



Land of Cheese, Trees and Ocean Breeze

**TILLAMOOK COUNTY
PUBLIC WORKS DEPARTMENT**

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TDD-NONVOICE
Oregon Relay Service

January 6, 2004

TO: Oversize Load Haulers

FROM: Aaron D. Suko, P.E., Director of Public Works

RE: Policy for Oversize Load Rolling Stops on Tillamook
County Roads

GENERAL

Tillamook County has various major roads with narrow surface widths that require special consideration prior to allowing oversize loads to traverse them. This policy is meant to outline the arterial and collector roads that require that special consideration.

In general, as with ODOT, Tillamook County applies the standards of the Manual on Uniform Traffic Control Devices (MUTCD) to any road closures due to oversize load hauling on County Roads. A copy of that policy is attached (as handed out by ODOT). It is titled "Single-Lane Closure". However, if the roadway does not allow passing of the oversize load, traffic may be temporarily halted consistent with the handout policy details.

We recognize that there are reasonable exceptions that can be made by the County to the above policy. Such possible exceptions relate to certain types of oversize loads on selected County Roads. Where specifically authorized by the County, the Mobile and Short-Duration Operations section of the Part VI of the MUTCD may apply (also referred to as ODOT Traffic Control Option #2, Moving Operations).

SPECIFICS

In summary, the Mobile and Short-Duration Operations section is applicable in the following circumstances:

- It is specifically authorized by the County Road Department through the ODOT issued permit.
- The oversize load in question is moving over route(s) identified in the attached road list.
- Road locations on this list are those that do not allow visibility through the width restriction to view oncoming traffic and where an oversize load effectively blocks the entire roadway.
- At each end of the road restriction areas identified on the attached list there are County signs at the traffic halt points. *See below regarding missing signs.*
- Three pilot vehicles are required:
 1. Two Pilot cars will operate in front of the oversize load:
 - a. The lead Pilot Car, equipped with a stop ahead sign, will warn oncoming traffic of an approaching load and the prospect of traffic delays ahead.
 - b. The second Pilot Car will stop oncoming traffic while the wide load is moving through the road restriction area.
 2. The third Pilot Car will operate behind the wide load, primarily to warn of slower traffic ahead and to keep traffic from passing the wide load in the road restriction area.
- All permittees are **required to conduct a reconnaissance of the requested route(s)** prior to the oversize load navigating the route. This can not be over emphasized as routes may include narrow 90 degree turns requiring only experienced drivers.
- If a sign is not present or visible (such as due to vandalism), the permittee is still required to stop/warn at the required locations. If a posted sign is not present, the permittee shall notify the Road Department office after the trip (see letterhead).
- If the oversize hauling permittee chooses to not conform to the above Mobile and Short-Duration Operations, they must comply with the policy titled, "Single-Lane Closures" from ODOT.
- **Tillamook County requires (at a minimum) that the second pilot car person that is actually stopping traffic be certified in accordance the requirements of ODOT's rolling stop program.**
- Oversize loads less than the applicable size listed on the spreadsheet (load width less than 14 feet), may still have

County trip requirements (i.e. not specifically this Rolling Stop Policy).

- There may be other trip requirements specified by the County for loads between 9 and 14 feet wide (i.e. front/rear pilots during the entire load trip, overhead line conflicts, etc.).
- Oversize loads will use turnouts when available.

