good cause for the move. The requestor may self-issue a special motor vehicle permit for their vehicles when applicable. Application may be made in written or electronic format to the department's agents.

(b) The applicant has shown the configuration is eligible for a permit.

(c) The vehicle, vehicle combination and/or load has been thoroughly described and identified.

(d) The points of origin and destination and the route of travel have been stated and approved.

(e) The move has been determined to be consistent with public safety. The permit applicant has indicated that appropriate safety precautions will be taken as required by state law, administrative rule or specific permit instruction.

(2) How must a vehicle(s), including load, be configured to be eligible for a special permit to move on the state highways? A vehicle(s), including load, that can be readily or reasonably dismantled must be reduced to a minimum practical size and weight. Portions of a load may be detached and reloaded on the same hauling unit when the separate pieces are necessary to the operation of the machine or equipment which is being hauled: Provided, that the arrangement does not exceed special permit limits. Detached and reloaded pieces must be identified on the special permit. Permit requests for specific divisible loads are authorized under WAC 468-38-071.

(3) Are there any exceptions to dismantling the configuration? Yes. A vehicle, vehicle combination or load may stay assembled if by separating it into smaller loads or vehicles the intended use of the vehicle or load would be compromised (i.e., removing the boom from a self-propelled crane), the value of the load or vehicle would be destroyed (i.e., removing protective packaging), and/or it would require more than eight work hours to dismantle using appropriate equipment. The permit applicant has the burden of proof in seeking an exception. Configurations that fall under the exception must not exceed special permit limits.

(4) What does the applicant affirm when he/she signs the permit? The permit applicant affirms:

(a) The vehicle or vehicle combination and operator(s) are properly licensed to operate and carry the load described in accordance with appropriate Washington law and administrative code.

(b) They will comply with all applicable requirements stipulated in the permit to move the extra-legal configuration.

(c) The move (vehicle and operator) is covered by a minimum of seven hundred and fifty thousand dollars liability insurance: Provided, that a noncommercial move (vehicle and operator) shall have at minimum three hundred thousand dollars liability insurance for the stated purpose.

(d) Except as provided in RCW 46.44.140, the official department special permit signed by the permittee, or a copy of the signed permit, must be carried on the power unit at all times while the permit is in effect. Moves made by designated emergency vehicles, receiving departmental permit authorization telephonically, are exempt from this requirement.

(e) A copy of a signed permit as noted in (d) of this subsection includes the electronic display of the signed permit on an electronic device with the following requirements:

(i) When a permittee chooses to display the permit electronically, the permittee accepts all liability for any damage or loss of display to the device during transport, inspection by enforcement personnel, or other times that the permit is to be displayed.

(ii) The displayed permit must be verifiable by law enforcement through the Washington state permitting system known as the electronic system network overweight oversize permit information (eSNOOPI) system.

(iii) The permittee agrees to authorize law enforcement to have physical control of the device for inspection of the permit when requested.

(iv) Permits containing routing information require the electronic device to have a screen display of no less than three and a half inches by five inches. Other permit types may have smaller screen displays.

(v) Display of the permit must be legible or the electronic device must have the ability to zoom the image so it is legible.

(vi) The permittee must comply with the requirements for electronic display of a permit or must have a paper copy of the permit carried on the power unit at all times while transporting the permitted load.

(5) What specific responsibility and liability does the state assign to the permit applicant through the special permit? Permits are granted with the specific understanding that the permit applicant shall be responsible and liable for accidents, damage or injury to any person or property resulting from the operation of the vehicle covered by the permit upon public highways of the state. The permit applicant shall hold blameless and harmless and shall indemnify the state of Washington, department of transportation, its officers, agents, and employees against any and all claims, demands, loss, injury, damage, actions and costs of actions whatsoever, that any of them may sustain by reason of unlawful acts, conduct or operations of the permit applicant in connection with the operations covered by the permit.

(6) When and where can a special permit be acquired? The following options are available:

(a) Special permits may be purchased at any authorized department of transportation office or agent Monday through Friday during normal business hours.

(b) Companies that would like to self-issue permits for their own vehicles may apply to the department for this privilege. Department representatives will work with the company to determine if self-issuing is appropriate.

(c) The department will maintain and publish a list of authorized permit offices and agents.

[Statutory Authority: RCW 46.44.090. WSR 16-11-011, § 468-38-050, filed 5/5/16, effective 6/5/16. Statutory Authority: RCW 46.44.090, 46.44.0915, and 46.44.101. WSR 11-17-130, § 468-38-050, filed 8/24/11, effective 9/24/11. Statutory Authority: RCW 46.44.090. WSR 05-04-053, § 468-38-050, filed 1/28/05, effective 2/28/05. Statutory Authority: RCW 46.44.090 and 47.01.071. WSR 91-10-023 (Order 71), § 468-38-050, filed 4/23/91, effective 5/24/91. Statutory Authority: RCW 46.44.090. WSR 89-23-110 (Order 68), § 468-38-050, filed 11/22/89, effective 12/23/89; WSR 82-18-010 (Order 31, Resolution No. 156), § 468-38-050, filed 8/20/82. Formerly WAC 468-38-150. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-38-050, filed 12/20/78. Formerly WAC 252-24-050.]

468-38-070 Maximums and other criteria for special permits—Nondivisible.

(1) Are there maximum dimensions established for moving nondivisible over-dimensional vehicles and/or loads? Yes. In all instances the general safety of the public is considered paramount and will ultimately govern over-dimensional moves. There are some general rules; however, physical barriers determine most maximums for over-dimensional moves. Over-dimensional maximums are addressed as follows:

(a) **Overwidth:** As stipulated in RCW 46.44.092, fourteen feet on any two-lane highway; twenty feet on any multiple-lane highway where a physical barrier serving as a median divider (i.e., jersey barrier, cyclone fence, guardrail, etc.) separates the oncoming and opposing traffic lanes; thirty-two feet on any multiple-lane undivided highway. Permits may be issued for widths in excess of the preceding limits when traveling on highway segments that by design can accommodate the greater width.

(b) **Overheight:** Any move involving height, especially permitted moves exceeding fourteen feet, are governed by the ability to clear overhead obstructions such as bridges, underpasses, wires, overhead signs, and other objects. The issuance of a permit does not insure the route to be free of overhead obstructions. It is the responsibility of the permit applicant to check, or prerun, the proposed route and provide for safe maneuvers around the obstruction or detours as necessary. Structures owned by the state should be reviewed with department field personnel to determine safe navigation of the move, including options for temporary removal of obstructions. Detours off the state route onto county or city roads require authorization from those jurisdictions. A traffic control plan (see WAC 468-38-405 (3)(d)) may be requested for approval by the department before a permit is issued.

(c) **Overlength:** Routes will be limited to over-dimensional moves based on ability to negotiate curves, interchanges, entrance and exit roadways and other obstacles.

(2) Are there maximum weights established for moving nondivisible overweight vehicles and/or loads? Yes. Weight maximums for the movement of a nondivisible load under special permit are established in RCW 46.44.091. In addition, tire loading for the movement of a nondivisible load is limited to the lesser of six hundred pounds per inch width of tire or the tire

manufacturer's rating with proper inflation, as determined by the nomenclature imprinted on the tire.

(3) Are there maximums and/or other criteria established for the use of specific vehicle combinations when moving over-dimensional nondivisible loads? Yes. The maximums for specific vehicle combinations are as follows:

(a) **Truck-tractor pulling a semi-trailer or full trailer:** Trailers in excess of legal length and/or width dimensions, or the permitted length of fifty-six feet, shall not exceed the length or width of the nondivisible load being transported. The department may grant an exception when the added dimension is necessary to spread the weight of the load to comply with requirements established by the department to protect the infrastructure. Jeeps and/or boosters may be added to the trailer to help distribute weight as necessary. A "pusher" power unit may also be added to the configuration upon approval of the department. Jeeps, boosters and pusher power units will be considered part of the trailing unit plus load measurement.

(b) **Truck-tractor pulling semi-trailer and full trailer (or two semi-trailers in B-train configuration):** The combined trailer length, including the space between trailers, may not exceed sixty-one feet. This combination is limited to nondivisible loads not to exceed ten feet wide. Both trailers may carry a nondivisible load, with the widest load carried on the first trailer. Trailers in excess of legal width shall not exceed the width of the nondivisible load being transported. This combination may not carry overheight, overlength or overweight loads.

(c) **Truck and trailer**: There are three scenarios for this combination:

(i) **Both truck and trailer carrying loads:** The combined overall length of the combination when carrying a nondivisible overlength load must not exceed eighty-five feet. Any nondivisible overlength load is restricted to only one vehicle. The trailer may be loaded with the overhang entirely to the rear of the trailer, or the truck may be loaded with the overhang entirely to the front of the truck. Both truck and trailer may carry overwidth and overheight loads. The truck and/or trailer in this configuration may not carry an overweight nondivisible load.

(ii) **Unladen truck and trailer:** The unladen truck may be treated as a truck-tractor and the combination addressed as described in (a) of this subsection: Provided, That the truck-tractor is not carrying any load of **any** kind, and that its use as an unladen truck is specified on the special permit. The trailing unit is measured from the foremost point of the draw bar or load, whichever is greater, to the rearmost part of the trailer or load, whichever is greater. This combination may carry a nondivisible overweight load on the trailer. For example, an unladen dump truck may acquire a special permit to pull a tilt trailer with a dozer or backhoe where the trailer load causes the axles to exceed legal weight. An unladen truck with unladen trailer must not exceed an overall length of eighty-five feet.

(iii) **Log truck with pole trailer - nondivisible poles:** A log truck with pole trailer hauling a single load of nondivisible poles, where the log truck is supporting a proportionate share of the load, must be permitted for overlength based on load length, similar to a truck tractor semi-trailer configuration. Measurement will be taken from the front of load or bunks, whichever comes first, to the end of the load. No portion of the pole trailer may extend beyond the load in an overlength configuration.

(4) Can a vehicle, or vehicle combination, carry multiple pieces when using an over-dimensional nondivisible special permit? Yes, under the following conditions:

(a) The vehicle(s) and load are transported at legal weights.

(b) The largest nondivisible piece(s) must be loaded to its practicable minimum. No single piece may create a dimension greater than the dimension it would create if loaded properly and carried by itself.

(c) Additional pieces may be added within the envelope dimension created by the largest piece(s) loaded to its practicable minimum. The envelope should be viewed as an imaginary cube with height, length and width defined by the extremities, regardless of shape, of the over-dimensional piece(s) and other legal dimensions as necessary. The department will provide an illustrative example upon request.

(5) Are there any circumstances when an over-dimensional vehicle(s) can move a legal size load? Yes, when the following conditions have been met:

(a) The vehicle(s) are making the move in conjunction with being in route to pick up a nondivisible load under special permit (front haul); or

(b) The vehicle(s) are making the move in conjunction with returning from a delivery of a nondivisible load under special permit (back haul); and

(c) The route traveled is the same route that would have been used if a legal load had not been moved; and

(d) The front haul or back haul is noted on the special permit used for the nondivisible move.

[Statutory Authority: RCW 46.44.090. WSR 06-07-025, § 468-38-070, filed 3/7/06, effective 4/7/06; WSR 05-04-053, § 468-38-070, filed 1/28/05, effective 2/28/05; WSR 00-11-019 (Order 197), § 468-38-070, filed 5/9/00, effective 6/9/00; WSR 98-21-019 (Order 183), § 468-38-070, filed 10/13/98, effective 11/13/98; WSR 98-09-029 (Order 172), § 468-38-070, filed 4/10/98, effective 5/11/98; WSR 96-23-003, § 468-38-070, filed 11/7/96, effective 12/8/96; WSR 83-16-018 (Order 39, Resolution No. 195), § 468-38-070, filed 7/25/83; WSR 82-18-010 (Order 31, Resolution No. 156), § 468-38-070, filed 8/20/82. Formerly WAC 468-38-170. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-38-070, filed 12/20/78. Formerly WAC 252-24-080.]

468-38-071 Maximums and other criteria for special permits—Divisible.

(1) Can a vehicle, or vehicle combination, acquire a permit to exceed the dimensions for legal vehicles in regular operation when moving items of a divisible nature? Yes. There are specific configurations that receive extra length, extra width, or extra height when carrying a divisible load.

(2) What configurations can be issued a permit, and how are they measured? The configurations and measurement criteria are:

(a) An overlength permit may be issued to a truck-tractor to pull a single trailer or semi-trailer, with a trailer length not to exceed fifty-six feet. The measurement for the single trailing unit will be from the front of the trailer (including draw bar when used), or load, to the rear of the trailer, or load, whichever provides the greater distance up to fifty-six feet. Rear overhang may not exceed fifteen feet.

(b) An overlength permit may be issued to a truck-tractor to pull a set of double trailers, composed of a semi-trailer and full trailer or second semi-trailer, with a combined trailer

length not to exceed sixty-eight feet. The measurement for double trailers will be from the front of the first trailer, or load, to the end of the second trailer or load, whichever provides the greatest distance up to sixty-eight feet. Note: If the truck-tractor is carrying an allowable small freight compartment (dromedary box), the total combined length of the combination, combined trailer length notwithstanding, is limited to seventy-five feet.

(c) An overlength permit may be issued to a log truck pulling a pole-trailer, trailer combination, carrying two distinct and separate loads, as if it was a truck-tractor pulling a set of double trailers. Measurement for the log truck, pole-trailer, trailer combination will be from the front of the first bunk on the truck to the rear of the second trailer, or load, whichever provides the greatest distance up to sixty-eight feet.

(d) An overheight permit may be issued to a vehicle or vehicle combination, hauling empty apple bins, not to exceed fifteen feet high. Measurement is taken from a level roadbed. This permit may be used in conjunction with either of the overlength permits in (a) or (b) of this subsection. The permit may also provide an exemption from a front pilot/escort vehicle as required by WAC 468-38-100 (1)(h). The exemption does not limit the liability assumed by the permit applicant.

(e) An overheight permit may be issued to a vehicle or vehicle combination owned by a rancher and used to haul the rancher's own hay from the rancher's own fields to feed the rancher's own livestock, not to exceed fifteen feet high, measured from a level roadbed. This permit may be used in conjunction with either of the overlength permits in (a) or (b) of this subsection. The permit may also provide an exemption from a front pilot/escort vehicle as required by WAC 468-38-100 (1)(h). The exemption does not limit the liability assumed by the permit applicant.

(f) An overwidth permit, termed a tarping system permit, may be issued to a vehicle or vehicle combination for a divisible load when such vehicle is equipped with a tarping system as defined in WAC 468-38-073 (5)(n) and under the following conditions:

(i) The divisible load must be authorized by a tarping system permit in order to display the special conditions on the permit;

(ii) A tarping system permit is required for any divisible load exceeding one hundred and two inches (eight feet six inches) in width but not exceeding nine feet in width, all of which must be within the confines of the tarping system dimensions. For example, bulging of the tarping material, to accommodate the load, is not authorized;

(iii) A tarping system permit is authorized to be used in conjunction with either of the overlength permits authorized under (a) or (b) of this subsection; and

(iv) Vehicles operating with a tarping system permit are exempt from the requirements and restrictions listed in WAC 468-38-075(1).

(3) Are there any measurement exclusive devices related to these permits? Measurements should not include nonload-carrying devices designed for the safe and/or efficient operation of the vehicle, or vehicle combination components, for example: An external refrigeration unit, a resilient bumper, an aerodynamic shell, etc. Safety and efficiency appurtenances, such as, but not limited to, tarp rails and splash suppression devices, may not extend more than three inches beyond the width of a vehicle. The examples are not all inclusive.

(4) Are overweight permits available for divisible loads? Yes. There are specific criteria authorizing overweight permits to divisible loads.

(a) Additional weight allowances are authorized through special permit for a segment of US-97 from the Canadian border to milepost 331.12 designated as a heavy haul industrial corridor. The permits will authorize vehicles to haul divisible loads weighing up to the Canadian inter-provincial weight limits and must comply with the following requirements:

(i) Vehicles applying for the Canadian weight special permit must be licensed to their maximum legal weight limit in Washington state.

(ii) Displaying the US-97 heavy haul industrial corridor permit does not waive registration fees, fuel taxes, operating authority requirements, future legislative or regulatory changes. Except as provided in the provisions for the heavy weight industrial corridor on US-97, all Washington state and federal laws must be complied with.

(iii) Routes of travel are strictly limited: Both directions of US-97 from the Canadian border at milepost 336.48 to milepost 331.12.

(iv) A Washington state axle spacing report is required for Canadian weight verification.

(v) The following descriptions indicate the maximum weight limits that will be permitted:

(A) Primary steering axle - 600 lbs. (272 kg) per inch (25.4 mm) of width of tire* with a maximum limit of 12,100 lbs.

(B) Other axles - 500 lbs. (227 kg) per inch of width of tire*.

(C) Single axles - 20,000 lbs. (9,100 kg) maximum.

(D) Tandem axles - 37,500 lbs. (17,000 kg) maximum.

*Width of tire is determined by tire side-wall nomenclature.

(E) Tridem axles.

Axle Spread	Pounds	Kilograms
94" (2.4m) to < 118" (3.0m)	46,300	21,000
118" (3.0m) to < 141" (3.6m)	50,700	23,000
141" (3.6m) to < 146" (3.7m)	52,900	24,000
Note: When computing allowable weights, the most conservative figure (whether weight per width of tire, axle weights, or gross weights) will govern.		

(F) Maximum gross weight - Pounds (kilograms).

Number of Axles	2	3	4	5	6	7	8
Truck	36,000 (16,350)	53,000 (24,250)					
Truck and Full Trailer			74,000 (33,500)	91,000 (41,250)	106,500 (48,250)	118,000 (53,500)	139,994 (63,500)
Truck and Pup		56,200 (25,450)	74,000 (33,550)	91,000 (41,250)	99,800 (45,250)		
Tractor and Semi		52,300 (23,700)	69,700 (31,600)	87,100 (39,500)	95,900 - 102,500*		
A-Train**				92,500 (41,900)	109,800 (49,800)	118,000 (53,500)	118,000 (53,500)
B-Train**				90,000 (40,700)	107,200 (48,600)	124,600 (56,500)	139,994 (63,500)
C-Train**				92,500 (41,900)	109,800 (49,800)	120,500 (54,600)	130,000 (58,500)

*Semi tridem axle spacing and weight limits:
94" to < 118" (2.4m to < 3.0m) spread - 95,900 lbs. (43,500 kg).
118" to < 141" (3.0m to < 3.6m) spread - 100,310 lbs. (45,500 kg).
141" to < 146" (3.6m to < 3.7m) spread - 102,500 lbs. (46,500 kg).
**Double trailer vehicles definition for this section:
A-Train: Double trailers coupled by a single drawbar.
B-Train: Two semi-trailers coupled by a fifth wheel mounted to rear of first trailer.
C-Train: Double trailers coupled by double drawbars with self-steering dolly axle(s).

(b) Additional weight allowances are authorized through a special permit for the transportation of divisible loads on state highways during national emergencies or major disasters declared by the president. Emergency permits are available for loads that comply with the conditions following:

(i) The national emergency must be declared by the president of the United States;

(ii) Permits are issued exclusively for vehicles and loads that are delivering relief supplies for any destination that is part of the geographical area covered by the emergency declaration;

(iii) The entire permitted load must consist of emergency supplies; and

(iv) The weight limits for an emergency permit are as follows:

(A) Single axle weight not to exceed 21,500 lbs.;

(B) Tandem axle weight not to exceed 43,000 lbs.;

(C) Tridem axle group weight not to exceed 53,000 lbs. (Tridem axle group defined for this section as three consecutive axles more than 8 feet apart but less than 13 feet apart measured from the center of the first axle of the group to the center of the last axle of the group);

(D) 160,000 lbs. gross weight;

(E) Must comply with all bridge and road weight restrictions;

(F) When requested by law enforcement, documents must be displayed describing the permitted load and that it is destined for the declared emergency area;

(G) Emergency permits under this section will expire no later than one hundred twenty calendar days after the date of the emergency declaration; and

(H) Permits authorized by the emergency declaration will not be issued for loads originating in the declared emergency area except for activities that clear roadways, staging areas, or locations for temporary structures in specific areas in the disaster area.

(5)(a) **Are there special permits available to government vehicles for emergent conditions?** Yes. There are specific criteria authorizing issuance of permits to government vehicles during emergent conditions.

(b) The secretary of transportation, or designee, may issue permits to government vehicles used for the emergent preservation of public safety and/or the infrastructure (i.e., snow removal, sanding highways during emergency winter conditions, emergent debris removal or retainment, etc.). The permits will also be valid for the vehicles in transit to or from the emergent worksite. The special permits may allow:

(i) Weight on axles in excess of what is allowed in RCW 46.44.041;

(ii) Movement during hours of the day, or days of the week, that may be restricted in WAC 468-38-175;

(iii) Exemption from the sign requirements of WAC 468-38-155(7) if weather conditions render such signs ineffectual;

(iv) Movement at night that may be restricted by WAC 468-38-175(3), by vehicles with lights that meet the standards for maintenance vehicles established by the commission on equipment; and

(v) Exemption from the pilot/escort vehicle(s) requirements of WAC 468-38-100(1).

[Statutory Authority: RCW 46.44.090. WSR 19-24-067, § 468-38-071, filed 11/27/19, effective 12/28/19. Statutory Authority: RCW 46.44.098, 46.44.090, and Public Law 112-141, MAP 21, Section 1511. WSR 13-18-009, § 468-38-071, filed 8/22/13, effective 9/22/13. Statutory Authority: RCW 46.44.090, 46.44.0915, and 46.44.101. WSR 11-17-130, § 468-38-071, filed 8/24/11, effective 9/24/11. Statutory Authority: RCW 46.44.090 and 46.44.0915. WSR 08-13-042, § 468-38-071, filed 6/12/08, effective 6/12/08. Statutory Authority: RCW 46.44.090. WSR 05-04-053, § 468-38-071, filed 1/28/05, effective 2/28/05; WSR 98-21-019 (Order 183), § 468-38-071, filed 10/13/98, effective 11/13/98; WSR 96-23-003, § 468-38-071, filed 11/7/96, effective 12/8/96.]

468-38-073 Measurement exclusive devices.

(1) **What are the criteria for being a measurement exclusive device?** Generally, measurement exclusive devices are vehicle appurtenances designed and used for reasons of safety, aerodynamics, or efficient vehicle operation. A measurement exclusive device must not carry property, create a space that property could occupy outside of legal or permitted dimensions, or exceed the specific dimensional limitations stated in this section.

(2) **What devices at the front of a single unit vehicle, or power unit in a vehicle combination, are excluded from length determinations?** The following devices have been

identified as measurement exclusive when determining length from the front of a single unit vehicle or power unit in a vehicle combination:

(a) Resilient bumpers that do not extend more than six inches from the vehicle;

(b) A fixed step up to three inches deep at the front of an existing automobile transporter until April 29, 2005. It will be the responsibility of the operator of the unit to prove that the step existed prior to April 29, 2002. Such proof can be in the form of a work order for equipment modification, a receipt for purchase and installation of the piece, or any similar type of documentation. After April 29, 2005, the step shall no longer be excluded from a vehicle's length.

(3) **What devices at the front of a semi-trailer or trailer are excluded from length determinations?** The following devices have been identified as measurement exclusive when determining length from the front of a semi-trailer or trailer:

(a) A device at the front of a trailer chassis to secure containers and prevent movement in transit;

(b) A front coupler device on a semi-trailer or trailer used in road and rail intermodal operations;

(c) Aerodynamic devices, air deflector;

(d) Air compressor;

(e) Certificate holder (manifest box);

(f) Door vent hardware;

(g) Electrical connector;

(h) Gladhand (air hose connectors joining tractor to trailer);

(i) Handhold;

(j) Hazardous materials placards and holders;

(k) Heater;

(l) Ladder;

(m) Nonload carrying tie-down devices on automobile transporters;

(n) Pickup plate lip (plate at front of trailer to guide fifth wheel under trailer);

(o) Pump offline on tank trailer;

(p) Refrigeration unit;

(q) Removable bulkhead;

(r) Removable stake;

(s) Stabilizing jack (antinosedive device);

(t) Stake pocket;

(u) Step;

(v) Tarp basket;

(w) Tire carrier; and

(x) Uppercoupler.

(4) **What devices at the rear of a single unit vehicle, semi-trailer or trailer are excluded from length determinations?** The following devices have been identified as measurement exclusive when determining length from the rear of a single unit vehicle, semi-trailer or trailer:

(a) Aerodynamic devices that extend up to a maximum of five feet beyond the rear of the vehicle, provided such devices have neither the strength, rigidity nor mass to damage a vehicle, or injure a passenger in a vehicle, that strikes a vehicle so equipped from the rear, and provided also that they do not obscure tail lamps, turn signals, marker lamps, identification lamps, or any other required safety devices, such as hazardous materials placards or conspicuity markings (i.e., reflective tape);

(b) Handhold;

(c) Hazardous materials placards and holder;

(d) Ladder;

(e) Loading and unloading device not to exceed two feet beyond legal length;

(f) Pintle hook;

(g) Removable stake;

(h) Splash and spray suppression device;

(i) Stake pocket; and

(j) Step.

(5) **What devices at the side of a vehicle are excluded from width determinations?** The following devices have been identified as measurement exclusive, not to exceed three inches from the side of the vehicle, when determining width of a vehicle:

(a) Corner cap;

(b) Handhold for cab entry/egress;

(c) Hazardous materials placards and holder;

(d) Lift pad for trailer on flatcar (piggyback) operation;

(e) Load induced tire bulge;

(f) Rain gutter;

(g) Rear and side door hinge and protective hardware;

(h) Rearview mirror;

(i) Side marker lamp;

(j) Splash and spray suppressant device, or component thereof;

(k) Structural reinforcement for side doors or intermodal operation (limited to one inch from the side within the three-inch maximum extension);

(l) Tarping system for open-top cargo area;

(m) Turn signal lamp;

(n) Movable device to enclose the cargo area of a flatbed semi-trailer or trailer, usually called "tarping system," where no component part of the system extends more than three inches from the sides or back of the vehicle when the vehicle is in operation. This exclusion applies to all component parts of a tarping system, including the transverse

structure at the front of the vehicle to which the sliding walls and roof of the tarp mechanism are attached, provided the structure is not also intended or designed to comply with 49 C.F.R. 393.106, which requires a headerboard strong enough to prevent cargo from penetrating or crushing the cab; the transverse structure may be up to one hundred eight inches wide if properly centered so that neither side extends more than three inches beyond the structural edge of the vehicle. Also excluded from measurement are side rails running the length of the vehicle and rear doors, provided the only function of the latter, like that of the transverse structure at the front of the vehicle, is to seal the cargo area and anchor the sliding walls and roof. On the other hand, a headerboard designed to comply with 49 C.F.R. 393.106 is load bearing and thus limited to one hundred two inches in width. The "wings" designed to close the gap between such a headerboard and the movable walls and roof of a tarping system are width exclusive, provided they are add-on pieces designed to bear only the load of the tarping system itself and are not integral parts of the load-bearing headerboard structure;

(o) Tie-down assembly on platform trailer;

(p) Wall variation from true flat; and

(q) Weevil pins and sockets on a platform or low-bed trailer (pins and sockets located on both sides of a trailer used to guide winch cables when loading skid mounted equipment).

(6) **Are there weight measurement exclusive devices?** Yes. Any vehicle equipped with idle reduction technology, designed to promote reduced fuel usage and emissions from engine idling, may have up to four hundred pounds in total gross, axle, tandem or bridge formula weight exempt (excluded) from the weight measurement. To be eligible for the weight exemption, the vehicle operator must be able to prove:

(a) By written certification the weight of the idle reduction technology; and

(b) By demonstration or certification, that the idle reduction technology is fully functional at all times.

The weight exemption cannot exceed five hundred fifty pounds or the certified weight of the unit, whichever is less.

(7) **Can exclusion allowances be combined to create a larger allowance (i.e., adding a five-foot aerodynamic device to a two-foot loading/unloading device for a total exclusion of seven feet)?** No. Each exclusion allowance is specific to a device and may not be combined with the exclusion allowance for another device.

(8) **Can a device receive exclusion if it is not referenced in law or administrative rule?** If the device meets the criteria in subsection (1) of this section, a request for measurement exclusion may be made to the administrator for commercial vehicle services. If approved for an exclusion allowance, the administrator will provide the requestor a written authorization.

[Statutory Authority: RCW 46.44.090 and 46.44.093. WSR 20-21-043, § 468-38-073, filed 10/13/20, effective 11/13/20; WSR 18-21-168, § 468-38-073, filed 10/23/18, effective 11/23/18. Statutory Authority: RCW 46.44.090, 46.44.093, and P.L. 112-141 MAP 21 section 1510. WSR 13-20-002, § 468-38-073, filed 9/19/13, effective 10/20/13. Statutory Authority: RCW 46.44.090. WSR 07-16-083, § 468-38-073, filed 7/30/07, effective 8/30/07. Statutory Authority: RCW 46.44.090 and 2005 c 189. WSR 05-12-002, § 468-38-073, filed 5/18/05, effective 6/18/05.]

468-38-075 Special permit exemptions for authorized vehicles and/or loads.

(1) **What special permit requirements/restrictions are exempted for an authorized overlength vehicle and/or load?** The following exemptions for authorized overlength vehicles and/or loads include:

(a) The requirement to display "oversize load" signs (WAC 468-38-155(7));

(b) The requirement to cease operation on routes governed by commuter hour restrictions, and during holiday travel restrictions (WAC 468-38-175 (1) and (2));

(c) The requirement that approved night movement be stated on the special permit (WAC 468-38-175(3)); and

(d) The restriction for movement during winter road conditions when the following sign is displayed: "traction advisory/oversized vehicles prohibited" (WAC 468-38-095(8)). In addition to being an authorized vehicle, the vehicle must also comply with WAC 204-24-050 Use of tire chains or other traction devices.

(2) **What overlength vehicles and/or loads are authorized to receive the exemptions?** The following vehicles and/or loads are exempted from the requirements/restrictions identified in subsection (1) of this section:

(a) A truck-tractor/semi-trailer combination where the single trailer does not exceed fifty-six feet, including load;

(b) A truck-tractor/semi-trailer/trailer combination where the combined trailer length does not exceed sixty-eight feet, including load;

(c) A vehicle or vehicle combination with a front overhang not exceeding four feet beyond the three foot legal limit set in RCW 46.44.034 (see also bumper criteria set in RCW 46.37.517), and/or a rear overhang not exceeding fifteen feet;

(d) A single unit fixed load vehicle not exceeding an overall length of forty-five feet including the allowable overhangs in (c); and

(e) A nondivisible load, including the trailer upon which it is carried, not exceeding sixty-one feet.

(3) **Are there exemptions for permitted vehicles exceeding legal height or width?** Yes. A vehicle or vehicle combination that does not exceed a defined envelope of twelve feet wide, fourteen feet six inches high and an overall combined length of one hundred five feet is exempt from the restriction on movement at night, as referenced in subsection (1)(c) of this section.

(4) **Are there exemptions for vehicles operating with an overweight special permit?** Yes. A vehicle or vehicle combination operating on a special permit for overweight only, in compliance with all legal dimension limits, is exempt from all of the requirements/restrictions included in subsection (1)(a) through (d) of this section: Provided, That the vehicle or vehicle combination can maintain posted speed limits. This exemption may be used in conjunction with the height and width exemption in subsection (3) of this section.

[Statutory Authority: RCW 46.44.090. WSR 06-07-025, § 468-38-075, filed 3/7/06, effective 4/7/06; WSR 05-04-053, § 468-38-075, filed 1/28/05, effective 2/28/05; WSR 02-06-106, § 468-38-075, filed 3/5/02, effective 4/5/02; WSR 94-07-055 (Order 143), § 468-38-075, filed 3/11/94, effective 3/11/94; WSR 93-21-008 (Order 139), § 468-38-075, filed 10/8/93, effective 11/8/93.]

