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CHAPTER 5 – Routing and Safety Requirements

500 General

This chapter covers the route clearances and other safety considerations that need to be reviewed during the course of issuing transportation permits. It discusses bridge load ratings as well as permit load ratings when routing over bridges.

Safety considerations also include highway alignment, traffic volume curfew restrictions, holiday restrictions, hours of movement, pilot car requirements, and weather restrictions.

500.1 Bridge Rating

State highway bridges are assigned safe load ratings, which control the amount of extralegal weight that may be authorized on a structure. These ratings are designated legal, orange, green, and purple (X, O, G, P, respectively). Refer to the extralegal weight charts and Appendix 20 of the TPM for allowable axle group weights.

Bridge rating	Letter code	Maximum allowable weight per axle group
No Permits	X	N/A
Orange weight	O	42,800 pounds
Green weight	G	52,000 pounds
Purple weight	P	60,000 pounds

Each bridge structure is assigned a five-letter code showing permit capacity XXXXX, OOOOO, GGGGG, PTTTT, or a combination of each depending on the rating given to that structure. Each letter code indicates the maximum allowable weight per axle group authorized to travel by a specific vehicle combination.

The first letter is for a vehicle combination routed as a five-axle configuration; the second letter is for a seven-axle configuration; the third letter is for a nine-axle configuration; the fourth letter is for an eleven-axle configuration and the fifth letter is for a thirteen-axle configuration. See examples below.

Examples:

Bridge rating assigned to a structure	Vehicle combination type authorized to travel
XXXXX	No extra-legal weight permits allowed.
PPPGG	Purple weight on a 5-axle combination, purple weight on a 7-axle combination, purple weight on a 9-axle combination, green weight on a 11-axle combination, green weight on a 13-axle combination.
PGGGO	Purple weight on a 5-axle combination, green weight on 7, 9, 11-axle combinations, orange weight on a 13-axle combination.
PPPPP	Purple weight on 5, 7, 9, 11, 13-axle combinations.

500.2 Vehicle Axle Rating Classification

The routing of extralegal-weight loads and/or vehicles is determined by the load capacity of the structures on the route. The load capacity is determined by analysis and design for permit hauling configurations of 5, 7, 9, 11, and 13 axles, up to 135 feet in length, and color-coded to determine allowable axle weights per axle group.

The hauling configurations are divided into "axle loading groups," each counted as two axles regardless of the number of axles in the group.

Typically, a three-axle tractor and two-axle semitrailer would consist of two loading groups (drive axles and semitrailer axles) and the steering axle. In this example, by axle count, the rating is a five-axle vehicle combination. If the semitrailer is equipped with a tridem, the trailer axle group is viewed as one loading group and still given a five (5) axle vehicle rating for the entire combination.

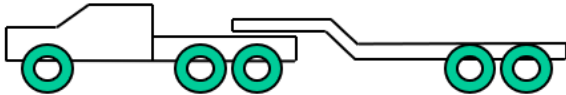
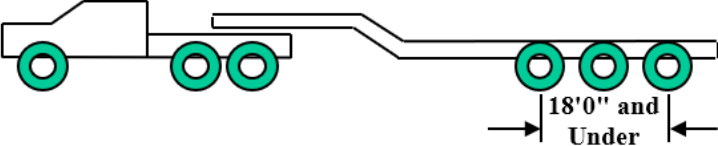
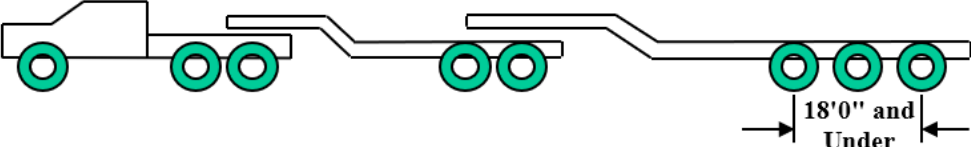
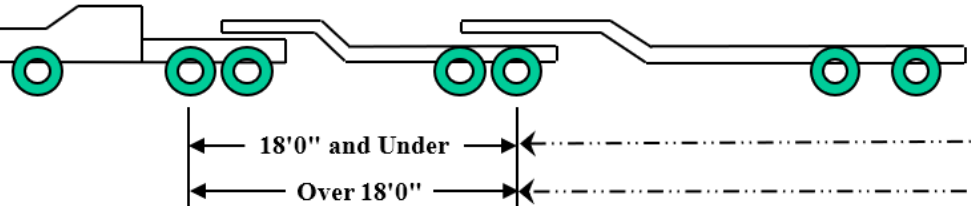
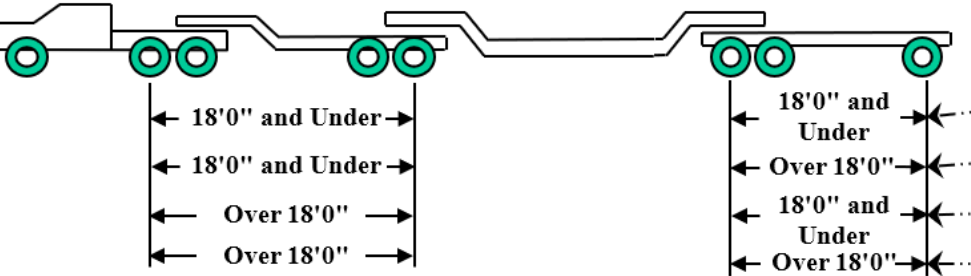
The following vehicle combinations require special consideration and routing. They are not subject to the special bridge analysis required above.

