# Disclaimer

This book is posted online as a convenience to customers who want a printable document showing statewide highways used for oversize/ overweight permitting. This book was accurate at the time of publication in February 2019, but does not include changes since then. Any use of this book is at the user's own risk. **Neither the Texas Department of Motor Vehicles nor the State of Texas** is responsible for any injury, damage, liability, etc., resulting from your use of this book.

Restrictions are maintained

daily within the Texas Permitting and Routing Optimization System (TxPROS) online at:

http://TxPROS.TxDMV.gov

A list of all restrictions used by TxPROS for routing can be viewed at http://TxDMV.gov/motorcarriers/permit-restrictions.

This book is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

# DISTRICT PERMIT MAPS



Motor Carrier Division

### TEXAS DEPARTMENT OF MOTOR VEHICLES

#### Motor Carrier Division

## CLEARANCE DIAGRAM DATA FOR THROUGH TRUSS BRIDGES

NO. HWY.		COUNTY	CONTROL	STRUCTURE	NAME OF STREAM ACTUAL CLEARANCE (SEE SKETCH)					
		••••	NO.	NO.	INTERSTATE HIGHWAYS	H-1	H-2	W	<b>W</b> – 1	W-2
1 2 4	IH 10 IH 10 IH 20	Bexar Kimble Parker	0025 0142 0314	011 035 006	Cibolo Creek (N.F.R.) Johnson Fork Cr. (N.F.R.)(W.B.) Brazos River (N.F.R.)	14′7" 14′3" 14′7"	15′8" 16′2" 15′11"	24′0" 23′9" 23′7"	25′2" 25′4" 24′9"	22′0" 21′4" 21′4"
10 11 19 20 22 28 32 34 37 38 39 42 44	BU 59 US 67 US 83 US 87 US 87 US 90 US 90 US 181 LP 111 US 190 US 190 US 281 US 281 SH 290	Wharton Somervell Collingsworth DeWitt Mason Colorado Uvalde Nueces Travis Jasper Lampasas Comal Palo Pinto Crockett	89 259 31 143 71 27 23 101 265 213 272 253 250 140	39 46 2 37 18 1 38 41 34 74 23 19 18 51	U.S. HIGHWAYS  Colorado River (S.B.) Brazos River Salt Fork of Red River (N.B.) Guadalupe River Llano River (S.B.) Colorado River Nueces River Corpus Christi Harbor Colorado River (S.B.) Neches River Colorado River Guadalupe River (S.B.) Brazos River Pecos River	15'8" 13'3" 16'2" 14'9" 15'8" 15'7" 17'0" 18'2" 14'7" 14'7" 14'46" 15'0"	15'8" 15'10" 16'12" 15'10" 15'8" 15'9" 19'17" 15'7" 15'5" 15'0"	19'10" 26'0" 23'6" 23'9" 22'0" 21'7" 21'8" 35'8" 24'0" 23'8" 24'0" 24'0"	21'0" 29'4" 27'1" 25'1" 23'0" 23'1" 22'10" 38'8" 25'0" 27'2" 27'0" 25'0" 25'1"	21'0" 19'4" 22'0" 25'1" 19'0" 23'1" 19'2" 35'8" 25'0" 21'0" 21'0" 18'2" 20'10"
17 53 54 64 66 67 69 71 72 78	SH 332 SH 16 SH 16 SH 63 BS 71 BS 71 SH 78 SH 82 SH 87 SH 203	Brazoria Llano Mills Newton Colorado Fayette Fannin Jefferson Jefferson Collingsworth	847 290 289 214 266 256 279 2367 306 230	2 23 40 5 43 38 19 1 15 6	STATE HIGHWAYS Brazos River Llano River Colorado River Sabine River Colorado River Colorado River Red River Intercoastal Waterway Neches River (S.B.) Salt Fork of Red River	16'0" 14'6" 12'6" 15'0" 15'7" 15'8" 17'8" 15'6"	16'0" 15'11" 15'8" 15'1" 15'8" 15'8" 15'8" 18'9" 15'6"	24'0" 24'0" 23'8" 21'10" 25'6" 25'7" 24'0" 31'1" 22'6" 24'0"	25'0" 25'4" 25'0" 23'1" 30'2" 25'0" 25'6" 27'1"	17'6" 21'0" 22'0" 19'8" 28'2" 25'0" 25'6" 19'11" 25'0"
83 88 89	FM 106 FM 601 FM 817	Cameron Shackelford Bell	630 107 15	3 12 60	FARM-TO-MARKET ROADS  Arroyo Colorado Hubbard Creek Leon River	18'0" 16'7" 15'11"	19′4" 16′7" 15′11"	25′10" 18′4" 24′0"	31′10" 18′4" 25′0"	28′10" 18′4" 25′0"
96	Lp 481	Kimble	142	31	LOOPS AND SPURS South Liano River	13′10"	16′3"	23′9"	25′4"	21′7"

### NOTICE

THE TEXAS DEPARTMENT OF MOTOR VEHICLES DOES NOT GUARANTEE ANY OVERHEAD STRUCTURE HEIGHT OR LOAD LIMITS ON THIS MAP. IT SHALL BE THE RESPONSIBILITY OF THE DRIVER OF THE VEHICLE TO CLEAR ALL OVERHEAD STRUCTURES AND NOT EXCEED THE POSTED WEIGHT LIMIT ON ALL HIGHWAYS AND BRIDGES. USE EXTREME CAUTION WHEN MOVING HIGH OR HEAVY LOADS.

### INSTRUCTIONS AND SUGGESTIONS FOR USE OF THE DISTRICT PERMIT MAP

The District Permit Map is designed as a tool to assist the Permit Specialist in routing loads in excess of the legal limits. This map shows known highways that are complete and open to traffic, and some highways that are proposed or under construction. The Permit Specialist shall always carefully check the District Permit Map when routing any permit load.

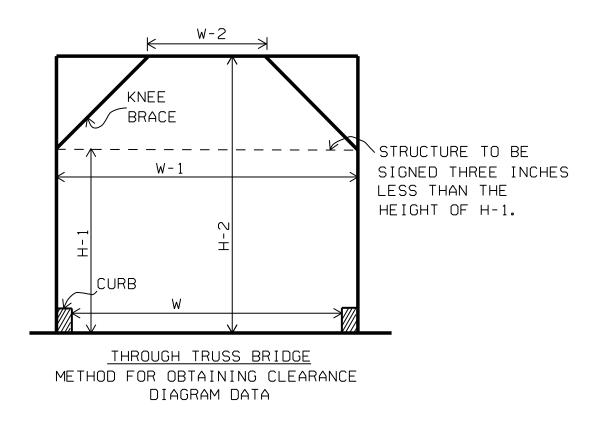
The information contained here-in is provided for reference only. In the event of any conflict, Highway Commission Minutes, load zone signing and clearance restriction signing will govern.

Within practical and reasonable limits this map book reflects conditions at the time of printing. Maps should be kept current as addenda are received. Within the limits of certain major metropolitan areas, such as Houston, Dallas, and Fort Worth, all of the existing vertical clearance restrictions are not shown because it is physically impossible to show all of them. It is suggested that all permit loads be routed around these cities in accordance with the existing restrictions for these cities. Permits issued for loads with an origin or destination in one of these cities should have a restriction on the face of the permit stating that the load must be escorted by the City Police Department.

Telephone lines, power lines and many other types of overhead obstructions are not shown in this map. These types of overhead restrictions are normally 17 feet or more in height; however, it is not uncommon for these lines to be lower than 17 feet. It is the responsiblilty of the applicant to investigate the proposed route before moving any overheight permit load.

Overheight permit loads shall be routed over routes capable of handling the specific height of the load. Overheight permit loads may be allowed to detour a vertical clearance lower in height than the load, provided the vertical clearance symbol on the map indicates that a detour is available. A detour is indicated as available by the presence of a red "d" next to the vertical clearance symbol. If a detour is not available, the overheight load shall be routed over a different route that is capable of handling the height of the load.

Overweight permit loads shall be routed on routes capable of carrying the specific load. All overweight loads shall use only the traffic lanes and no wheel loads shall be placed on the highway shoulders.