468-38-080 Emergency load restrictions for heavy vehicles.

(1) **When would the department implement a load restriction?** Pursuant to RCW 46.44.080, when the department determines that an emergency road condition exists, a freeze thaw condition for example, and that vehicles with gross tire loadings exceeding acceptable limits will damage the highway or endanger other traffic using the highway, the department shall without delay restrict or close that highway segment temporarily to all vehicles or to a designated class of vehicle.

(2) **How will vehicle operators be notified of the restrictions?** Signs will be erected at each end of the closed/restricted highway segment, and at all intersecting state highways. Depending upon conditions, one of the following signs will be in use:

(a)

EMERGENCY LOAD RESTRICTIONS			
CONVENTIONAL TIRES		TUBELESS OR SPECIAL WITH .5 MARKING	
Tire Size	Gross Load Each Tire	Tire Size	Gross Load Each Tire
7.00	1800 lbs.	8-22.5	2250 lbs.
7.50	2250 lbs.	9-22.5	2800 lbs.
8.25	2800 lbs.	10-22.5	3400 lbs.
9.00	3400 lbs.	11-22.5	4000 lbs.
10.00	4000 lbs.	11-24.5	4000 lbs.
11.00	4500 lbs.	12-22.5	4500 lbs.
12.00 and over	4500 lbs.	12-24.5 and over	4500 lbs.

(b)

SEVERE EMERGENCY LOAD RESTRICTIONS			
CONVENTIONAL TIRES		TUBELESS OR SPECIAL WITH .5 MARKING	
Tire Size	Gross Load Each Tire	Tire Size	Gross Load Each Tire
7.00	1800 lbs.	8-22.58	1800 lbs.
7.50	1800 lbs.	9-22.5	1900 lbs.
8.25	1900 lbs.	10-22.5	2250 lbs.
9.00	2250 lbs.	11-22.5	2750 lbs.
10.00	2750 lbs.	11-24.5	2750 lbs.
11.00 and over	3000 lbs.	12-22.5 and over	3000 lbs.
Note: The department recommends that carriers check the department's website www.wsdot.wa.gov/freight/mcs for possible advance warning on road restrictions			

(3) **Are the tires identified in the aforementioned table the only tires authorized for use under permit when the signs in subsection (2) of this section are posted?** During periods when "emergency load restrictions" or "severe emergency load restrictions" are in effect, only vehicles equipped with tires required by the table in subsection (2) of this section may operate under permit.

(4) **Will there be an allowance for any second axle that is suspended from the frame of a vehicle independent of the regular drive axle, commonly known as a "rigid trail axle"?** No.

(5) **Will there be an allowance for more than two tires on the steering, or front, axle?** No.

(6) **What restrictions are there on axle load distributions?** The load distribution on any axle must not load the tires on that axle in excess of the prescribed load listed in subsection (2) of this section: Provided, That a truck, truck-tractor, passenger bus or school bus having conventional 10:00 x 20 tires or 11:00 x 22.5 tires, or larger, may carry a maximum load of ten thousand pounds on the front axle over any highway placed under emergency load restrictions.

(7) **Is there a permitting process to allow necessary vehicles to use the restricted highway segment?** Permits may be issued by the department to allow the operation of school buses and vehicles transporting perishable commodities or commodities necessary for the health and welfare of local residents. These vehicles will be subject to specific weight and speed restrictions, as directed by the department.

(8) **Will a temporary additional tonnage permit supersede the restrictions?** Operators of vehicles that have been issued a temporary additional tonnage permit must comply with the posted restriction and related rules.

(9) **Can this rule supersede or modify any rule in force that has established a lower load limitation on a state highway bridge?** No.

[Statutory Authority: RCW 46.44.090. WSR 05-04-053, § 468-38-080, filed 1/28/05, effective 2/28/05; WSR 82-18-010 (Order 31, Resolution No. 156), § 468-38-080, filed 8/20/82. Formerly WAC 468-38-130. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-38-080, filed 12/20/78. Formerly WAC 252-24-090.]

468-38-095 Emergency road restrictions due to weather or other conditions.

(1) **Who has the authority to implement emergency procedures to restrict the movement of a vehicle(s) operating on state highways?** RCW 47.48.031 and 46.44.080 provide authority for the chief or another officer of the state patrol, or the secretary of transportation or designee, to restrict vehicle movement by closing or restricting movement on a section(s) of state highway(s) to all vehicles or specific class of vehicles.

(2) **Under what conditions would a road restriction be put in place?** A restriction or closure may be put in place whenever the department or the state patrol believe that weather or other conditions have created a substantial risk to public safety.

(3) **How are the restrictions maintained?** The department and the state patrol shall exchange notices of conditions that require a restriction(s) or closure to be placed on the highway, and notices when conditions change that will allow the restriction to be terminated. Either the department or the state patrol, whichever agency can best respond to the condition, shall manually control traffic as needed until the restriction is terminated or until the department can install traffic control devices.

(4) **How will the notification of a restriction be communicated to the highway users?** The department and the state patrol have a joint responsibility to provide notice of both the placement and removal of highway restrictions/closures. Notices shall be provided to the news media, affected law enforcement agencies, and other appropriate organizations, both public and private. For areas requiring vehicles to apply tire chains, see subsection (8) of this section.

(5) **At what point does visibility play a factor in the movement of a vehicle operating under special permit?** Moves must not be made when visibility is reduced to one thousand feet or less. If visibility is reduced during transport, the vehicle or vehicle combination must clear the highway at the nearest safe location.

(6) **Can an individual move under special permit be restricted through enforcement intervention?** Yes. An enforcement officer, at his/her discretion, may require the driver of the permitted vehicle or vehicle combination to pull off of the highway when weather or other conditions become unsafe for further movement. The enforcement officer may direct or escort the permitted vehicle to a place of safety where it may be parked until the unsafe conditions abate.

(7) **Do vehicles carrying hazardous or radioactive cargo have greater opportunity of being affected by restrictions?** Yes. Due to the potential risks to the public, RCW 47.01.270 and 47.48.050 have provided the department and the state patrol with the specific authority to close a section(s) of the highway(s) to transporters of placarded radioactive or hazardous cargo. The basis for closure is the same as stated in subsection (2) of this section.

(8) **Who has authority to prohibit permitted vehicles from chain/approved traction device control areas, and how is this communicated?** The department and the state patrol may prohibit a vehicle, whether moving under special permit for oversize/overweight or not, from entering chain/approved traction device control areas. Prohibitions are put in place when it is determined the vehicle will experience difficulty in safely traveling the area. Traffic control signs will generally communicate prohibitions (i.e., "traction advisory/oversized vehicles prohibited," "chains required on all vehicles except all wheel drive," "vehicles over 10,000 gvwr chains required," etc.). In addition, specific vehicle combinations may be required to operate with specified traction devices (i.e., "tractors pulling double trailers must chain up"). Also, refer to WAC 204-24-050 (2)(h) for a list of areas where sufficient tire chains must be carried on the vehicle(s) between November 1 and April 1 of each year.

(9) **What penalties are in place for vehicles moving in prohibited areas?** Movement into a restricted area when the vehicle is prohibited, or without the specified traction device, is a violation of the special permit, which is a traffic infraction, and subject to the penalties of RCW 46.44.105.

(10) **What responsibilities must the operator of a vehicle(s) operating under special permit, during winter road conditions, assume when signs or other traffic control devices are not present?** A vehicle, or vehicle combination, operating under special permit for oversize, must stop movement at the nearest safe location during periods when:

(a) Snow is falling to a degree that visibility is limited to less than one thousand feet; or

(b) Immediately following a severe storm when snow removal equipment is operating; or

(c) When fog or rain limits visibility to less than one thousand feet; or

(d) When compact snow and ice conditions require the use of chains.

Movement must not resume until conditions have abated and clearance obtained from the nearest department or state patrol office. Failure to stop is a violation of the permit and subject to the penalties of RCW 46.44.105.

(11) **What services may a business or person provide under the department's tire chain service provider program, as authorized under chapter 47.04 RCW?** If the department has issued a permit as provided under subsection (18) of this section to a business or person, hereinafter permittee(s), they are only allowed to install and/or remove motorist-provided tire chains under this program. Providing other services for a fee on highway right of way is prohibited. Permittees are not allowed to sell or rent tire chains to motorists on the highway right of way. If needed, minor repair of motorist-provided tire chains or selling elastic cords to motorists to ensure the proper fit of chains to tires is allowed as part of the installation or

removal of tire chains. For example, a minor repair may be the replacement of a link that is missing from a tire chain.

(12) **Where on the highway right of way will permittees be allowed to establish work stations?** The department will designate chain-on and chain-off areas. Permittees will be allowed to establish work stations in authorized locations only in these designated areas. Permittees are prohibited from establishing work stations on the highway right of way outside of department specified locations. Permittees shall set up a sign to identify their work station. The sign shall display the permittee's permit number and prices charged for services.

(13) **When may permittees establish work stations in designated areas?** Permittees may establish work stations in designated areas only when they are requested to do so by the department's maintenance personnel responsible for highway operations. Department maintenance personnel will also notify permittees when chains are no longer required and workstations must be closed. Establishing work stations without a request from department maintenance personnel is prohibited.

(14) **Are motorists required to use tire chain installation and/or removal services?** Use of tire chain services is voluntary. Motorists installing or removing their own tire chains will be able to use designated chain-on and chain-off areas for this purpose.

(15) **What fees may permittees charge for their services?** A set fee schedule will be annually determined by the department with input from interested parties. All permittees will charge the same fee schedule for services provided. The schedule will include fees for minor repairs and selling elastic cords to motorists for the proper fit of chains to tires. Charging amounts outside of the set fee schedule while working on the highway right of way is prohibited.

(16) **What worker safety standards do permittees have to meet while working on the highway right of way?** All permittees must follow, at a minimum, all safety work standards and requirements that are listed in the permit. Safety apparel worn by chain installers will meet standards of the American National Standard Institute and the International Safety Equipment Association (ANSI/ISEA). The permittee's permit number shall be visibly displayed on his/her vest, jacket, or other outer garment.

(17) **If multiple permittees are authorized to work on highway right of way, how will a fair opportunity to work be afforded to all permittees?** If multiple permittees are permitted, the department will utilize a rotational call-out system.

(18) **What process is available for acquiring a permit?** An application/permit form must be completed and submitted to the department. An orientation session provided by the department, must be attended by all chain installers. Chain installers must exhibit tire chain installation/removal competency. After the applicant has participated in the orientation session, the department may issue a permit to the applicant. The department may limit the number of permits issued on a first-come first-served basis. The department, in issuing a permit for the installation or removal of tire chains, assumes no responsibility for the actions, inactions, competence, or reliability of the permittee in performing those services and shall not be liable for the damages relating to acts or omissions of the permittees in accordance with RCW 47.04.270.

(19) **What happens if any permit condition is violated by the permittee or if the permittee has made false or misleading statements on the permit application?** If a permittee violates any permit condition or if the permittee has made a false or misleading statement on the permit application, the department may immediately revoke the permit. The permittee is not entitled to a permit revocation hearing.

[Statutory Authority: Chapter 47.04 RCW. WSR 06-22-015, § 468-38-095, filed 10/23/06, effective 11/23/06. Statutory Authority: RCW 46.44.090. WSR 05-04-053, § 468-38-095, filed 1/28/05, effective 2/28/05.]

468-38-100 Pilot/escort vehicle and operator requirements.

(1) A certified pilot/escort operator, acting as a warning necessary to provide safety to the traveling public, must accompany an extra-legal load when:

(a) The vehicle(s) or load exceeds 11 feet in width: Two pilot/escort vehicles are required on two lane highways, one in front and one at the rear.

(b) The vehicle(s) or load exceeds 14 feet in width: One escort vehicle is required at the rear on multilane highways.

(c) The vehicle(s) or load exceeds 20 feet in width: Two pilot/escort vehicles are required on multilane undivided highways, one in front and one at the rear.

(d) The trailer length, including load, of a tractor/trailer combination exceeds 105 feet, or when the rear overhang of a load measured from the center of the rear axle exceeds one-third of the trailer length including load of a tractor/trailer or truck/trailer combination: One pilot/escort vehicle is required at the rear on two-lane highways.

(e) The trailer length, including load, of a tractor/trailer combination exceeds 125 feet: One pilot/escort vehicle is required at the rear on multilane highways.

(f) The front overhang of a load measured from the center of the front steer axle exceeds 20 feet: One pilot/escort vehicle is required at the front on all two-lane highways.

(g) The rear overhang of a load on a single unit vehicle, measured from the center of the rear axle, exceeds 20 feet: One pilot/escort vehicle is required at the rear on two-lane highways.

(h) The height of the vehicle(s) or load exceeds 14 feet six inches: One pilot/escort vehicle with height measuring device (pole) is required at the front of the movement on all highways.

(i) The vehicle(s) or load exceeds 12 feet in width on a multilane highway and has a height that requires a front pilot/escort vehicle: One rear pilot/escort vehicle is required.

(j) The operator, using rearview mirrors, cannot see 200 feet to the rear of the vehicle or vehicle combination when measured from either side of the edge of the load or last vehicle in the combination, whichever is larger: One pilot/escort vehicle is required at the rear on all highways.

(k) In the opinion of the department, a pilot/escort vehicle(s) is necessary to protect the traveling public. Assignments of this nature must be authorized through the department's administrator for commercial vehicle services.

(2) **Can a pilot/escort vehicle be temporarily reassigned a position relative to the load during a move?** When road conditions dictate that the use of the pilot/escort vehicle in another position would be more effective, the pilot/escort vehicle may be temporarily reassigned. For example: A pilot/escort vehicle is assigned to the rear of an overlength load on a two-lane highway. The load is about to enter a highway segment that has curves significant enough to cause the vehicle and/or load to encroach on the oncoming lane of traffic. The pilot/escort vehicle may be temporarily reassigned to the front to warn oncoming traffic.

(3) **Can a certified flag person ever substitute for a pilot/escort vehicle?** In subsection (1)(d) and (e) of this section, the special permit may authorize a riding flag person, in lieu of a pilot/escort vehicle, to provide adequate traffic control for the configuration. The flag person is not required to ride in the pilot/escort vehicle but may ride in the transport vehicle with transporter's authorization.

(4) **Must an operator of a pilot/escort vehicle be certified to operate in the state of Washington?** Yes. To help assure compliance with the rules of this chapter, consistent basic operating procedures are needed for pilot/escort vehicle operators to properly interact with the escorted vehicle and the surrounding traffic. Operators of pilot/escort vehicles, therefore, must be certified as having received department-approved base level training as a pilot/escort vehicle operator and must comply with the following:

(a) A pilot/escort vehicle operator with a Washington state driver's license must have a valid Washington state pilot/escort vehicle operator certificate/card which must be on the operator's person while performing escort vehicle operator duties.

(b) A pilot/escort vehicle operator with a driver's license from a jurisdiction other than the state of Washington may acquire a Washington state escort vehicle operator certificate/card, or operate with a certification from another jurisdiction approved by the department, subject to the periodic review of the issuing jurisdiction's certification program. A current list of approved programs will be maintained by the department's commercial vehicle services office.

(c) A pilot/escort vehicle operator certification does not exempt a pilot/escort operator from complying with all state laws and requirements of the state in which she/he is traveling.

(d) Every applicant for a state of Washington pilot/escort operator certificate shall attend an eight-hour initial training course or if renewing their certification, may attend a four-hour recertification course. Every applicant must attend a course offered and presented by a business, organization, government entity, or individual approved by the department. At the conclusion of the course, the applicant will be eligible to receive the certification card after successfully completing a written test with at least an 80 percent passing score. State of Washington pilot/escort vehicle operator certification cards must be renewed every three years.

(5) **What are the pretrip procedures that must be followed by the operator of a pilot/escort vehicle?**

(a) Discuss with the operator of the extra-legal vehicle the aspects of the move including, but not limited to, the vehicle configuration, the route, and the responsibilities that will be assigned or shared.

(b) Prerun the route, if necessary, to verify acceptable clearances.

(c) Review the special permit conditions with the operator of the extra-legal vehicle. When the permit is a single trip extra-legal permit, displaying routing information, the pilot/escort operator(s) must have a copy of the permit, including all special conditions and attachments.

(d) Determine proper position of required pilot/escort vehicles and set procedures to be used among the operators.

(e) Check mandatory equipment, provided in subsections (9) and (10) of this section. Each operator is responsible for his or her own vehicle.

(f) Check two-way communication system to ensure clear communications between the pilot/escort vehicle(s) and the transport vehicle and predetermine the channel to be used.

(g) Acknowledge that nonemergency electronic communication is prohibited except communication between pilot/escort operator(s) and the transport vehicle during movement.

(h) Adjust mirrors, mount signs and turn on lights, provided in subsections (8)(e) and (9)(a) and (b) of this section.

(6) **What are the responsibilities of the operator of a pilot/escort vehicle when assigned to be in front of the extra-legal movement?** The operator shall:

(a) Provide general warning to oncoming traffic of the presence of the permitted vehicle by use of signs and lights, provided in subsection (9) of this section;

(b) Notify the operator of the extra-legal vehicle, and the operator(s) of any trailing pilot/escort vehicle(s), about any condition that could affect either the safe movement of the extra-legal vehicle or the safety of the traveling public, in sufficient time for the operator of the extra-legal vehicle to take corrective action. Conditions requiring communication include, but are not limited to, road-surface hazards; overhead clearances; obstructions; traffic congestion; pedestrians; etc.;

(c) Provide guidance to the extra-legal vehicle through lane changes, egress from one designated route and access to the next designated route on the approved route itinerary, and around any obstacle;

(d) In the event of traffic buildup behind the extra-legal vehicle, locate a safe place adjacent to the highway where the extra-legal vehicle can make a temporary stop. Notify the operator of the extra-legal vehicle, and the operator(s) of any trailing pilot/escort vehicle(s), in sufficient time for the extra-legal vehicle to move out of the traffic flow into the safe place, allowing the following traffic to pass safely;

(e) In accordance with training, be far enough in front of the extra-legal vehicle to allow time for the extra-legal vehicle to stop or take corrective action as necessary when notified by the front pilot/escort operator. Be far enough in front of the extra-legal vehicle to signal oncoming traffic to stop in a safe and timely manner before entering any narrow structure or otherwise restricted highway where an extra-legal vehicle has entered and must clear before oncoming traffic can enter;

(f) In accordance with training, do not be any farther ahead of the extra-legal vehicle than is reasonably prudent, considering speed of the extra-legal vehicle, other traffic, and highway conditions. Do not exceed a distance between pilot/escort vehicle and extra-legal vehicle that would interfere with maintaining clear two-way radio communication; and

(g) Assist in guidance to a safe place, and/or traffic control, in instances when the extra-legal vehicle becomes disabled.

(7) **What are the responsibilities of the operator of a pilot/escort vehicle when assigned to be at the rear of the extra-legal movement?** The operator shall:

(a) Provide general warning to traffic approaching from the rear of the extra-legal vehicle ahead by use of signs and lights, provided in subsection (9) of this section;

(b) Notify the operator of the extra-legal vehicle, and the operator(s) of any leading pilot/escort vehicle(s), about any condition that could affect either the safe movement of the extra-legal vehicle or the safety of the traveling public, in sufficient time for the operator of the extra-legal vehicle to take corrective action. Conditions requiring communication include, but are not limited to, objects coming loose from the extra-legal vehicle; flat tires on the extra-legal vehicle; rapidly approaching traffic or vehicles attempting to pass the extra-legal vehicle; etc.;

(c) Notify the operator of the extra-legal vehicle, and/or the operator of the lead pilot/escort vehicle, about traffic buildup or other delays to normal traffic flow resulting from the extra-legal move;

(d) In the event of traffic buildup behind the extra-legal vehicle, notify the operator of the extra-legal vehicle, and the operator(s) of any pilot/escort vehicle(s) in the lead, and assist the extra-legal vehicle in its move out of the traffic flow into the safe place, allowing the following traffic to pass safely;

(e) In accordance with training, be far enough behind the extra-legal vehicle to provide visual warning to approaching traffic to slow or stop in a timely manner, depending upon the action to be taken by the extra-legal vehicle, or the condition of the highway segment (i.e., limited sight distance, mountainous terrain, narrow corridor, etc.);

(f) Do not follow more closely than is reasonably prudent, considering the speed of the extra-legal vehicle, other traffic, and highway conditions. Do not exceed one-half mile distance between the pilot/escort vehicle and the extra-legal vehicle in order to maintain radio communication, except when necessary to safely travel a long narrow section of highway; and

(g) Pilot/escort operators shall not perform tillerman duties while performing escorting duties. For this section, tillerman refers to an individual that operates the steering of the trailer or trailing unit of the transport vehicle; and

(h) Assist in guidance to a safe place, and/or traffic control, in instances when the extra-legal vehicle becomes disabled.

(8) **What kind of vehicle can be used as a pilot/escort vehicle?** In addition to being in safe and reliable operating condition, the vehicle shall:

(a) Be either a single unit passenger car, including passenger van, or a two-axle truck, including a nonplacarded service truck;

(b) Not exceed a maximum gross vehicle weight or gross weight rating of 16,000 pounds;

(c) Have a body width of at least 60 inches but no greater than 102 inches;

(d) Not exceed the legal limits of size and weight, as defined in chapter 46.44 RCW;

(e) Be equipped with outside rear-view mirrors, located on each side of the vehicle; and

(f) Not tow a trailer while escorting.

(9) **In addition to equipment required by traffic law, what additional equipment is required on the vehicle when operating as a pilot/escort, and when is it used?**

(a) A minimum of one flashing or rotating amber (yellow) light or strobe, positioned above the roof line, visible from a minimum of 500 feet to approaching traffic from the front or rear of the vehicle and visible a full 360 degrees around the pilot/escort vehicle.

Light bars, with appropriately colored lights, meeting the visibility minimums are acceptable. Lights must only be activated while escorting an extra-legal vehicle, or when used as traffic warning devices while stopped at the side of the road taking height measurements during the prerunning of a planned route. The vehicle's headlights must also be activated while escorting an extra-legal vehicle.

(b) A sign reading "OVERSIZE LOAD," measuring at least five feet wide, 10 inches high with black lettering at least eight inches high in a one-inch brush stroke on yellow background. The sign shall be mounted over the roof of the vehicle and shall be displayed only while performing as the pilot/escort of an extra-legal load. When the vehicle is not performing as a pilot/escort, the sign must be removed, retracted or otherwise covered.

(c) A two-way radio communications system capable of providing reliable two-way voice communications, at all times, between the operators of the pilot/escort vehicle(s) and the extra-legal vehicle(s).

(d) Nonemergency electronic communications is prohibited except communication between the pilot/escort vehicle(s) and the transport vehicle during movement.

(10) **What additional or specialized equipment must be carried in a pilot/escort vehicle?**

(a) A standard 18-inch STOP AND SLOW paddle sign.

(b) Three bi-directional emergency reflective triangles.

(c) A minimum of one five-pound B, C fire extinguisher, or equivalent.

(d) For daytime and nighttime activities, a high visibility safety garment designed according to Class 2/3 specifications in ANSI/ISEA 107-2004, American National Standard for High Visibility Safety Apparel, to be worn when performing pilot/escort duties outside of the vehicle. The specifications at a minimum will meet the standard in the Manual on Uniform Traffic Control Devices (MUTCD).

(e) A highly visible colored hard hat, also to be worn when performing pilot/escort duties outside of the vehicle, per WAC 296-155-305.

(f) A height-measuring device (pole), which is nonconductive and nondestructive to overhead clearances, when required by the terms of the special permit. The upper portion of a height pole shall be constructed of flexible material to prevent damage to wires, lights, and other overhead objects or structures. The pole may be carried outside of the vehicle when not in use. See also subsection (14) of this section.

(g) First-aid supplies as prescribed in WAC 296-800-15020.

(h) A flashlight in good working order with red nose cone. Additional batteries should also be on hand.

(11) **Can the pilot/escort vehicle carry passengers?** A pilot/escort vehicle may not contain passengers, human or animal, except that:

(a) A certified individual in training status or necessary flag person may be in the vehicle with the approval of the pilot/escort operator.

(b) A service animal may travel in the pilot/escort vehicle but must be located somewhere other than front seat of vehicle.

(12) **Can the pilot/escort vehicle carry any other items, equipment, or load?** Yes, as long as the items, equipment or load have been properly secured; provided that, no equipment or load may be carried in or on the pilot/escort vehicle that:

(a) Exceeds the height, length, or width of the pilot/escort vehicle, or overhangs the vehicle, or otherwise impairs its immediate recognition as a pilot/escort vehicle by the traveling public;

(b) Obstructs the view of the flashing or rotating amber lights, or "OVERSIZE LOAD" sign on the vehicle;

(c) Causes safety risks; or

(d) Otherwise impairs the performance by the operator or the pilot/escort vehicle of the duties required by these rules.

(13) **Can a pilot/escort vehicle escort more than one extra-legal load at the same time?** No, unless the department determines there are special circumstances that have resulted in an express authorization on the special permit.

(14) **When and how must a pilot/escort vehicle use a height-measuring device?** The height-measuring device (pole) must be used when escorting an extra-legal load in excess of 14 feet six inches high, unless an alternative authorization has been granted by the department and stated on the special permit. The height pole must extend between three and six inches above the maximum height of the extra-legal vehicle, or load, to compensate for the affect of wind and motion. The height measuring device (pole) shall be mounted on the front of the lead pilot/escort vehicle. When not in the act of escorting an extra-legal height move, or prerunning a route to determine height acceptance, the height pole shall be removed, tied down or otherwise reduced to legal height.

(15) **Do the rules change when a uniformed off-duty law enforcement officer, using official police car or motorcycle, performs the escorting function?** While the spirit of the rules remains the same, specific rules may be modified to fit the situation.

(16) **Are certified pilot/escort vehicle operators required to have commercial auto insurance?** Yes, for hire certified pilot/escort vehicle operators are required to have insurance to conduct the duties associated to this rule:

(a) One hundred thousand dollars for bodily injury to or death of one person in any one accident;

(b) Three hundred thousand dollars for bodily injury to or death of two or more persons in any one accident; and

(c) Fifty thousand dollars for damage to or destruction of property of others in any one accident.

Satisfactory evidence of the insurance shall be carried at all times by the operator of the pilot vehicle, which evidence shall be displayed upon request by a law enforcement officer.

[Statutory Authority: RCW 46.44.090 and 46.44.093. WSR 23-06-027, § 468-38-100, filed 2/22/23, effective 3/25/23; WSR 20-21-042, § 468-38-100, filed 10/13/20, effective 11/13/20; WSR 18-13-029, § 468-38-100, filed 6/11/18, effective 7/12/18; WSR 17-11-001, § 468-38-100, filed 5/3/17, effective 6/3/17; WSR 16-11-012, § 468-38-100, filed 5/5/16, effective 6/5/16. Statutory Authority: RCW 46.44.090. WSR 06-07-025, § 468-38-100, filed 3/7/06, effective 4/7/06; WSR 05-04-053, § 468-38-100, filed 1/28/05, effective 2/28/05; WSR 89-23-110 (Order 68), § 468-38-100, filed 11/22/89, effective 12/23/89; WSR 82-18-010 (Order 31, Resolution No. 156), § 468-38-100, filed 8/20/82. Formerly WAC 468-38-180. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-38-100, filed 12/20/78. Formerly WAC 252-24-100.]

468-38-120 Transport of extra-legal manufactured housing.

(1**) How many vehicles can be combined in the move of a manufactured home?** The vehicle combination is limited to two vehicles, a towing unit, sometimes referred to as a "toter," and the semi-trailer designed housing unit.

(2) **What are the dimensional limits of the combination?** While the overall combination is not limited by dimension, the following limits are established:

(a) **Length:** The length of the manufactured housing unit may not exceed seventy-five feet, including the length of the tongue.

(i) The department's administrator for commercial vehicle services, or designee, is authorized to issue permits, on an individual basis, authorizing the transport of a unit when the length exceeds that specified in (a) of this subsection, but the housing unit will not exceed eighty feet in length, including the length of the tongue.

(ii) In issuing permits under this rule, the administrator will determine the following:

(A) The safety of other highway users will not be impaired; and

(B) The adjacent states, through which the manufactured home may be transported, must also authorize the movement.

(b) **Width:** The width of the manufactured housing unit must not exceed a box (base) width of sixteen feet. The unit may have an eave provided it does not extend beyond either side by:

(i) More than thirty inches for units with a box width less than sixteen feet wide; or

(ii) More than sixteen inches for a unit with a box width of sixteen feet; however, the overall width shall not, under any circumstances, exceed eighteen feet.

(c) **Width exemptions:** External features, such as doorknobs, window fasteners, eave cap, clearance lights, and load securing devices, that extend no more than two inches on each side of the unit, are exempt from the overall width measurement.

(d) **Height:** The height of the unit is limited to the actual overhead clearance of the route.

(3) **What are the criteria for receiving an annual/monthly special permit versus a single trip special permit?**

(a) Annual/monthly permits are issued only to dealers or manufacturers described in chapter 46.70 RCW or licensed transporters described in chapter 46.76 RCW. Use of the annual/monthly permit is restricted to the movement of housing units with a box width not exceeding fourteen feet wide, plus an eave not to exceed twelve inches, and a height not to exceed fifteen feet measured from level ground when in transit mode.

(b) Single trip permits are required when the permit applicant is not a qualified dealer or transporter as described in (a) of this subsection, or when the width of the housing unit box exceeds fourteen feet wide, the overall width exceeds fifteen feet wide, and/or the height exceeds fifteen feet measured from level ground when in transit mode. Housing units that exceed sixteen feet wide and/or sixteen feet high must also comply with the requirements of WAC 468-38-405 Superloads, prior to the issuance of a special permit.

(4) **When is it necessary to include a pilot/escort vehicle(s) in the movement of a manufactured house?** The requirements for a pilot/escort vehicle escorting a manufactured home are the same as those found in WAC 468-38-100, except that the use of a height measuring device (pole) on the front pilot/escort vehicle is not required until the overall height of the housing unit exceeds fifteen feet. With respect to pilot/escort requirements for height in this section, the term housing unit includes modular homes as defined in RCW 46.04.303. The vehicle or load width referenced in WAC 468-38-100 is to be interpreted as overall width when measuring a manufactured home.

(5) **What are the insurance requirements, and what special reporting responsibilities does the transporter have in case of an accident?**

(a) Insurance requirements for the movement of a manufactured home are outlined in RCW 46.44.180.

(b) When an incident occurs while transporting a manufactured house under special permit, the transporter must immediately notify the nearest state patrol office if the damage to the manufactured home is greater than two hundred fifty dollars or if the damage to other vehicles or structures exceeds one hundred dollars. The transport of the home must not resume without permission from the state patrol.

(6) **What requirements must a manufactured home meet for axles, brakes, tires and other suspension components before it can be transported?**

(a) **Axles** on each housing unit in transport must be in sufficient number to support enough tires to comply with (c)(i) and (ii) of this subsection. Any housing unit exceeding fourteen feet wide must have a minimum of four axles.

(b) **Brakes** must be designed and installed to activate if the housing unit accidentally breaks away from the towing vehicle. The brakes on all vehicle/housing unit combinations must be capable of complying with the braking performance requirements of RCW 46.37.351. In addition, there must be compliance with the following special installation criteria:

(i) For housing units manufactured prior to June 15, 1976, brake installation must, at a minimum, comply with the following table:

Width of Unit at Base	Number of Axles Required	Wheels w/ Brakes
> 8' 6" but < 10'	2 or more	All wheels on 2 axles (a towing unit w/minimum. 9,000 GVWR all wheels on 1 axle)
10' to 14' (under 60' in length)	2 or more (3 or more if > 60' long)	All wheels on 2 axles (tires w/minimum 8:00 x 14.5, 10 ply)

(ii) For all vehicle/housing unit combinations exceeding fourteen feet wide, all wheels on at least three of the axles must be properly equipped with brakes.