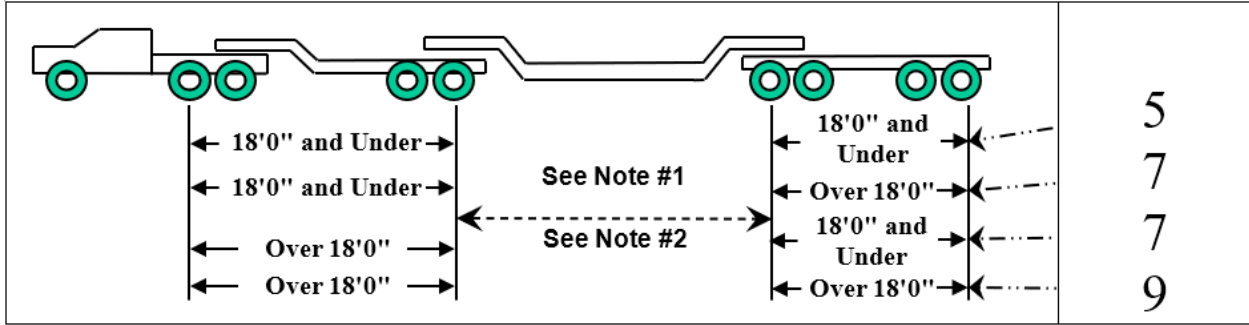
- Vehicle combinations normally routed as a 9-axle with an interior axle bridge (spacing between inner axles in the groups bordering the load deck) greater than 40'0" and an overall length less than 135'0" shall be routed as an 11-axle and do not require variance processing.
- Vehicle combinations normally routed as a 9-axle with an overall length equal to 135'0" or less and used with a pusher with an overall combination length greater than 135'0" shall be routed as 11-axle and require variance processing.
- Vehicle combinations normally routed as a 13-axle with an overall length equal to 135'0"

or less shall meet the standard routing policy and do not require variance processing.

- Vehicle combinations normally routed as a 13-axle with an overall length greater than 135'0" and without a pusher requires variance processing.

The following diagrams pictorially depict the most common vehicle combinations. For simplicity, the combinations shall be assumed to have 4'6" spacing between tandems.

Vehicle Configuration Diagrams	Rating Classification (axes)
	5
	5
	7
	5 7
	5 7 7 9



Note #1: Combinations normally routed as a 9-axle with an interior axle bridge (spacing between inner axles in the groups bordering the load deck) greater than 40'0" and an overall length less than 135'0" shall be routed as 11-axle.

Note #2: Combinations normally routed as a 9-axle with an overall length equal to or less than 135'0" and used with a pusher with an overall combination length greater than 135'0" shall be routed as 11-axle.

All vehicle combinations except tow trucks and truck cranes will be routed by the rating classification described above. Tow trucks, regardless of the number of axles on the ground, will be routed as seven-axle combinations and truck cranes will be routed as five-axle combinations.