#### LEGEND

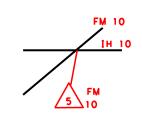
	OR TANDEM OAD	W	IDTH	VERTICAL CLEARANCE		
L	34,000	1	13′0"	<b>^</b>	12′0"	
0	32,000		orless		or less	
1	28,000	2	14′0"	$\triangle$	12′6"	
2	21,000	3	14′6"	2	13′0"	
3	17,500	4	15′0"	3	13′6"	
4	15,000	5	15′6"	4	14′0"	
5	12,500	<b>6</b>	16′0"	5	14′6"	
6	10,000	7	16′6"	6	15′0"	
7	7,500	8	17′0"	7	15′6"	
8	5,000	9	17′6"	8	16′0"	
9	2,500	$\langle \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \!$	NOTE	<u></u>	16'6"	
10	GROSS LOAD			10	17′0"	
	NOTE			<u></u>	17′6"	
	NOTE			12	18′0"	
THE VEH	ICLE MUCT DE			13	18′6"	
LEGAL (	ICLE MUST BE GROSS WEIGHT			14	19′0"	
	ROSSING ALL HT POSTED			15	19′6"	
	UCTURES			16	20′0"	
SEE CLEARANCE DIAGRAM						
GRADE SEPARATION OF UNUSUAL HEIGHT SHOWN AT SYMBOL						

LOAD ZONED TO 40,000 LBS. GROSS 12,000 LBS. AXLE

LOAD ZONED TO 58,420 LBS. GROSS 80,000 LBS. ROUTE

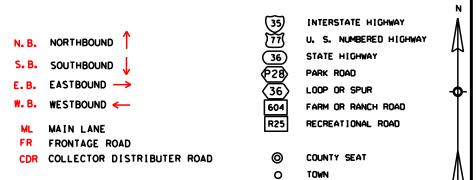
100,000 LBS. ROUTE FOR PERMIT LOADS UNDERPASS WITH 15'6" OR LESS VERTICAL CLEARANCE WITH DETOUR

THROUGH TRUSS BRIDGE WITH 5,000 LBS. AXLE LOAD, 14'0" WIDTH RESTRICTIONS.

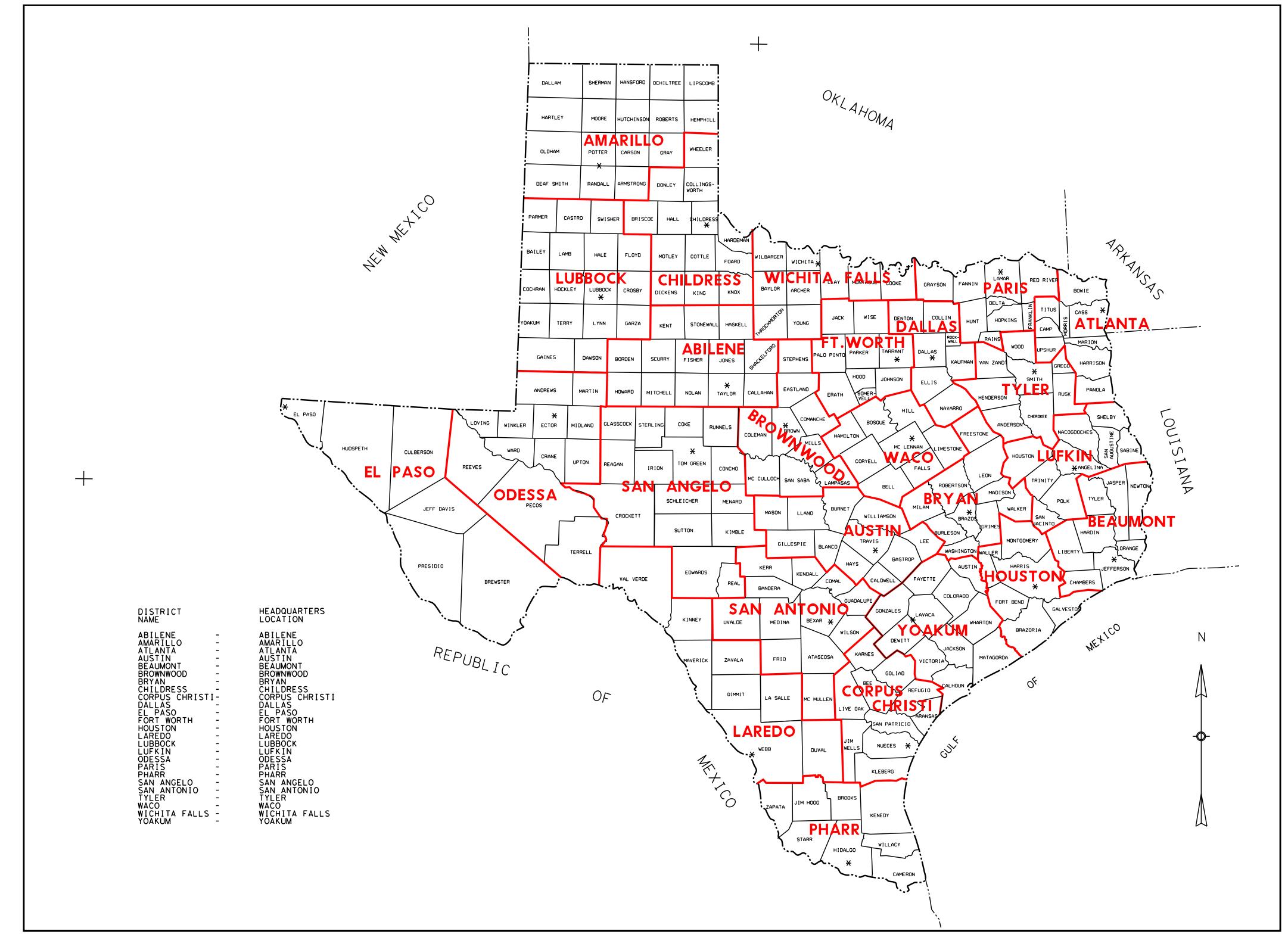


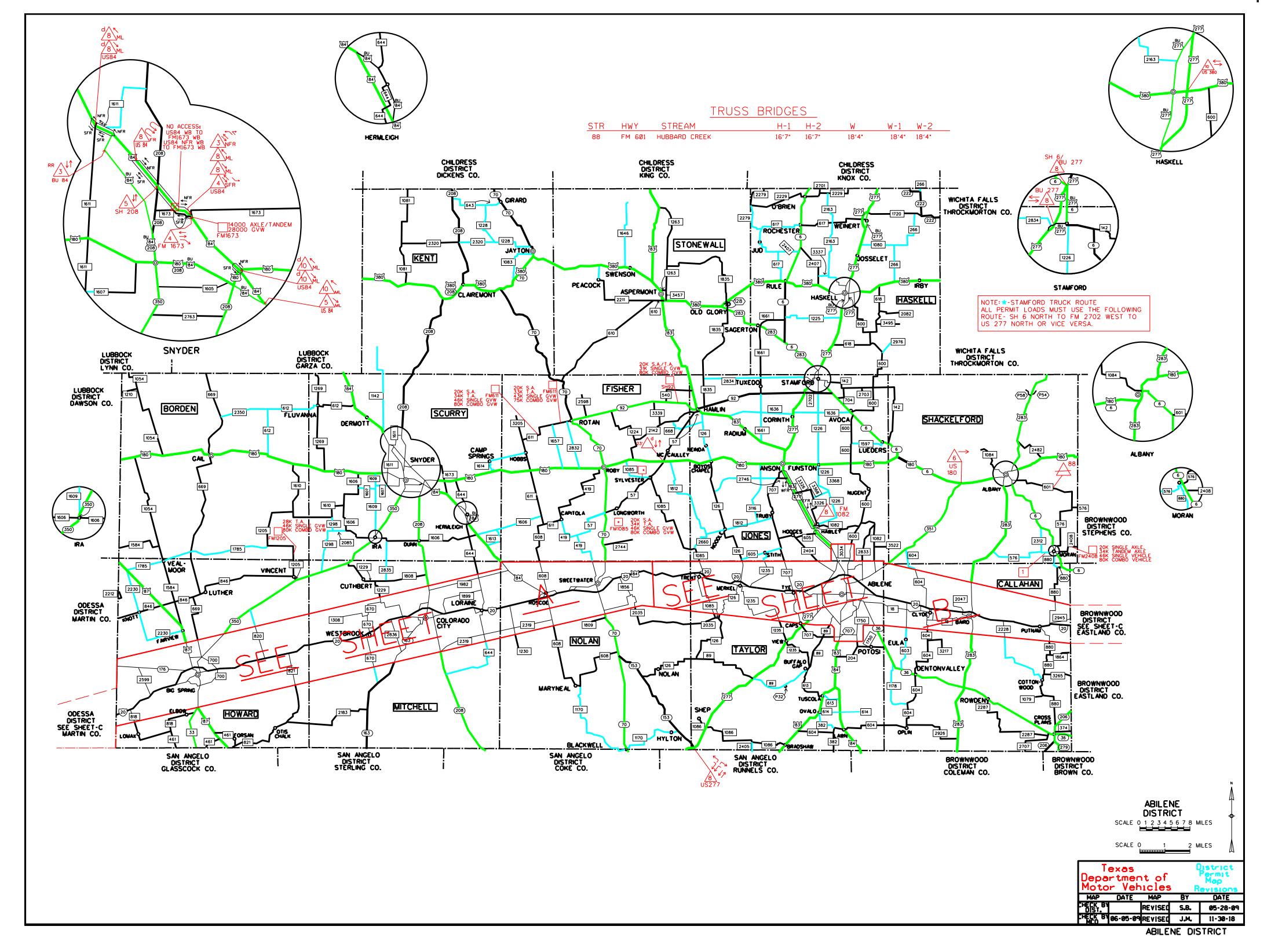
FM 10 UNDERPASSES IH 10. HIGHWAY NUMBER SHOWN BY SYMBOL INDICATES VERT. CLEARANCE ON FM 10. NO DETOUR AVAILABLE.