(c) **Tire** loadings are dependent on when the housing unit was manufactured and must comply as follows:

(i) **Tire loadings** on housing units manufactured **after January 1, 2002**, (labeled pursuant to Code of Federal Regulation, 24 C.F.R. 3282.362 (c)(2)(i)) may not exceed the manufacturer's rating as marked on the sidewall. In the absence of a sidewall marking, the tires on the housing unit must comply with the load rating specified in any of the publications of any organization listed in the Federal Motor Carrier Safety Standard (FMCSS) No. 119 (49 C.F.R. 571.119, S5.1 (b)). Housing

units with no verifiable date of manufacture must also not exceed the manufacturer's tire load rating.

(ii) **Tire loadings** on housing units manufactured **before January 1, 2002**, (labeled pursuant to 24 C.F.R. 3282.362 (c)(2)(i)) must not exceed more than eighteen percent above the manufacturer's rating as marked on the sidewall. In the absence of a sidewall marking, the tires on the housing unit must not exceed eighteen percent above the load rating specified in any of the publications of any organization listed in the Federal Motor Carrier Safety Standard (FMCSS) No. 119 (49 C.F.R. 571.119, S5.1 (b)). Housing units transported on tires overloaded by nine percent or more must not be moved at speeds exceeding fifty miles per hour (eighty kilometers per hour).

(d) Tow **spare tires**, inflated and ready for use, must be carried during transport.

(e) The manufacturer's rating must not be exceeded for any **wheel, axle, drawbar, hitch, or other suspension device**.

(7) **Does a tow vehicle (toter) have any special requirements?** Yes. The tow vehicle must:

(a) Be equipped with dual wheels on the drive axle.

(b) Have a combined minimum gross axle weight rating, assigned by the manufacturer, of thirty-two thousand pounds, if the housing unit being transported exceeds fourteen feet wide.

(c) Have sufficient engine horsepower to maintain towing speeds of forty-five miles per hour on the interstate and thirty-five miles per hour on other highways.

(8) **What unique travel requirements must be complied with?** Requirements for signs, lights, unit covering, routes, speed, moving multiple units at the same time and lane of travel are as follows:

(a) **Signs** for the towing unit and housing unit must comply with WAC 468-38-155(7). The sign for the housing unit must be mounted on the rear of the unit, on a horizontal plane, between five and seven feet above the road surface.

(b) In addition to any other **lighting** requirements in law or rule, two six-inch flashing amber lights, with a minimum of thirty-five candle power, a flashing cycle of sixty to one hundred twenty times per minute during transit, must be mounted on the rear of the housing unit, on a horizontal plane, at least ten feet above the road surface. An additional two lights, of the same specifications, must be mounted above the roofline of the towing vehicle, either on the towing vehicle roof or the front of the housing unit. The two lights at each location, front and rear, must be located as close to the outside extremities of the housing unit as practical.

(c) **Coverings** of open sides may be with a rigid material such as plywood or hardboard, or a sufficiently strong ply plastic. When plastic is used, a grillwork of lumber or similar material must be applied to prevent tears and/or billowing of the material.

(d) **Routes** of travel with restrictions must be strictly adhered to. Housing units in transport mode that exceed sixteen feet high or sixteen feet wide must be approved for travel on a case-by-case basis, as per WAC 468-38-405, Superloads. **Dealers selling extra-legal manufactured homes must advise the prospective purchaser in writing that not all state highways are approved for the transport of manufactured homes in excess of twelve feet wide**.

(e) **Speed** of the in-transit housing unit is governed by WAC 468-38-175(5).

(f) **Multiple housing units moving together** must comply with WAC 468-38-175(6), Moves in convoy.

(g) The **right-hand lane must be used for travel**, except when passing or avoiding an obstruction. On two-lane highways, housing units must not pass other vehicles except when required to pass a slow moving vehicle that is hindering safe traffic flow.

(9) **Is a decal from the county treasurer required before a manufactured home can be transported?** Yes, except as provided for in RCW 46.44.170 (2)(a) and (b), a decal issued by the county treasurer must be displayed on the rear of the manufactured home during transport on public highways of this state. If the manufactured home is being transported as multiple units (double-wide or more), an individual decal must be displayed on each unit being transported.

(10) **How is the county treasurer decal issued?** The decal is issued at the same time the county treasurer issues the tax certificate that shows all taxes have been paid to date.

(11) **RCW 46.44.170 requires the department to design the decal for uniform implementation. What are the design specifications?** The decal must:

(a) Be at least eight and one-half inches square.

(b) Be printed on Appleton Radiant Fluorescent Bristol (weight .010) or paper of comparable quality.

(c) Be fluorescent orange in color.

(d) Disclose the make, model and serial number of the manufactured home, the date issued, the name of the transporter, the transporter's WUTC permit number ID required, the department of transportation special motor vehicle permit number, and the name of the county issuing the decal.

(e) Clearly display the expiration date of the decal, which must not be more than fifteen days after the date issued.

(12) **Can decals be transferred to other housing units?** Under no circumstance can the decal be transferred.

(13) **What other vehicles are treated like manufactured housing for permitting purposes?** Any enclosed structure built on a manufactured housing type chassis with its own axles must comply with the provisions of this section to receive an overlegal permit, including, but not limited to: Portable construction offices, portable classrooms, and "park-model" trailers.

[Statutory Authority: RCW 46.44.090. WSR 16-11-010, § 468-38-120, filed 5/5/16, effective 6/5/16. Statutory Authority: RCW 46.44.090 and 46.44.093. WSR 12-18-007, § 468-38-120, filed 8/23/12, effective 9/23/12. Statutory Authority: RCW 46.44.090. WSR 06-07-025, § 468-38-120, filed 3/7/06, effective 4/7/06; WSR 05-04-053, § 468-38-120, filed 1/28/05, effective 2/28/05. Statutory Authority: RCW 46.44.090 and 46.44.170. WSR 02-17-004, § 468-38-120, filed 8/8/02, effective 9/8/02. Statutory Authority: RCW 46.44.090. WSR 98-16-087 (Order 180), § 468-38-120, filed 8/5/98, effective 9/5/98; WSR 96-18-053, § 468-38-120, filed 8/30/96, effective 9/30/96; WSR 95-24-073, § 468-38-120, filed 12/4/95, effective 1/4/96; WSR 87-20-040 (Order 62, Resolution No. 307), § 468-38-120, filed 10/1/87; WSR 86-21-115 (Order 58, Resolution No. 286), § 468-38-120, filed 10/21/86. Statutory Authority: RCW 46.44.170. WSR 85-22-003 (Order 51, Resolution No. 254), § 468-38-120, filed 10/24/85. Statutory Authority: RCW 46.44.090. WSR 83-16-018 (Order 39, Resolution No. 195), § 468-38-120, filed 7/25/83; WSR 82-18-010 (Order 31, Resolution No. 156), § 468-38-120, filed 8/20/82. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-38-120, filed 12/20/78. Formerly WAC 252-24-150.]

468-38-155 Safety equipment for special permit moves.

In addition to any codified vehicle safety requirements, what other safety equipment may be required on a special permit move? The following items may be required on a vehicle or vehicle combination making a move under special permit:

(1) **Brakes.**

(a) Braking equipment must comply with the performance and maintenance requirements of RCW 46.37.360, unless specifically stated on the special permit.

(b) A special permit will not be issued to a vehicle "in tow" of another vehicle without brakes unless a three-axle truck or truck-tractor with a minimum unladen weight of fifteen thousand pounds is employed as the power unit. The power unit must also have sufficient power and brakes to control the towed unit at all times.

(2) **Drawbar—Towline.**

(a) The drawbar or other connection between vehicles in combination must be of sufficient strength to hold the weight of the towed vehicle on any grade where operated.

(b) No trailing unit shall whip, weave, or oscillate or fail to follow substantially in the course of the towing vehicle.

(3) **Flags.**

(a) Flags must be displayed on all four corners of all overwidth loads, and at the extreme ends of all protrusions, projections, or overhangs as required by RCW 46.37.140. During hours of darkness, lights as required by RCW 46.37.140 shall be located at each point where flags are required.

(b) When the distance between the towed vehicle and the towing vehicle exceeds fifteen feet, a white flag or cloth not less than eighteen inches square must be fastened at the approximate middle of the span.

(4) **Lights.** Vehicles, whether factory direct or custom built, used in the transport of extra-legal loads must be equipped with brake lights and turn signals as required by RCW 46.37.200.

(5) **Two-way communications.** When pilot/escort vehicle(s) are required, the transport vehicle must be equipped with a two-way radio communications system capable of providing reliable two-way voice communications at all times between the operators of the pilot/escort vehicle(s) and the transport vehicle.

(6) **Rear-view mirrors.**

(a) Rear-view mirrors must be mounted in compliance with RCW 46.37.400.

(b) Pilot/escort vehicles may be used in lieu of the two hundred-foot rear sight/distance requirement in RCW 46.37.400.

(7) **Safety chains and devices.**

(a) A load being moved by special permit must be securely fastened and protected by safety chains or other load securing devices pursuant to Code of Federal Regulation, 49 C.F.R. Part 393.100.

(b) Dragging of the load on the highway shall not be permitted.

(c) A vehicle with a boom or other aerial device attached must have the boom or device secured in such a manner that it cannot elevate (ratchet up) or sway during transport.

(8) **Signs.**

(a) Warning signs displaying "OVERSIZE LOAD" shall be mounted in the front and rear of the transporting vehicle where the lights and license plate(s) are not blocked and the sign is visible from the front and rear of the transport vehicle.

(b) Signs are to be displayed only during transit of an over dimensional load and must be removed or retracted at all other times.

(c) An "OVERSIZE LOAD" sign must be at least seven feet wide and eighteen inches high with black lettering at least ten inches high in with a brush stroke between 1.4 and 1.5 inches on yellow background.

[Statutory Authority: RCW 46.44.090 and 46.44.093. WSR 16-11-012, § 468-38-155, filed 5/5/16, effective 6/5/16. Statutory Authority: RCW 46.44.090. WSR 05-04-053, § 468-38-155, filed 1/28/05, effective 2/28/05.]

468-38-175 Highway travel restrictions—Days, times and highway use.

What restrictions are imposed on vehicles operating under special permit relative to days, times and use of the highway? Day, time and highway use are divided into the following categories:

(1) **Days when travel is restricted:** Vehicles operating under special permit for overweight/overdimensional, except as provided for in WAC 468-38-075, may be restricted from the state highways on the holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and the day after Thanksgiving, Christmas Day, and commencing at noon of the day preceding said holidays.

(2) **Commuter traffic restrictions:** Vehicles operating under special permit for overweight/overdimensional, except as provided for in WAC 468-38-075, may be restricted from specified sections of state highways having excessive volumes of traffic during morning and afternoon commuting hours. The department shall identify and publish on the internet, and as an addendum to the special permit, specific areas, hours and vehicle widths relating to the restrictions.

(3) **Nighttime travel:** Vehicles or combinations operating under a special permit for overweight/overdimensional may be permitted to move at night on state highways subject to department preferred hours and routes of travel. "Night movement approved" must be stated on the permit, except as provided for in WAC 468-38-075. Overdimensional moves authorized to move at night must have lighting equipment that complies with the Code of Federal Regulation,

49 C.F.R., Part 393.11. No movements shall be made when visibility is reduced to five hundred feet or when hazardous roadway conditions exist (including, but not limited to: Snow, ice, mudslide, wind or water flooding over roadway). It is the responsibility of the vehicle operator to discontinue the move and exit the highway to a safe location when any of the above conditions exist.

(4) **Reversible lane use:** Trucks carrying flammable liquid cargoes, as described in chapter 470-12 WAC, are restricted from using the reversible lanes on SR 5, Seattle freeway, between James Street and 110th Street N.E. The term flammable liquid as applied to this rule shall be as defined in RCW 46.04.187. This rule applies to all vehicles, whether operating under special permit or not.

(5) **Speed limits:** Speed of travel must comply with the following:

(a) Unless otherwise stated, maximum speed for a vehicle(s) under special permit shall be the same speed limit posted for trucks.

(b) When travel on the roadway shoulder is required on a two-lane highway to allow overtaking traffic to pass, the speed must not exceed twenty-five miles per hour.

(c) If a speed limit is stated on the special permit, it becomes one of the conditions under which the permit was issued. This stated speed must not be exceeded; however, if a lower speed is posted, it shall take precedence. Violation of the speed limit stated on the permit shall render the permit null and void.

(6) Moves in convoy: Extra-legal vehicles or loads requiring pilot/escort accompaniment must not travel in convoy, unless specifically authorized to do so by the department, or as provided for in WAC 468-38-290 (8)(e).

[Statutory Authority: RCW 46.44.090. WSR 06-07-025, § 468-38-175, filed 3/7/06, effective 4/7/06; WSR 05-04-053, § 468-38-175, filed 1/28/05, effective 2/28/05.]

468-38-265 Tow trucks—Permitting for oversize/overweight.

(1) **What classes of tow trucks are eligible for special permits?**

Special permits may be issued to Class B and Class C tow trucks, including Class E tow trucks with either a Class B or Class C rating.

(2) **What is the duration of a special permit issued to tow trucks?**

The special permit issued specifically to tow trucks is an annual permit from date of purchase.

(3) **Are there size and weight limitations and/or requirements to the special permit for tow trucks?**

Permit limits and/or requirements are categorized as follows:

(a) **Weight of tow truck:** Maximum weights for tow trucks are as follows:

(i) All classes of tow trucks must conform to RCW 46.44.041 when towing a disabled unit by draw bar or tow chain method.

(ii) When any portion of the weight of the disabled unit rests upon a Class B, C or E (with B or C rating) tow truck; the weight must not exceed:

(A) Six hundred pounds per inch width of tire up to twenty-two thousand pounds per single axle; or

(B) Forty-three thousand pounds per tandem axle set; or

(C) The weight allowed for axle groups per formula in RCW 46.44.091(1).

(iii) The tow truck steer axle must carry sufficient weight to maintain safe operation.

(iv) A Class B tow truck steer axle must carry a minimum of three thousand pounds at all times.

(v) A Class C tow vehicle steer axle must carry a minimum of three thousand five hundred pounds at all times.

(vi) A Class E tow truck with B or C rating must meet the requirement for minimum steer axle load for the rating.

(vii) The special permit does not allow a tow truck to exceed legal weight limits when not in tow or haul status.

(b) **Weight of disabled unit:** Maximum weight for disabled units towed under an annual special permit are as follows:

(i) When being towed by a Class B, C or E (with B or C rating) tow truck, using a draw bar or tow chain method, the weight of the disabled unit must conform with weight limits in RCW 46.44.041, or to the limits of any special permit issued to the disabled unit.

(ii) When a Class B, C or E (with B or C rating) tow truck carries a portion of the weight of the disabled unit, the first load bearing axle(s) of the disabled unit must not exceed:

(A) Six hundred pounds per inch width of tire;

(B) Twenty-two thousand pounds per single axle;

(C) Forty-three thousand pounds per tandem axle set; and

(D) Weight limits for axle groups per formula in RCW 46.44.091.

(iii) A load recovery vehicle configured as a truck-tractor/semi-trailer, or solo vehicle may carry either a divisible or nondivisible load. The recovery vehicle is limited to weight limits in RCW 46.44.041 when carrying divisible loads, or to the weight limits in (a)(ii) of this subsection when carrying nondivisible loads. The recovery vehicle must be rated as either a Class B or Class C tow truck in order to be issued the annual special permit.

(c) **Height and width:** No disabled unit, including load, shall exceed fourteen feet in height or eight feet six inches in width, except:

(i) When the disabled unit is authorized under a special permit allowing a greater height or width. The allowances granted under the special permit shall apply only to the route identified on the special permit; or

(ii) Where an accident or collision has caused a disfigurement of the disabled unit resulting in a width greater than eight feet six inches, but not exceeding ten feet in width. In this event, during daylight hours the disabled unit must be flagged per WAC 468-38-155, and during the hours of darkness the extreme width must have clearance lights that comply with the requirements of Code of Federal Regulation, 49 C.F.R. 393.11.

(iii) Rear view mirrors may exceed the width authorized in the special permit to a point that allows the driver a view to the rear along both sides of the vehicle(s) in conformance with Federal National Safety Standard 111 (49 C.F.R. 571.111).

(d) **Length:** All classes of single unit tow vehicles may not exceed forty feet in length. The length of the disabled unit shall not exceed the length for such vehicle established in statute or as allowed by a special permit issued to the disabled unit. The towing of a vehicle combination (i.e., tractor/trailer or truck/trailer) is not authorized, except during an emergent situation when directed by the state patrol or the department to remove the disabled combination to the nearest safe location off the highway.

(e) **Restrictions and postings:** An annual special permit must not be used to exceed published road and bridge restrictions, or posted bridges. Restrictions and postings should be reviewed online daily for changes, each permit will contain this instruction. It is the operator's responsibility to remain current with bridge restriction and posting information.

(f) **Exceptions:** Exceptions to the rules provided in this section will be handled on an individual basis by separate special permit, after the disabled unit has been moved to the nearest safe location.

(4) **Is there ever a time when a Class A or D tow truck is authorized to exceed legal weight?**

Class A and D tow trucks are not eligible for special permits. In an emergent situation, when no other class of truck is available, either class truck may make or assist in making short moves, at the direction of the state patrol or the department, to the nearest safe location off the highway.

(5) **What constitutes an emergent situation?**

An emergent situation, for purposes of this section, is defined as a disabled vehicle on any public highway, including shoulders and access ramps.

(6) **Is there ever a time when a heavy duty tow truck can move in combination exceeding legal weights without a permit?**

When a heavy duty tow truck weighs the same or greater than the disabled vehicle, a permit is not required to move the disabled vehicle from the place where the vehicle became disabled to the nearest appropriate repair facility. The operator shall check the restrictions on WSDOT's commercial vehicle website prior to each movement. The load bearing axle(s) of the combination shall not exceed:

(a) Six hundred pounds per inch width of tire;

(b) Twenty-two thousand pounds per single axle;

(c) Forty-three thousand pounds per tandem axle set;

(d) Weight limits for axle groups per formula in RCW 46.44.091; and

(e) Posted limits and restrictions listed on WSDOT's commercial vehicle services website on the route traveled.

[Statutory Authority: RCW 46.44.090, 46.44.0941. WSR 17-04-023, § 468-38-265, filed 1/23/17, effective 2/23/17; WSR 04-16-060, § 468-38-265, filed 7/30/04, effective 8/30/04. Statutory Authority: RCW 46.44.090 and 46.44.015. WSR 03-19-026, § 468-38-265, filed 9/8/03, effective 10/9/03. Statutory Authority: RCW 46.44.090. WSR 95-24-074, § 468-38-265, filed 12/4/95, effective 1/4/96.]

468-38-270 Specialized equipment.

(1) **Why are certain vehicles designated as specialized equipment?** Certain vehicles are designed and built for very unique functions other than transporting persons. The federal highway administration classifies and references some of these vehicles as specialized equipment in Title 23 C.F.R. Part 658.13(e) and sets minimum and/or maximum parameters for the vehicle to operate. The department adopted these specialized classifications and accepted or further defined the legal parameters for operation on state highways. In addition to federal rule, the department has also recognized certain specially designed vehicles that, by necessity, exceed one or more of the vehicle size and weight parameters in chapter 46.44 RCW. The department has also classified these over-legal vehicles as specialized equipment in order to authorize their movement on state highways, using a special motor vehicle permit, and provide a consistent administrative and enforcement treatment. All vehicles exceeding legal requirements are subject to the requirements of this section and the requirements of chapter 46.44 RCW.

(2) **What vehicle types are classified by Title 23 Code of Federal Regulations (C.F.R.) 658.13(e) as specialized equipment, including size limits, and authorized to operate on the state highways without a special permit?** Listed in alphabetical order:

Automobile transporter: To be considered an automobile transporter, the power unit and the trailing unit must be modified to carry assembled automobiles. If the combination consists of a truck and stinger-steered trailing unit, the overall dimension for length must not exceed eighty feet, plus a front overhang of four feet and rear overhang of six feet. If the combination consists of a tractor and semi-trailer (traditional high mount), overall dimension for length will not exceed sixty-five feet, plus three-foot front overhang and four-foot rear overhang.

The conventional and stinger steered automobile transporter is authorized to haul general freight on a backhaul. Backhaul for this section means a return trip back over all or part of the same route.

Boat transporter: See automobile transporter.

Driveaway saddlemount vehicles: A combination consisting of a maximum of four trucks or truck tractors used in driveaway service where three of the vehicles are towed by the fourth in triple saddlemount position. The overall dimension for the length of the saddlemount combination will not exceed ninety-seven feet. Such combinations may include all axles of one vehicle loaded upon another, known as a fullmount.

Munitions carriers with dromedary equipment: A truck tractor equipped with a dromedary unit operating in combination with a semi-trailer transporting Class 1 explosives and/or any munitions related security material, as specified by the U.S. Department of Defense in compliance with 49 C.F.R. 177.835, overall dimension for length not to exceed seventy-five feet.

(3) **What other vehicle types does the department recognize as specialized equipment for the purpose of oversize and overweight permitting?** The following specialized equipment, including size and weight parameters, can operate with special permit. Listed in alphabetical order:

Concrete pumper trucks: As a single unit fixed load vehicle, may exceed the legal weight limits in RCW 46.44.041 and 46.44.042 with a special motor vehicle permit, but must comply with the requirements in RCW 46.44.091. Tire loading for the movement is limited to the lesser of six hundred pounds per inch width of tire or the tire manufacturer's rating with proper inflation, as

determined by the nomenclature imprinted on the tire. Pumper hose extensions and a volume of water to flush the system, when the pumping process is complete.

Construction equipment: Equipment used primarily for off-road heavy construction activity may be permitted for use on designated highway segments identified in RCW 46.16.010 (5)(h)(i)(B) and (C) and must comply with the weight limits in RCW 46.44.091. Equipment may operate without permit on highway segments designated as part of the construction zone.

Cranes: As a single unit fixed load vehicle, may exceed the legal weight limits in RCW 46.44.041 and 46.44.042 with a special motor vehicle permit but must comply with the requirements in RCW 46.44.091. Tire loading for the movement is limited to the lesser of six hundred pounds per inch width of tire or the tire manufacturer's rating with proper inflation, as determined by the nomenclature imprinted on the tire. Cranes may be permitted with standard working components that are included within the rated capacity of the crane. A boom trailer or boom dolly will be permitted only when the boom is attached to the crane upper works, for the purpose of transferring load to meet weight requirements. A crane may be permitted with counterweights, outrigger assemblies, load block, hook and cable tension ball assembly also loaded on the boom trailer or boom dolly, as long as those components are included in the rated capacity of the crane and do not cause the vehicle to exceed permitted weight limits.

Well drilling trucks: As a single unit fixed load vehicle, may exceed the legal weight limits in RCW 46.44.041 and 46.44.042 with a special motor vehicle permit but must comply with the requirements in RCW 46.44.091. Tire loading for the movement is limited to the lesser of six hundred pounds per inch width of tire or the tire manufacturer's rating with proper inflation, as determined by the nomenclature imprinted on the tire. The vehicle may carry drill extensions as part of the fixed load.

(4) **Can specialized equipment tow a licensed vehicle used for commute purposes?** A specialized self-propelled single unit vehicle registered as a fixed load, operating under a fixed load permit, and/or cranes operating under an oversize/overweight permit (exclusive of boom dollies or trailers), may be permitted to tow a vehicle with a gross vehicle weight rating not to exceed eight thousand pounds. The overall length of the combination must not exceed seventy-five feet. The towed vehicle must be used for the sole purpose of commuting to and from the job site where the specialized equipment is in service.

(5) **Does a specialized vehicle operating under an overweight or fixed load permit receive any exemption from weight postings or weight restrictions placed on highway infrastructure?** No. Specialized mobile equipment must not cross load-restricted infrastructure when the equipment, either as a result of gross weight, axle weight or tire loadings, exceeds the stated capacity of the posting or restriction. However, exemptions to specific requirements, in WAC 468-38-075, may apply to specific fixed loads as identified in WAC 468-38-075.

[Statutory Authority: RCW 46.44.090 and 46.44.093. WSR 16-21-093, § 468-38-270, filed 10/19/16, effective 11/19/16. Statutory Authority: RCW 46.44.090, 46.44.0915, and 46.44.101. WSR 11-17-130, § 468-38-270, filed 8/24/11, effective 9/24/11. Statutory Authority: RCW 46.44.090 and 2005 c 189. WSR 05-12-001, § 468-38-270, filed 5/18/05, effective 6/18/05. Statutory Authority: RCW 46.44.090. WSR 82-18-010 (Order 31, Resolution No. 156), § 468-38-270, filed 8/20/82. Formerly WAC 468-38-380. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-38-270, filed 12/20/78. Formerly WAC 252-24-336.]

468-38-280 Retractable axles.

(1) **What criteria must a retractable axle meet in order to carry the weight provided in RCW 46.44.041?** The retractable axle must meet three criteria:

(a) The retractable axle must have a manufacturer's rating of at least eight thousand pounds. The weight carried on the axle must not exceed the design load capacity as indicated by an attached data plate or written certification from the vendor/manufacturer; and

(b) The weight carried per tire must not exceed the lesser of manufacturer's rating or five hundred pounds (six hundred when operating under a special permit for overweight) per inch width of tire as described in RCW 46.44.042; and

(c) The axle must be self-steering.

(2) **Are there restrictions on the location of the operating controls for the retractable axle?** Yes. The simple "up/down" control may be in the driver's compartment; however, any variable control used to adjust axle loadings, by regulating air pressure or other means, must not be within reach of the driver's compartment.

(3) **Are there any exceptions to the self-steering requirement?** Yes. The self-steering requirement does not apply when:

(a) The retractable axle, equipped with four tires, is used for the purpose of weight distribution on a truck or truck-tractor and gives the appearance of, but does not function as, a tandem axle drive configuration. The distance between the drive axle and the retractable axle must not exceed sixty inches.

(b) A retractable axle is used adjacent to a fixed axle on a trailing unit and distance between the two axles does not exceed sixty inches.

[Statutory Authority: RCW 46.44.090. WSR 06-07-025, § 468-38-280, filed 3/7/06, effective 4/7/06; WSR 05-04-053, § 468-38-280, filed 1/28/05, effective 2/28/05; WSR 95-24-075, § 468-38-280, filed 12/4/95, effective 1/4/96; WSR 93-19-056 (Order 138), § 468-38-280, filed 9/10/93, effective 10/11/93; WSR 85-22-002 (Order 50, Resolution No. 253), § 468-38-280, filed 10/24/85; WSR 82-18-010 (Order 31, Resolution No. 156), § 468-38-280, filed 8/20/82. Formerly WAC 468-38-390. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-38-280, filed 12/20/78. Formerly WAC 252-24-339.]

468-38-290 Farm implements.

(1) **For purposes of issuing special farm implement permits and certain permit exemptions, what is considered a farm implement?** A farm implement includes any device that directly affects the production of agricultural products, including fertilizer and chemical applicator apparatus (complete with auxiliary equipment). For purposes of this section, the implement must be nondivisible, weigh less than sixty-five thousand pounds, and comply with the requirements of RCW 46.44.091. The implement must be less than twenty feet in width and not exceed sixteen feet in height. However, for purposes of this section, farm implements must not exceed fourteen feet in height in the counties of Whatcom, Skagit, Island, Snohomish, and King. If the implement is self-propelled, it must not exceed forty feet in length, or seventy feet overall length if being towed. The implement must move on pneumatic tires, or solid rubber tracks that will not damage public highways with parts that extend beyond the tracks. Implements exceeding any of these criteria must meet all requirements for special permits as referenced in other sections in this chapter and chapter 46.44 RCW.

(2) **What dimensional criteria requires a special permit to move extra-legal farm implements?** Self-propelled farm implements, including a farm tractor pulling no more than two implements, that exceed fourteen feet in height or sixteen feet in width, but less than twenty feet in width, are required to get a special permit for movement of farm implements on state highways. Note: A tow vehicle capable of carrying a load (i.e., a truck of any kind) may not tow more than one trailing implement.

(3) **Will the opportunity to purchase a special permit to move oversize farm implements be affected if the implement(s) is carried on another vehicle?** The opportunity to purchase a special permit for farm implements as defined in subsection (1) of this section will not be affected unless one of the following circumstances occurs:

(a) The authorized users of the permit outlined in subsection (5) of this section use a commercial for-hire service to move the implement(s); or

(b) The loaded farm implement creates a combined height that exceeds sixteen feet; or

(c) The loaded farm implement causes the hauling vehicle to exceed legal weight limits. The farm implement weight may exceed sixty-five thousand pounds when carried on another vehicle; however, the combined gross weight of the hauling unit carrying the implement may not exceed the legal weight limits established in RCW 46.44.041 Maximum gross weights—Wheelbase and axle factors.

If any of these circumstances occur, the provisions of this subsection will not apply to the movement of the farm implement. The movement will be required to comply with the requirements for special permits as provided in chapter 46.44 RCW and in other sections in this chapter.

(4) **How does the special permit farm implement application process differ from the special permit process outlined in WAC 468-38-050?** Due to the size of the implement and the potential for use in multiple jurisdictions, the written application must be submitted to the department's Olympia office for approval. Permits can be requested for three-month periods up to one year. Once approved, a special permit may be generated from the Olympia office by facsimile or a letter of authorization will be sent authorizing the applicant to acquire a special permit at the nearest permit sales location. If the movement of the farm implement(s) is confined to a single department maintenance area, the applicant may make direct written application to that maintenance area office in lieu of the Olympia office.

(5) **Who is authorized to purchase a farm implement special permit?** The purchase and use of a special permit to move farm implements is restricted to a farmer, or anyone engaged in the business of selling, repairing and/or maintaining farm implements.

(6) **Will the special permit restrict the movement to a specific area?** The special permit to move farm implements is generally restricted to six contiguous counties or less. With proper justification, the area can be expanded. Farm implements may only travel on highway structures that are designed to support the weight of the farm implement.

(7**) Is department notification required before moving implement(s)?** Affected department maintenance areas must be notified at least eight (8) hours in advance of implement(s) movements in excess of sixteen feet wide. Movements of implements that exceed the legal weight limit established in RCW 46.44.041 must contact all affected department maintenance areas at least eight hours in advance for weight restriction information. The notification is for the purpose of ensuring that there will not be any planned activity or weight restrictions that would restrict the move. Locations of department maintenance area offices and phone listings are provided with each letter authorizing the purchase of the farm implement special permit.

(8) **What safety precautions must be taken when moving extra-legal farm implement(s)?** The movement of extra-legal farm implements must comply with the safety requirements following:

(a) **Oversize load signs:** If the farm implement exceeds ten feet in width or exceeds fourteen feet in height from the road surface, it must display an "oversize load" sign(s) visible to both oncoming traffic and overtaking traffic. Signs must comply with the requirements of WAC 468-38-155(7). If the implement is both preceded and followed by pilot/escort vehicles, a sign is not required on the implement itself.

(b) **Curfew/commuter hours:** Movement of a farm implement in excess of ten feet wide or fourteen feet in height must comply with any published curfew or commuter hour restrictions, which are an attachment to the farm implement special permit.

(c) **Red flags:** If the farm implement is moving during daylight hours, and exceeds ten feet in width, the vehicle configuration must display clean, bright red flags. The red flags must measure at least eighteen inches square and be able to wave freely. The red flags are to be positioned at all four corners, or extremities, of the overwidth implement and at the extreme ends of all protrusions, projections or overhangs. If a transported implement overhangs the rear of a transporting vehicle or vehicle combination by more than four feet, one red flag is required at the extreme rear. If the width of the rear overhang or protrusion exceeds two feet, two red flags must be positioned at the rear to show the maximum width of the overhang or protrusion.