Special hauling equipment such as beam and dolly, platform trailers, or any hauling equipment that does not fit into the above diagrams shall be referred to the Caltrans Transportation Permits Office for a rating classification.

501 Routing

The Caltrans Route Clearing Database (RCD) is used to route extralegal loads and/or vehicles from point A to point B. The RCD is maintained and updated to improve efficiency and provide customers with the most current safety information. The RCD reflects live changes to structure weight ratings and vertical clearances, as well as updates to short-term restrictions along California State highways, ensuring accurate, safe permit issuance.

A feature in the online Caltrans Single-Trip Application and Routing System allows customers to use the RCD to generate a route. The database verifies the route is clear of any height and/or weight violations. The customer then submits a single-trip application along with their generated route to Caltrans for review and approval.

Generally speaking, routes should be the shortest, most direct route with the least amount of exposure to the general public. Routing shall not impose a hardship on the transporter by limiting the routes simply for the delivery of the load or vehicle. When requested, it shall allow the transporter to a place of secure storage or repairs. This includes a reasonably longer route to stay in a company yard overnight or on a weekend. See Chapter 1 Section 106.3.3 Standard Routes Description Format for more details.

501.1 Route Color

All state routes have been assigned a route color classification for the purpose of assigning pilot cars when required. The route color classification is noted in the Route Clearing Database and the pilot car maps. The route color designations indicate the type of highway, width of highway, kingpin advisory, and restricted routes. See the description below.

- Yellow Route: Multilane freeway or highway (no two-lane routes).
- Green Route: Non-standard freeway or two-lane road with 12' wide lane and shoulder width greater than or equal to 4'.
- Blue Route: Two-lane road with lane width greater than or equal to 11' and shoulder width less than 4'.
- Brown Route: Two-lane road with lane width of less than 11' and minimal or no paved shoulder.
- Red Route: In general, two-lane road with operational restrictions due to route geometry and curvature. A red route is the most restrictive route color for permit loads.
- Dashed Route: Used for all routes with a kingpin advisory. A pilot car is required when KPRA is greater than 38'.

501.2 Route Color Classification and Red Route Summary Table Revision

501.2.1 Overview

Route color classification and red route summary table revision guide is intended to provide guidelines of requesting and determining state route classification changes for routing oversize-overweight permit loads in California. “Route classification” refers to the color of a route on the single trip and annual pilot car maps. State routes are categorized by five colors based on factors like the number of lanes, lane width, and shoulder width. In the event a route’s roadway condition has changed (e.g., widened), the respective Caltrans District Truck Staff (District) shall follow the provided guidelines outlined below to update the route classification or reclassification. Completed documentation shall be sent to Headquarters (HQ), Division of Traffic Operations, Office of Commercial Vehicle Operations (CVO) for evaluation. If HQ CVO and the District jointly agree to the reclassification after thorough review, the request will be processed, and the changes will be made to the Route Clearing Database.

When a route color classification change pertains to “Red” as defined above, changes will also need to be made to that route’s restrictions in the Red Route Summary Table. This table details all red route restrictions by district in ascending route number. Changes may also be made to this table without a route color classification change if a red route’s restrictions have been reevaluated by District Truck Staff and undergone similar review as noted above with HQ CVO.

501.2.2 Justifications Checklist

If requesting a route color classification change and/or changing a restriction in the Red Route Summary table, address all pertinent issues including but not limited to the following:

1. Input from subject matter experts, public agencies, California Highway Patrol, local law enforcement, transportation industry representatives (California Trucking Association, etc.), local businesses, and the public.
2. Truck encroachment into opposing lanes.
3. Decision sight distance for opposing vehicles and extra-legal transport equipment.
4. Alignment and grade.
5. Availability of shoulder or shoulder width
6. Collision records.
7. Operational problems (cross traffic, bike lane, etc.).
8. Traffic volume (including trucks).
9. Pedestrian volume and surroundings (schools, roadside attractions, etc.).
10. Prevailing weather and road conditions.
11. Any other safety, operational, or other influencing factors.