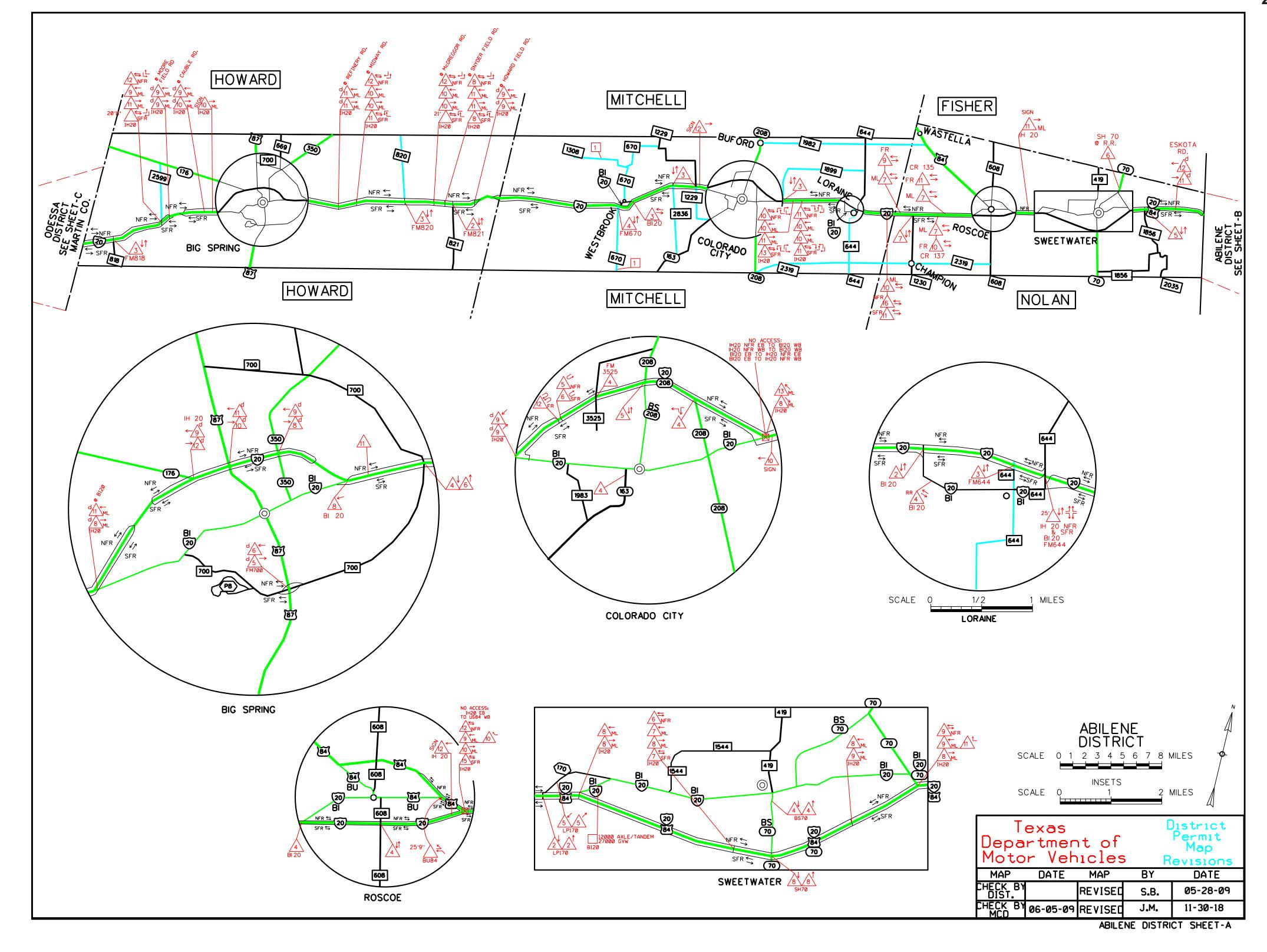
NOTE:
NO AXLE OR TANDEM LOAD EXCEEDING 8,000 LBS.
SHALL BE PERMITTED CLOSER THAN 8 FEET
TO THE MAXIMUM AXLE OR TANDEM LOAD FOR
ANY VEHICLE.