(d) **Warning lights and slow moving emblem:** Lamps and other lighting must be in compliance with RCW 46.37.160. In addition to lighting requirements, RCW 46.37.160 requires the use of a "slow moving emblem" for moves traveling at twenty-five miles per hour or less.

(e) **Convoys:** Convoys, the simultaneous movement of two or more individually transported implements, are authorized when the criteria are met following:

(i) A minimum of five hundred feet is maintained between vehicles to allow the traveling public to safely pass;

(ii) If five or more vehicles are lined up behind any one of the convoy implements, the operator must pull off the road at the nearest point wide enough to accommodate the implement(s) and to allow the vehicles to safely pass; and

(iii) The convoy is preceded and followed with properly equipped pilot/escort vehicles.

(9) **Are there any unique requirements or exemptions regarding the use of farm implement(s) pilot/escort vehicles?** Pilot/escort vehicles must comply with the requirements of WAC 468-38-100, except for the specific exemptions related only to special permits for moving farm implement(s) following:

(a) A farmer, farm implement dealer, or agri-chemical dealer (including employees of each) is exempt from WAC 468-38-100(4) regarding operator certification, WAC 468-38-100 (8)(a) and (b) regarding pilot/escort vehicle physical description, WAC 468-38-100 (10)(f) regarding use of height measuring device when the implement does not exceed fifteen feet in height measured from the road surface, and WAC 468-38-100(11) regarding passengers, when moving a farm implement off the interstate and to the interstate segments following:

(i) I-90 between Exit 109 (Ellensburg) and Exit 270 (Four Lakes);

(ii) I-82 between Junction with I-90 (Ellensburg) and Exit 31 (Yakima);

(iii) I-82 between Exit 37 (Union Gap) and Washington/Oregon border;

(iv) I-182 between Junction with I-82 (West Richland) and Junction with SR-395; or

(v) I-5 between Exit 208 (Arlington) and Exit 250 (south of Bellingham).

(b) On two lane highways, one pilot/escort vehicle must precede and one must follow the implement(s) when the width exceeds twelve feet six inches. Implements up to twelve feet six inches wide are exempt from using pilot/escort vehicles.

(c) On all highways, one pilot/escort vehicle equipped with a height measuring device in compliance with WAC 468-38-100 (10)(f) and (14) must precede the farm implement when the height of the farm implement exceeds fifteen feet measured from the road surface. Movements within a sixty mile radius from the place where the implement(s) is principally used or garaged are exempt from this requirement.

(d) A flag person(s) may be used in lieu of a pilot/escort vehicle for moves under five hundred yards. This allowance must be stated on any farm implement special permit that may be required for the move.

(e) Posting a route may also be used in lieu of a pilot/escort vehicle(s) when the route is less than two miles. Signs must state, "oversize vehicle moving ahead" on a background square at least three feet on each side (in diamond configuration), with black lettering on orange background. The signs must be placed at points before the oversize implement enters or leaves the highway, and at access points along the way. Signs must be immediately removed after the move has been completed.

[Statutory Authority: RCW 46.44.140. WSR 11-13-074, § 468-38-290, filed 6/15/11, effective 7/16/11. Statutory Authority: RCW 46.44.090 and 46.44.0915. WSR 08-13-042, § 468-38-290, filed 6/12/08, effective 6/12/08. Statutory Authority: RCW 46.44.090. WSR 06-07-025, § 468-38-290, filed 3/7/06, effective 4/7/06; WSR 05-04-053, § 468-38-290, filed 1/28/05, effective 2/28/05; WSR 00-17-060, § 468-38-290, filed 8/9/00, effective 9/9/00; WSR 00-11-038 (Order 199), § 468-38-290, filed 5/10/00, effective 6/10/00; WSR 99-18-019 (Order 192), § 468-38-290, filed 8/23/99, effective 9/23/99; WSR 85-11-062 (Order 46, Resolution No. 243), § 468-38-290, filed 5/20/85; WSR 83-16-018 (Order 39, Resolution No. 195), § 468-38-290, filed 7/25/83; WSR 82-18-010 (Order 31, Resolution No. 156), § 468-38-290, filed 8/20/82. Formerly WAC 468-38-460. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-38-290, filed 12/20/78. Formerly WAC 252-24-342.]

468-38-360 Building/house moves.

(1) **Are there special requirements for the movement of a house/building that is not defined as a manufactured house or modular building?** The department's regional administrator, or designee, must approve an application for movement of buildings or houses exceeding sixteen feet wide on two lane roads, or twenty feet on multilane roads with a median barrier.

(2) **Is there a limit to the distance a building/house can move?** A building/house that exceeds the dimensions in subsection (1) of this section is limited to a distance of five miles. Additional consecutive five-mile permits will not be issued to exceed the five-mile limitation. The regional administrator, or designee, may grant an exemption if the special permit applicant can justify the move as in the public interest or as the avoidance of extreme hardship. Justification will generally require independent documented evidence, to include, but not be limited to:

(a) Cost, equity and sales data;

(b) Historic significance;

(c) Public benefit; or

(d) National defense.

(3) **How much lead-time is necessary to have an application for special permit reviewed?** The application (DOT Form 720-028) must be completed and submitted to the regional office at least ten working days before the proposed move.

(4**) If the weight of the building meets the criteria for a superload (WAC 468-38-405), does the superload lead-time requirement apply?** Yes. Generally loads of two hundred thousand pounds or more require review and analysis by the department's bridge condition office and the pavements office, both located in the Olympia area. Per RCW 46.44.091, a written application must be submitted at least thirty calendar days in advance of the proposed move to accommodate the review and analysis process.

(5) **What information must be included on the application?** The application must show at a minimum:

(a) Name, address and contact phone number of the owner;

(b) Name, address and contact phone number of the mover, if different than the owner;

(c) Proposed route - complete with traffic control plan;

(d) Physical description of the structure, including estimated weight and dimensions;

(e) Arrangements for moving overhead obstacles;

(f) Number and configuration of hauling vehicles (tow unit, dollies, etc.); and

(g) Any additional requirements outlined in this section.

(6) **Will inspections be performed prior to the move?** When deemed necessary, a department employee will make a visual inspection of the structure, hauling vehicles, and proposed route. The owner will provide equipment necessary for the inspection, such as a ladder, on-site. The inspection must, at a minimum:

(a) Verify dimensions of the structure, including all appurtenances, i.e., porches, eaves, etc., that could not be removed without affecting the structural integrity;

(b) Check for appropriate strapping for brick or other masonry;

(c) Verify all overhead obstacles, including traffic signals, wires, and/or mast arms have been identified and approved for movement by the region traffic engineer;

(d) Insure all dollies are not equipped with hard rubber or solid cushion rubber tires;

(e) Verify tow vehicles (a back-up vehicle may be required) have a valid certificate of inspection from the state patrol; and

(f) Determine if state forces will be required to participate in the move (state force work will be estimated and paid in advance with a billing/refund adjustment made after the move is completed).

(7) **What is the maximum speed of travel for a building/house move governed by this section?** The maximum speed must not exceed twenty-five miles per hour.

(8) **Is there a limit to the amount of time traffic can be delayed?** Time allotted for traffic delays will be at department discretion, but must not exceed five minutes.

(9) **Is there consideration for emergency vehicles?** Reasonable accessibility for emergency vehicles navigating around the move must be maintained.

(10) **Must the applicant notify the state patrol of the move?** The applicant must notify the state patrol forty-eight hours in advance of the scheduled move. The notification must provide the state patrol with the time of the move and the route. The region may also require the applicant to contract, at applicant expense, with the state patrol to assist with traffic control.

(11) **What precautions must be taken regarding railroad crossings?** If railroad tracks are to be crossed, the applicant must notify the appropriate railroad company of the move. Contact information must be obtained in order to communicate with the railroad immediately prior to accessing the crossing to ensure safe passage. This information must be part of the traffic control plan submitted with the application.

Additionally, each crossing must have a pretrip analysis to assure vehicle(s) will clear the grade crossing.

(12) **Is there an insurance requirement for the mover of the structure?** The permit applicant must provide proof of insurance in the following amounts:

(a) Commercial operators must have at least seven hundred fifty thousand dollars of liability insurance; and

(b) Noncommercial operators must have at least three hundred thousand dollars of liability insurance.

[Statutory Authority: RCW 46.44.090. WSR 05-04-053, § 468-38-360, filed 1/28/05, effective 2/28/05; WSR 93-04-071 (Order 136), § 468-38-360, filed 1/29/93, effective 3/1/93; WSR 82-18-010 (Order 31, Resolution No. 156), § 468-38-360, filed 8/20/82. Formerly WAC 468-38-440. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-38-360, filed 12/20/78. Formerly WAC 252-24-363.]

468-38-405 Superloads.

(1) **What are the criteria that defines a superload in Washington state?** A superload is any nondivisible load that exceeds two hundred thousand pounds and/or exceeds outside dimensions of sixteen feet in height, or sixteen feet in width or have a trailing unit(s) plus load in excess of one hundred twenty-five feet in length.

(2) **Will a special permit applicant need to provide additional lead-time for processing the superload application?** Pursuant to RCW 46.44.091(5), applicants attempting to move loads in excess of two hundred thousand pounds must submit their application at least thirty calendar days in advance of the proposed move. Applicants that are attempting to move a load that does not meet the weight criteria for a superload but does meet the dimensional criteria must submit their application at least seven calendar days before the proposed move. All applications must be submitted in written form. Electronic submissions are considered as written format. These lead-times are necessary to allow the department sufficient time to perform an analysis of pavements and structures that would be affected by the proposed move.

(3) **Are there requirements for additional information to accompany the standard application form?** All, or selections from, the following information may be required as part of the standard application:

(a) Documentation that the move is in the public interest and that an alternative method of transport is not feasible.

(b) A schematic or photograph of the item to be moved, including an explanation of why it cannot be moved in smaller pieces.

(c) A schematic of the loaded vehicle(s), including axle loadings, axle spacings (measured from the center of each axle), tire sizes, number of tires per axle, and the proposed height, length and width of the configuration.

(d) A traffic control plan depicting the route and specific procedures to be followed to provide safe movement along the route, including:

(i) Identified locations where anticipated traffic delays will occur and where the delays can be allowed to clear;

(ii) Description of any lane restrictions;

(iii) How pilot/escort vehicles and flag persons will be used;

(iv) Arrangements for the movement of overhead obstacles;

(v) Identification of railroad crossings and contact information, including a pretrip analysis of each crossing to assure vehicle(s) will clear the grade;

(vi) Provisions for emergency vehicles to navigate around the configuration; and

(vii) Contact information for on-call services in case of mechanical failure (i.e., need to replace tow vehicle during movement).

(4) **Will the applicant bear any of the cost of analysis performed by the department?** If, due to the size of the configuration, the analysis will require a significant expenditure of department resources, the applicant may be required to share in those costs. Estimates would be provided to the applicant prior to beginning the analysis, allowing the applicant to make the decision on whether or not to proceed.

(5) **If either pavements or structures are found to be inadequate, what options does the applicant have?** When either the pavement or a structure on the proposed route is found to be inadequate, the permit application will be denied. The applicant must find an alternative acceptable route, or reconfigure the transported item on a vehicle(s) that can conform to the limitations of the proposed route.

(6) **Will a superload require the use of pilot/escort vehicles beyond the requirements established in WAC 468-38-100(1)?** Additional pilot/escort vehicles, and/or law enforcement vehicles, may be required as a result of the dimension of the load relative to the route and the time of day the move will be made. As indicated in WAC 468-38-100 (1)(j), assignments of this nature must be authorized through the department's administrator for commercial vehicle services. The motor carrier when planning a superload move must take into consideration the potential for additional vehicles.

[Statutory Authority: RCW 46.44.090. WSR 05-04-053, § 468-38-405, filed 1/28/05, effective 2/28/05; WSR 95-24-076, § 468-38-405, filed 12/4/95, effective 1/4/96.]

468-38-420 Bridge restrictions.

(1) **What is the difference between posted bridges and restricted bridges, and how do they apply to legal and extra-legal vehicles?**

(a) **Posted bridges:** The department performs periodic inspections and evaluates the capacity to carry loads on all bridges on state highways. Bridges that are identified as unable to safely carry vehicles with legal weight, per RCW 46.44.041, must be posted (signed) with the maximum weight limits. Applications for extra-legal weight moves that exceed a posted bridge limit on the requested route will be returned to the applicant by

the department. The applicant may change the vehicle configuration to comply with the posted limit or change the proposed route. Vehicles that exceed the posted load limit must not cross the bridge.

(b) **Restricted bridges:** Most bridges on state highways can safely carry legal vehicle weights, per RCW 46.44.041; however, some bridges may not be capable of carrying extra-legal weights, provided for in RCW 46.44.091. The department, based on periodic inspections and evaluations, may determine that a vehicle cannot safely cross a bridge at extra-legal weights. As a result, the department must restrict axle weights on the identified bridges. These restrictions are not posted on the bridge, but are disclosed to the special permit applicant during the permitting process. Applications that exceed a bridge restriction on the requested route are returned to the applicant by the department. The applicant may change the vehicle configuration to comply with the restriction or change the proposed route. Vehicles with extra-legal weight authorized by special permit must comply with any bridge restriction noted on the permit. A violation of any restriction will cause the special permit to become null and void.

(2) **Is there a published list of posted and restricted bridges?** Yes. The department publishes and maintains both lists on the department's website. A hard copy is also available upon request, but has limited value due to the frequency of changes.

[Statutory Authority: RCW 46.44.090. WSR 05-04-053, § 468-38-420, filed 1/28/05, effective 2/28/05; WSR 82-18-010 (Order 31, Resolution No. 156), § 468-38-420, filed 8/20/82. Statutory Authority: 1977 ex.s. c 151. WSR 79-01-033 (DOT Order 10 and Comm. Order 1, Resolution No. 13), § 468-38-420, filed 12/20/78. Formerly WAC 252-24-381.]

468-38-425 Permitting for emergency responses.

(1) What constitutes an emergency? The term "emergency," as used in this section, shall mean an event or set of circumstances that meet the following criteria:

(a) Demand immediate action to preserve public health, protect life, protect public property, or to provide relief to any stricken community overtaken by such occurrences; or

(b) Reaches such a degree of destructiveness as to warrant the governor declaring a "state of emergency."

Notification will normally come to the department from the public agency responsible for responding to the emergency, but may also be made by a utility or railroad entity when applying for a permit.

(2) **Do oversize and/or overweight vehicles responding to an emergency require a special motor vehicle permit?** Yes. RCW 46.44.090 provides for the authorization to move oversize or overweight vehicles by special permit only after application and good cause being shown. "Good cause," in the event of an emergency, is interpreted to mean that by issuing a special motor vehicle permit to a responding oversize and/or overweight vehicle it is reasonable to assume that said vehicle will provide relief of the conditions causing the declaration of emergency.

(3) **Why is acquiring a permit important for emergency responders?** The infrastructure was designed to be used by vehicles that fall within the specific size and weight parameters of RCW 46.44.010, 46.44.020, 46.44.030, 46.44.036, 46.44.037, 46.44.041 and 46.44.042. Vehicles exceeding these parameters must be screened to determine if they can safely move on a specific route given their over-dimension or overweight status. A permit provides for the

authorization and may also contain any restrictions or special conditions that apply to the overlegal vehicle using a specific route.

(4) **What processes are available for acquiring a permit in an emergent situation?** Application for emergency permits can be requested directly from the office of motor carrier services during normal business hours Monday through Friday. During nonbusiness hours requests must be submitted through one of the department's traffic management centers (TMCs). Contact information and specific procedures will be maintained, and posted electronically, by the office of motor carrier services. Certain carriers that perform emergency response on a routine basis may contact the office of motor carrier services to explore other permitting options.

(5) **Are there specific compliance requirements for obtaining an emergency special motor vehicle permit?** Yes. The emergency must be verifiable through the entity declaring the emergency. The vehicle configuration to be permitted must comply with all size and weight criteria for permitted moves as provided in chapter 46.44 RCW and chapter 468-38 WAC, except for WAC 468-38-175 Highway travel restrictions—Days, times and highway use subsections (1), (2), (3) and (6).

[Statutory Authority: RCW 46.44.090. WSR 06-12-036, § 468-38-425, filed 5/31/06, effective 7/3/06.]

468-38-435 Federal weight increases on the interstate system.

(1) **Are there any weight exemptions for natural gas engines?**

Yes, for the interstate system and no more than one mile access to and from the interstate system, natural gas vehicles, if operated by an engine fueled primarily by natural gas, may exceed vehicle weight limits set in RCW 46.44.041 up to two thousand pounds with a maximum gross vehicle weight of eighty-two thousand pounds. The increase in weight shall equal the difference between:

(a) The weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle; and

(b) The weight of a comparable diesel tank and fueling system.

(2) **What weights are authorized for emergency vehicles to travel on the interstate system?**

(a) Emergency vehicles may operate without a permit on the interstate system and no more than one mile to and from the interstate system to a maximum gross vehicle weight of eighty-six thousand pounds and axle weights of:

(i) Twenty-four thousand pounds on a single steering axle;

(ii) Thirty-three thousand five hundred pounds on a single drive axle;

(iii) Sixty-two thousand pounds on a tandem axle; or

(iv) Fifty-two thousand pounds on a tandem rear drive steer axle.

(b) In this section, the term emergency vehicle means a vehicle designed to be used under emergency conditions:

(i) To transport personnel and equipment; and

(ii) To support the suppression of fires and mitigation of other hazardous situations.

(3) Operators of emergency vehicles described in this section shall check their route on Washington state department of transportation, commercial vehicle services website for restrictions prior to travel. These vehicles shall obtain approval/permit from the local jurisdiction when traveling on any local roads. Any firefighting apparatus or emergency vehicle shall obtain a permit from commercial vehicles services office prior to traveling on state highways that are not part of the interstate system if their weights exceed what is prescribed in RCW 46.44.190(4).

[Statutory Authority: RCW 46.44.098, 46.44.090, and 23 U.S.C. 127. WSR 19-06-036, § 468-38-435, filed 3/1/19, effective 4/1/19.]

WAC QUIZ

EVERGREEN SAFETY COUNCIL

Washington State P/EVO Certification Training

What does WAC stand for? _____

Use the copy of the WAC included in your course materials to answer the following questions:

#	Question	Answers	*Where in the code did you find the answer?*
1	What kind of pilot/escort vehicle(s) are required on a two-lane highway, when the tractor/trailer combination exceeds 105 feet?	▢ A) One front pilot/escort vehicle ▢ B) One rear pilot/escort vehicle ▢ C) Both front and rear pilot/escort vehicle ▢ D) No P/E vehicles are required	
2	When escorting an overheight permitted vehicle, the height pole should be adjusted to	▢ A) The height of Oversize Loads ▢ B) 15 feet ▢ C) 3-6 inches above load height ▢ D) 6-12 inches above load height	
3	What subpart of WAC 468-38-100 covers Washington State insurance requirements for P/EVOs?	*Write the number here.*	
4	If you have a driver's license from Washington State and have a pilot/escort card from another state, you are allowed to perform pilot/escort duties on Washington roads.	▢ True ▢ False	
5	During the pre-trip meeting, the P/EVO must	*Check all that apply:* ▢ A) know the aspects of the move such as configuration, route, and responsibilities ▢ B) conduct a route survey ▢ C) review special permit conditions ▢ D) check mandatory equipment ▢ E) review flagging signals ▢ F) retract signs and turn off lights	

6	A rear pilot/escort operator is allowed to perform tillerman duties while escorting a load.	▢ True ▢ False	
7	An escort vehicle may be a	*Check all that apply:* ▢ A) Passenger car ▢ B) Two-axle truck ▢ C) Passenger car 59 inches wide ▢ D) Two-axle truck with a GVWR over 16,000 lbs. ▢ E) any of these	
8	A pilot/escort vehicle may carry other items, equipment, or another load so long as it does not overhang the vehicle or keep it from being recognized as a pilot/escort vehicle.	▢ True ▢ False	
9	Who must be notified if there is an incident involving a manufactured house (if the damage is over a certain amount)?	*Write the answer here.*	
10	A pilot/escort vehicle with a height pole is required to accompany a farm implement when the height of the farm implement exceeds _____ feet measured from the road surface.	*Write the number here.*	

EVERGREEN SAFETY COUNCIL

WA

P/EVO TRAINING

Permit and Special Regulations & Conditions

Sample. For in-class use only.

SPECIAL MOTOR VEHICLE PERMIT

Oversize/Overweight Self-Issue

Washington State Department of Transportation

Permit Number: 002858039 **Start:** 03/21/2019 **Expires:** 03/23/2019

Office: Self Issuer Self Issuer **Order #:** 1405368

Issued: 3/20/2019 3:11 PM **Report #:** 68156 **Original Permit #:**

Company Name: [redacted] **Total Fee:** 356.00 Credit

Address: [redacted]

Power Unit No: [redacted] **Power Unit Axles:** 7 **Miles:** 101

License: [redacted] **Trailer Unit Axles:** 5 **KM:** 163

VIN: [redacted]

Lic State: [redacted] **Year:** 2014 **Make:** Western Star

Load/Transportation Item: WHEEL LOADER

Note: This is a One-Way Single Trip Permit authorizing to move an item one-way only.

From: OR/WA 97 **To:** KENNEWICK

Routing: Refer To Following Page(s).

Max Weights	LB	KG
Gross	199,999	90,718
Legal	105,500	47,854
Excess Gross	94,499	42,864
Gross Axle		
Legal Axle		
Excess Axle		

Max Dimensions	Feet	Meters
Width	13ft 6"	4.1148
Height	16ft 0"	4.8768
Overall Length	Not Applicable	Not Applicable
Trlr/Load Length	87ft 2"	26.5684
Front Overhang		
Rear Overhang		

Special Conditions:

** OVERSIZE LOAD SIGNS REQUIRED (EXCEPT THOSE EXEMPTED PER WAC 468-38-075) ** FORM 560-002 ATTACHED. **APPROVED PERMIT ROUTE DOES NOT GUARANTEE HEIGHT CLEARANCES ** CERTAIN OVERLENGTH REQUIREMENTS ARE EXEMPTED PER WAC 468-38-075. ** IF TRAVELING ON CITY OR COUNTY STREETS, LOCAL APPROVAL MUST BE OBTAINED. ** REFER TO FORM 560-002 FOR ESCORT CAR REQUIREMENTS. ** CARRY PERMIT IN VEHICLE AT ALL TIMES. Axles separated by less than 7 ft. Not to Exceed 43,000 lbs.
Tridem axles 5-7 Not to Exceed 59,605 lbs.
Axles 2-6 Not to Exceed 95,326 lbs.
Axles 2-7 Not to Exceed 105,424 lbs.
Axles 2-12 Not to Exceed 204,528 lbs.
Axles 3-6 Not to Exceed 82,676 lbs.
Axles 3-7 Not to Exceed 92,774 lbs.
Axles 3-12 Not to Exceed 195,328 lbs.
Axles 4-12 Not to Exceed 188,000 lbs.
Axles 8-12 Not to Exceed 107,976 lbs.
Carrier MUST Check website: www.wsdot.wa.gov/commercialvehicle/ prior to movement for any revised restrictions/conditions and overheight clearances. All Oversize/Overweight permitted vehicles must stop at all open weigh stations, regardless of the transponder signal. A driver is responsible to ensure that any watercraft or other equipment is free of aquatic invasive species prior to entering Washington State. Call 1-877-933-9847 if you have questions.

READ THIS BEFORE SIGNING

The undersigned permittee acknowledges that he or she has read and understands the permit and the associated attachments in their entirety and agrees to comply with these documents. The undersigned permittee acknowledges that the permit has been issued with the specific understanding that all applicable Washington State Laws, Administrative Codes, regulations and conditions will be complied with and that the information contained herein is true and correct. The undersigned permittee must contact local jurisdictions when not operating on state highways.

As the permittee I acknowledge that I am responsible for verifying restrictions and overhead clearances prior to travel.

SIGNED X _____

PERMIT NOT VALID UNLESS SIGNED BY PERMITTEE. VIOLATION OF SPECIAL PERMITS - PENALTY : For failure to obtain, misrepresentation, or violation of special permits, State law provides for a fine, confiscation and suspension of permit without refund.

DOT Form 560-031Revised 7/99

SPECIAL MOTOR VEHICLE OVERSIZE/OVERWEIGHT PERMIT

Washington State Department of Transportation

Permit Number 002858039

Start Date 3/21/2019

Expire Date 3/23/2019

ATTACHMENT

ROUTE FOR THIS PERMIT

**Based on your permitted route and dimensions, vertical clearance information for state road overcrossings along your route is displayed below which you need to be aware of to safely move your load. The permit holders must be aware that there may be other restrictions, not listed below, that will need to be taken into account to ensure the safe movement of the load.

It is the responsibility of the permit applicant to check, or prerun, their proposed route to provide for safe maneuvers around any restrictions as necessary.

Route Nbr	MP From	MP To	Restriction Comment - *WSDOT Does Not Guarantee Height Clearances*
CO	0.00	20.00	County/City Roads (requires local jurisdiction approval)
97	0.00	2.31	From MP 0.00 to MP 0.25 - BIGGS RAPIDS-SAM HILL BR - Vertical Clearance - Min: 15 ft 4 in - Max: 15 ft 4 in - WSDOT does not guarantee height clearances
97	0.00	2.31	From MP 0 to MP 1.89 : "Loads over 10' wide require 2 pilot vehicles. Loads over 12' wide require 3 pilots vehicles and Loads exceeding 15' wide. or 125' length require 3 pilot vehicles and 24 hour notice to Goldendale DOT office (509) 773-4533. When 3 pilot vehicles are required the 2 front will have minimum separation of 500', #1 pilot to warn oncoming traffic, #2 pilot to stop oncoming traffic as necessary." *WSDOT Does Not Guarantee Height Clearances*
14	101.02	179.96	Permit for indicated route is approved: Permit holder is responsible for verifying restrictions and overhead clearances prior to travel

Washington State Department of Transportation

Special Motor Vehicle Permit Regulations and Conditions

A signed permit must be carried in the power unit at all times.

Pilot/Escort Vehicle Requirements

A pilot/escort vehicle and operator must comply with the requirements of WAC 468-38-100 Escort vehicle requirements. Pilots/Escort vehicles are required when:

1. Vehicle(s) or load exceeds 11 feet in width; escort vehicles (both front and rear) are required on all two-lane highways.
2. Vehicle(s) or load exceeds 14 feet wide; one rear escort vehicle is required on multiple-lane highways.
3. Trailer length including load exceeds 105 ft., of a tractor/trailer combination, requires a rear escort vehicle on all two-lane highways.
4. Trailer length including load exceeds 125 ft., of a tractor/trailer combination, requires a rear escort vehicle on multiple-lane highways.
5. Rear overhang of a tractor/trailer or truck/trailer combination exceeds 1/3 of the trailer length including load, requires one rear escort vehicle on two-lane highways.
6. Rear overhang exceeds 20 feet on a single unit vehicle, requires one rear escort vehicle on two-lane highways.
7. Loads exceed 14 feet and 6 inches high, one escort vehicle is required in front equipped with a height pole. Manufactured housing requires front escort with height pole when exceeding 15 feet in height. The Department does not guarantee height clearances; therefore, on any route where the height is in question, a front escort vehicle equipped with a height pole should be used.
8. The vehicle(s) or load exceeds twelve feet in width on a multilane highway and has a height that requires a front pilot/escort vehicle: One rear pilot/escort vehicle is required.
9. In the opinion of the Department of Transportation, escort vehicles are necessary to protect the traveling public, for any overdimensional and/or overweight move, either across, upon, or along a highway. Holidays and Related Times on which Permit Movements are Prohibited (WAC 468-38-175) Overweight vehicles that cannot maintain the speed of the surrounding traffic flow, and all over dimensional vehicles/loads are prohibited on the holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, day after Thanksgiving Day, Christmas Day, and during the afternoon of the day preceding said holidays.

Nighttime Movements (WAC 468-38-075)

A vehicle or vehicle combinations not exceeding the defined envelope of 12 feet wide, 14 feet 6 inches high and 105 feet long, including legal overhang(s), may move at night. A vehicle or vehicle combination which exceeds the defined envelope may also be permitted to move at night on state highways subject to Department preferred hours/routes of travel, and must have "Nighttime movement approved" stated on permits. All night moves must comply with published curfew restrictions. Night means one-half hour after sunset to one-half hour before sunrise. Vehicle and load must have proper lighting (49 CFR 393.11).

Winter Road Restrictions

Movement by permit is prohibited in areas where any of the following signs are displayed: "TRACTION ADVISORY OVERSIZE VEHICLES PROHIBITED", VEHICLES OVER 10,000GVWR CHAINS REQUIRED", and "ALL VEHICLES CHAINS REQUIRED EXCEPT ALL-WHEEL DRIVE" except as specified in WAC 468-38-075.

Railroad Crossing Emergencies

Call 1-888-877-7267

Other Regulations relating to the movement of permitted loads are printed in Chapter 468-38 WAC (Washington Administrative Code).

THE USE OF COUNTY ROADS OR CITY STREETS is subject to approval by the jurisdiction that maintains those roadways. This permit from the State of Washington does not authorize the use of roadways under local jurisdiction.

Commuter Curfew Hours (see page 2)

Warning: Rules are subject to change. Holders of extended permits (monthly, annual) are subject to current rule. Rules, as described herein, should be periodically reviewed for updates to insure compliance.

Commuter Curfew Hours: (Monday through Friday only)

Oversize loads that are required to display “Oversize Load” signs are restricted from the following areas during the listed times (table).

- **Exception:** Vehicles that are over width only and do not exceed the width limits of the below (table).