Enclosures: Road List for Rolling Stop Policy Use
 Single-Lane Closures Handout
 Roadside Stop Signing/Typical Restricted Area

cc: File

**TILLAMOOK COUNTY ROAD LOCATIONS AUTHORIZED FOR
MOBILE AND SHORT DURATIONS OPERATIONS**

ROAD NAME	MILEPOST STOP POINTS (indicated by signs)	MEASUREMENT REFERENCE	APPLICABLE RESTRICTIONS	COMMENTS
Foss Road	1.8, 4.1, 6.7	From Miami-Foley Rd	Load width 14 ft or greater	Intermediate points to let traffic pass at Mileposts 1.8 & 4.1
Miami-Foley Road	1.3, 2.8, 5.0, 11.0	From Hwy 101	Load width 14 ft or greater	Intermediate points to let traffic pass at Mileposts 1.1, 2.6 & 3.7
North Fork Road	1.1, 2.6, 3.7, 4.8	From Hwy 101	Load width 14 ft or greater	Intermediate points to let traffic pass at Mileposts 1.1, 2.6 & 3.7
Bay Ocean Road	1.5, 3.6, 5.3, 5.9	From Hwy 131	Load width 14 ft or greater	Intermediate points to let traffic pass at Mileposts 1.5, 3.6 & 5.3
Burton-Fraser Road	0.0, 2.2	From Hwy 131 to Tillamook River Rd	Load width 14 ft or greater	
Tillamook River Road	0.0, 1.2	From Hwy 101 NW to Ekloff Rd	Load width 14 ft or greater	
Trask River Road	0.0, 1.5, 4.5, 6.2, 7.7, 9.4, 11.8, 12.8	From Third Street	Load width 14 ft or greater	
Blaine Road (Upper Nestucca)	5.0, 7.4, 9.2, 10.8	From Beaver/Hwy 101	Load width 14 ft or greater	Intermediate points to let traffic pass at Mileposts 7.4 & 9.1
Resort Drive	0.0, 2.8	From Hwy 101 to Pacific City	Load width 14 ft or greater	
Sandlake Road	0.0, 2.3, 3.4, 4.3	From Hwy 101	Load width 14 ft or greater	Intermediate points to let traffic pass at Mileposts 1.0, 2.2 & 3.4

1st Pilot Car warns oncoming traffic of need to stop ahead
 2nd Pilot Car stops oncoming vehicles at County designated traffic halt points
 3rd Pilot Car moves behind moving oversized load

Intermediate stop points are discretionary if the hauler plans to move through the entire road restriction area without intermediate stops

Operators should avoid school bus hours of operation: 7-8am and 3-4pm Monday-Friday (Sept thru May)

Over 16 feet wide loads may have additional County requirements

Single-Lane Closures (Diagram #9)

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

1. Except for short interruptions such as to allow work vehicles to enter or leave the work area, continuous one way traffic is maintained.
2. Flaggers shown at stations I and III are required if any of the following conditions exist:
 - a. Night Operations
 - b. Work area over 200 feet in length.
 - c. Sight distance is less than 750 feet from position II.
 - d. Heavy traffic (ADT over 1200).
3. Only one flagger at position II is required if none of the above conditions exist.
4. On low volume roads, Diagram No. 12 may be used.
5. For work zones with limited sight distance, a pilot car should be considered.