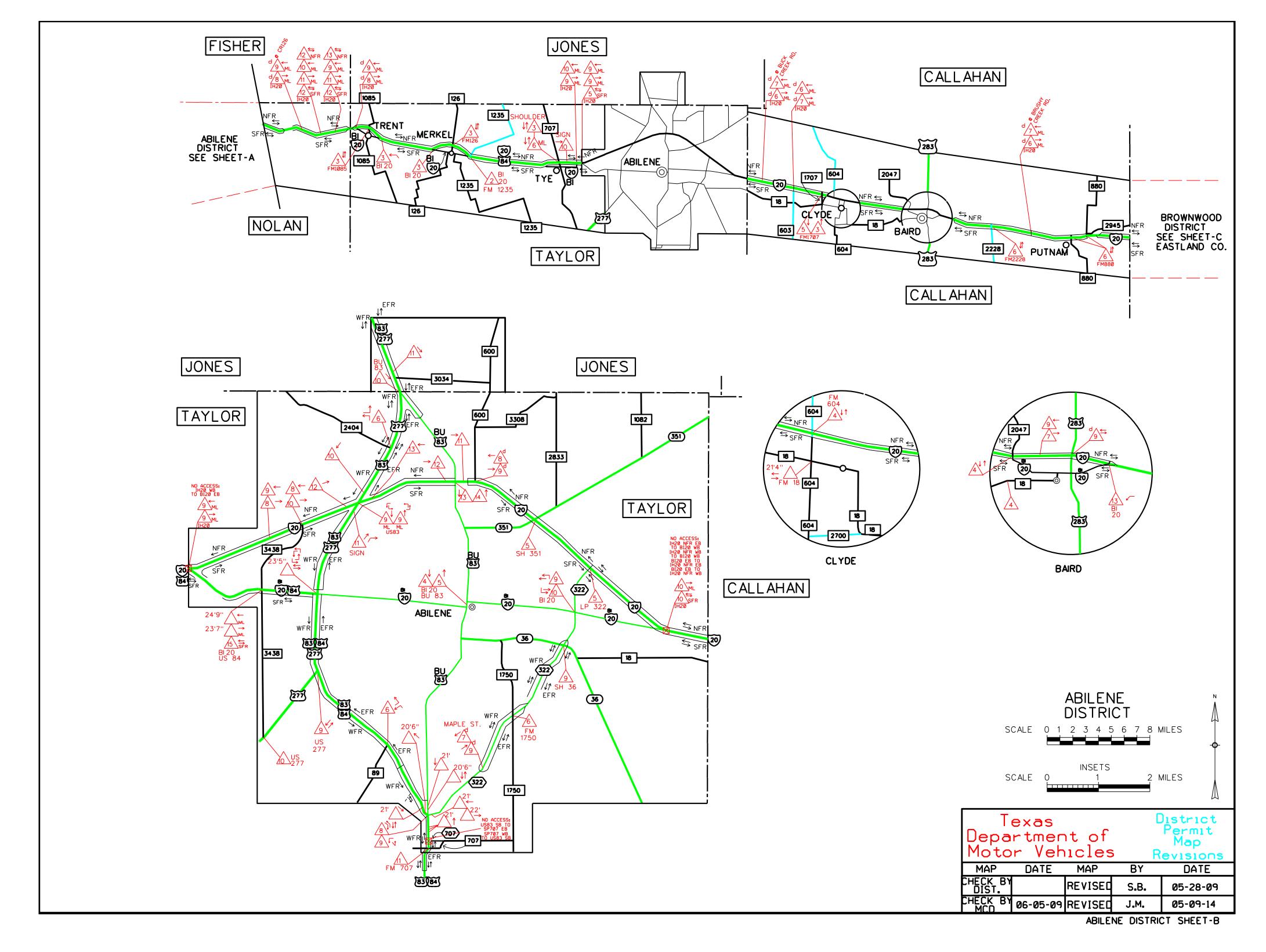


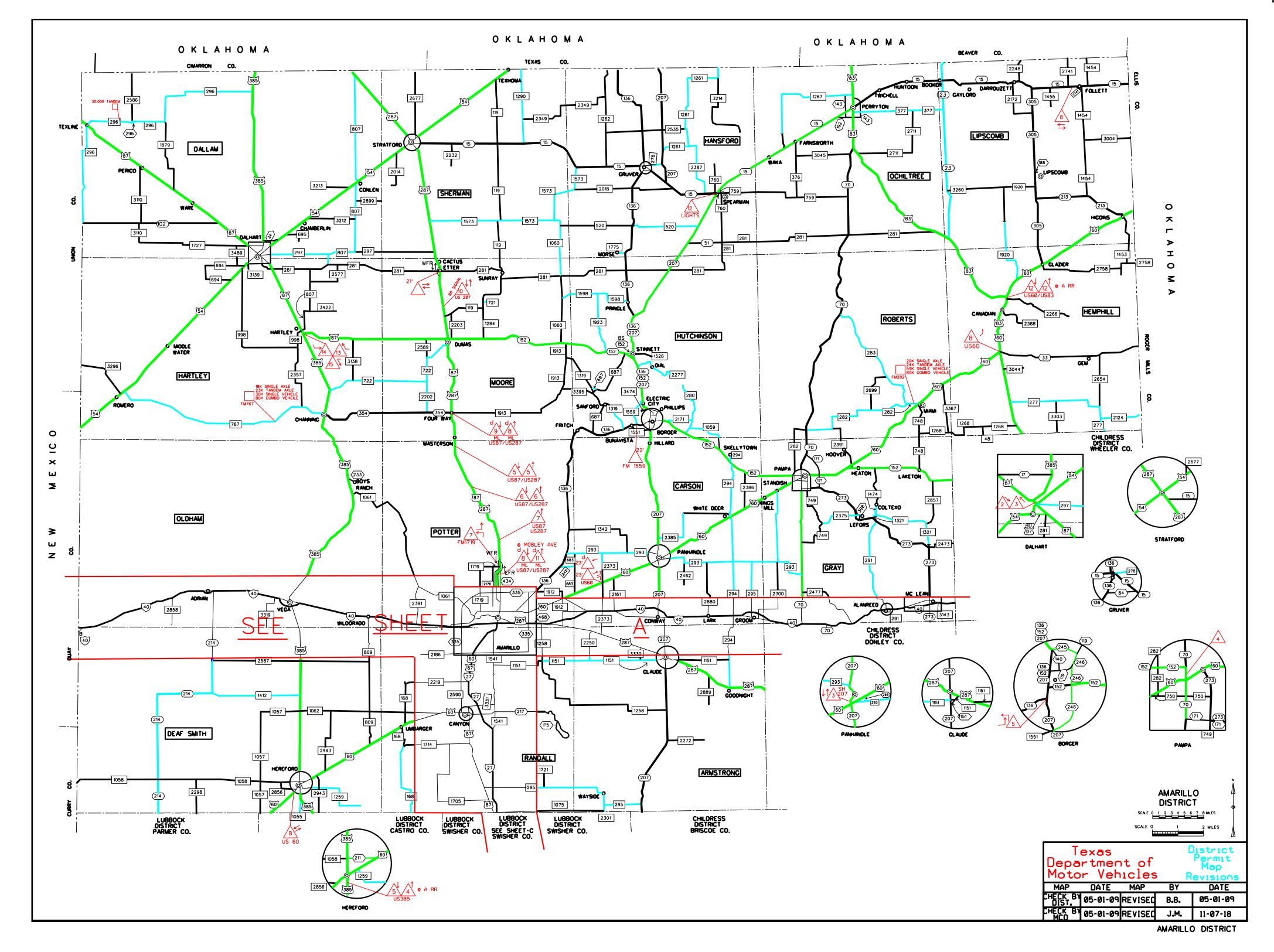
Te Depar Motor		District Permit Map Revisions			
MAP	DATE	MAP	BY	DATE	
CHECK BY		REVISED	J.M.	02-25-14	