Vicinity	SR	Direction	Mile Post	Location and Boundaries	Hours (M-F)	Width
Seattle-Everett	2	EB	0 - 2.42	I-5 to SR 204	3-7 PM	9’
		WB	2.42 - 0		6-9 AM	9’
	5	NB	127.48 - 155.94	SR 512 to SR 599	6-9 AM, 3-6 PM	10’
		SB	155.94 - 127.48		3-6 PM	10’
		NB	155.94 -174.58	SR 599 to SR 523	6-9 AM, 3-6 PM	9’
		SB	174.58 - 155.94		6-9 AM, 3-6 PM	9’
		NB	174.58 -199.11	SR 523 to SR 528	3-6 PM	10’
		SB	199.11 - 174.58		6-9 AM, 3-6 PM	10’
		NB	199.11 - 206.08	SR 528 to SR 531	4-6 PM	10’
		SB	206.08 - 199.11		7-9 AM, 4-6 PM	10’
	18	EB	.01 - 4.15	I-5 to SR 164	6-9 AM, 3-7 PM	10’
		WB	4.15 - .01		6-9 AM, 3-7 PM	10’
		EB	4.15 -11.38	SR 164 to SR 516	6:30-8:30 AM, 3-7 PM	10’
		WB	11.38 - 4.15		6-9 AM, 3-7 PM	10’
	90	EB	2.54 - 9.93	I-5 to I-405	6-9 AM, 3-7 PM	10’
		WB	9.93 - 2.54		6-9 AM, 3-7 PM	10’
		EB	9.93 -18.36	I-405 to Sunset I/C	3-7 PM	10’
		WB	18.36 - 9.93		6-9 AM, 3-7 PM	10’
	167	NB	5.98 - 14.33	SR 512 to SR 18	6-9 AM	10’
		SB	14.33 - 5.98		3-7 PM	10’
		NB	14.33 - 26.29	SR 18 to I-405	6-9 AM, 3-7 PM	10’
		SB	26.29 - 14.33		3-7 PM	10’
	405	NB	0 - 30.32	Entire Route	6-9 AM, 3-7 PM	10’
		SB	30.32 - 0		6-9 AM, 3-7 PM	10’
	518	EB	0 - 3.81	SR 509 to I-5	6-9 AM, 3-7 PM	10’
		WB	3.81 - 0		6-9 AM, 3-7 PM	10’
	522	EB	11.10 - 14.09	I-405 to SR 9	3-7 PM	10’
		WB	14.09 - 11.10		6-9 AM	10’
Tacoma	5	NB	118 - 127.48	Exit 118 to SR 512	6:30-8:30 AM, 4-6 PM	10’
		SB	127.48 - 118		6:30-8:30 AM, 4-6 PM	10’
	16	EB	10.28 - 0	I-5 to Olympic Drive	6-9 AM	10’
		WB	0 – 10.28		3-7 PM	10’
	512	EB	0 - 8.74	I-5 to SR 161	3-7 PM	10’
		WB	8.74 - 0		7-9 AM, 3-7 PM	10’
		EB	8.74 - 12.06	SR 161 to SR 167	3-7 PM	10’
		WB	12.06 - 8.74		3-7 PM	10’
Olympia	5	NB	99 - 109	Exit 99 to Exit 109	4-6 PM	10’
		SB	109 - 99		4-6 PM	10’
Vancouver	5	NB	0 - 7.48	Oregon to I-205	3-6 PM	10’
		SB	7.48 - 0		6-9 AM	10’
	205	NB	26.59 – 37.16	Oregon to I-5	4-7 PM	10’
		SB	37.16 - 26.59	I-5 to Oregon	6-9 AM	10’
Kelso	433	NB	.94 - 0	Lewis and Clark Bridge	6-9 AM	10’
		SB	0 - .94		6-9 AM	10’
Spokane	90	EB	272.66 - 295.73	Medical Lk. to Liberty Lk. Exit	6-9 AM, 3-7 PM	11’2”
		WB	296.64 - 272.96	Liberty Lk. to Medical Lk. Exit	6-9 AM, 3-7 PM	11’2”

EVERGREEN SAFETY COUNCIL

WA

P/EVO TRAINING

M 23-09.09

Washington State Bridge List

For in-class use only.
For the full current Bridge List,
visit the WSDOT website
and search for publications.

Washington State
Department of Transportation

Bridge List

M 23-09.10

April 2020

Engineering and Regional Operations
Bridge and Structures Office

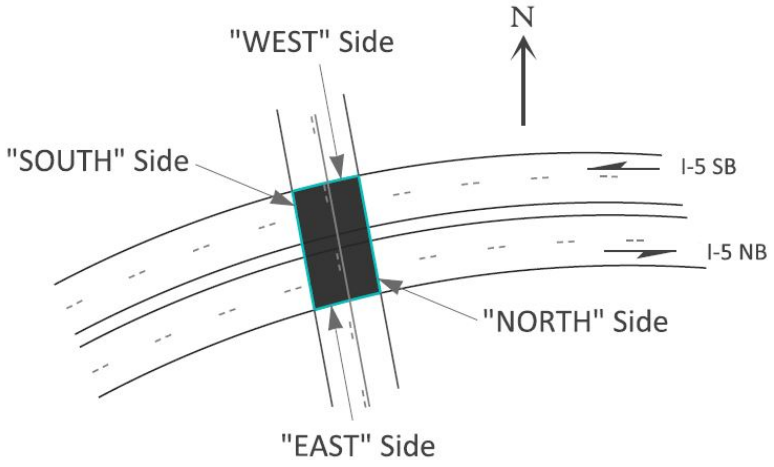
General

Special Note: Load Posting and Restriction information is no longer provided in the Bridge List. The Commercial Vehicle Services webpage provides current information related to load posting and restrictions. This page is updated frequently and is found online at: www.wsdot.wa.gov/commercialVehicle/Restrictions/bridgelist.aspx

The Bridge List is a listing of structures (bridges and tunnels) which carry or cross over state maintained highways. Structures are listed as they are encountered when traveling in the direction of increasing mileposts.

All directions are nominal rather than compass to avoid confusion. That is, since odd-numbered highways run south to north, a bridge on an odd numbered highway has a north end (relative to northbound travel) and a south end (relative to southbound travel), and an east side and a west side. See *Figure 1*.

Figure 1 Nominal Directions



Similarly, parallel bridges (on divided highways), are referred to as the East Bridge and the West Bridge on northbound highways, and as the North Bridge and the South Bridge on eastbound highways.

There are exceptions to the rules regarding highway numbers, for example:

A. SR 16 is mile posted and listed from Tacoma to Gorst, as a northbound highway, rather than eastbound as is indicated by its even-numbered designation.

B. US 101 is mile posted and listed from the Columbia River through Port Angeles to Olympia. The Bridge List names treat US 101 as a northbound route. Traffic and nominal bridge designations are northbound from the Columbia River to Olympia, except as noted in the Bridge List.

C. SR 110 is mile posted and listed from US 101 near Forks to the Olympic National Park boundary, from east to west.

D. SR 281 Spur (Burke) from SR 281 north of George to I-90 east of George is mile posted and listed as an eastbound highway, rather than northbound as is indicated by its odd-numbered designation.

E. SR 505 is mile posted and listed from Winlock to SR 504 near Toutle, as an eastbound highway, rather than northbound as is indicated by its odd-numbered designation.

F. SR 519 is mile posted and listed from the connection with I-90WB Ramps north to south, then east to west, where it terminates with the ferry terminals. Ramps are designated by geographical orientation.

The Bridge List is listed in milepost order. When traveling in increasing milepost order, as listed herein, read the Bridge List from top to bottom. When traveling in decreasing milepost order, as listed herein, read the Bridge List from bottom to top.

The Bridge List is arranged in ascending highway number order beginning with US 2.

It is emphasized here that the Bridge List is only a guide, and WSDOT assumes no responsibility for its completeness or accuracy, or for any damage or injury resulting from its use or misuse.

Consulting this Bridge List does NOT relieve the operator of responsibility to establish a usable route. The clearances listed are usable vertical clearances, but are not guaranteed for complete accuracy due to continuing construction activities. As stated on all permits, the operator is responsible to clear all obstructions. WAC 468-38-070 states, "It is the responsibility of the permit applicant to check, or pre-run, the proposed route and provide for safe maneuvers around the obstruction or detours as necessary." Note that the lane in which the maximum clearance occurs is not listed in this manual and must be determined by the operator. For bridges with clearances of less than 16 feet, please use the Bridge Vertical Clearance Trip Planner interactive map which has lane specific clearance information at www.wsdot.wa.gov/Bridge/Structures/BVCTP.htm

Vertical Clearances within the manual that appear in blue text indicate lane specific clearances are available from the Bridge Vertical Trip Planner application, and are hyperlinked within the Bridge List Manual online pdf. In general, lane specific clearances are only available when the maximum clearance is 16 feet or less at a given location.

To use the Bridge List vertical clearance list efficiently:

A. Determine which columns apply to the intended trip as outlined above.

B. Check the 'MIN/MAX' columns relative to the route and direction of the intended trip:

1. If the height of the load is less than the 'MIN' for a bridge, the load should clear in all lanes.

2. If the height of the load is less than the 'MAX' column, the load should clear the bridge, but the operator must determine the proper lane to travel (see item 3).

3. LANE SPECIFIC CLEARANCES (16 feet or less) - If the load height is greater than the "MIN" but less than the 'MAX' for any bridge: www.wsdot.wa.gov/Bridge/Structures/BVCTP.htm

4. If the height of the load is greater than the "MAX" column, the load will not clear, and an alternate route should be determined.

Data Format

At the start of each route, a header identifies the start and end points. Black shading indicates the start or end of a major interchange. Gray shading indicates on- or off-ramps, access points, ferry landings, or other features. See *Figure 2*.

Figure 2 Data Formatting

US 2		
MILEPOST	BRIDGE NO.	CROSSING NAME
US 2 - JCT I-5 EVERETT TO IDAHO LINE AT NEWPC		
0.00		JCT I-5
HEWITT AVENUE INTERCHANGE (SEE DRAWING P. ##)		
JCT US 2 & I-5 & SR 529 & SR 529 SPUR		
SRMP 0.00 - 0.17		
CS 3106		
0.1 E JCT SR 529		
WESTBOUND US 2 TO SOUTHBOUND I-5		
	2/2W-S	W-S RAMP OVER S-E RAMP
	5/638E	W-S RAMP UNDER I-5
	5/638W	W-S RAMP UNDER I-5
	2/1W-S	W-S RAMP OVER HEWITT AVE
WESTBOUND US 2 TO SR 529		
	5/638E	W-W RAMP UNDER I-5
	5/638W	W-W RAMP UNDER I-5
	2/2W-W	US 2 WB OVER S-E RAMP
WESTBOUND US 2 TO NORTHBOUND I-5		
	2/2W-N	W-N RAMP OVER EVERETT AV
	5/642	W-N RAMP UNDER 23RD ST
END HEWITT AVENUE INTERCHANGE		
0.18	2/5N	SNOHOMISH RIVER BRIDGE
0.22	2/3S	SNOHOMISH RIVER
0.67	2/4S	EBEY ISLAND VIADUCT
0.75	2/6N	EBEY ISLAND VIADUCT
ACCESS BIKE/PED STRUCTURE (HOMEACRES ROAD)		
	2/5BP1	HOMEACRES ROAD BIKE/PED
	2/5BP2	HOMEACRES ROAD BIKE/PED

The route header identifies the start of the route

Drawings for major interchanges are referenced by page number for printed manuals and hyperlinked in electronic manuals

Black shading indicates the start and end of a major interchange

Gray shading indicated 'non-mainline' movements (i.e. on/off ramps, access points, ferry landings or other features) and related structures pertaining to a particular movement

Description of Data

Milepost

This is the State Route Milepost (SRMP) for the location of a particular structure. The milepost listed is that of the south pavement seat of bridges on odd-numbered highways, and that of the west pavement seat on even-numbered highways. This milepost is determined using the WSDOT State Highway Log, found online at www.wsdot.wa.gov/mapsdata/roadway/statehighwaylog.htm.

Structures carrying, or otherwise associated with, ramps, or structures not specifically related to the 'mainline' of a state route, are typically referenced to an SRMP milepost range associated with the 'mainline' of a state route. This occurs where there are major interchanges called out in the bridge list.

Bridge Number (BRIDGE NO.)

This number consists of two parts, the route part and the bridge part. The route part is the number of the highway carried on the deck of the structure. If no highway is carried on the deck, the route part is the highway under or adjacent to the structure. The bridge part is a number, or number and letter combination which, when combined with the route part, results in a unique number for each structure.

Each bridge generally has one and only one bridge number. This number is, however, subject to change by legislative action, realignment, etc. Not all structures listed in this publication are state owned, even though a state route designation may have been assigned to them.

The forward slash (/) in a bridge number is read "over" and the dash (-) in a bridge number is read "to." For example:

- Bridge No. 405/16E is read
  "Bridge Number 405 over 16 East"
- Bridge No. 5/521N-W is read
  "Bridge Number 5 over 521 Northbound to Westbound"

The meanings of other letters and symbols which are a part of the Bridge List are explained in the list of abbreviations later in the introduction.

Crossing Name

This is the name of the structure relative to the highway travelled. Unlike the bridge number, a structure may have more than one crossing name. For example, Bridge No. 405/46E carries I-405 traffic over SR 520. If you are travelling on I-405, the crossing name is "I-405 OVER SR520." If you are travelling on SR 520, the crossing name is "SR 520 UNDER I-405." Note that the bridge number does not change, only the crossing name.

Location

This item assists in locating bridges when traveling State maintained highways. The distances are generally listed in the direction of increasing mileposts from a previously listed feature, i.e. a county line or a highway junction.

Structure Identification Number (STRUCTURE ID)

This item is a unique eight character alphanumeric identifier for each bridge. This identifier remains static for the lifespan of a given structure.

Roadway Width <= 20' (<=20')

This item is shown as a 2-digit whole number which represents the dimension in total feet, when it is less than or equal to 20 feet. This item remains blank whenever the roadway width (on or under a structure) is greater than 20 feet.

Vertical Clearances (MIN/MAX)

These columns show the minimum and maximum vertical clearances available to a vehicle traveling through or under a bridge in a particular direction of travel: Northbound (NB), Eastbound (EB), Southbound (SB), and Westbound (WB). Each 4-digit number represents a dimension in feet and inches, i.e. “1709” is 17 feet 9 inches.

All bridges with vertical restrictions have numbers printed in these columns. Blank columns indicate no restrictions are imposed by the structure listed.

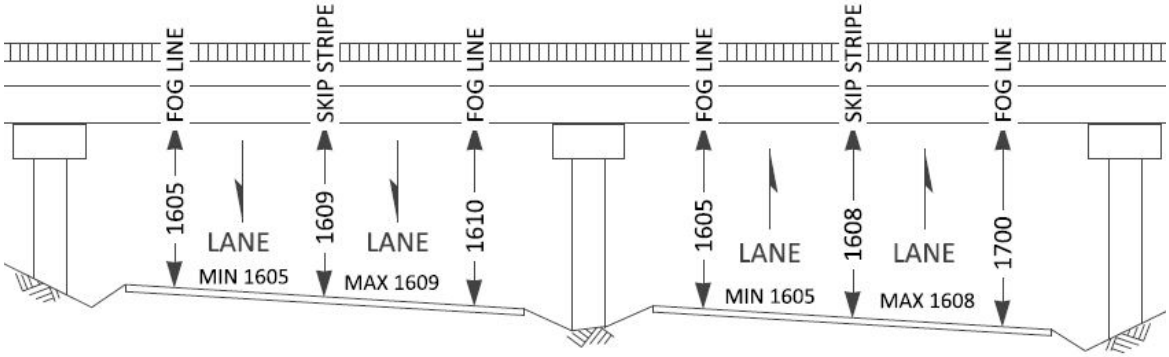
Two 4-digit numbers indicate an unseparated lane alignment (NO median, median barrier, New Jersey type barrier, etc.) or a bridge which restricts only one direction of a multi-lane alignment. Four 4-digit numbers indicate a separated alignment, typically multi-lane (median, median barrier, New Jersey type barrier, etc.).

When traveling on a separated, typically multi-lane alignment (i.e. median, median barrier, New Jersey type barrier, etc.) clearances are listed under “NB/EB and SB/WB”. See *Figure 3a*.

A. Use ‘NB OR EB’ clearances when the direction of travel corresponds to reading the Bridge List from top to bottom (down the page) for increasing mileposts.

B. Use ‘SB OR WB’ clearances when the direction of travel corresponds to reading the Bridge List from bottom to top (up the page) for decreasing mileposts.

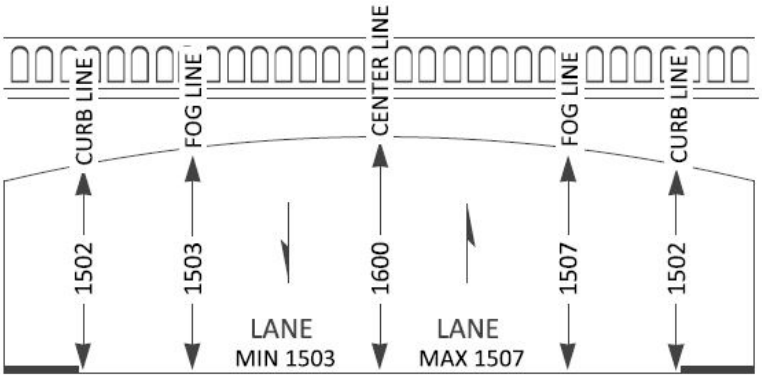
Figure 3a Vertical Clearances – Separated Roadway



VERTICAL CLEARANCES			
NB MAX	EB MIN	SB MAX	WB MIN
1608	1605	1609	1605

When traveling on an unseparated, typically two-lane alignment (no median, median barrier, New Jersey type barrier, etc.), clearances are listed under “NB/EB –OR- SB/WB.” See *Figure 3b*.

Figure 3b Vertical Clearances – Unseparated Roadway



VERTICAL CLEARANCES			
NB MAX	EB MIN	SB MAX	WB MIN
1507	1503		

-- OR --

VERTICAL CLEARANCES			
NB MAX	EB MIN	SB MAX	WB MIN
		1507	1503

Bridge Length (BR. LEN.)

This item shows the measured bridge length in total feet (whole number).

Span Type

This shows span type abbreviations for each bridge. Generally, the main span is listed first, though there are exceptions. A list of the abbreviations used is found on the page titled “Abbreviations Used in Span Types.”

Vertical Clearance Interactive Map

For those using this publication to plan trips on state routes where the vehicle height is a consideration, WSDOT provides the Bridge Vertical Clearance Trip Planner interactive map: www.wsdot.wa.gov/Bridge/Structures/BVCTP.htm

This interactive map provides lane specific vertical clearances wherever a bridge restricts passage on a state route by 16 feet or less. For bridges with minimum restrictions greater than 16 feet, the clearances are only available in this publication.

Vertical Clearances within the manual that appear in blue text indicate lane specific clearances are available from the Bridge Vertical Trip Planner application, and are hyperlinked within the Bridge List Manual online pdf.

WSDOT recommends use of this interactive map when possible, mostly because vertical clearance information is regularly updated as part of bridge inspections. Changes to vertical clearances in the interactive map are updated daily, whereas the clearance information available in this publication is static until a newer edition is published, approximately once per year.

This interactive map has other advantages too, once the user is familiar with its features. In particular, by using the appropriate base maps, it is relatively easy to identify “up and over” and other detours when a bridge creates a vertical clearance that must be avoided. However, when using the map to identify detours, be aware that clearance restrictions on local agency routes, even those under state routes, are not mapped.

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Abbreviations Used in Bridge Names and Numbers

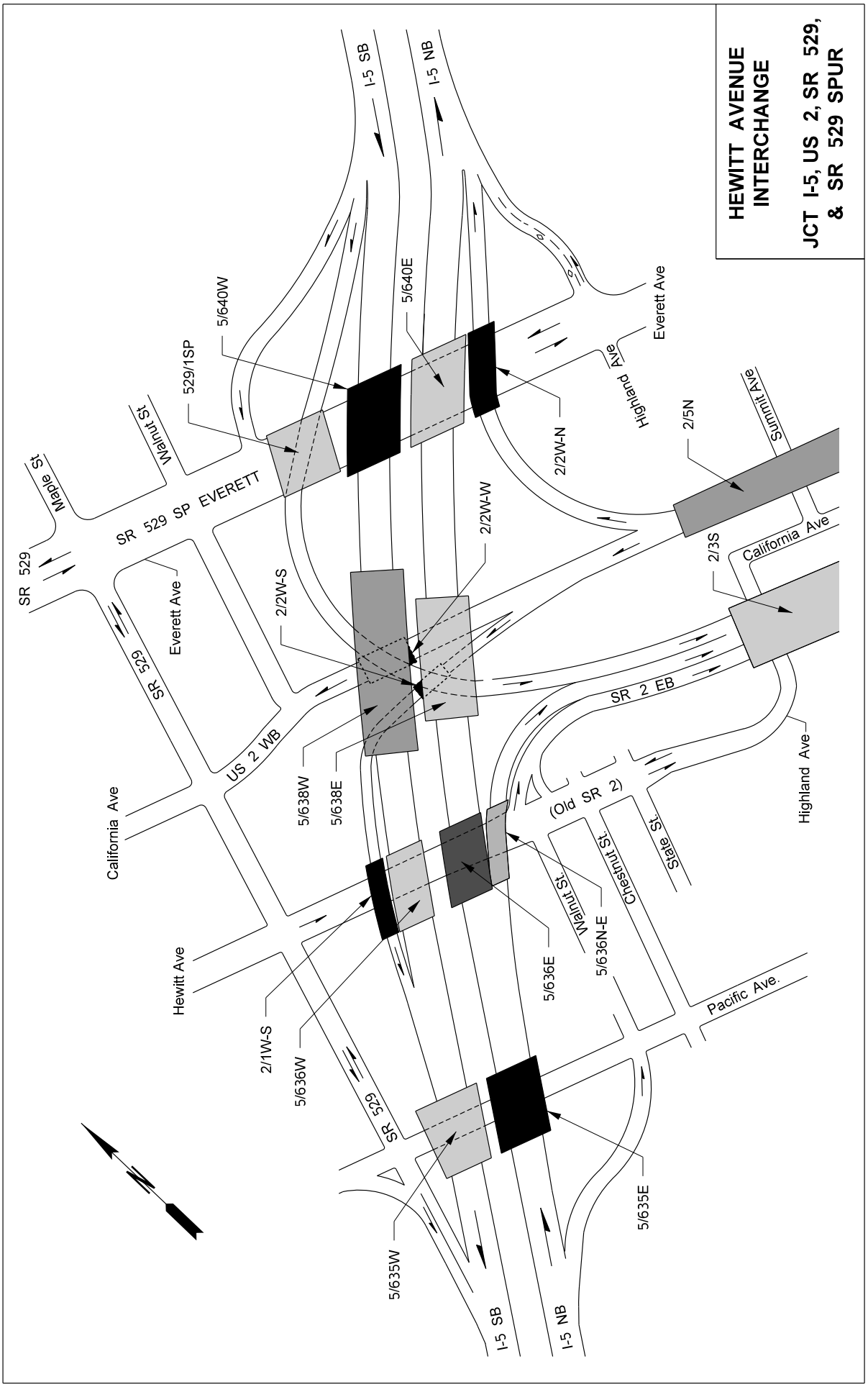
A	Access - used for bridges for which the State has maintenance responsibility but which only provide access to State highways and do not carry mainline traffic, for example 5/13A.)
ALT	Alternate
AVE	Avenue
B	Access - Same as “A” but used for second bridge on the access.
BP	Bridge Pedestrian (in bridge name), for example 5/12BP
BR	Bridge
C	Culvert (in bridge number), for example 2/515C
CD	Collector Distributor
CR	Creek
DV	Detention Volt
E or EB	East or Eastbound (nominal direction)
EBCD	Eastbound Collector Distributor (nominal direction)
EBT	Eastbound Transit
ECD	Same as EBCD
EXP	Express Lanes
F	Frontage Road
FT	Ferry Terminal
FTE	Ferry Terminal Express
FTP	Ferry Terminal Pedestrian
HOV	High Occupancy Vehicle Lanes
N or NB	North or Northbound (nominal direction)
NBCD	Northbound Collector Distributor
NCD	Same as NBCD
P	Pedestrian (in bridge name), for example 5/430.5P
PED	Pedestrian

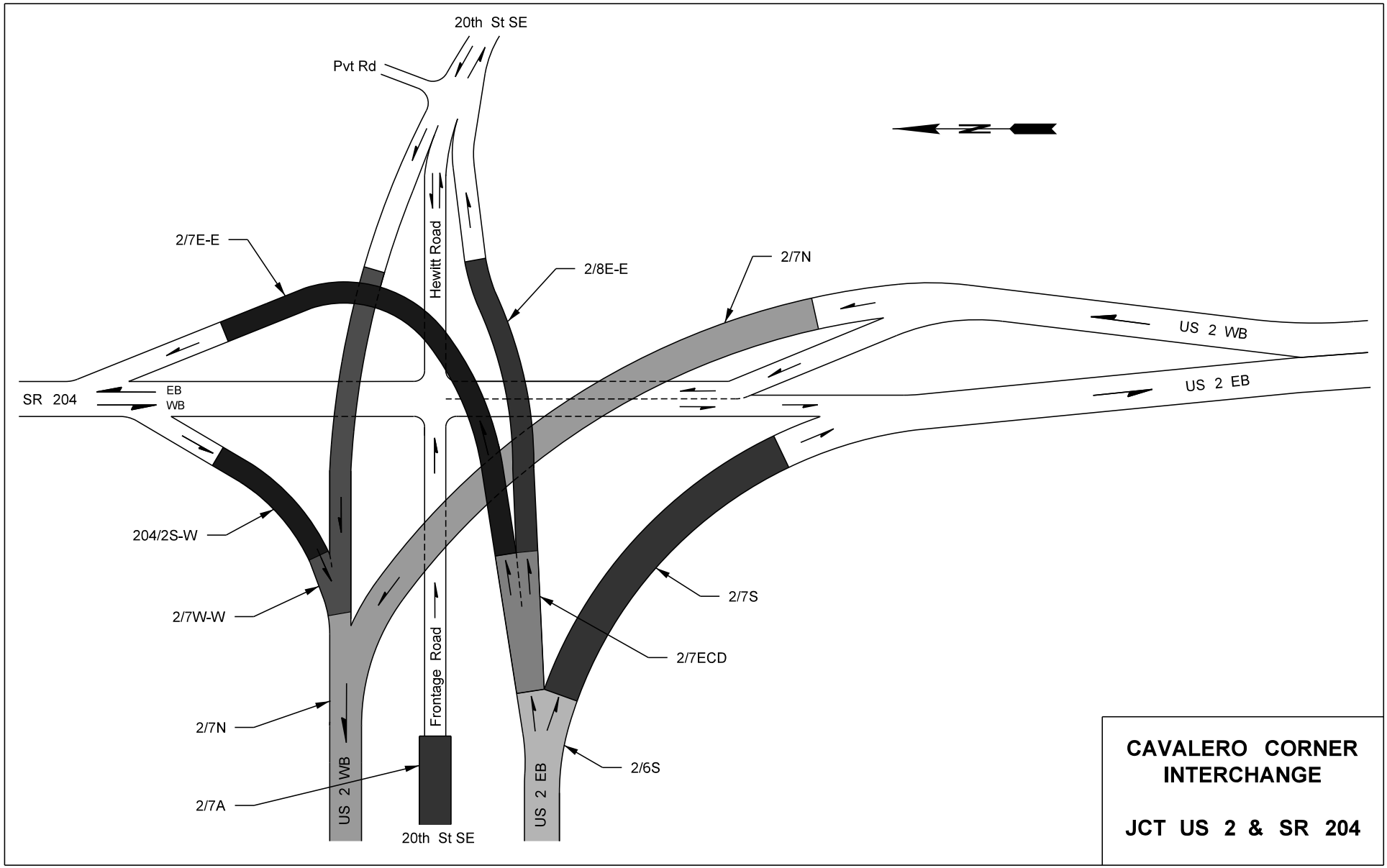
R	River (in bridge name)
R	Reversible (in bridge number)
REV	Reversible
S or SB	South or Southbound (nominal direction)
SBCD	Southbound Collector Distributor (nominal direction)
SCD	Same as SBCD
SL	Slough
SP	Spur
ST	Street
STA	Station
TMP	Temporary (in bridge name), for example 5/433TMP
TR	Trestle
TUN	Tunnel (in bridge name)
W or WB	West or Westbound (nominal direction)
WBCD	Westbound Collector Distributor (nominal direction)
WBT	Westbound Transit
WCD	Same as WBCD
- (dash)	Read as “to”, i.e. “N-W” is read “Northbound to Westbound” or “North to West”

Abbreviations Used in Span Types

BAS	Bascule Lift Span
CA	Concrete Arch
CBox	Concrete Box Girder
CCulv	Concrete Culvert
CEFA	Concrete Earth Filled Arch
CFP	Concrete Floating Pontoon
CG	Concrete Girder
CS	Concrete Slab
CSS	Cable Stayed Span
CSTP	Concrete Slab on Timber Piling
CTB	Concrete T-Beam
CTrus	Concrete Truss
CLTun	Concrete Lined Tunnel
CVS	Concrete Voided Slab
LIDTun	Cut and Cover (LID) Tunnel
MCulv	Masonry Culvert
PCB	Pre-Stressed Concrete Beam
PCBTG	Pre-Stressed Concrete Bulb-T Girder
PCG	Pre-Stressed Concrete Girder
PCMWG	Pre-Stressed Concrete Multi-Web Girder
PCS	Pre-Stressed Concrete Slab
PCTG	Pre-Stressed Concrete Trapezoidal Girder
Plaza	Park Plaza Structures
PRCB	Precast Reinforced Concrete Beam
PTCBox	Post-Tensioned Concrete Box Girder
PTCFP	Post-Tensioned Concrete Floating Pontoon
PTCSeg	Post-Tensioned Segmental Box Girder
PTCTB	Post-Tensioned Concrete T-Beam

SA	Steel Arch
SBox	Steel Box Girder
SCulv	Steel Culvert
SFP	Steel Floating Pontoon
SG	Steel Girder (weld or rivet)
SLS	Steel Lift Span
SRB	Steel Rolled Beam
SSCG	Steel Stayed Concrete Girder
SSusS	Steel Suspension Span
SSwS	Steel Swing Span
STA	Steel Tied Arch
STrus	Steel Truss
TCulv	Timber Culvert
TLTun	Timber Lined Tunnel
TS	Timber Slab
TTC	Treated Timber (Creosote) Bridge
TTLB	Treated Timber Laminated Beam
TTS	Treated Timber (Salts) Bridge
TTTrus	Treated Timber Truss
UT	Untreated Timber Bridge
UTLB	Untreated Timber Laminated Beam
UTTrus	Untreated Timber Truss
UTun	Unlined Tunnel
WSBox	Weathering Steel Box Girder
WSG	Weathering Steel Girder


HEWITT AVENUE
INTERCHANGE
JCT I-5, US 2, SR 529,
& SR 529 SPUR
I-5 SB
I-5 NB
5/640W
5/640E
529/1SP
Walnut St
Maple St
SR 529
SR 529 SP EVERETT
Everett Ave
Highland Ave
2/2W-N
2/5N
Summit Ave
2/2W-W
2/2W-S
2/3S
California Ave
SR 529
SR 2 EB
US 2 WB
5/638W
5/638E
(Old SR 2)
Highland Ave
California Ave
Hewitt Ave
5/636E
5/636N-E
Walnut St.
Chestnut St.
State St.
Pacific Ave.
2/1W-S
5/636W
SR 529
5/635W
5/635E
I-5 SB
I-5 NB


20th St SE
Pvt Rd
Hewitt Road
2/7E-E
2/8E-E
2/7N
US 2 WB
US 2 EB
SR 204
EB
WB
204/2S-W
2/7W-W
2/7S
2/7ECD
Frontage Road
2/7N
2/7A
US 2 WB
US 2 EB
2/6S
20th St SE
CAVALERO CORNER INTERCHANGE
JCT US 2 & SR 204

I-5

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
DUPONT INTERCHANGE											
SRMP 117.45 - 118.30											
CS 2701											
2.5 N THURSTON CO											
I-5 MAINLINE											
	5/407	I-5 UNDER CENTER DR		0014963A		2006	2005	2106	2106	364	PCG
NORTHBOUND I-5 TO CENTER DRIVE											
	5/407	N-N RAMP UNDER CENTER DR		0014963A		2008	2007			364	PCG
	5/407	CENTER DR OVER I-5		0014963A						364	PCG
SOUTHBOUND I-5 TO CENTER DRIVE											
	5/407.5	S-N RAMP OVER LAUNDRY SPUR		0005284A						195	CBOX
	5/407S-N	SB DECELERATION RAMP		0014963C						512	PCG
SOUTHBOUND CENTER DR TO SOUTHBOUND I-5											
	5/407S-S	SB ACCELERATION RAMP		0014963B						594	PCG
NORTHBOUND CENTER DR TO SOUTHBOUND I-5											
	5/407A	CENTER DR OVER TRUCK RAMP		0014963D						99	PCG
	5/407	CENTER DR OVER I-5		0014963A						364	PCG
	5/407S-S	SB ACCELERATION RAMP		0014963B						594	PCG
TRUCK WEIGH STATION TO NORTHBOUND I-5											
	5/407A	TRUCK RAMP UNDER CENTER DR		0014963D		1802	1802			99	PCG
END DUPONT INTERCHANGE											
118.33	5/407.5	I-5 OVER LAUNDRY SPUR	3.7 N THURSTON CO	0005284A						195	CBOX
119.01	5/408	I-5 UNDER STEILACOOM DUPONT RD	4.1 N THURSTON CO	0005394A		1505	1406	1506	1406	111	CS
119.38	5/409	I-5 OVER PENDLETON AVE	4.4 N THURSTON CO	0005394B						39	CS
JBLM / 41ST DIVISION DR INTERCHANGE											
JCT I-5 & 41ST DIVISION DR											
SRMP 120.00 - 122.00											
CS 2701											
5.9 N THURSTON CO											
I-5 MAINLINE											
	5/411W	I-5 OVER 41ST DIVISION DR		0004495A						157	CTB
	5/411E	I-5 OVER 41ST DIVISION DR		0008580A						165	PCG
NORTHBOUND COLLECTOR-DISTRIBUTOR											
	5/411NCD	NBCD OVER 41ST DIVISION DR		0008580B						172	PCG