501.2.3 Submittal Checklist

1. A memo from the district in which the route(s) are located, signed by District Truck Access Manager with:
 - a. The requested color classification.
 - b. The reason of the change.
 - c. Route information pertaining to the area being classified:
 - i. Type of route (two-lane divided, expressway, etc.)
 - ii. Limits using postmiles and cross streets (e.g., From ... To)
 - iii. Cross-sectional dimensions (before and after construction if applicable)
 - iv. Shoulder width
 - d. Effective date of classification (i.e. date when change can be made)

2. [A copy of the memo template](#), available on Caltrans website for download and print.

A request may be submitted in person or using electronic or regular mail. Allow a minimum of 30 calendar days for a decision. If you have any questions, call 916-322-1297 referring to a “route color classification request.”

502 Travel and Safety Requirements

Permit loads can only be allowed if the State Highway System can safely accommodate them, and the safety of the traveling public is assured. Public safety is assured by specifying travel conditions, restrictions, and closures on the face of the issued permit.

502.1 Vertical Clearance Tolerance

Any vehicle/load must allow for a minimum of three inches of vertical clearance between the highest point of the vehicle/load and the point of minimum vertical clearance on the structure. The point of minimum vertical clearance is the lowest point over the roadway including the shoulders, contiguous onramps, off-ramps, and connector ramps. An on-ramp, off-ramp, or connector ramp that is not contiguous due to some physical separation of the traffic lanes is a separate roadway. A divided highway has a minimum vertical clearance in each direction.

502.2 Curfew Areas and Restrictions

The Department of Transportation restricts the movement of permit loads and/or vehicles in excess of 10'-0" in width within specified morning and afternoon peak traffic demand periods in designated metropolitan areas. These conditions may not be appropriate for the movement of a variance load escorted by the California Highway Patrol (CHP) where specific traffic conditions have been reviewed and the time frame has been determined as safe for the size and weight of the load. [The curfew maps](#) are available on the Caltrans Transportation Permits website. The restricted areas shown in the curfew maps and the effective hours are summarized as follows:

- San Diego and Vicinity: No movement within the restricted area will be allowed between 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday through Friday.
- Sacramento and Vicinity: No movement within the restricted area will be allowed between 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday through Friday.
- San Francisco and Vicinity: No movement within the restricted area will be allowed between 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday through Friday.
- Los Angeles and Vicinity: No movement within the restricted area will be allowed between 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m., Monday through Friday.

502.3 Special Conditions for Crossing the San Francisco-Oakland Bay Bridge

The following special conditions are applicable to all permits authorizing travel across the San Francisco-Oakland Bay Bridge (SFOBB):

General:

- Use Toll Lane 16 only when traveling from Oakland to San Francisco (entering the SFOBB in the westbound direction).
- Travel is prohibited on the SFOBB during rainy or foggy weather.
- Travel is prohibited on the SFOBB from 0630 to 0900 hours and from 1530 to 1830 hours every day unless specifically addressed on the face of the permit or by rider.

Width Greater than 12 feet:

- Travel is authorized on the SFOBB between 1100 to 1300 hours Monday through Friday unless specifically addressed on the face of the permit or by the rider.

Height Greater than 14 feet:

- CHP escort is required when traveling westbound through the Yerba Buena Island Tunnel. Permittees must use the three center lanes when passing through.

California Highway Patrol:

- Phone: (707) 648-4180 Commercial Division
- May take up to 10 business days to schedule an escort.

502.4 Special Conditions for 24/7 Travel

"Darkness" as defined in the CVC Section 280. Unless the face of the permit states "No Night Travel" the following policies shall apply:

Travel on "Yellow Routes"

Without a Pilot Car

- Travel is authorized 24/7.

With a Pilot Car

- All permit vehicles/loads are authorized travel 24/7 until the loaded width exceeds 16' 0". When the loaded width exceeds 16' 0" on Yellow routes, the vehicle/load will be escorted by the CHP. The CHP in coordination with the DTAMs will determine hours of travel.

Travel on "Green Routes"

Without a Pilot Car

- Travel is authorized 24/7.