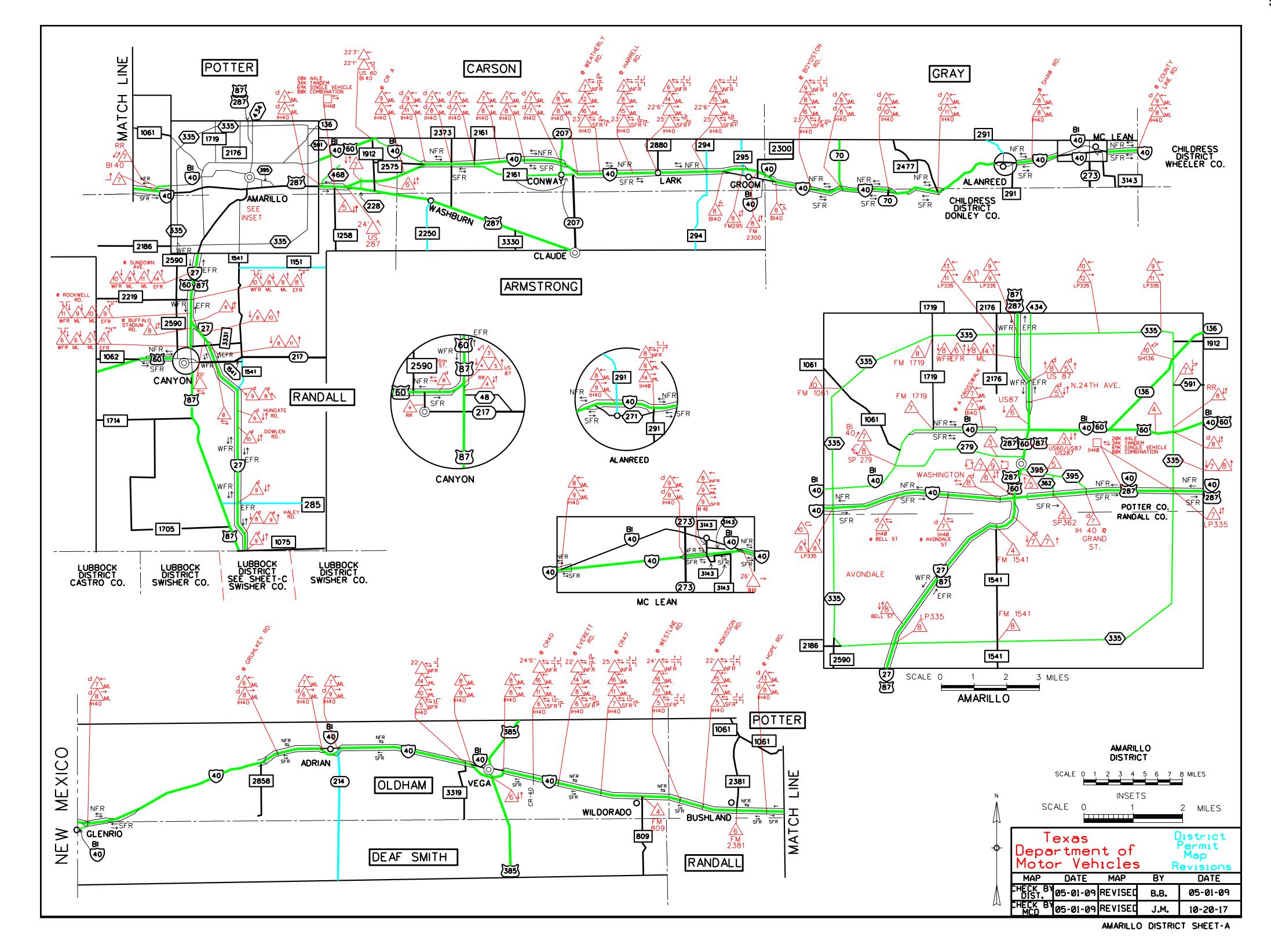


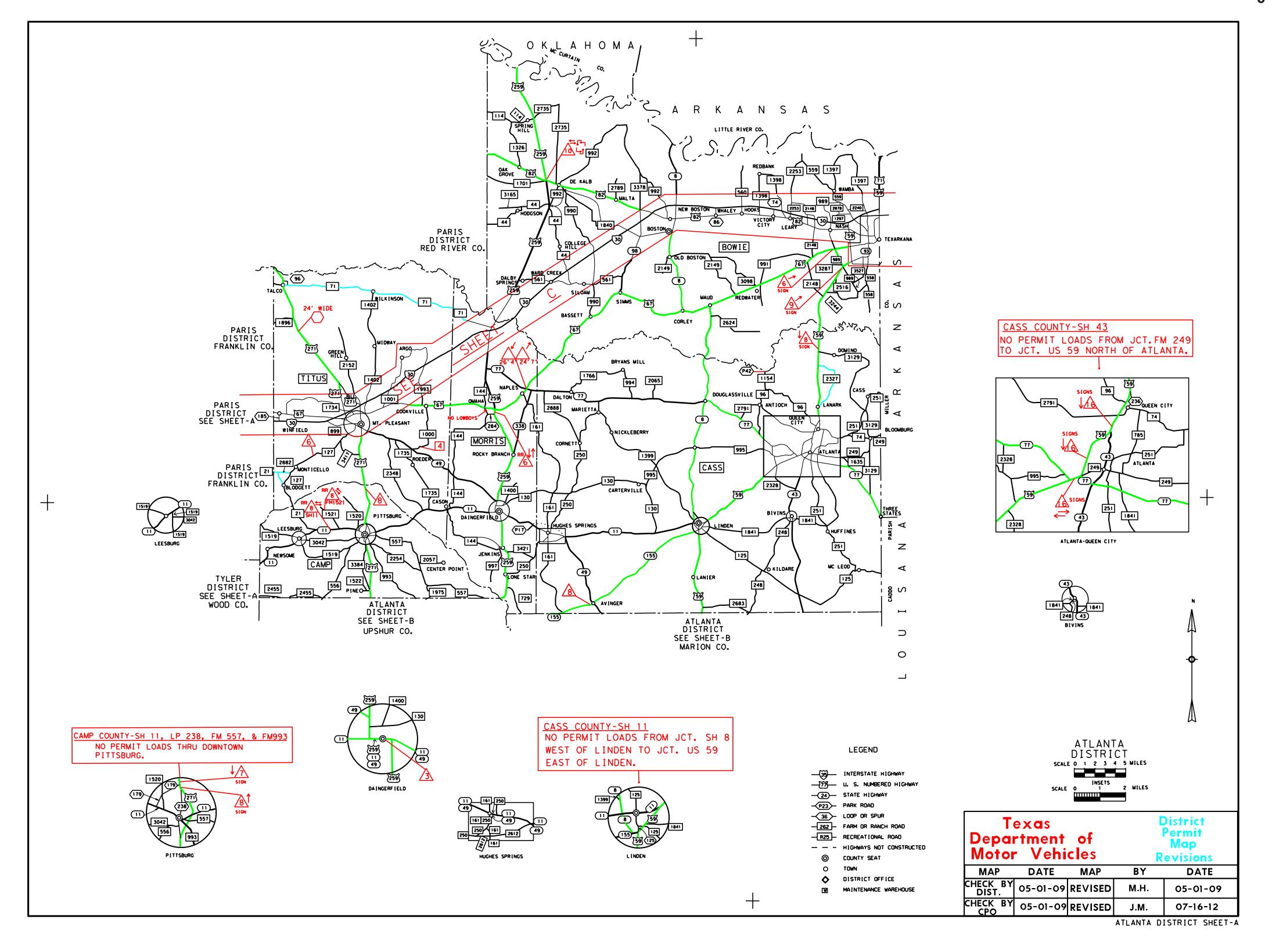


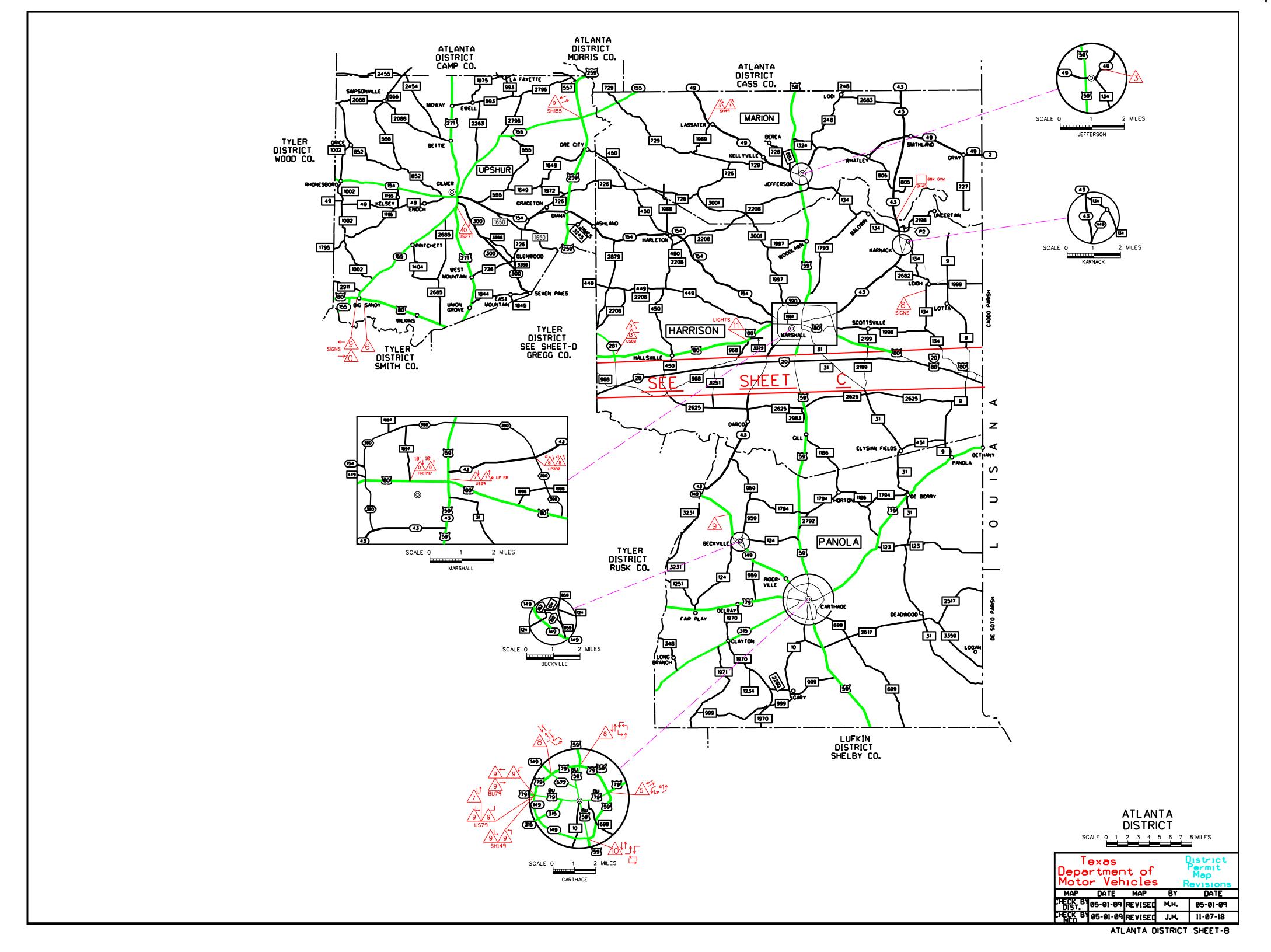