I-5

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
	5/411NCD	N-W RAMP UNDER I-5 NBCD		0008580B		1410	1407			172	PCG
	5/411E	N-W RAMP UNDER I-5 NB		0008580A		1410	1407			165	PCG
	5/411W	N-W RAMP UNDER I-5 SB		0004495A		1509	1408			157	CTB
	5/411SCD	N-W RAMP UNDER I-5 SBCD		0004495B		1510	1408			157	CTB
SOUTHBOUND COLLECTOR-DISTRIBUTOR											
	5/411SCD	SBCD OVER 41ST DIVISION DR		0004495B						157	CTB
	5/411SCD	S-E RAMP UNDER I-5 SBCD		0004495B				1510	1408	157	CTB
	5/411W	S-E RAMP UNDER I-5 SB		0004495A				1509	1408	157	CTB
	5/411E	S-E RAMP UNDER I-5 NB		0008580A				1410	1407	165	PCG
	5/411NCD	S-E RAMP UNDER I-5 NBCD		0008580B				1410	1407	172	PCG
END JBLM / 41ST DIVISION DR INTERCHANGE											
122.68	5/413	I-5 UNDER BERKELEY ST	7.7 N THURSTON CO	0004495C		1605	1503	1602	1411	104	CTB
123.58	5/414	I-5 UNDER THORNE RD	8.6 N THURSTON CO	0004495D		1508	1406	1506	1403	104	CTB
124.64	5/415	I-5 UNDER GRAVELLY LAKE DR	9.7 N THURSTON CO	0005943A		1603	1510	1607	1600	145	CS
GRAVELLY LAKE DRIVE ACCESS											
	5/415A	GRAVELLY LAKE DR OVER RR		0005943B						27	CS
125.23	5/416	I-5 UNDER NEW YORK AVE	10.4 N THURSTON CO	0005523A		1511	1505	1506	1408	139	CS
125.64	5/417	CLOVER CREEK	10.9 N THURSTON CO	0005523B						69	CS
125.86	5/418	I-5 UNDER BRIDGEPORT WAY	11.1 N THURSTON CO	0005582A		1504	1407	1507	1503	294	CBox
126.19	5/419	I-5 UNDER 47TH AVE SW	11.3 N THURSTON CO	0005523C		1508	1502	1506	1406	317	CBox
126.41	5/420	I-5 UNDER BNRR	11.5 N THURSTON CO	0005801A		1501	1500	1501	1411	216	SG
LAKEWOOD - PUYALLUP INTERCHANGE											
JCT I-5 & SR 512											
SRMP 127.22 - 127.80											
CS 2701											
12.4 N THURSTON CO											
I-5 MAINLINE											
	5/421	I-5 UNDER SOUTH TACOMA WAY		0005651A		1711	1400	1904	1806	283	CBOX
	512/1	I-5 UNDER SR 512		0005655A		1508	1507	1508	1506	211	CVS
NORTHBOUND COLLECTOR-DISTRIBUTOR											
	5/421	NBCD UNDER SOUTH TACOMA WAY		0005651A		1400	1400			283	CBOX
	512/1	NBCD UNDER SR 512		0005655A		1600	1510			211	CVS
SOUTHBOUND COLLECTOR-DISTRIBUTOR											
	512/1	SBCD UNDER SR 512		0005655A				1600	1600	211	CVS
	5/421A	SBCD UNDER UNION AVE		0009574A				1611	1611	64	PCG

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MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
END LAKEWOOD - PUYALLUP INTERCHANGE											
128.06	5/424E	I-5 OVER S 96TH ST	0.6 N JCT SR 512	0005667A						87	CBox
128.06	5/424W	I-5 OVER S 96TH ST	0.6 N JCT SR 512	0005667B						86	CBox
128.92	5/425	I-5 UNDER S 84TH ST	1.4 N JCT SR 512	0005667C		1604	1507	1606	1600	141	CS
129.59	5/426	I-5 UNDER S 74TH - S 72ND ST	2.1 N JCT SR 512	0005723A		1606	1408	1901	1700	183	CBox
SOUTHBOUND I-5 TO TACOMA MALL BLVD											
	5/426A	S-W RAMP UNDER 74TH-72ND ST		0013207A				1809	1809	54	CS
56TH ST INTERCHANGE											
JCT I-5 & 56TH ST											
SRMP 130.30 - 131.05											
CS 2701											
3.2 N SR 512											
I-5 MAINLINE											
	5/428	I-5 UNDER S 56TH ST		0005831A		1608	1607	1607	1604	208	CVS
NORTHBOUND COLLECTOR-DISTRIBUTOR											
	5/428	NBCD UNDER S 56TH ST		0005831A		1609	1609			208	CVS
SOUTHBOUND COLLECTOR-DISTRIBUTOR											
	5/428	SBCD UNDER S 56TH ST		0005831A				1608	1607	208	CVS
END 56TH ST INTERCHANGE											
131.20	36 48th St	I-5 UNDER S 48TH ST	3.4 N JCT SR 512	08526100		1910	1809	1708	1603	220	
38TH ST INTERCHANGE											
JCT I-5 & 38TH ST											
SRMP 131.35 - 132.08											
CS 2701											
4.4 N JCT SR 512											
I-5 MAINLINE											
	5/430	I-5 UNDER S 38TH ST		0015935A		1701	1701	1701	1701	324	PCTG
	5/430.5P	I-5 UNDER 37TH ST PED PATH		0015935B		2403	2400	2405	1906	597	PTCBox
NORTHBOUND COLLECTOR-DISTRIBUTOR											
	5/430	NBCD UNDER S 38TH ST		0015935A		1701	1701			324	PCTG
	5/430.5P	NBCD UNDER 37TH ST PED PATH		0015935B		2403	2403			597	PTCBox
NORTHBOUND I-5 TO WESTBOUND S 38TH ST											
	5/430	N-W RAMP UNDER S 38TH ST		0015935A		1701	1701			324	PCTG

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MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
WESTBOUND S 38TH ST TO NORTHBOUND I-5											
	5/430.5P	W-N RAMP UNDER 37TH ST PED		0015935B		1902	1902			597	PTCBox
SOUTHBOUND COLLECTOR-DISTRIBUTOR											
	5/430.5P	SBCD UNDER 37TH ST PED		0015935B				2404	2404	597	PTCBox
	5/430	SBCD UNDER S 38TH ST		0015935A				1701	1701	324	PCTG
SOUTHBOUND I-5 TO EASTBOUND S 38TH ST											
	5/430	S-E RAMP UNDER S 38TH ST		0015935A				1701	1701	324	PCTG
SOUTHBOUND I-5 TO WESTBOUND S 38TH ST											
	5/430.5P	S-W RAMP UNDER 37TH ST PED		0015935B				1906	1906	597	PTCBox
END 38TH ST INTERCHANGE											
NALLEY VALLEY INTERCHANGE (See Page 38)											
JCT I-5 & SR 16											
SRMP 132.10 - 132.88											
CS 2701											
4.9 N JCT SR 512											
I-5 MAINLINE											
	5/433N-N	I-5 UNDER N-N RAMP		0017594A		2402	2109	2004	1604	1061	PTCSeg
	5/437	I-5 OVER S M ST		0006088B						232	CBox
	5/434E	I-5 NB OVER SR 16 RAMP		0018818A						156	PCG
	5/434W	I-5 SB OVER RAMPS		0018818D						495	PCG
SOUTHBOUND COLLECTOR-DISTRIBUTOR											
	5/434SCD	SBCD OVER SR 16 HOV & RAMPS		0018189B						590	SG
	5/433N-N	SBCD UNDER N-N RAMP		0017594A				2102	2102	1061	PTCSeg
NORTHBOUND I-5 TO NORTHBOUND SR 16											
	5/433N-N	N-N RAMP OVER I-5		0017594A						1061	PTCSeg
	5/433HOV	N-N HOV RAMP OVER I-5 RAMPS		0018818C						651	PCG
SOUTHBOUND I-5 TO SPRAGUE AVE											
	5/435S-N	S-E RAMP TO SPRAGUE AVE		0017594B						2140	PCG
	5/435S-E	S-E RAMP TO SPRAGUE AVE		0017594C						420	PCG
	16/8	S-E RAMP TO SPRAGUE AVE		0008543C				1602	1602	150	PTCTB
SOUTHBOUND I-5 TO NORTHBOUND SR 16											
	5/437	I-5 OVER S M ST		0006088B						232	CBox
	5/435S-N	S-N RAMP TO NB 16		0017594B						2140	PCG
	16/6N-E	S-N RAMP UNDER N-E RAMP		0017594D				1701	1701	729	PCG PTCBox
	16/7	S-N RAMP UNDER SPRAGUE AVE		0017594F				1810	1800	426	PCG

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MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
NORTHBOUND I-5 TO NORTHBOUND I-5 / I-705 INTERCHANGE											
	5/433N-N	I-5 NBCD UNDER N-N RAMP		0017594A		2110	2110			1061	PTCSeg
	5/437NCD	I-5 NBCD OVER S M ST		0016958A						232	PCG
END NALLEY VALLEY INTERCHANGE											
PACIFIC AVENUE INTERCHANGE (See Page 39)											
JCT I-5 & I-705 & SR 7											
SRMP 133.20 - 134.18											
CS 2701											
1.5 N JCT SR 16											
I-5 MAINLINE											
	5/439	I-5 UNDER THOMPSON-YAKIMA AVE		0016958B		1906	1905	1900	1809	391	SBOX
	5/440	I-5 UNDER DELIN ST		0016958C		2501	2310	2208	2104	428	SBOX
	5/444	I-5 UNDER PACIFIC AVE		0018607A		1607	1607	1607	1607	569	PCG
	5/445E	I-5 NB OVER I-705, SR 7 & RR		0018607C						718	PCG
	5/445HOV	I-5 HOV OVER I-705, SR 7 & RR		0007326A						817	CBOX
	5/445W	I-5 SB OVER I-705, SR 7 & RR		0007326B						817	CBox
	5/448	I-5 UNDER MCKINLEY WAY		0018607B		1602	1602	1602	1602	332	PCG
NORTHBOUND I-5 COLLECTOR-DISTRIBUTOR TO I-705 & SR 7											
	5/439	I-5 NBCD UNDER YAKIMA AVE		0016958B		1803	1705			391	SBOX
	5/440	I-5 NBCD UNDER DELIN ST		0016958C		2508	2501			428	SBOX
NORTHBOUND I-5 COLLECTOR-DISTRIBUTOR TO SOUTHBOUND SR 7											
	5/440	N-S RAMP UNDER DELIN ST		0016958C		2806	2604			428	SBOX
	5/444	N-S RAMP UNDER PACIFIC AVE		0018607A		4909	4909			569	PCG
NORTHBOUND I-5 COLLECTOR-DISTRIBUTOR TO NORTHBOUND I-705											
	5/440	N-N RAMP UNDER DELIN ST		0016958C		2806	2604			428	SBOX
	5/444	N-N RAMP UNDER PACIFIC AVE		0018607A		5202	5202			569	PCG
	5/445N-N	N-N RAMP I-5 TO I-705		0007326C						271	CBOX
	5/445E	N-N RAMP UNDER I-5 NB		0018607C		1902	1902			718	PCG
	5/445HOV	N-N RAMP UNDER I-5 HOV		0007326A		2209	2109			817	CBOX
	5/445W	N-N RAMP UNDER I-5 SB		0007326B		2601	2500			817	CBox
	705/6N-N	N-N RAMP S-N RAMP		0012992A						1451	PTCBox
	705/6E	N-N RAMP UNDER SCHUSTER PKWY		0012992B		1811	1811			2588	PTCBox
SOUTHBOUND I-5 TO NORTHBOUND I-705											
	5/448	S-N RAMP UNDER MCKINLEY WAY		0018607B				1602	1602	332	PCG
	705/6E	SCHUSTER PARKWAY		0012992B						2588	PTCBox

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MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
SOUTHBOUND I-5 TO SOUTHBOUND SR 7											
	5/448	S-S RAMP UNDER MCKINLEY WAY		0018607B				1602	1602	332	PCG
	5/446S-S	S-S RAMP OVER RAILROAD		0007505C						225	CBOX
	5/445W	S-S RAMP UNDER I-5 SB		0007326B				1902	1902	817	CBox
	5/445HOV	S-S RAMP UNDER I-5 HOV		0007326A				1807	1807	817	CBOX
	5/445E	S-S RAMP UNDER I-5 NB		0018607C				1901	1901	718	PCG
	5/445S-S	S-S RAMP OVER SR 7		0007326D						265	CBOX
	7/132N-N	S-S RAMP UNDER SR 7 NB		0007505D				1708	1708	688	CBOX
NORTHBOUND I-5 COLLECTOR-DISTRIBUTOR TO NORTHBOUND I-5											
	5/439	I-5 NBCD UNDER YAKIMA AVE		0016958B		1811	1807			391	SBOX
	5/440	NBCD UNDER DELIN ST		0016958C		2508	2501			428	SBOX
SOUTHBOUND PACIFIC AVE TO SOUTHBOUND I-5											
	5/442A	S-S RAMP UNDER S 30TH ST		0007505E				2103	2103	193	CBox
END PACIFIC AVENUE INTERCHANGE											
134.60	5/451	I-5 UNDER EAST L ST	0.8 N JCT SR 7	0006853A		4605	4301	3910	3606	374	CBOX
PORTLAND AVE TO SOUTHBOUND I-5											
	5/451	W-S RAMP UNDER EAST L ST		0006853A				3302	3302	374	CBOX
134.87	5/452E	I-5 OVER PORTLAND AVE	1.1 N JCT SR 7	0006792A						216	PCG
134.87	5/452W	I-5 OVER PORTLAND AVE	1.1 N JCT SR 7	0006792B						216	PCG
PUYALLUP RIVER INTERCHANGE (See Page 40)											
JCT I-5 & SR 167											
SRMP 135.03 - 135.54											
CS 2701											
1.2 N JCT SR 7											
I-5 MAINLINE											
	5/453	I-5 OVER SR 167 NB		0006821A						121	PCG
	5/455	I-5 OVER EAST T ST SEWER		0006979B						150	PCG
	5/456E	I-5 OVER SR 167 SB. PUYALLUP R		0018670B						1570	PCG
	5/456W	I-5 OVER SR 167 SB, PUYALLUP R		0006613B						1455	PCG
NORTHBOUND I-5 TO NORTHBOUND SR 167											
	5/454N-N	N-N RAMP OVER E-N RAMP		0018670A						820	SG
SOUTHBOUND I-5 TO NORTHBOUND SR 167											
	5/455S-N	S-N RAMP OVER S-S RAMP		0006979E						184	CBOX
	5/453	S-N RAMP UNDER I-5		0006821A				1700	1609	121	PCG
EASTBOUND EAST BAY ST TO NORTHBOUND I-5											

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MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
	5/453	E-N RAMP UNDER I-5		0006821A		1700	1609			121	PCG
	5/454N-N	SR 167 NB UNDER N-N RAMP		0018670A		1605	1605			820	SG
	5/454N-N	E-N RAMP UNDER N-N RAMP		0018670A		2010	2010			820	SG
END PUYALLUP RIVER INTERCHANGE											
136.09	5/457	I-5 UNDER PORT OF TACOMA RD	0.8 N JCT SR 167	0006480A		1910	1903	1706	1608	300	PCG
NORTHBOUND I-5 TO NORTHBOUND PORT OF TACOMA RD											
	5/457	N-N RAMP UNDER PORT TACOMA RD		0006480A		1907	1900			300	PCG
136.63	5/458E	WAPATO CREEK	1.4 N JCT SR 167	0006379A						60	CS
136.63	5/458W	WAPATO CREEK	1.4 N JCT SR 167	0006379B						60	CS
137.45	99/400	I-5 UNDER SR 99	2.2 N JCT SR 167	0006480B		1605	1605	1604	1604	321	PCG
NORTHBOUND I-5 TO SR 99 NORTHBOUND											
	99/400	N-N RAMP UNDER SR 99		0006480B		1606	1606			321	PCG
NORTHBOUND SR 99 (54TH AVE) TO SOUTHBOUND I-5											
	99/400	N-S RAMP UNDER SR 99		0006480B				1609	1606	321	PCG
137.45		JCT SR 99	2.2 N JCT SR 167								
138.49	5/461	I-5 UNDER 70TH AVE E	1.0 N JCT SR 99	0006361A		1909	1601	1711	1609	374	CBOX
ARDENA ROAD ACCESS											
	5/461A	70TH AVE E OVER HYLEBOS CREEK		0006480C						84	CS
138.76	5/462E	HYLEBOS CREEK	1.3 N JCT SR 99	0006361B						78	CS
138.76	5/462W	HYLEBOS CREEK	1.3 N JCT SR 99	0006361C						78	CS
139.06	5/463	I-5 UNDER PORTER WAY	1.6 N JCT SR 99	0006443A		1608	1600	1608	1602	615	PCG
139.11	5/464E	HYLEBOS CREEK	1.7 N JCT SR 99	0006379C						402	CVS
139.11	5/464W	HYLEBOS CREEK	1.7 N JCT SR 99	0006379D						322	CVS
139.50		PIERCE-KING CO LINE	2.1 N JCT SR 99								
140.15	5/501	I-5 UNDER S 375TH ST	0.7 N PIERCE CO	0006094A		1806	1609	1911	1810	301	PCG
141.25	161/102	I-5 UNDER SR 161	1.8 N PIERCE CO	0006094D		1702	1611	1611	1510	406	PCG
I-5 / SR 18 INTERCHANGE (See Page 41)											
JCT I-5 & SR 18											
SRMP 141.54 - 142.22											
CS 172792 A125 MAJOR											
4.6 N JCT SR 99											
I-5 MAINLINE											
	18/1W-S	I-5 UNDER W-S RAMP		0017936B		1907	1902	2508	2008	2407	SBox PCG
	18/1E-N	I-5 UNDER E-N RAMP		0017936A		2006	1904	2109	1908	1449	SBox PCG
	5/503E	I-5 OVER SR 18		0006078A						206	PCG

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MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
	5/503W	I-5 OVER SR 18		0006078B						213	PCG
NORTHBOUND I-5 TO WESTBOUND SR 18											
	18/1E-N	N-W RAMP UNDER E-N RAMP		0017936A		1900	1900			1449	SBox PCG
	18/1E-N	N-W RAMP UNDER E-N RAMP		0017936A		3709	3709			1449	SBox PCG
	5/503E	N-W RAMP UNDER I-5 (NB)		0006078A		1504	1504			206	PCG
	5/503W	N-W RAMP UNDER I-5 (SB)		0006078B		1604	1604			213	PCG
	5/503E	S-E RAMP UNDER I-5 (NB)		0006078A				1500	1500	206	PCG
	5/503W	S-E RAMP UNDER I-5 (SB)		0006078B				1509	1509	213	PCG
END I-5 / SR 18 INTERCHANGE											
142.79	5/504E	I-5 OVER S 336TH ST	0.8 N JCT SR 18	0006094B						198	CBox
142.79	5/504W	I-5 OVER S 336TH ST	0.8 N JCT SR 18	0006094C						156	CS
143.83	5/505	I-5 UNDER S 32OTH ST	1.8 N JCT SR 18	0006262A		1701	1611	1608	1602	332	PCG
S 320TH ST EASTBOUND TO NORTHBOUND I-5											
	5/505	E-N RAMP UNDER S 320TH ST		0006262A		1902	1811			332	PCG
144.02	5/505.7	I-5 SB UNDER S 317TH ST	2.0 N JCT SR 18	0016757A				1706	1706	128	PCTG
NORTHBOUND I-5 HOV TO S 317TH ST											
	5/505	I-5 NB HOV UNDER S 320TH ST		0006262A		1610	1610			332	PCG
	5/505.7	S 317TH ST OVER SB I-5		0016757A						128	PCTG
SOUTHBOUND I-5 TO S 320TH ST											
	5/505.7	S-W RAMP UNDER S 317TH ST		0016757A				1706	1706	128	PCTG
144.65	5/506E	I-5 OVER MILITARY RD	2.6 N JCT SR 18	0006124A						199	CBOX
144.65	5/506W	I-5 OVER MILITARY RD	2.6 N JCT SR 18	0006124B						199	CBOX
145.79	5/507E	I-5 OVER S 288TH ST	3.8 N JCT SR 18	0006313A						157	PCG
145.79	5/507W	I-5 OVER S 288TH ST	3.8 N JCT SR 18	0006313B						157	PCG
146.43	5/508W	I-5 OVER MILITARY RD	4.4 N JCT SR 18	0006207A						243	PCG
146.44	5/508E	I-5 OVER MILITARY RD	4.4 N JCT SR 18	0006207B						243	PCG
146.81	5/509E	I-5 OVER S 272ND ST	4.8 N JCT SR 18	0006313C						151	PCG
146.81	5/509W	I-5 OVER S 272ND ST	4.8 N JCT SR 18	0006313D						151	PCG
147.64	5/510E	I-5 OVER S 259TH PL	5.6 N JCT SR 18	0006186A						162	CS
147.64	5/510W	I-5 OVER S 259TH PL	5.6 N JCT SR 18	0006186B						162	CS
149.17	5/511E	I-5 OVER SR 516	7.2 N JCT SR 18	0006820A						269	PCG
149.17	5/511W	I-5 OVER SR 516	7.2 N JCT SR 18	0006820B						259	PCG
149.17		JCT SR 516	7.2 N JCT SR 18								
150.33	5/513	I-5 UNDER S 216TH ST	1.1 N JCT SR 516	0007090A		2011	2004	1811	1802	290	PCG
151.18	5/515	I-5 UNDER MILITARY RD	2.0 N JCT SR 516	0007075A		1907	1906	2103	1908	515	CBox
MILITARY RD TO SOUTHBOUND I-5											
	5/515	E-S RAMP UNDER MILITARY RD		0007075A				2008	2008	515	CBox

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MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
152.26	5/516E	I-5 OVER ORILLIA RD	3.1 N JCT SR 516	0007090B						195	PCG
152.26	5/516W	I-5 OVER ORILLIA RD	3.1 N JCT SR 516	0007090C						230	PCG
SOUTHBOUND I-5 TO S 188TH ST											
	5/517A	I-5 S-W RAMP UNDER MILITARY RD		0007459A				1906	1906	227	PCG
153.15	5/518	I-5 UNDER S 178TH ST	4.0 N JCT SR 516	0007401A		2102	1801	1901	1507	322	PCG
153.65	5/519E	SLIDE BRIDGE STA 2507	4.5 N JCT SR 516	0007401B						515	PCG
154.12	5/520E	I-5 NB UNDER KLICKITAT DR	5.0 N JCT SR 516	0007401C		1610	1602			189	PCG
NORTHBOUND I-5 TO SOUTHCENTER PKWY NB											
	5/520E	N-N RAMP UNDER KLICKITAT DR		0007401C		1700	1700			189	PCG
154.13	5/520W	I-5 OVER KLICKITAT DR	5.0 N JCT SR 516	0007401D						163	PCG
EASTBOUND SR 518 HOV & KLICKITAT DR TO SOUTHBOUND I-5											
	5/520E-S	E-S RAMP & HOV		0014812A						140	PCG
TUKWILA INTERCHANGE (See Page 42)											
JCT I-5 & I-405 & SR 518											
SRMP 154.15 - 154.96											
CS 1727											
5.2 N JCT SR 516											
I-5 MAINLINE											
	5/521E	I-5 OVER E-N AND S-N RAMPS		0007401E						217	PCG
	5/521W	I-5 OVER E-N RAMP		0007401F						146	PCG
	405/1	I-5 UNDER I-405		0007401J		1801	1601	2007	2004	560	CBOX
	5/522W	I-5 OVER E-N RAMP		0007401G						168	PCG
	5/523E	I-5 OVER SOUTHCENTER BLVD		0007442A						98	PCG
	5/523W	I-5 OVER SOUTHCENTER BLVD		0007442B						84	PCG
NORTHBOUND I-5 TO WESTBOUND SR 518											
	5/521N-W	N-W RAMP OVER RAMPS		0007401H						215	PCG
	405/1	N-W RAMP OVER I-5		0007401J						560	CBOX
SOUTHBOUND I-5 TO NORTHBOUND I-405											
	5/523W	I-5 OVER SOUTHCENTER BLVD		0007442B						84	PCG
	5/522S-E	S-E RAMP OVER E-N RAMP		0007401I						176	PCG
	405/1	S-E RAMP UNDER I-405		0007401J				2110	2110	560	CBOX
	5/522HOV	S-E RAMP UNDER HOV LANES		0014621B				1707	1707	894	PCG
	5/521E	S-E RAMP UNDER I-5		0007401E				1709	1605	217	PCG
	5/521N-W	S-E RAMP UNDER N-W RAMP		0007401H				1711	1604	215	PCG
SOUTHBOUND I-5 TO WESTBOUND SR 518											
	5/523S-W	S-W RAMP OVER SOUTHCENTER BLVD		0007442C						80	PCG

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MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
	518/22	S-W RAMP UNDER 51ST AVE S		0007401K				1705	1705	295	CBOX
I-5 HOV LANES NORTHBOUND											
	5/522HOV	HOV LANES OVER RAMPS		0014621B						894	PCG
	405/1	NB HOV UNDER I-405		0007401J		1611	1611			560	CBOX
	5/523HOV	HOV OVER SOUTHCENTER BLVD		0014621C						130	PCG
I-5 HOV LANES SOUTHBOUND											
	5/523W	I-5 OVER SOUTHCENTER BLVD		0007442B						84	PCG
	5/522HOV	HOV LANES OVER RAMPS		0014621B						894	PCG
	405/1	SB HOV UNDER I-405		0007401J				1609	1609	560	CBOX
	5/520HOV	SB HOV OVER KLICKITAT DR		0014621A						171	PCG
END TUKWILA INTERCHANGE											
155.32	5/524	I-5 UNDER S 144TH ST	0.9 N JCT I-405	0007618A		1709	1703	1609	1607	329	PCG
155.91	599/1S-S	I-5 SB LANES UNDER SR 599 RAMP	1.5 N JCT I-405	0007618F				1902	1603	301	CBOX
155.91	5/525N-N	I-5 UNDER N-N RAMP	1.5 N JCT I-405	0007618B		1704	1605	2003	1608	532	CBOX
NORTHBOUND I-5 TO NORTHBOUND SR 599											
	5/525N-N	N-N RAMP OVER I-5		0007618B						532	CBOX
155.91		JCT SR 599	1.5 N JCT I-405								
155.98	5/525.5E	I-5 OVER INTERURBAN AVE	0.1 N JCT SR 599	0007618C						160	PCG
155.98	5/525.5W	I-5 OVER INTERURBAN AVE	0.1 N JCT SR 599	0007618D						149	PCG
I-5 HOV LANES SOUTHBOUND											
	5/525.5H	I-5 HOV OVER INTERURBAN AVE		0014543A						158	PCG
	5/525N-N	I-5 HOV UNDER N-N RAMP		0007618B		1504	1504			532	CBOX
156.34	5/526E	I-5 OVER DUWAMISH RIVER & RR	0.4 N JCT SR 599	0007171A						812	SG CBox
156.35	5/526W	I-5 OVER DUWAMISH RIVER & RR	0.4 N JCT SR 599	0007171B						812	SG CBox
156.48	5/526.1	I-5 UNDER S 129TH ST	0.5 N JCT SR 599	0007843A		1809	1806	1702	1611	930	SG TTC
157.34	900/13W	I-5 UNDER SR 900 (EB)	1.3 N JCT SR 599	0007618H		1604	1604	1604	1604	450	CBOX
157.34		JCT SR 900	1.6 N JCT SR 599								
157.77	900/12W	I-5 UNDER SR 900 (EB)	1.6 N JCT SR 599	0007618G		1706	1701	1701	1606	450	CBOX
157.77		JCT SR 900	0.4 N JCT SR 900								
158.01	5/528	I-5 UNDER BOEING ACCESS RD	0.5 N JCT SR 900	0007618E		1806	1609	2010	1906	337	PCG
NORTHBOUND COLLECTOR-DISTRIBUTOR											
	5/528	I-5 NBCD UNDER BOEING ACCESS R		0007618E		1511	1509			337	PCG
158.45	5/530E	NORFOLK ST SEWER	1.0 N JCT SR 900	0007617A						64	PCG
158.45	5/530W	NORFOLK ST SEWER	1.0 N JCT SR 900	0007617B						74	PCG
159.67	5/531E	I-5 OVER MILITARY RD	2.2 N JCT SR 900	0007617C						161	CS
159.67	5/531W	I-5 OVER MILITARY RD	2.2 N JCT SR 900	0007617D						149	CS
160.07	5/532W	SB VIADUCT STA 1918	2.6 N JCT SR 900	0007990A						529	SG

SR 14

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
SR 14 - JCT I-5 VANCOUVER TO JCT I-82											
0.00		JCT I-5									
COLUMBIA RIVER INTERCHANGE (See Page 34)											
JCT I-5 & SR 14											
SRMP 0.00 - 0.30											
CS 0604											
0.0 N JCT I-5											
SR 14 MAINLINE TO AND FROM WASHINGTON ST											
	14/1	SR 14 OVER I-5		0012156E						228	PTCBox
	5/3S-E	SR 14 UNDER S-E RAMP		0012156C		1606	1603	1602	1602	427	PTCBox
WESTBOUND SR 14 TO NORTHBOUND I-5											
	14/2W-N	W-N RAMP OVER N-W RAMP		0012156G						112	PTCBox
	14/1W-N	W-N RAMP OVER I-5 RAMP		0012156F						112	PTCBox
WESTBOUND SR 14 TO SOUTHBOUND I-5											
	5/3S-E	W-W RAMP UNDER S-E RAMP		0012156C				1602	1602	427	PTCBox
	14/1	SR 14 OVER I-5		0012156E						228	PTCBox
	14/1	W-S RAMP UNDER SR 14		0012156E				1603	1603	228	PTCBox
	5/2	I-5 UNDER RAILROAD		0012156A				1602	1602	284	SBox
PEDESTRIAN ACCESS TO HISTORICAL APPLE TREE											
	14/2A	BNRR OVER APPLE TREE ACCESS		0012156H						25	CS
END COLUMBIA RIVER INTERCHANGE											
0.29	14/3P	SR 14 UNDER PEDESTRIAN BRIDGE	0.29 E JCT I-5	00200387		2000	2000	2000	2000	190	CBOX
1.03	14/5	SR 14 OVER COLUMBIA WAY	1.0 E JCT I-5	0014662A						367	PTCBox
2.99	14/10	SR 14 UNDER SHOREWOOD DR	3.0 E JCT I-5	0006929A		1806	1606	1907	1907	297	CBOX
4.35	14/12	SR 14 UNDER LIESER RD	4.4 E JCT I-5	0008598A		1511	1509	1511	1508	208	PCG
5.57	14/13	SR 14 UNDER ELLSWORTH RD	5.6 E JCT I-5	0009485A		1707	1611	1608	1603	202	PCG
I-205 / SR 14 INTERCHANGE											
JCT SR 14 & I-205											
SRMP 5.84 - 6.67											
CS 0604											
6.1 E JCT I-5											
SR 14 MAINLINE											
	14/14E-N	SR 14 UNDER E-N RAMP		0009857A		1511	1511	1605	1601	276	CBox
	205/1	SR 14 UNDER I-205		0010833A		1600	1510	1509	1508	7434	POBX CS