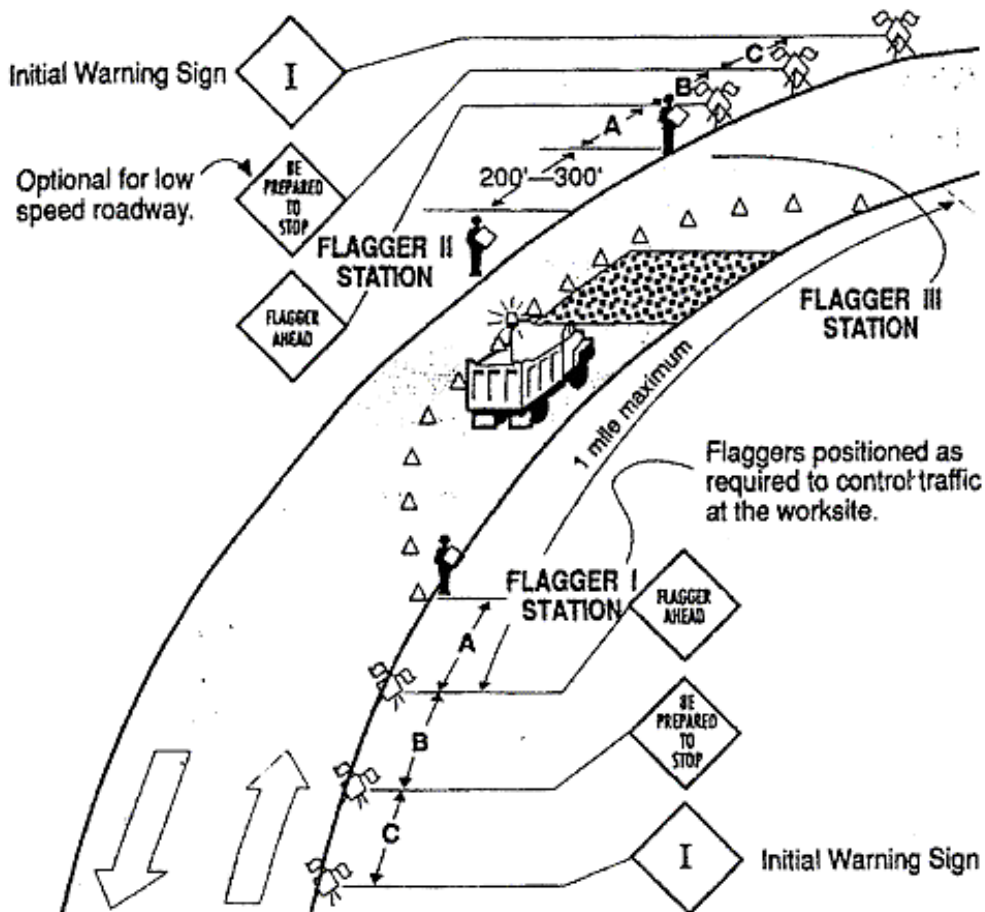


Diagram No. 9 — Single-Lane Closure

** AS DESCRIBED IN O.D.O.T. SHORT TERM TRAFFIC CONTROL HANDBOOK (1997)

Signs

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

Placement:

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

Choosing Signs:

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

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

To keep the road users' respect and maintain credibility:

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

***Inaccurate signing is the number one concern of motorists with work zones.**

Sign Spacing

Standard Sign Spacing Applications:

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

Sign Spacing Table

Warning signs are spaced as shown in the following table

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

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

Sign Spacing Table

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

URBAN - Non-freeway with characteristics of a city street.
Speeds normally 35 mph or less.

STANDARD - Non-freeway, essentially open roadway without urban characteristics.

FREEWAY - Divided highway with access control.

The standard size for the diamond shape advance work warning sign is 36 inches by 36 inches except that on freeways the standard size is 48 inches by 48 inches. These sign dimensions are standard which may be increased wherever necessary for legibility or emphasis. Smaller signs may be used if authorized by lawful authority.

Advance warning signs on portable supports shall have two orange or red-orange flags which are at least 16 inches square mounted above the sign. Flags shall be mounted so that the entire legend is visible.

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

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

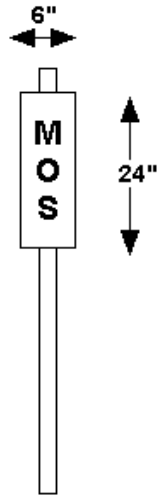
A distance may be substituted for AHEAD on any warning sign.

Use accurate signs to indicate work being performed.

Cover, turn or remove the BE PREPARED TO STOP and the FLAGGER AHEAD signs when the flagger is not present.

**TILLAMOOK COUNTY
MOBILE OPERATIONS SIGN
FOR STOP LOCATIONS FOR ONCOMING TRAFFIC**

Sign has white face with black lettering located off the road shoulders on the right side of the road facing the roadway.



TRAFFIC CONTROL POINTS FOR TYPICAL WIDTH RESTRICTION AREA