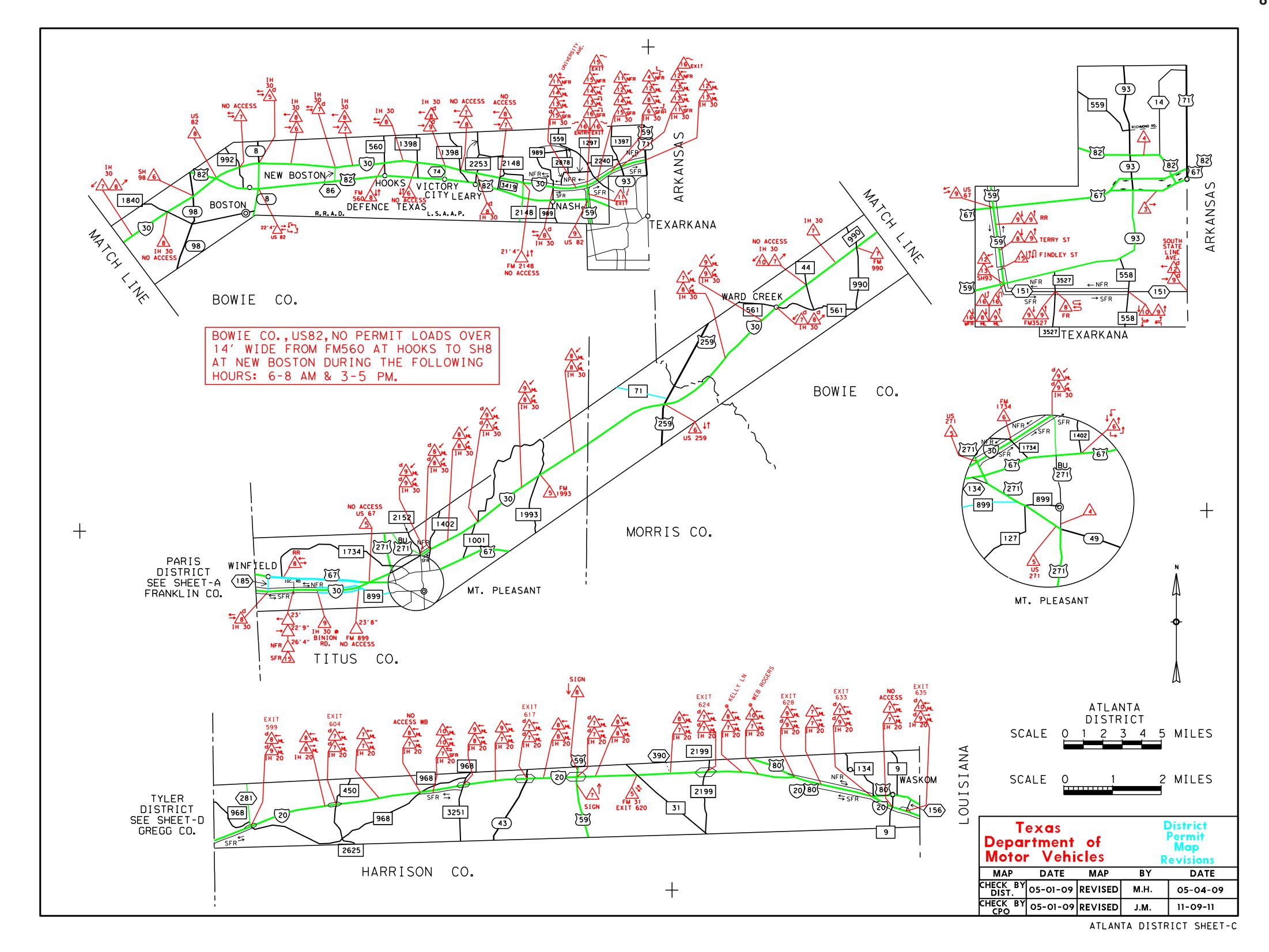


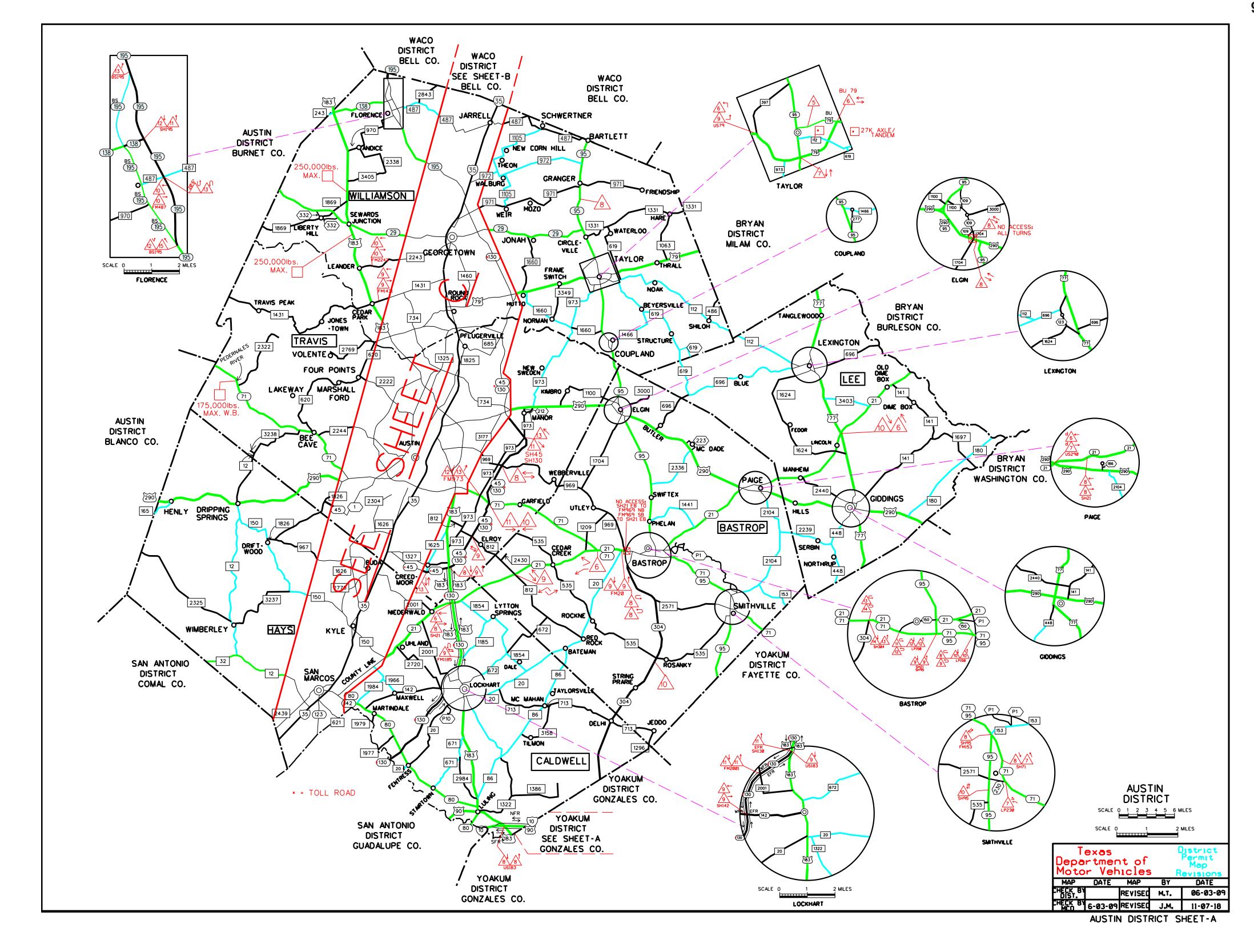


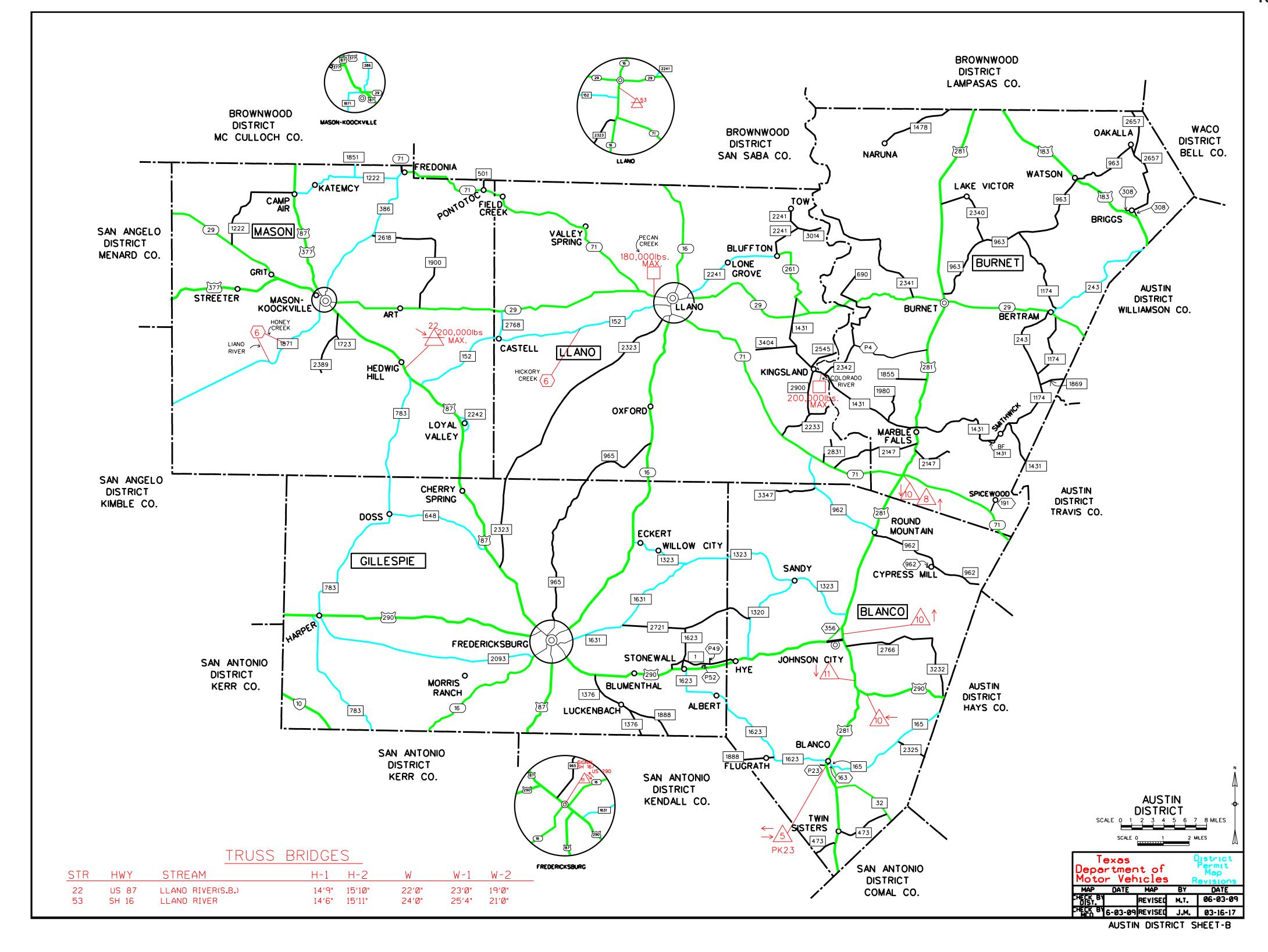