SR 14

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
	205/2S-E	SR 14 UNDER S-E RAMP		0009857B		1509	1509	1600	1509	268	CBox
EASTBOUND SR 14 TO NORTHBOUND I-205											
	14/14E-N	E-N RAMP OVER MAINLINE		0009857A						276	CBox
	205/3	E-N RAMP UNDER I-205		0009857D		1804	1804			38	CS
EASTBOUND SR 14 TO SOUTHBOUND I-205											
	14/14E-N	E-S RAMP OVER MAINLINE		0009857A						276	CBox
	205/1	GLEN JACKSON BRIDGE		0010833A						7434	POBX CS
WESTBOUND SR 14 TO SOUTHBOUND I-205											
	205/2S-E	SR 14 UNDER S-E RAMP		0009857B				1707	1707	268	CBox
	205/1	SR 14 UNDER I-205		0010833A				1803	1711	7434	POBX CS
	205/1	GLEN JACKSON BRIDGE		0010833A						7434	POBX CS
END SR 14 / I-205 INTERCHANGE											
8.53	14/15	SR 14 OVER SE 164TH AVE	2.5 E JCT I-205	0014461A						194	PCG
9.46	14/18	SR 14 OVER QUARRY RD	3.5 E JCT I-205	0005044A						28	CS
10.09	14/20	SR 14 UNDER 192ND AVE	4.1 E JCT I-205	0016115A		1710	1709	1901	1807	117	PCG
CAMAS INTERCHANGE											
JCT SR 14 & 6TH AVE											
SRMP 12.0 - 12.4											
CS 0604											
6.3 E JCT I-205											
SR 14 MAINLINE											
	14/22	SR 14 OVER E-6TH RAMP		0007595A						64	CS
	14/23	SR 14 UNDER SW 6TH AVE		0007595B		1608	1608	1606	1511	235	PCG
EASTBOUND SR 14 TO 6TH AVE NW											
	14/22	E-6TH RAMP UNDER SR 14		0007595A		1608	1506			64	CS
6TH AVE NW TO EASTBOUND SR 14											
	14/23	SW 6TH AVE OVER SR 14		0007595B						235	PCG
	14/23	SR 14 EB RAMP UNDER 6TH AVE		0007595B		1703	1703			235	PCG
WESTBOUND SR 14 TO 6TH AVE NW											
	14/23	SR 14 WB RAMP UNDER 6TH AVE		0007595B				1702	1702	235	PCG
END CAMAS INTERCHANGE											
12.62	14/25	WEST CAMAS SLOUGH	6.7 E JCT I-205	0007138A	16					1038	SG
13.70	14/27S	EAST CAMAS SLOUGH	7.7 E JCT I-205	0006845A						345	CBox
13.70	14/27N	EAST CAMAS SLOUGH	7.7 E JCT I-205	0018105A						345	PCG
14.62	14/28	SR 14 OVER SR 500/UNION ST	8.6 E JCT I-205	0018105B						98	PCG

SR 14

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
14.62		JCT SR 500	8.6 E JCT I-205								
14.99	14/29	SR 14 OVER SECOND STREET	0.4 E JCT SR 500	0018105C						90	PCG
16.23	14/29.25	17TH ST PEDESTRIAN PASSAGE	1.1 E JCT SR 500	00200415						18	CCULV
16.73	14/30	SR 14 OVER 27TH ST & RR	2.1 E JCT SR 500	0009275A						224	PCG
18.09	14/34	GIBBONS CR	3.5 E JCT SR 500	0009275B						65	CS
18.77	14/35	SR 14 OVER RAILROAD	4.1 E JCT SR 500	0009275C						382	PCG
20.90	14/38	LAWTON CREEK	6.3 E JCT SR 500	0000902A						44	CS
21.77		CLARK-SKAMANIA CO LINE	6.4 E JCT SR 500								
24.80	14/102.25	SR 14 OVER PED XING	3.0 E CLARK CO	0017977A						12	CCULV
24.92	14/103	HALF BRIDGE	3.2 E CLARK CO	0001444A						75	CTB
25.04	14/104	CAPE HORN SLIDE	3.3 E CLARK CO	0001151A						479	CTB
26.40	14/105.25	SR 14 OVER PED XING	4.6 E CLARK CO	0017977B						12	CCULV
32.87	14/107	DUNCAN CR	11.1 E CLARK CO	0001047A						44	CG
34.24	14/109	WOODARD CREEK	12.5 E CLARK CO	0001236A						130	CTB
37.19	14/111	SR 14 UNDER RR TUNNEL	15.4 E CLARK CO	000093CE		1708	1706			180	CLTun
37.43	14/112	HAMILTON CREEK	15.7 E CLARK CO	000120CE						270	PCG
37.90	14/113	SR 14 OVER CASCADE DR	16.1 E CLARK CO	000064CE						160	PCG
40.48	14/115	SR 14 OVER RAILROAD	18.7 E CLARK CO	000034CE						319	PCG
SOUTHEAST TO OREGON - BRIDGE OF THE GODS											
		MANAGED BY OREGON DOT									
43.90	14/118	ROCK CR	22.1 E CLARK CO	0002355A						200	CTB
49.34	14/122	WIND RIVER - AL HENRY BRIDGE	27.6 E CLARK CO	0012630A						663	SG PCG
56.87	14/126	LITTLE WHITE SALMON RIVER	7.5 E WIND RIVER	0014259A						410	SG
58.08	14/128	TUNNEL NO 1	8.7 E WIND RIVER	0002051A		1309	1203			130	CLTun
58.45	14/129	TUNNEL NO 2	9.1 E WIND RIVER	0002051B		1306	1303			408	CLTun
58.92	14/130	TUNNEL NO 3	9.6 E WIND RIVER	0002051C		1311	1111			257	CLTun
59.03	14/131	GULCH	9.7 E WIND RIVER	0002042A						215	CS
59.44	14/132	SR 14 OVER RAILROAD	10.1 E WIND RIVER	0002058A						126	CTB
59.61	14/133	TUNNEL NO 4	10.3 E WIND RIVER	0002042B		1310	1305			261	CLTun
60.23	14/134	TUNNEL NO 5	10.9 E WIND RIVER	0002042C		1310	1207			212	CLTun
61.62	14/137	SR 14 OVER RAILROAD	12.3 E WIND RIVER	0001915A						158	CTB
63.45	14/201	WHITE SALMON RIVER	14.1 E WIND RIVER	0008842A						296	SG
63.48		SKAMANIA-KLICKITAT CO LINE	14.1 E WIND RIVER								
63.52		JCT SR 141 SP UNDRWD	0.1 E SKAMANIA CO								
SOUTH TO OREGON - HOOD RIVER BRIDGE											
		MANAGED BY OREGON DOT									
65.98	14/205.25	JEWETT CREEK CULVERT	2.6 E SKAMANIA CO	0015470A						20	SCulv

SR 14

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
66.41		JCT SR 141	2.9 E SR 141 W WYE								
75.76	14/212	KLICKITAT RIVER	9.2 E JCT SR 141	0001727A						265	CA CS
75.87		JCT SR 142	9.3 E JCT SR 141								
76.77	14/215	LYLE TUNNEL	0.9 E JCT SR 142	0001735A		1303	1210			389	UTun
76.86	14/216	TUNNEL NO 7	1.0 E JCT SR 142	0001735B		1501	1411			268	CTun
83.53		JCT US 197	7.6 E JCT SR 142								
86.03	14/221	SIDEHILL VIADUCT	2.5 E JCT US 197	0001492A						42	SRB
86.12	14/222	HORSETHIEF CANYON	2.6 E JCT SR 197	0001492B						92	CA CS
91.83	14/225.25	CATTLE CROSSING	8.3 E JCT SR 197	00200140						10	CS
100.66		JCT SR 14 SPUR MARYHILL	17.2 E JCT US 197								
101.02		JCT US 97 COINCIDENT 0.4 MI	17.5 E JCT US 197								
101.44		END COINCIDENT JCT US 97	0.4 E JCT US 97								
103.27	14/230.25	CATTLE PASS	2.2 E JCT US 97	0006790B						14	CS
121.09	14/240	ROCK CREEK	19.6 E JCT US 97	0006790A						118	CBox
128.27	14/245.25	SR 14 OVER FARM ACCESS RD	26.8 E JCT US 97	0006790C						12	CS
128.50	14/245.75	FARM ACCESS RD	27.0 E JCT US 97	0006790D						12	CS
134.29	14/247	WOOD CREEK	32.8 E JCT US 97	0005849A						158	CS
140.80	14/248C	PINE CREEK CULVERT	39.3 E JCT US 97	00200051						40	SCULV
149.06	14/250	ALDER CREEK	47.6 E JCT US 97	000000OD						218	PCG
152.24		KLICKITAT-BENTON CO	50.7 E JCT US 97								
155.12	14/302	DEAD CANYON	4.8 E KLICKITAT CC	000000OE						169	PCG
161.95	14/306	GLADE CR	9.6 E KLICKITAT CC	0006565A						158	CVS
167.25		JCT SR 221	14.9 E KLICKITAT CC								
180.75	82/278S	SR 14 UNDER I-82	13.5 E JCT SR 221	0011608A		1600	1600			113	PCG
180.77	82/278N	SR 14 UNDER I-82	13.5 E JCT SR 221	0011608B		1601	1601			113	PCG
180.77		JCT I-82	13.5 E JCT SR 221								

SR 18

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
SR 18 - JCT SR 99 TO JCT I-90 ECHO LAKE VICINITY											
2.20B		JCT SR 99									
2.41B		JCT SR 161	0.2 E JCT SR 99								
I-5 / SR 18 INTERCHANGE (See Page 41)											
JCT SR 18 & I-5											
SRMP 2.51B - 0.77											
CS 1724											
0.5 E JCT SR 99											
SR 18 MAINLINE											
	5/503W	SR 18 UNDER I-5		0006078B		1507	1507	1600	1511	213	PCG
	5/503E	SR 18 UNDER I-5		0006078A		1410	1409	1501	1411	206	PCG
	18/1E-N	SR 18 UNDER E-N RAMP		0017936A		3709	3709	3709	3709	1449	SBox PCG
	18/1W-S	SR 18 UNDER W-S RAMP		0017936B		2504	1904	2107	2003	2407	SBox PCG
	18/3	SR 18 UNDER WEYERHAEUSER WAY		0008834A		1602	1510	1509	1508	310	PCG
EASTBOUND SR 18 TO NORTHBOUND I-5											
	18/1E-N	E-N RAMP OVER I-5 & SR 18		0017936A						1449	SBox PCG
EASTBOUND SR 18 TO SOUTHBOUND I-5											
	18/1W-S	E-S RAMP UNDER W-S RAMP		0017936B		2405	2405			2407	SBox PCG
WESTBOUND SR 18 TO NORTHBOUND I-5											
	18/3	W-N RAMP UNDER WEYERHAEUSER WY		0008834A				1510	1510	310	PCG
WESTBOUND SR 18 TO SOUTHBOUND I-5											
	18/3	W-S RAMP UNDER WEYERHAEUSER WY		0008834A				1510	1510	310	PCG
	18/1W-S	W-S RAMP OVER I-5 & SR 18		0017936B						2407	SBox PCG
END I-5 / SR 18 INTERCHANGE											
1.75	18/4	SR 18 UNDER MILITARY RD	1.7 E JCT I-5	0005444A		5909	5909	5909	5909	319	CBox
1.86	18/5	SR 18 OVER PEASLEY CANYON RD	1.9 E JCT I-5	0005433A						360	CBox
WEST AUBURN INTERCHANGE (See Page 55)											
JCT SR 18 & SR 167											
SRMP 2.27 - 3.28											
CS 1724											
2.3 E JCT I-5											
SR 18 MAINLINE											
	18/6	SR 18 OVER W VALLEY HIGHWAY		0005433B						114	CVS
	167/112W	SR 18 UNDER SR 167		0009236C		1902	1805	2009	2002	335	PCG

SR 18

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
	167/112HOV	SR 18 UNDER SR 167 HOV		0018665A		1803	1803	1803	1803	311	PCG
	167/112E	SR 18 UNDER SR 167		0009236B		1803	1803	1803	1803	343	PCG
	167/112W-N	SR 18 UNDER SR 167 RAMP		0009236F		2001	1905	2109	2011	331	PCG
EASTBOUND SR 18 TO NORTHBOUND SR 167											
	18/6	SR 18 OVER W VALLEY HIGHWAY		0005433B						114	CVS
	167/112W	SR 18 EBCD UNDER SR 167		0009236C		1700	1607			335	PCG
	167/112HOV	SR 18 EBCD UNDER SR 167 HOV		0018665A		1803	1803			311	PCG
	167/112E	SR 18 UNDER SR 167		0009236B		1803	1803			343	PCG
	167/112W-N	SR 18 RAMP UNDER SR 167 RAMP		0009236F		1705	1705			331	PCG
	167/112W-N	W-N RAMP		0009236F						331	PCG
WESTBOUND SR 18 TO SOUTHBOUND SR 167											
	167/112W-N	W-S RAMP UNDER W-N RAMP		0009236F				2005	2005	331	PCG
	167/112E	W-S RAMP UNDER SR 167		0009236B				1803	1803	343	PCG
	167/112HOV	W-S RAMP UNDER SR 167 HOV		0018665A				1803	1803	311	PCG
	167/112W	W-S RAMP UNDER SR 167		0009236C				1708	1708	335	PCG
	167/112W	SR 167 OVER SR 18		0009236C						335	PCG
WESTBOUND SR 18 TO NORTHBOUND SR 167											
	167/115	W-N RAMP UNDER W MAIN ST		0008853A				1610	1610	383	CBox
END WEST AUBURN INTERCHANGE											
3.49	18/8S	SR 18 OVER RAILROAD	0.6 E JCT SR 167	0004896A						280	CBOX
3.49	18/8N	SR 18 OVER RAILROAD	0.6 E JCT SR 167	0009058A						284	PCG
3.82	18/9	SR 18 OVER RAILROAD	1.0 E JCT SR 167	0005082A						1151	CBox
3RD ST SW (AUBURN) TO WESTBOUND SR 18											
	18/9W-W	W-W RAMP OVER C ST SW		00200425						180	SG
4.15	18/10	SR 18 OVER SR 164	1.3 E JCT SR 167	0006066A						82	CS
4.17		JCT SR 164	1.3 E JCT SR 167								
4.36	18/11	SR 18 OVER F ST SE	0.2 E JCT SR 164	0005972A						66	CS
4.73	18/13	SR 18 OVER M STREET	0.6 E JCT SR 164	0012555A						119	PCG
4.95	18/14S	SR 18 OVER RAILROAD	0.8 E JCT SR 164	0012618A						212	CBox
4.95	18/14N	SR 18 OVER RAILROAD	0.8 E JCT SR 164	0012618B						212	CBox
6.41	18/16S	SR 18 OVER RAILROAD	2.3 E JCT SR 164	0006068B						307	PCG
6.41	18/16N	SR 18 OVER RAILROAD	2.3 E JCT SR 164	0014354A						305	PCG
6.62	18/17S	GREEN R (NEELEY BRIDGE)	2.5 E JCT SR 164	0006066B		1507	1406			371	STrus CBox
6.62	18/17N	GREEN RIVER	2.5 E JCT SR 164	0014354B						406	SG
7.91	18/17.5	SR 18 UNDER 312TH ST	3.8 E JCT SR 164	0014776G		1701	1608	1704	1610	227	PCG
8.72	18/18	SR 18 UNDER 304TH ST	4.6 E JCT SR 164	0014776F		2101	2101	1805	1805	259	PCG
ACCESS ROAD											

SR 18

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
	18/18A	304TH ST OVER SOOSETTE CR		0014776E						580	SG
8.91	18/19S	SOOSETTE CREEK	4.7 E JCT SR 164	0014776A						340	PCG
8.91	18/19N	SOOSETTE CREEK	4.7 E JCT SR 164	0014776B						360	PCG
WESTBOUND SR 18 TO SE 304TH ST											
	18/19W-W	W-W RAMP-SOOSETTE CR		0014776D						390	PCG
EASTBOUND SR 18 TO SE 304TH ST											
	18/19E-E	E-E RAMP-SOOSETTE CR		0014776C						360	PCG
10.31	18/20S	SR 18 OVER KENT-BLACK DIAMOND	6.2 E JCT SR 164	0014768A						271	PCG
10.31	18/20N	SR 18 OVER KENT-BLACK DIAMOND	6.2 E JCT SR 164	0006068C						202	PCG
10.87	18/24S	SOOS CREEK	6.7 E JCT SR 164	0014768B						124	PCG
10.87	18/24N	SOOS CREEK	6.7 E JCT SR 164	0006068D						119	CS
11.22	18/24.5	SR 18 UNDER COVINGTON WAY	7.1 E JCT SR 164	0014919A		1705	1705	1909	1909	328	PTCBox
EASTBOUND SR 18 TO SR 516											
	18/24.5	EB SR 18 TO SR 516		0014919A		1910	1910			328	PTCBox
11.38	18/25S	SR 18 OVER SR 516	7.2 E JCT SR 164	0014919B						297	PCG
11.38	18/25N	SR 18 OVER SR 516	7.2 E JCT SR 164	0011439B						260	POBX
11.41		JCT SR 516	7.2 E JCT SR 164								
12.55	18/25.2	SR 18 UNDER SE 180TH AVE	0.9 E JCT SR 516	0013401A		1604	1510	1807	1710	188	PCG
12.70	18/25.3	JENKINS CREEK	1.1 E JCT SR 516	0016008A						65	PCBTG
13.12	18/25.4	SR 18 UNDER SE 256TH ST	1.5 E JCT SR 516	0016008B		1707	1609	1801	1709	304	POBX
SR 18 TO NORTHBOUND SE 256TH ST											
	18/25.4A	JENKINS CREEK		0016008C						256	PCG
	18/25.4B	JENKINS CREEK TRIBUTARY		0016008D						20	CS
13.78	18/25.6S	JENKINS CREEK	2.1 E JCT SR 516	0016008F						66	PCG
13.78	18/25.6N	JENKINS CREEK	2.1 E JCT SR 516	0016008E						67	PCG
14.93	18/25.8S	SR 18 OVER SE 240TH ST	3.5 E JCT SR 516	0016008G						135	PCG
14.93	18/25.8N	SR 18 OVER SE 240TH ST	3.5 E JCT SR 516	0016008H						123	PCG
15.73	18/26	SR 18 UNDER SE 231ST ST	4.3 E JCT SR 516	0009289A		1906	1611	2304	2008	274	PTCBox
16.59	18/27S	CEDAR RIVER	5.2 N JCT SR 516	0016611A						351	PCG
16.59	18/27N	CEDAR RIVER	5.2 N JCT SR 516	0016611B						351	PCG
16.80	18/28S	SR 18 OVER SR 169	JCT SR 169	0016611C						521	PCG
16.80	18/28N	SR 18 OVER SR 169	JCT SR 169	0016611D						603	PCG
17.99	18/28.2S	SR 18 OVER 244TH AVE SE	1.2 E JCT SR 169	0016611H						122	PCG
17.99	18/28.2N	SR 18 OVER 244TH AVE SE	1.2 E JCT SR 169	0016611G						122	PCG
WESTBOUND SR 18 TO 244TH AVE SE											
	18/28.2WB	W-N RAMP OVER 244TH AVE SE		0016611J						119	PCG
ACCESS ROAD											

SR 18

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
	18/28.2A	SE 244TH OVER TAYLOR CK		0016611F						70	PCBTG
18.18	18/28.4S	TAYLOR CREEK NO 2	1.4 E JCT SR 169	0016611L						144	PCG
18.18	18/28.4N	TAYLOR CREEK NO 2	1.4 E JCT SR 169	0016611K						144	PCG
244TH AVE SE TO EASTBOUND SR 18											
	18/28.4EB	N-E RAMP OVER TAYLOR CR		0016611M						144	PCG
18.43	18/28.6S	TAYLOR CREEK NO 3	1.6 E JCT SR 169	0016611O						110	PCG
18.43	18/28.6N	TAYLOR CREEK NO 3	1.6 E JCT SR 169	0016611N						110	PCG
18.92	18/28.8	SR 18 UNDER SE 200TH ST	2.1 E JCT SR 169	0016611P		2003	1901	2010	2010	392	PCG
19.63	18/29S	CAREY CREEK TRIBUTARY	3.9 E JCT SR 169	0014567B						114	PCG
19.63	18/29N	CAREY CREEK TRIBUTARY	3.9 E JCT SR 169	0014567A						114	PCG
19.64	18/29.5N	HALF BR - CAREY CR TRIB	3.9 E JCT SR 169	0014567I						64	CS
19.81	18/30S	CAREY CREEK	4.0 E JCT SR 169	0014567D						117	PCG
19.81	18/30N	CAREY CREEK	4.0 E JCT SR 169	0014567C						210	PCG
19.95	18/30.5	SR 18 UNDER SE 188TH ST	4.0 E JCT SR 169	0014567E		2103	2102	1904	1710	259	PCG
EASTBOUND SR 18 TO ISSAQUAH-HOBERT RD											
	18/30.5	SR 18 UNDER SE 188TH ST		0014567E		2106	2106			259	PCG
20.34	18/31S	SR 18 OVER HOLDER CR/HOBART RD	4.6 E JCT SR 169	0014567F						327	PCG
20.34	18/31N	SR 18 OVER HOLDER CR/HOBART RD	4.6 E JCT SR 169	0006541A						304	CBOX
ISSAQUAH-HOBART RD TO WESTBOUND SR 18											
	18/31E-W	HOLDER CR		0006403A						68	CS
	18/30.5	SR 18 UNDER SE 188TH ST		0014567E				1710	1710	259	PCG
ACCESS VIA ISSAQUAH-HOBART RD											
	18/31B	HOLDER CREEK		0014567H						70	PCG
ISSAQUAH-HOBART RD TO EASTBOUND SR 18											
	18/31N-E	N-E RAMP		0014567G		2800	2702			344	PCG
22.03	18/33	BERM BRIDGE	6.3 E JCT SR 169	0015927A						141	PCG
26.30	18/34	RAGING RIVER	10.6 E JCT SR 169	0006676A						292	CBOX
27.86	90/78S	SR 18 UNDER I-90	12.1 E JCT SR 169	0009732A		1603	1600			208	PCG
27.91	90/78N	SR 18 UNDER I-90	12.2 E JCT SR 169	0006966B		1602	1510			158	PCG
27.91		JCT I-90	12.2 E JCT SR 169								

US 97

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
US 97 - OREGON LINE AT MARYHILL TO CANADA AT OROVILLE											
0.00B		JCT OREGON-KLICKITAT CO LINE									
0.01B	97/1	BIGGS RAPIDS-SAM HILL BR	OREGON LINE	0006539A		1510	1504			2567	STrus SG
0.57	97/2	US 97 OVER RAILROAD	0.6 N OREGON	0006774A						226	PCG
1.89		JCT SR 14 (E)	1.9 N OREGON								
2.31		JCT SR 14 (W)	2.3 N OREGON								
SEE: US 97 COUPLET MARYHILL @ END OF ROUTE											
8.08	97/6	SWALE CR	5.5 N JCT SR 14	0006413A						103	CS
12.11	97/7	US 97 UNDER COLLINS DR	9.6 N JCT SR 14	0009103A		1700	1604			173	CTB
12.55	97/8	US 97 OVER BICKLETON RD	10.0 N JCT SR 14	0009103B						112	PCG
12.67		JCT SR 142	10.4 N JCT SR 14								
FRONTAGE ROAD											
	97/9.25F	SCALE HOUSE RD		0009243A						10	CCULV
14.49	97/10	LITTLE KLICKITAT RIVER	1.3 N JCT SR 142	0005217A						172	CTB
17.84	97/11.25	JENKINS CREEK	4.6 N JCT SR 142	0008120A						9	CCULV
21.37	97/15	BUTLER CREEK	8.8 N JCT SR 142	0018293A						65	CVS
30.80	97/20	SATUS CREEK	17.6 N JCT SR 142	0006113A						101	CVS
32.78	97/22	KUSSHI CR	19.6 N JCT SR 142	0003015A						60	CTB
33.52		KLICKITAT-YAKIMA CO LINE	20.3 N JCT SR 142								
35.89	97/102	SATUS CR 4TH CROSSING	2.4 N KLICKITAT CC	0013975A						203	PCG
37.54	97/103	SATUS CR 3RD CROSSING	4.0 N KLICKITAT CC	0009780A						210	PCG
45.86	97/106	SATUS CREEK 2ND CROSSING	12.3 N KLICKITAT CC	0018244A						180	PTCBox
47.02	97/108.25	BRANCH OF SATUS CR CULV	13.5 N KLICKITAT CC	0013559A						10	CCULV
48.01	97/109.25	SATUS CREEK DRAINAGE	14.4 N KLICKITAT CC	0014359B						7	SCULV
49.08	97/109.75	BRANCH OF SATUS CR CULV	15.5 N KLICKITAT CC	0014359C						13	SCULV
49.56	97/111	SATUS CR 1ST CROSSING	16.0 N KLICKITAT CC	0014359A						135	PCG
50.95	97/112	DRY CREEK	17.4 N KLICKITAT CC	0013793A						132	PCG
57.06	97/116	TOPPENISH CREEK	23.6 N KLICKITAT CC	0016207A						220	PCG
57.09	97/117.15	TOPPENISH CR DRN NO 1	23.7 N KLICKITAT CC	0016207B						12	CCULV
57.18	97/117.25	TOPPENISH CR DRN NO 2	23.7 N KLICKITAT CC	0016207C						12	CCULV
57.24	97/117.35	TOPPENISH CR DRN NO 3	23.8 N KLICKITAT CC	0016207D						12	CCULV
57.36	97/117.45	TOPPENISH CR DRN NO 4	23.9 N KLICKITAT CC	0016207E						12	CCULV
57.45	97/117.55	TOPPENISH CR DRN NO 5	23.9 N KLICKITAT CC	0016207F						12	CCULV
57.49	97/117.65	TOPPENISH CR DRN NO 6	24.0 N KLICKITAT CC	0016207G						12	CCULV
57.60	97/117.75	TOPPENISH CR DRN NO 7	24.1 N KLICKITAT CC	0016207H						12	CCULV
58.25	97/118	DRAIN CANAL	24.8 N KLICKITAT CC	0003376B						49	CS
60.82	97/120	CANAL DRAIN DITCH	27.3 N KLICKITAT CC	0001516B						121	CS

US 97

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
61.44		JCT SR 22	27.8 N KLICKITAT CC								
62.89	97/124E	WANITY SLOUGH	1.5 N JCT SR 22	0003363A						68	CS
62.89	97/124W	WANITY SLOUGH	1.5 N JCT SR 22	0007457A						74	CS
64.44	97/126.25	IRRIGATION CANAL #1	3.1 N JCT SR 22	0007457B						18	CCulv
64.45	97/127	IRRIGATION CANAL #2	3.1 N JCT SR 22	0007457C						30	CCulv
67.87	97/128	IRRIGATION CANAL #3	6.5 N JCT SR 22	0013931A						31	CCulv
67.88	97/129	IRRIGATION CANAL #4	6.5 N JCT SR 22	0013931B						31	CCulv
70.73	97/130.25	IRRIGATION CANAL	9.3 N JCT SR 22	0003363B						19	CS
71.52	97/132.25	IRRIGATION CANAL	10.1 N JCT SR 22	0003363C						17	CS
FRONTAGE ROAD											
	97/132F	IRRIGATION CANAL		0005916A						28	CS
74.22	97/138E	WAPATO CANAL	12.8 N JCT SR 22	0003363E						105	CS
74.22	97/138W	WAPATO CANAL	12.8 N JCT SR 22	0005719D						103	CS
75.92	97/140E	US 97 OVR AHTANUM CK, RR, RAMP	14.5 N JCT SR 22	0011580A						1315	POBX
NORTHBOUND US 97 TO MAIN ST (YAKIMA)											
	97/140E	N-N RAMP UNDER MAINLINE US 97		0011580A		2604	2604			1315	POBX
	97/140W	N-N RAMP UNDER MAINLINE US 97		0011580B		2904	2904			1206	PTCBox
75.95	97/140W	US 97 OVR AHTANUM CK, RR, RAMP	14.5 N JCT SR 22	0011580B						1206	PTCBox
MAIN ST (YAKIMA) TO SOUTHBOUND US 97											
	97/144A	WIDE HOLLOW CREEK		0002661C						23	CS
	97/142A	MAIN ST OVER RAMP & RR		0002661B						700	CTB
	97/141A	AHTANUM CREEK		0002661A						156	CTB
76.31	97/145E	US 97 NB RAMP TO I-82	14.9 N JCT SR 22	0011580C						258	CBOX
76.36		JCT I-82 (MP 37.84) COINCIDENT 37.8 MI	14.9 N JCT SR 22								
88.35	82/106S	ROZA CANAL	0.4 N JCT SR 821	0008561B						105	PCG
88.36	82/106N	ROZA CANAL	0.4 N JCT SR 821	0008561D						105	PCG
114.17		END COINCIDENT JCT I-82 (MP 0.00)	52.7 N JCT SR 22								
114.17		JCT I-90 (MP 110.87) COINCIDENT 4.6 MI	JCT I-82								
133.90		END COINCIDENT JCT I-90 (MP 106.06)	4.81 N JCT I-82								
133.90	97/200	US 97 OVER I-90, W ELLENSBURG	JCT I-90	0007830B						272	PCG
135.73	97/205	DRAIN CANAL	1.8 N JCT I-90	0001367C						33	CS
136.43	97/206	SLOUGH BR	2.5 N JCT I-90	0002193A						50	CS
136.61		JCT SR 10	2.7 N JCT I-90								
137.02	97/207C	TOWN CANAL CULVERT	0.4 N JCT SR 10	00200371						27	CCULV
137.76	97/207.7	DRY CREEK	1.3 N JCT SR 10	0018510A						80	PCG
138.28	97/208C	CASCADE CANAL	1.8 N JCT SR 10	08614300						22	SCulv
149.49	97/210	SWAUK CR	12.9 N JCT SR 10	0009650A						266	PCG