With a Pilot Car

- Daylight hours, including Weekends: All permit vehicles/loads are authorized travel until the loaded width exceeds 15' 0". When the loaded width exceeds 15' 0" on Green routes, the vehicle/load will be escorted by the CHP. The CHP in coordination with the DTAMs will determine hours of travel.
- Hours of Darkness, including Weekends: All permit vehicles/loads are authorized travel during hours of darkness until the loaded width exceeds 14' 0". When the loaded width exceeds 14' 0", travel during hours of darkness is not authorized.

Travel on "Blue and Brown Routes"

Without a Pilot Car

- Travel is authorized 24/7.

With a Pilot Car

- Daylight hours, excluding Weekends: All permit vehicles/loads are authorized travel until the loaded width exceeds 15' 0". When the loaded width exceeds 15' 0" on Blue and Brown routes, the vehicle/load will be escorted by the CHP. The CHP in coordination with the DTAMs will determine hours of travel.
- Hours of Darkness: Travel during hours of darkness is not authorized.
- Weekend Travel: Travel is authorized on Saturday and Sunday from one-half hour prior to sunrise to 12 noon.

Travel on "Red Routes"

- Operational restriction, consult the "Red Route Summary Table" for travel restrictions.

Applicant's Responsibilities

- Local Traffic Conditions: In the urban areas of San Diego, Los Angeles, San Francisco, and Sacramento, curfew conditions shall apply as indicated on the curfew maps when the loaded width exceeds 10' 0".
- Pilot Car Maps for California: If a pilot car(s) is required for an Annual Transportation Permit, then it is a condition of the permit that the driver has in his or her possession a color-coded copy of the required Pilot Car Maps. The driver will present this copy to any

law enforcement officer or Department of Transportation employee upon request.

502.5 Special Conditions for Holiday Travel

Vehicles Prohibited from Travel:

Vehicles traveling on a state highway under a transportation permit, only when required to be escorted by a pilot car, are prohibited from travel as detailed below.

This prohibition shall apply to the following Holidays:

New Year's Day (January 1st)

Presidents Day (3rd Monday in February)

Memorial Day (last Monday in May)

Independence Day (4th of July)

Labor Day (1st Monday in September)

Thanksgiving Day (4th Thursday in November)

Christmas Day (December 25th)

Holiday Travel Restriction Rule:

From 4:00 PM to 12:00 AM (midnight) the day before the Holiday and from 12:00 PM (noon) to 12:00 AM (midnight) on the Holiday or days of the Holiday weekend.

Times when travel is allowed:

Travel is authorized, subject to 24/7 Policy, from 12:00 AM (midnight) or sunrise to 12:00 PM (noon) during any of the prohibited days or times listed below.

Examples of times when travel is prohibited:

- Three-day weekend with Friday Off: Travel is prohibited from 4:00 PM on the Thursday before the Holiday to 12:00 AM (midnight), Friday from 12:00 PM (noon) to 12:00 AM (midnight), Saturday from 12:00 PM (noon) to 12:00 AM (midnight), Sunday from 12:00 PM (noon) to 12:00 AM (midnight).
- Three-day weekend with Monday Off: Travel is prohibited from 4:00 PM on the Friday before the Holiday to 12:00 AM (midnight), Saturday from 12:00 PM (noon) to 12:00 AM (midnight), Sunday from 12:00 PM (noon) to 12:00 AM (midnight), Monday from 12:00 PM (noon) to 12:00 AM (midnight).
- Thanksgiving Day Holiday: Travel is prohibited from 4:00 PM on the Wednesday before the Holiday to 12:00 AM (midnight), Thursday from 12:00 PM (noon) to 12:00 AM

(midnight), Friday from 12:00 PM (noon) to 12:00 AM (midnight), Saturday from 12:00 PM (noon) to 12:00 AM (midnight), Sunday from 12:00 PM (noon) to 12:00 AM (midnight).

- Weekday Holiday: Travel is prohibited from 4:00 PM the day before the Holiday to 12:00 AM (midnight) and from 12:00 PM (noon) on the day of the Holiday to 12:00 AM (midnight).
- Holiday is observed on Saturday or Sunday and neither Friday nor Monday is designated as a Non-working day: 24/7 Conditions shall apply.