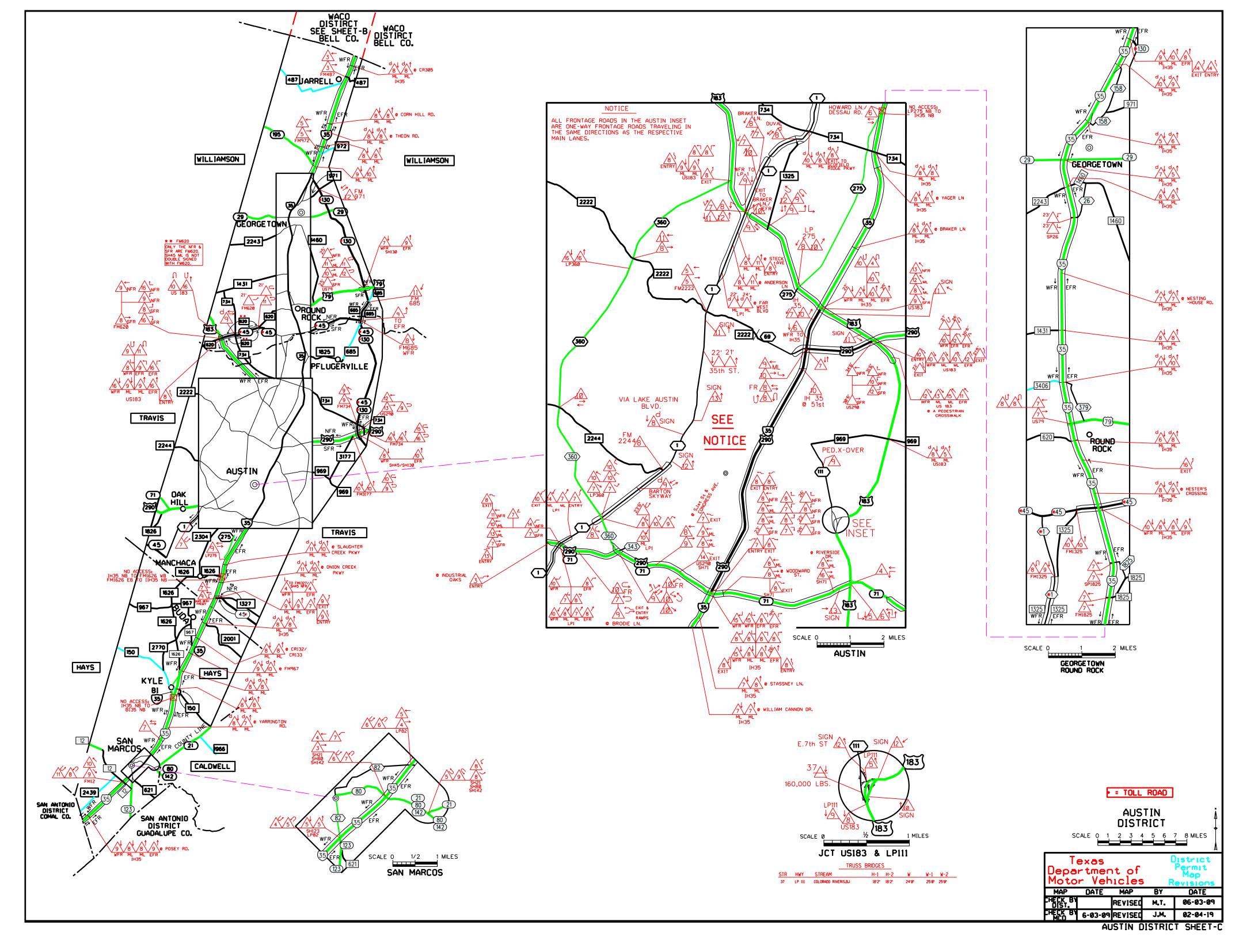


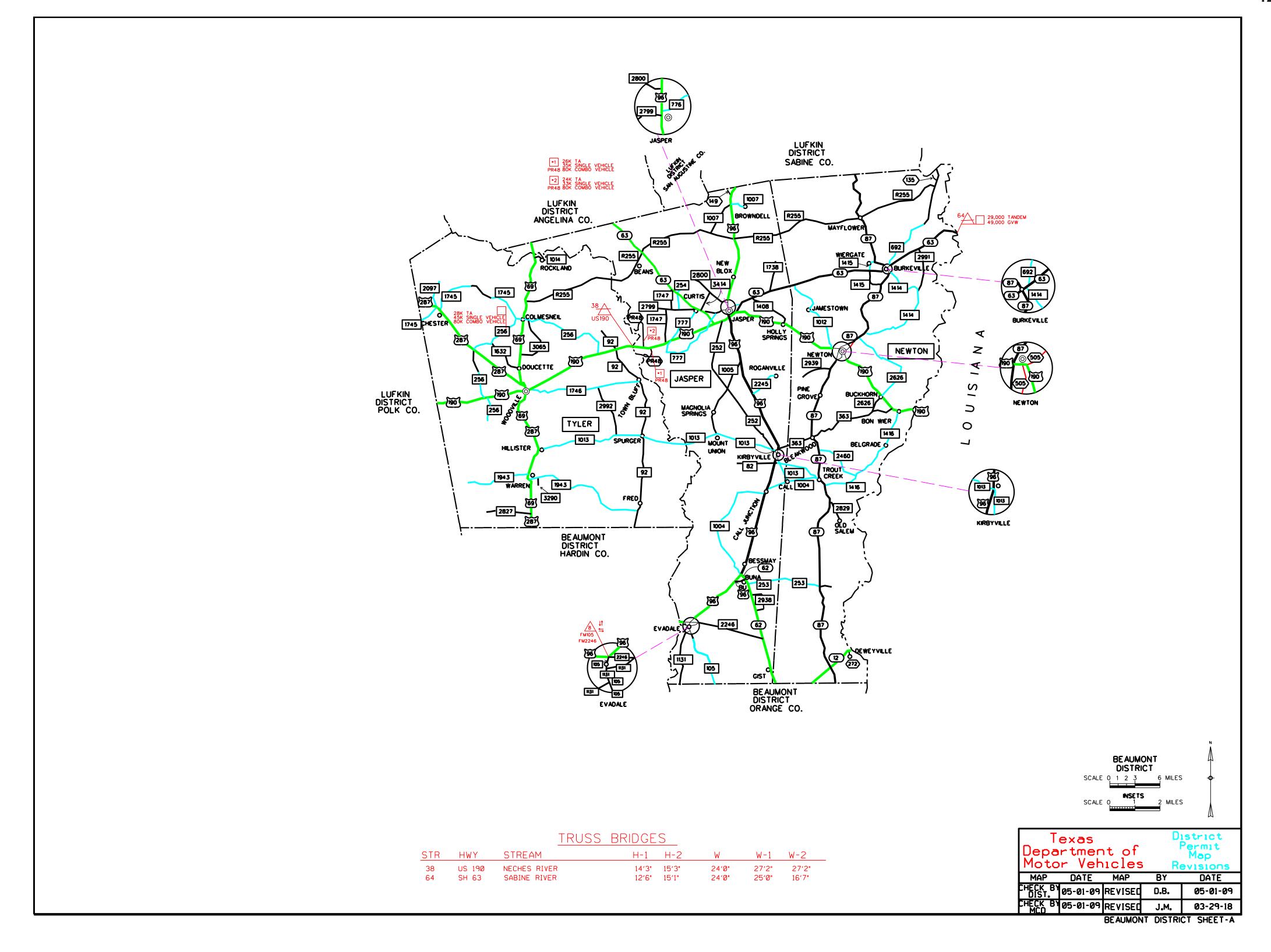