US 97

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
149.69		JCT SR 970	13.2 N JCT SR 10								
150.01	97/271	SWAUK CR NO 1	0.4 N JCT SR 970	0014351A						58	PCBTG
150.19	97/272.25	FIRST CREEK CULVERT	0.6 N JCT SR 270	0014351B						10	SCulv
152.66	97/273	SWAUK CREEK NO. 2	3.1 N JCT SR 970	0014218A						85	PCBTG
153.67	97/274C	SWAUK CREEK NO 3	4.1 N JCT SR 970	0014218B						26	SCULV
154.20	97/275C	SWAUK CR NO 4	4.6 N JCT SR 970	0014218C						29	SCULV
155.23	97/276C	SWAUK CR NO 5	5.6 N JCT SR 970	0014218D						27	SCULV
156.28	97/277C	SWAUK CR NO 6	6.7 N JCT SR 970	0014218E						27	SCULV
156.36	97/278.25	BLUE CREEK	6.8 N JCT SR 970	0014218F						11	SCULV
159.27	97/279C	MILL CREEK	9.6 N JCT SR 970	0019274A						28	CCulv
159.69	97/280	SWAUK CREEK-BOUNDARY	10.1 N JCT SR 970	0019323A						100	PCBTG
163.72		KITTITAS-CHELAN CO LINE	14.0 N JCT SR 970								
165.50	97/281.25	UNNAMED CREEK	16.0 N JCT SR 970	0019236A						14	CCulv
168.80	97/282.45	FIVE MILE CREEK	19.0 N JCT SR 970	0019236B						12	CCulv
173.40	97/284C	PESHASTIN CREEK 1	9.7 N KITTITAS CO	0006062A						38	CCULV
173.54	97/284.6C	PESHASTIN CREEK 2	9.8 N KITTITAS CO	0006062B						48	CCULV
174.10	97/285.3C	PESHASTIN CREEK 3	10.4 N KITTITAS CO	0006062K						26	CCULV
174.15	97/285.4C	PESHASTIN CREEK 4	10.4 N KITTITAS CO	0006062C						21	CCULV
174.60	97/285.55	PESHASTIN CREEK 5	10.9 N KITTITAS CO	0006062D						19	CCULV
174.72	97/285.6C	PESHASTIN CREEK 6	11.0 N KITTITAS CO	0006062E						24	CCULV
176.12	97/287C	PESHASTIN CREEK 7	12.5 N KITTITAS CO	0006062F						21	CCULV
176.22	97/287.2C	PESHASTIN CREEK 8	12.6 N KITTITAS CO	0006062G						26	CCULV
176.33	97/287.3C	PESHASTIN CREEK 9	12.8 N KITTITAS CO	0006062H						24	CCULV
176.49	97/287.4C	PESHASTIN CREEK 10	12.9 N KITTITAS CO	0006062J						27	CCULV
180.98	97/305	PESHASTIN CREEK	17.3 N KITTITAS CO	0005205A						58	CS
ACCESS ROAD											
	97/310A	LARSON CANYON RD BRIDGE		0011555A	11					83	PCBTG
184.95		JCT US 2 COINCIDENT 28.3 MI	21.2 N KITTITAS CO								
184.95	2/223	US 97 UNDER US 2	21.2 N KITTITAS CO	0017418B		1611	1607			173	PCG
SEE: US 97 ALT ROUTE - JCT 2 TO JCT US 97 @ END OF ROUTE											
199.83		JCT US 97 ALT	36.0 N KITTITAS CO								
213.00		END COINCIDENT JCT US 2	49.1 N KITTITAS CO								
SEE: US 97 SPUR ORONDO - JCT US 97 TO US 2 @ END OF ROUTE											
213.36		JCT US 97 SPUR ORONDO	0.4 N JCT US 2								
213.45	97/403	PINE CANYON CREEK	0.5 N JCT US 2	0006105A						134	CVS
217.23	97/406	DRY GULCH	4.2 N JCT US 2	0001743A						42	CTB
219.20	97/408	US 97 OVER FARM ACCESS	6.2 N JCT US 2	0001743B						42	CTB

US 97

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
234.77	97/420	COLUMBIA RIVER BEEBE	21.8 N JCT US 2	0006835A		1510	1510			1227	STA STrus CBox
234.87		DOUGLAS-CHELAN CO LINE	21.9 N JCT US 2								
235.10		JCT SR 150	22.1 N JCT US 2								
238.58	97/391	US 97 OVER RAILROAD	3.5 N JCT SR 150	0012621A						261	PCG
240.15		JCT US 97 ALT	5.1 N JCT SR 150								
246.97		CHELAN-OKANOGAN CO LINE	11.9 N JCT SR 150								
253.38		JCT SR 153	18.3 N JCT SR 150								
253.49	97/508	METHOW RIVER	0.1 N JCT SR 153	0007881A						468	CBOX
254.95	97/512	GRIGGS CANYON	1.5 N JCT SR 153	0007683A						100	CTB
259.51	97/515	US 97 UNDER RAILROAD	6.1 N JCT SR 153	0002475A		1503	1501			162	SG
260.42		JCT SR 173	7.0 N JCT SR 153								
260.63	97/517	US 97 UNDER RAILROAD	0.2 N JCT SR 173	0003358A		1410	1404			172	SG SB
264.03	97/520	OKANOGAN RIVER	3.6 N JCT SR 173	000000LX						458	SRB
265.21		JCT SR 17	4.5 N JCT SR 173								
269.10	97/525C	DAN CREEK CULV	3.9 N JCT SR 17	08614200						22	SCULV
278.48		JCT SR 213	13.3 N JCT SR 17								
286.18		JCT SR 20	7.7 N JCT SR 213								
290.29	97/531	US 97 OVER RAILROAD AND ROAD	4.1 N JCT SR 20	0007309A						276	CBox
291.24		JCT SR 155	5.1 N JCT SR 20								
291.48	97/533	US 97 OVER SR 155	0.2 N JCT SR 155	0007309B						58	CS
291.90	97/534	OKANOGAN RIVER	0.7 N JCT SR 155	0007308A						418	CBOX
292.32		JCT SR 215	1.1 N JCT SR 155								
310.61	97/540	US 97 OVER OKANOGAN R & RR	18.3 N JCT SR 215	0005371A						659	CBOX CS
314.72	97/544	BONAPARTE CR	22.4 N JCT SR 215	0005367A						80	CS
314.83		JCT SR 20	22.5 N JCT SR 215								
315.47	97/547	SIWASH CREEK	0.6 N JCT SR 20	0003403A						52	CTB
318.99	97/548.25	ANTOINE CREEK	4.1 N JCT SR 20	0003403B						22	CS
330.44	97/560	OKANOGAN RIVER	15.6 N JCT SR 20	0003897A						382	CTB
336.48		JCT OKANOGAN-CANADA LINE	21.7 N JCT SR 20								

US 97 ALT ROUTE - JCT US 2 TO JCT US 97

199.83		JCT US 2 (BEGIN ALT)	JCT US 2								
199.83	2/260S	US 97 ALT UNDER US 2	JCT US 2	0010839A		1608	1511			158	PTCBox
199.83	2/260N	US 97 ALT UNDER US 2	JCT US 2	0010839B		2004	1906			158	PTCBox
214.11	97/355ALT	ENTIAT RIVER	14.9 N JCT US 2	000000NJ						406	CBox
223.18		JCT SR 971 (MP 0.00)	23.4 N JCT US 2								
224.70	97/359ALT	KNAPPS HILL TUNNEL	25.6 N JCT US 2	0002093A		1302	1301			790	CLTun TLTun
230.43		JCT SR 971 (MP 15.02)	30.6 N JCT US 2								

US 97

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
233.96	97/364ALT	CHELAN RIVER - DAN GORDON BR	34.1 N JCT US 2	0010859A						540	PCG
234.20		JCT SR 150 / SAUNDERS ST	34.5 N JCT US 2								
235.03		JCT SR 150 (CHELAN FALLS RD)	35.3 N JCT US 2								
239.64		JCT US 97 (MP 240.15) END ALT	39.9 N JCT US 2								
US 97 COUPLET MARYHILL - JCT US 97 TO JCT US 97											
2.59		JCT US 97 (MP 2.59)	JCT US 97								
2.68		JCT US 97 (MP 2.50)	0.1 N JCT US 97								
US 97 SPUR ORONDO - JCT US 97 TO US 2											
213.36		JCT US 97 (MP 213.36)	JCT US 97								
213.62		JCT US 2 (MP 140.29)	0.3 N JCT US 97								

SR 167

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
SR 167 - JCT I-5 TACOMA TO JCT SR 900											
0.00		JCT I-5									
PUYALLUP RIVER INTERCHANGE (See Page 40)											
JCT SR 167 & I-5											
SRMP 0.00 - 0.25											
CS 270701 UU											
0.0 N JCT I-5											
MAINLINE NORTHBOUND FROM BAY STREET											
	5/453	SR 167 NB UNDER I-5		0006821A		1700	1609			121	PCG
MAINLINE SOUTHBOUND TO BAY STREET											
	5/456E	SR 167 SB UNDER I-5		0006613A				2209	2209	1470	PCG
	5/456W	SR 167 SB UNDER I-5		0006613B				2006	1905	1455	PCG
SOUTHBOUND 167 TO NORTHBOUND I-5											
	5/456E	S-N RAMP UNDER I-5		0006613A				2209	2209	1470	PCG
	5/456W	S-N RAMP UNDER I-5		0006613B				2006	1905	1455	PCG
	5/453	S-N RAMP UNDER I-5		0006821A				1700	1609	121	PCG
SOUTHBOUND 167 TO SOUTHBOUND I-5											
	5/456E	S-S RAMP UNDER I-5		0006613A				2209	2209	1470	PCG
	5/456W	S-S RAMP UNDER I-5		0006613B				2006	1905	1455	PCG
	167/11S-S	S-S RAMP OVER DRAINAGE		0006979G						86	CS
	5/455S-N	S-S RAMP UNDER S-N RAMP		0006979E				1606	1606	184	CBOX
END PUYALLUP RIVER INTERCHANGE											
0.64	167/13	SR 167 OVER RAILROAD	0.7 N JCT I-5	0001784A						211	CTB
3.69	167/16	CLARK'S CREEK	3.7 N JCT I-5	0008682A						131	CS
6.40B	167/20E	PUYALLUP RIVER	6.3 N JCT I-5	0018513A						558	SG
6.40B	167/20W	PUYALLUP RIVER	6.3 N JCT I-5	0008903A						541	PCG CBox
5.26		JCT SR 161	6.5 N JCT I-5								
5.72	167/21E	SR 167 OVER MILWAUKEE AVE	0.4 N JCT SR 161	0009075A						143	CS
5.72	167/21W	SR 167 OVER MILWAUKEE AVE	0.4 N JCT SR 161	0014126A						155	CS
5.98	512/40N	SR 167 UNDER SR 512	0.7 N JCT SR 161	0009831A		1811	1810	1908	1905	337	PCG
5.99	512/40S	SR 167 UNDER SR 512	0.7 N JCT SR 161	0013183A		1702	1702	1608	1608	338	PCG
6.81	167/25E	SR 167 OVER S-E RAMP	1.5 N JCT SR 161	0009075B						161	CS
6.82	167/25W	SR 167 OVER S-E RAMP	1.5 N JCT SR 161	0013042A						150	CS
SOUTHBOUND SR 167 TO EASTBOUND SR 410											
	167/25W	S-E RAMP UNDER SR 167		0013042A				1703	1703	150	CS

SR 167

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
	167/25E	S-E RAMP UNDER SR 167		0009075B				1801	1801	161	CS
7.04	167/30W	SR 167 OVER W-S RAMP	1.8 N JCT SR 161	0013042B						270	CBOX
7.05	167/30E	SR 167 OVER W-S RAMP	1.8 N JCT SR 161	0009075C						234	CBOX
7.06		JCT SR 410	1.8 N JCT SR 161								
7.19	167/32W	SR 167 OVER VALLEY AVE & UPRR	0.4 N JCT SR 410	0013042C						1012	PCG
7.22	167/32E	SR 167 OVER VALLEY AVE & UPRR	0.4 N JCT SR 410	0009075D						901	PCG
7.56	167/34E	SR 167 OVER WEST VALLEY HWY	0.7 N JCT SR 410	0009118A						290	PCG
7.56	167/34W	SR 167 OVER WEST VALLEY HWY	0.7 N JCT SR 410	0013042D						290	PCG
SOUTHBOUND SR 167 FROM WEST VALLEY HWY											
	167/37C	SR 167 SB ON RMP OVR SOATON CR		0016597D						35	CCULV
SOUTHBOUND SR 167 TO WEST VALLEY HWY											
	167/37.5	SR 167 SB OFF RP OVR SOATON CR		0016597C						35	CCULV
9.64	167/38	SR 167 UNDER 24TH ST	2.8 N JCT SR 410	0016597A		1504	1504	1510	1509	382	PCG
9.98	167/39C	SR 167 OVER SOATON CREEK	3.1 N JCT SR 410	0016597B						32	SCULV
10.66	167/40E	SR 167 OVER 8TH ST E	3.6 N JCT SR 410	0010558A						185	PCG
10.68	167/40W	SR 167 OVER 8TH ST E	3.6 N JCT SR 410	0013042E						185	PCG
STEWART RD OVER SOATAN CREEK CULVERT											
	167/40C	STEWART RD OVER SOATON CREEK		00200427						21	CCULV
	167/40.25	SR 167 OVER UNNAMED STREAM		0018665B						19	CCulv
11.17		PIERCE-KING CO LINE	4.3 N JCT SR 410								
11.70	167/102	SR 167 OVER THIRD AVE SW	0.5 N PIERCE CO	0010513A						164	PCG
12.26	167/104	SR 167 OVER ELLINGSON RD	1.1 N PIERCE CO	0010513B						163	PCG
12.69	167/106	SR 167 OVER FIRST AVE N	1.5 N PIERCE CO	0010513C						146	PCG
WEST AUBURN INTERCHANGE (See Page 55)											
JCT SR 167 & SR 18											
SRMP 13.85 - 14.80											
CS 176503 U											
1.9 N PIERCE CO											
SR 167 MAINLINE											
	167/110	SR 167 UNDER 15TH ST SW		0009236A		1604	1604	1604	1604	369	CBox
	167/112E	SR 167 OVER SR 18		0009236B						343	PCG
	167/112HOV	SR 167 OVER SR 18		0018665A						311	PCG
	167/112W	SR 167 OVER SR 18		0009236C						335	PCG
	167/115	SR 167 UNDER W MAIN ST		0008853A		1610	1610	1709	1709	383	CBox
WESTBOUND 15TH ST TO SOUTHBOUND SR 167											
	167/110	W-S RAMP UNDER 15TH ST SW		0009236A				1604	1604	369	CBox

SR 167

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
NORTHBOUND SR 167 TO EASTBOUND SR 18											
	167/111W-N	N-E RAMP UNDER W-N RAMP		0009236D		1608	1608			273	CBox
SOUTHBOUND SR 167 TO WESTBOUND SR 18											
	167/115	S-W RAMP UNDER W MAIN ST		0008853A				1709	1709	383	CBox
	167/112S-W	S-W RAMP OVER W VALLEY HWY S		0009236E						314	PCG
SOUTHBOUND SR 167 TO EASTBOUND SR 18											
	167/112W	S-E RAMP OVER SR 18		0009236C						335	PCG
	167/112W	S-E RAMP UNDER SR 167		0009236C				1700	1607	335	PCG
	167/112HOV	S-E RAMP UNDER SR 167 HOV		0018665A				1803	1803	311	PCG
	167/112E	S-E RAMP UNDER SR 167		0009236B				1803	1803	343	PCG
	167/112W-N	S-E RAMP UNDER W-N RAMP		0009236F				1705	1705	331	PCG
15TH ST SW TO NORTHBOUND SR 167											
	167/111W-N	NB RAMP OVER N-E RAMP		0009236D						273	CBox
	167/112W-N	NB RAMP OVER SR 18		0009236F						331	PCG
END WEST AUBURN INTERCHANGE											
15.77	167/116	SR 167 UNDER 15TH ST NW	1.1 N JCT SR 18	0008853B		1703	1700	1610	1607	275	PCG
17.00	167/117	SR 167 UNDER 37TH ST NW	2.3 N JCT SR 18	0008853C		1605	1605	1605	1605	273	PCG
17.52	167/118.25	MILL CREEK CULVERT	2.8 N JCT SR 18	00200452						17	CCULV
17.93	167/119	SR 167 UNDER S 277TH ST	3.2 N JCT SR 18	0008441A		1609	1605	1609	1605	196	PCG
19.04	167/121E	GREEN RIVER	4.3 N JCT SR 18	0008114A						241	PCG CBox
19.04	167/121W	GREEN RIVER	4.3 N JCT SR 18	0008114B						241	PCG CBOX
19.60	167/122E	SR 167 OVER SR 516	4.9 N JCT SR 18	0008114C						190	PCG
19.60	167/122W	SR 167 OVER SR 516	4.9 N JCT SR 18	0008114D						190	PCG
19.60		JCT SR 516	4.9 N JCT SR 18								
19.83	167/123E	SR 167 OVER MEEKER ST	0.2 N JCT SR 516	0008114E						158	PCG
19.83	167/123W	SR 167 OVER MEEKER ST	0.2 N JCT SR 516	0008114F						158	PCG
20.20	167/124E	SR 167 OVER JAMES ST	0.6 N JCT SR 516	0008114G						191	PCG
20.20	167/124W	SR 167 OVER JAMES ST	0.6 N JCT SR 516	0008114H						191	PCG
20.40	167/125E	SR 167 OVER RAILROAD	0.8 N JCT SR 516	0008175A						348	PCG
20.40	167/125W	SR 167 OVER RAILROAD	0.8 N JCT SR 516	0008175B						360	PCG
20.70	167/126E	SR 167 OVER 4TH ST	1.1 N JCT SR 516	0008175C						246	PCG
20.70	167/126W	SR 167 OVER 4TH AVE N	1.1 N JCT SR 516	0008175D						246	PCG
20.96	167/127E	SR 167 OVER RAILROAD	1.4 N JCT SR 516	0008175E						314	SG
20.96	167/127W	SR 167 OVER RAILROAD	1.4 N JCT SR 516	0008175F						314	SG
21.31	167/128E	SR 167 OVER 84TH AVE S	1.7 N JCT SR 516	0008114I						229	PCG
21.31	167/128W	SR 167 OVER 84TH AVE S	1.7 N JCT SR 516	0008114J						229	PCG
22.38	167/129	SR 167 UNDER S 212TH ST	1.8 N JCT SR 516	000000QC		1800	1711	1604	1600	317	PCG

SR 167

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
S 212TH ST TO NB SR 167											
	167/129	RAMP S 212TH ST TO NB SR 167		000000QC		1904	1904			317	PCG
NORTHBOUND SR 167 TO S 212TH ST											
	167/129N-E	N-E RAMP		0013037A						134	CS
SOUTHBOUND SR 167 TO S 212TH ST											
	167/129S-W	S-W RAMP		0013037B						137	CS
S 212TH ST TO SOUTHBOUND SR 167											
	167/129E-S	EW-S RAMP		0013037C						136	CS
22.63	167/130	SR 167 UNDER S 208TH ST	2.0 N JCT SR 516	0007085A		2109	2004	1711	1706	246	PCG
23.64	167/131.25	SPRINGBROOK CREEK	3.0 N JCT SR 516	0016530A						10	CCulv
24.42	167/133	SR 167 UNDER S 180TH ST	3.8 N JCT SR 516	0007085B		1610	1610	1610	1610	240	PCG
25.68	167/137.25	PANTHER CREEK	4.1 N JCT SR 516	0018260A						19	SCulv
26.08	167/138HOV	HOV FLYOVER CONNECTION	4.5 N JCT SR 516	0018811C						1846	PCG
26.28	405/15	SR 167 UNDER I-405	5.7 N JCT SR 516	0007376A		1604	1601	1601	1601	188	PCG
26.28		JCT I-405	5.7 N JCT SR 516								
26.31	405/15S-S	SR 167 UNDER S-S RAMP	JCT I-405	0016145A		2010	2010	1905	1905	505	SG
NORTHBOUND SR 167 TO SOUTHBOUND I-405											
	405/15S-S	N-S RAMP UNDER S-S RAMP		0016145A		1611	1611			505	SG
26.90	167/139	SR 167 UNDER RAILROAD	0.6 N JCT I-405	00200421		1605	1605	1804	1800	183	
27.17		JCT SR 900	0.9 N JCT I-405								

SR 509

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
SR 509 - JCT I-705 TACOMA TO JCT SR 99 SEATTLE											
0.00		JCT I-705									
0.00	509/4	SR 509 OVER I-705	JCT I-705	0014747A						311	PTCBox
SOUTHBOUND SR 509 TO NORTHBOUND I-705											
	509/4N-N	N-N RAMP		0014747B						198	PTCBox
0.06	509/7	THEA FOSS WATERWAY	0.1 N JCT I-705	0014507A						992	CSS PTCBox
0.79	509/11	PUYALLUP RIVER BRIDGE	0.7 N JCT I-705	0014409B						3584	PTCBox PCG
NORTHBOUND PORTLAND AVE TO SOUTHBOUND SR 509											
	509/11	PUYALLUP RIVER BRIDGE		0014409B				2900	2900	3584	PTCBox PCG
	509/11S-S	SB ON-RAMP		0014520A						997	PCG
NORTHBOUND SR 509 TO NORTHBOUND PORTLAND AVE											
	509/11N-N	N-N RAMP		0014520B						1170	PCG
	509/11	PUYALLUP RIVER BRIDGE		0014409B		2900	2900			3584	PTCBox PCG
1.64	509/13	SR 509 OVER MILWAUKEE WAY	1.6 N JCT I-705	0014409A						135	PCG
2.35	509/15	SR 509 UNDER PORT OF TACOMA RD	2.4 N JCT I-705	0015833A		2100	2100	2203	2108	213	PCG
NORTHBOUND COLLECTOR-DISTRIBUTOR											
	509/15	NBCD UNDER PORT OF TACOMA RD		0015833A		2008	2000			213	PCG
2.96	509/17	WAPATO CREEK	3.0 E JCT I-705	0014414A						61	POBX
4.07B	509/20	HYLEBOS CREEK	4.0 N JCT I-705	08494200						97	CS
6.54	509/30	DRY GULCH	9.7 N JCT I-705	0005358A						237	SRB TTC
7.85	509/101	F B HOIT	11.0 N JCT I-705	000000HX						557	SG
7.88		PIERCE-KING CO LINE	11.0 N JCT I-705								
9.93	509/103	JOES CREEK	2.7 N PIERCE CO	000000HY						264	SG
12.86	509/105	SR 509 OVER 1ST AVE S	5.0 N PIERCE CO	0006621A						83	CS
14.29		JCT SR 99 COINCIDENT 4.1 MI	6.4 N PIERCE CO								
18.39		END COINCIDENT JCT SR 99	10.5 N PIERCE CO								
18.39		JCT SR 516 COINCIDENT 1.8 MI	10.5 N PIERCE CO								
19.62		END COINCIDENT JCT SR 516	11.7 N PIERCE CO								
20.40	509/108	DES MOINES CREEK	0.8 N JCT SR 516	00200388						82	PCG
24.34B		BEGIN PHYSICAL GAP IN ROUTE	4.7 N JCT SR 516								
24.34B	509/110	DES MOINES MEM DR UNDER SR 509	4.7 N JCT SR 516	0011405A		1601	1507			85	PCG
24.35B		END PHYSICAL GAP IN ROUTE	4.7 N JCT SR 516								
24.35B	509/110	SR 509 OVER DES MOINES MEM DR	4.7 N JCT SR516	0011405A						85	PCG
23.76	509/110.5	SR 509 UNDER CLOSED S 176TH ST	5.2 N JCT SR 516	0011070A		1701	1606	1801	1707	206	PCG
24.28	509/111	SR 509 OVER S 168TH ST	5.7 N JCT SR 516	0011070B						171	PCG
24.39	509/112	SR 509 OVER DES MOINES MEM DR	5.8 N JCT SR 516	0011070C						300	PCG
24.83	509/113	SR 509 UNDER S 160TH ST	6.3 N JCT SR 516	0008745A		1803	1703	1603	1603	253	PCG

SR 509

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
S 160TH ST TO SR 509 NORTHBOUND											
	509/113	NB RAMP UNDER S 160TH ST		0008745A		1803	1803			253	PCG
25.10	509/114	SR 509 UNDER S 156TH ST	6.5 N JCT SR 516	0008745B		1805	1710	1608	1605	243	PCG
25.36	509/115	SR 509 UNDER S 152ND ST	6.8 N JCT SR 516	0008745C		1800	1709	1709	1701	224	PCG
SR 518 WESTBOUND TO SR 509 SOUTHBOUND											
	509/115	SB RAMP UNDER S 152ND ST		0008745C				1701	1701	224	PCG
25.60	518/8	SR 509 UNDER SR 518	7.0 N JCT SR 516	0008745E		1608	1608	1604	1604	241	PCG
SW 148TH ST TO NORTHBOUND SR 509											
	518/8	E-N RAMP UNDER SR 518		0008745E		1701	1701			241	PCG
25.60		JCT SR 518	7.0 N JCT SR 516								
25.73	509/116	SR 509 UNDER S 146TH ST	0.1 N JCT SR 518	0008745D		2110	1911	1806	1707	296	PCG
SOUTHBOUND SR 509 TO SR 518											
	509/116	SR 518 RAMP UNDER S 146TH ST		0008745D				1602	1506	296	PCG
26.38	509/117	SR 509 UNDER S 136TH ST	0.8 N JCT SR 518	0008592A		1610	1610	1611	1611	209	PCG
26.62	509/119P	SR 509 UNDER S 132ND ST PED	1.0 N JCT SR 518	0008276A		1801	1709	1708	1506	367	CS
26.86	509/120	SR 509 OVER S 128TH ST	1.3 N JCT SR 518	0008276C						203	PCG
27.85	509/123	SR 509 OVER GLENDALE WAY	2.3 N JCT SR 518	0008276D						200	PCG
CLOVERDALE INTERCHANGE											
JCT SR 509 & CLOVERDALE ST & MYERS WAY											
SRMP 29.37 - 29.81B											
CS 1736											
4.0 N JCT SR 518											
SR 509 MAINLINE											
	509/126E-N	SR 509 UNDER N-N RAMP		0008276F		1911	1803	2410	2305	463	CBox
	509/126	SR 509 UNDER CLOVERDALE ST		0008276G		1904	1901	1911	1906	333	SRB CBox
NORTHBOUND MYERS WAY TO NORTHBOUND SR 509											
	509/126E-N	N-N RAMP OVER SR 509		0008276F						463	CBox
	509/126	N-N RAMP UNDER CLOVERDALE ST		0008276G		1606	1606			333	SRB CBox
SOUTHBOUND SR 509 TO SOUTHBOUND MYERS WAY											
	509/126S-S	S-S RAMP OVER 1ST AVE S		0008276H						152	CS
SOUTHBOUND 1ST AVE S TO EASTBOUND CLOVERDALE ST											
	509/126S-S	1ST AVE S UNDER S-S RAMP		0008276H		1506	1411			152	CS
	509/126	S-E RAMP OVER SR 509		0008276G						333	SRB CBox
WESTBOUND CLOVERDALE ST TO SOUTHBOUND SR 509											
	509/126	W-S RAMP OVER SR 509		0008276G						333	SRB CBox
	509/126E-N	W-S RAMP UNDER N-N RAMP		0008276F				2804	2804	463	CBox

SR 509

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
END CLOVERDALE INTERCHANGE											
29.92		JCT SR 99	4.3 N JCT SR 518								

I-705

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
I-705 - JCT I-5 TO SCHUSTER PARKWAY											
0.00		JCT I-5									
PACIFIC AVENUE INTERCHANGE (See Page 39)											
JCT I-705 & I-5 & SR 509 & SR 7											
SRMP 0.00 - 1.50											
CS 2758											
0.0 N JCT I-5											
I-705 MAINLINE - NORTHBOUND TO SCHUSTER PARKWAY											
	705/6N-N	N-N RAMP		0012992A						1451	PTCBox
	705/6E	NB I-705 UNDER S-N RAMP		0012992B		1811	1811			2588	PTCBox
	705/6E	SCHUSTER PARKWAY NB		0012992B						2588	PTCBox
	509/4	I-705 UNDER SR 509		0014747A		2103	2009			311	PTCBox
	40Chih-PED	I-705 NB UNDER BRIDGE OF GLASS		00LF006A		3107	3107			480	SG
	705/10E	SCHUSTER PARKWAY		0012747A						1910	PTCBox
	12 MMB	I-705 UNDER MURRAY MORGAN BR		0005452A		3606	3511	1801	1800	1748	SLS STrus SG PCBTG
NORTHBOUND I-705 TO 26TH STREET											
	705/6E	N-E RAMP UNDER S-N RAMP		0012992B		1804	1801			2588	PTCBox
	705/6N-E	N-E RAMP		0012992C						418	PTCBox
NORTHBOUND I-705 TO 21ST STREET											
	705/8N-N	N-N RAMP		0014747C						474	PTCBox
	509/4	SR 509 OVER I-705		0014747A						311	PTCBox
NORTHBOUND I-705 TO 15TH STREET											
	40Chih-PED	N-W RAMP UNDER BRIDGE OF GLASS		00LF006A		2611	2605			480	SG
	705/10N-W	N-W RAMP OVER I-705 SB		0012648A						1242	POBX CTB
NORTHBOUND I-705 TO "A" STREET											
	705/10N-W	N-W RAMP OVER I-705 SB		0012648A						1242	POBX CTB
	705/10N-N	N-N RAMP OVER S 15TH ST		0012648B						510	POBX
I-705 MAINLINE - SCHUSTER PARKWAY SOUTHBOUND TO I-5											
	12 MMB	I-705 UNDER MURRAY MORGAN BR		0005452A				1801	1800	1748	SLS STrus SG PCBTG
	705/10W	SCHUSTER PARKWAY SB		0012747B						1245	POBX
	705/10N-W	I-705 SB UNDER N-W RAMP		0012648A				1611	1611	1242	POBX CTB
	40Chih-PED	I-705 SB UNDER BRIDGE OF GLASS		00LF006A				3006	3002	480	SG
	509/4	I-705 UNDER SR 509		0014747A				1703	1607	311	PTCBox
	705/6W	SCHUSTER PARKWAY SB		0012992D						3364	PTCBox

I-705

MILEPOST	BRIDGE NO.	CROSSING NAME	LOCATION	STRUCTURE ID	<= 20'	VERTICAL CLEARANCES NB MAX	EB MIN	SB MAX	WB MIN	BR. LEN.	SPAN TYPE
		FUTURE PACIFIC AVE REPLACEMENT BRIDGE									
	5/440	I-705 S-S RAMP UNDER DELIN ST		0016958C				2001	1900	428	SBOX
13TH STREET TO SOUTHBOUND I-705											
	705/10E-S	EAST TO SOUTH RAMP		0012747C						220	POBX
SOUTHBOUND I-705 TO SOUTHBOUND SR 7											
	705/6S-N	S-S RAMP		0012992E						125	PTCBox
	705/6W	S-S RAMP UNDER SB I-705		0012992D				3106	3106	3364	PTCBox
	5/445W	S-S RAMP UNDER I-5 SB		0007326B				2409	2409	817	CBox
	5/445HOV	S-S RAMP UNDER I-5 HOV		0007326A				2409	2409	817	CBOX
	5/445N-N	S-S RAMP UNDER N-N RAMP		0007326C				1608	1608	271	CBOX
	5/445E	S-S RAMP UNDER I-5 NB		0018607C				2409	2409	718	PCG
	7/133N-N	S-S RAMP UNDER SR 7 NB		0007326E				1601	1601	230	CBOX
	5/445S-S	S-S RAMP UNDER I-5 S-N RAMP		0007326D				1706	1706	265	CBOX
SOUTHBOUND I-705 TO NORTHBOUND I-5											
	705/6S-N	S-N RAMP		0012992E						125	PTCBox
	705/6W	S-N RAMP UNDER SB I-705		0012992D				3106	3106	3364	PTCBox
	5/445W	S-N RAMP UNDER I-5 SB		0007326B				2409	2409	817	CBox
	5/445HOV	S-N RAMP UNDER I-5 HOV		0007326A				2409	2409	817	CBOX
	5/445N-N	S-N RAMP UNDER N-N RAMP		0007326C				1608	1608	271	CBOX
	5/445E	S-N RAMP UNDER I-5 NB		0018607C				2409	2409	718	PCG
	7/133N-N	S-N RAMP UNDER SR 7 NB		0007326E				1705	1606	230	CBOX
	5/445S-S	S-N RAMP UNDER I-5 RAMP		0007326D				1706	1706	265	CBOX
	705/4S-N	S-N RAMP OVER CMSTPP RR		0007326F						38	CS
	5/448	S-N RAMP UNDER MCKINLEY WAY		0018607B		1602	1602			332	PCG
END PACIFIC AVENUE INTERCHANGE											
1.50		JCT SCHUSTER PKWY	1.5 N JCT I-5								