502.6 Pilot Car Requirements

Pilot car(s) shall be required for the following conditions:

- If the front overhang of a load exceeds 25'0" when measured from the front bumper or, if there is no front bumper, from the front of the front tires.
- If the boom or mast of a crane, drill rig or other fixed load vehicle exceeds 25'0" when measured from the front bumper or, if there is no front bumper, from the front of the front tire.

All truck cranes, regardless of the inspection date, and only those drill rigs and other fixed-load vehicles that have been inspected on or before Oct. 1, 1990, and have a current inspection report on file may exceed legal front overhang, but not to exceed a maximum of 30'0" measured from the front of the front tire.

- If the rear load projection exceeds 25'0" when measured from the last means of support to the end of the load.
- If the rear overhang of any fixed driven or towed vehicle exceeds 30'0" when measured from the centerline of the last axle of the support vehicle to the last hard metal.
- If the unsupported rear-boom overhang of truck crane exceeds 30'0" when measured from the last means of support to the last hard metal.
- If load width exceeds lane width and, if because of length and/or width, the load and/or vehicle will encroach into adjacent lanes. This assessment will be based on an analysis of the lane width and/or alignment of the roadway. The assessment will be based on the classification of highway.
- It shall be the responsibility of the permittee to assure that the pilot-car operators are briefed as to their duties prior to movement. Failure of the pilot car operator to comply with the terms of the permit or these regulations will be considered a violation of the terms of the permit. It is the responsibility of the pilot-car operator to assure that the pilot car is properly equipped as required by the California Vehicle Code.

- The legend provides further information on whether one or two pilot cars are required when specific load dimensions are met. The legend provides route color and symbology definitions pertaining to all maps.

Table 1 - Pilot Car Requirements Legend

Route Class	Width							Pilot Req'd for Length	Pilot Req'd for Overhang	Special Notes
	>10'0"-11'0"	>11'0"-12'0"	>12'0"-13'0"	>13'0"-14'0"	>14'0"-15'0"	>15'0"-16'0"	>16'0"			
Yellow	None	None	1 pilot car	1 pilot car	1 pilot car	2 pilot cars	CHP	>120'0"	>25'0"	See Note 1
Green	None	None	1 pilot car	1 pilot car	2 pilot cars	CHP	CHP	>120'0"	>25'0"	See Note 1
Blue	None	1 pilot car	1 pilot car	2 pilot cars	2 pilot cars	CHP	CHP	>100'0"	>25'0"	See Note 2
Brown	1 pilot car	1 pilot car	2 pilot cars	2 pilot cars	2 pilot cars	CHP	CHP	>85'0"	>25'0"	See Note 2
Red	Operational Restriction - See "Red Route Summary Table" for details.									
Dashed	On dashed routes, pilot car is required when KPRA exceeds 38' 0" (See Notes 1 & 2)									

Note 1: Until the width exceeds 15' 0", the maximum number of pilot cars is one (1) on a yellow route.

Note 2: The maximum number of pilot cars is two (2) on yellow, green, blue, and brown routes.

Legend	
Req'd	Required
>	Greater than
CHP	CHP escort required

Table 2 - CHP Escort Table

Route Class	Width	Length	Height	Notes
Yellow	>16'0"	>185'0"	N/A	CHP Escort is required when: 1) Opposing lanes are used. 2) Slowing to cross structures(s).
Green	>15'0"	>185'0"	N/A	
Blue	>15'0"	>135'0"	=17'0"	
Brown	>15'0"	>135'0"	=17'0"	
Red	Operational Restriction - See "Red Route Summary Table" for details.			

502.6.1 Single Trip Pilot Car Maps

The single trip pilot car maps serve as a visual guide for determining how many pilot cars are required for a given oversized load when traveling on the California State highways. The maps are separated by Caltrans district, starting with District 1 and ending with District 12, and [available on the Caltrans website for download and print](#). Pilot car requirements vary by route and are represented in five distinct colors (from least to most restrictive): yellow, green, blue, brown, and red.

502.6.2 Annual Pilot Car Maps

Like the single trip pilot car maps, annual pilot car maps serve as a guide for determining how many pilot cars are required when traveling on the California State Highways System with either a California or Surface Transportation Assistance Act (STAA) annual permit of a certain weight class. The maps are separated by California Legal or STAA setup, weight class, and finally

Caltrans district. The annual pilot car maps are [available on the Caltrans website for download and print](#). Each type of annual permit has its own pilot car requirements governed by color and route restrictions.

502.6.3 Special Conditions for Loads and/or Vehicles Escorted by Pilot Car(s)

502.6.3.1 Responsibility

- Pilot cars shall maintain communications with the escorted load via two-way radio communication device.
- Pilot cars shall maintain a safe distance from the escorted vehicle to allow both passing and warning for other traffic.
- Pilot cars shall accompany the escorted vehicle over all operational CHP scale and inspection facilities.

502.6.3.2 Location

- When one pilot car is required, the pilot car shall precede the escorted vehicle on two (one lane in each direction) or three-lane conventional roads (as indicated on pilot car maps for brown, blue and green routes).
- When one pilot car is required, the pilot car shall follow the escorted vehicle on conventional highways having four or more lanes, divided highways, and freeways.
- When a pilot car is required for rear overhang (i.e., more than 25' 0"), the pilot car shall follow the escorted vehicle on all routes.
- The maximum number of pilot cars, on yellow routes, is one until width exceeds 15'0".
- When two pilot cars are required, one pilot car precedes, and the other follows the escorted vehicle.
- Pilot cars shall remain to the right of the centerline of the roadway at all times.

502.6.3.3 Regulations

Failure to comply with all regulations under law renders the vehicle and/or load out of service until all necessary repairs or additional equipment is obtained to meet said requirements. Regulations related to pilot cars and equipment include, but are not limited to the following:

- CVC 472
- CVC 24003
- CVC 25270

- CVC 27904
- CVC 27904.5
- CVC 28100
- CVC 28101
- CVC 28102
- CVC 28103
- CVC 35252
- CVC 35783.5
- CVC 35784(e)

502.6.3.4 Restrictions

- It is unauthorized for a pilot car to stop, pre-empt, or impede opposing traffic.
- It is unauthorized for a pilot car to tow another vehicle while escorting a load unless it is specifically stated on the face of the transportation permit or permit rider.
- It is unauthorized for pilot cars to escort more than one vehicle and/or load at one time unless specified on the face of the transportation permit or permit rider.
- It is unauthorized to display STOP/SLOW sign paddles from the window of a moving vehicle.

502.7 Flaggers

Under normal permit conditions, flaggers shall not be used to stop or control traffic. When necessary to post a flagger in order to warn and direct traffic, the flagging shall be done in accordance with the California Code of Regulations, Title 8 Industrial Relations (CCR Title 8), Division of Occupational Safety and Health (Cal/OSHA) and Construction Safety Orders and Caltrans “California Manual on Uniform Traffic Control Devices”. Flaggers shall be not less than 18 years of age.

502.8 Weather Restrictions

Movement of extralegal vehicles and/or loads will be restricted during inclement weather when visibility is restricted to less than 1,000 feet (304.8 meters). Movement is prohibited when road surfaces are hazardous due to rain, ice, snow or frost, or when use of tire chains is mandatory.

Any crash caused by excessive wind or weather conditions shall be considered a prima facie violation of this condition. It is the permittee’s responsibility to check current highway

conditions before traveling on the road. Please visit [the Caltrans website for the latest highway conditions](#) or call 1-800-427-7623 (1-800-GASROAD).

502.9 Warning Signs

All loads and/or vehicles being moved on State highways that exceed 8'-6" in width, 80'-0" in length, or more than 10'-0" of overhang shall display appropriate warning signs.

Signs shall be posted on front and rear and shall read "LONG LOAD" or "OVERSIZE." The "LONG LOAD" sign shall be used whenever the overall length exceeds 100 feet. The "OVERSIZE" sign shall be used for shorter lengths and other oversized features. The more definitive signs reading "WIDE LOAD," "LONG LOAD," "OVERSIZE LOAD," "EXCESSIVE FRONT OVERHANG" or "EXCESSIVE REAR OVERHANG" may be substituted for the "OVERSIZE" sign when appropriate. The "LONG LOAD" sign shall have preference when length exceeds 100-feet and other oversize features exist. The lettering shall be a 10-inch minimum height with a 1-5/8-inch minimum brush stroke and a minimum 1-inch margin all around. All signs shall be black letters on a yellow background, mounted at least 18 inches above the road surface front and rear. Signs shall be neat, clean, legible, mounted securely and visible from straight ahead or behind and to 45 degrees on either side thereof.

502.10 Horizontal Clearances

Some lane widths have been reduced below the standard lane width by restriping. In order to ensure safety and unnecessary obstructions of traffic, the Caltrans Transportation Permits Office shall review and apply these clearances if required when issuing transportation permits.

502.11 Weekly Short-Term Restrictions Update for Annual Permit Holders

A list of short-term restrictions and closures on state routes is published weekly. It is the responsibility of the permit holder and the operator of the extra-legal vehicle/load to check this list to see if any additional restrictions have been added to the authorized route before beginning each trip. Please visit [the Caltrans Transportation Permits homepage](#) to get the most recent weekly restriction list. The permit holders can also verify vertical restrictions by using a vertical clearance measuring device authorized by California Vehicle Code Section 35252.

Relinquished route segments are included in the list of short-term restrictions. If applicable, the permit holders must obtain local transportation permits as required by local laws, rules, and regulations.

All annual and repetitive permit holders are required to obtain the list of short-term restrictions and to carry and display (printed or electronic version) with their permit during all moves. For questions regarding these Restrictions, please contact the Caltrans Transportation Permits Office at (916) 917-3795.

Note: All travel on red routes is prohibited with an annual permit – a single trip permit is required.

503 California Truck Network Maps

The color-coded “California Truck Network Map” for State highways is the official source for truck route information. California Truck Network Map consists of California Legal Route (black route), National Network (STAA green route), Terminal Access (STAA blue route), California Legal Advisory Route (yellow route), Special Restrictions Route (red route) and other information. Please visit [the Caltrans Legal Truck Access website](#) for more details.

The [Caltrans QuickMap web page](#) presents several types of real-time traffic information layered on a Google Map. The information includes traffic speed, lane and road closures due to construction and maintenance activities, incident reports, Changeable Message Sign (CMS) content, camera snapshots, and active chain control requirements, as well as California Truck Network Map.

503.1 California Legal Trucks

California Legal trucks (black trucks) can travel on STAA Routes (green and blue routes), California Legal Routes (black routes), and Advisory Routes (yellow routes). California Legal trucks have access to the entire State highway system except where prohibited (Special Restrictions Routes (red routes)).

For a graphic illustration of the length dimensions of California Legal vehicles (black truck) with both single trailers and doubles, please [view the Truck Map Legend](#) under the Legal Truck Access web page in the Caltrans website.

503.2 Surface Transportation Assistance Act (STAA)

The Federal Surface Transportation Assistance Act of 1982 as implemented in California Vehicle Code (CVC) Section 35401.5 allows on a federally designated system of highways and on access routes that are signed by Caltrans or local authorities the use of semitrailers up to 48 feet in length without kingpin restrictions. The use of semitrailers up to 53 feet in length may be used on the system if the kingpin to the center of the rear axle is not greater than 40 feet for multi-axle or 38 feet for single axle and with an unlimited combination length.

The STAA Network allows the “interstate” STAA trucks (green trucks) to travel on STAA Routes (green and blue routes). The STAA Network consists of the National Network (green routes, primarily interstates) and Terminal Access routes (blue, primarily State routes).

For a graphic illustration of the length dimensions of STAA vehicles (green truck) with both single trailers and doubles, please [view the Truck Map Legend](#) under the Legal Truck Access webpage in the Caltrans website. See Chapter 8 Glossary for definition of STAA Vehicles.

Caltrans will not permit movement of STAA trucks exceeding the legal kingpin to rear axle dimension on non-STAA routes unless the load justifies their use.

If the load justifies the use of equipment, STAA tractor/trailer setups are allowed to make deliveries or pick up loads into and out of CA legal routes (with origin or destination in a non-

STAA route), e.g., it is a non-reducible load with no other transport options available or no other route available. Non-STAA routes are not to be used for short cuts. Through moves of STAA trucks on CA Legal Routes, or other non-STAA routes with KPRA restriction, are not allowed.

See TPM Chapter 1 Section 111 and Chapter 8 Non-Qualifying Load, Unladen Extralegal Semi-trailer for more information.