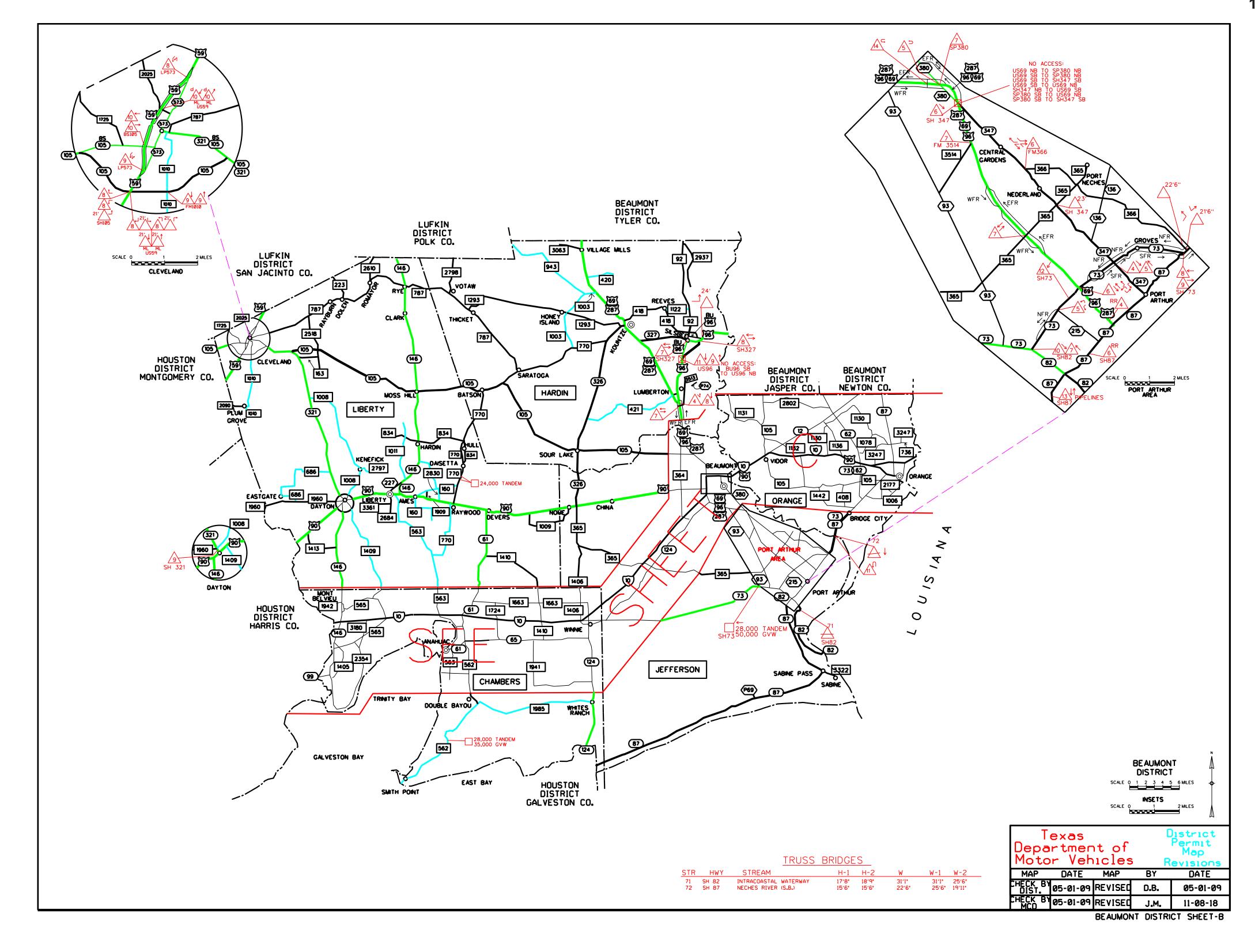


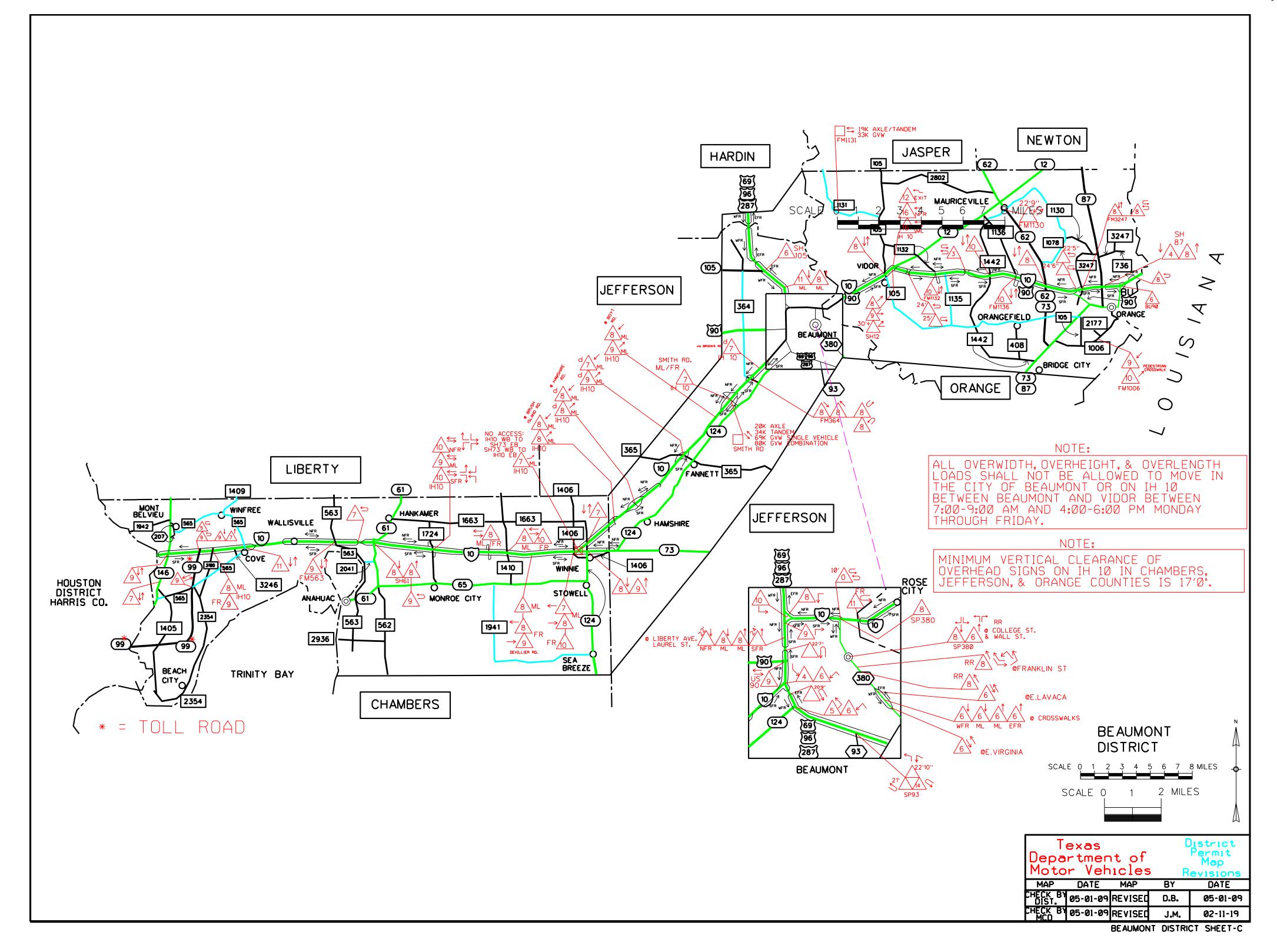


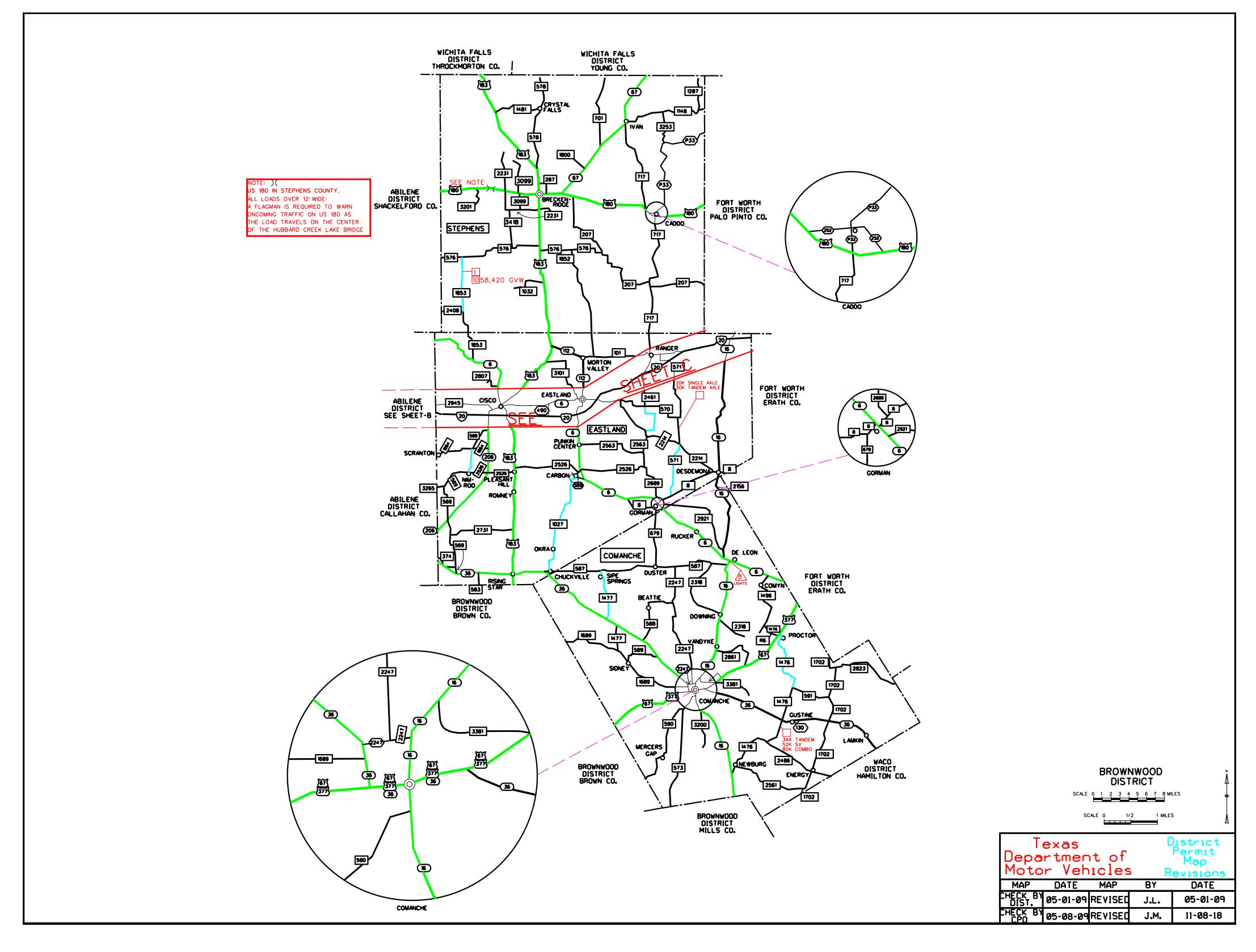


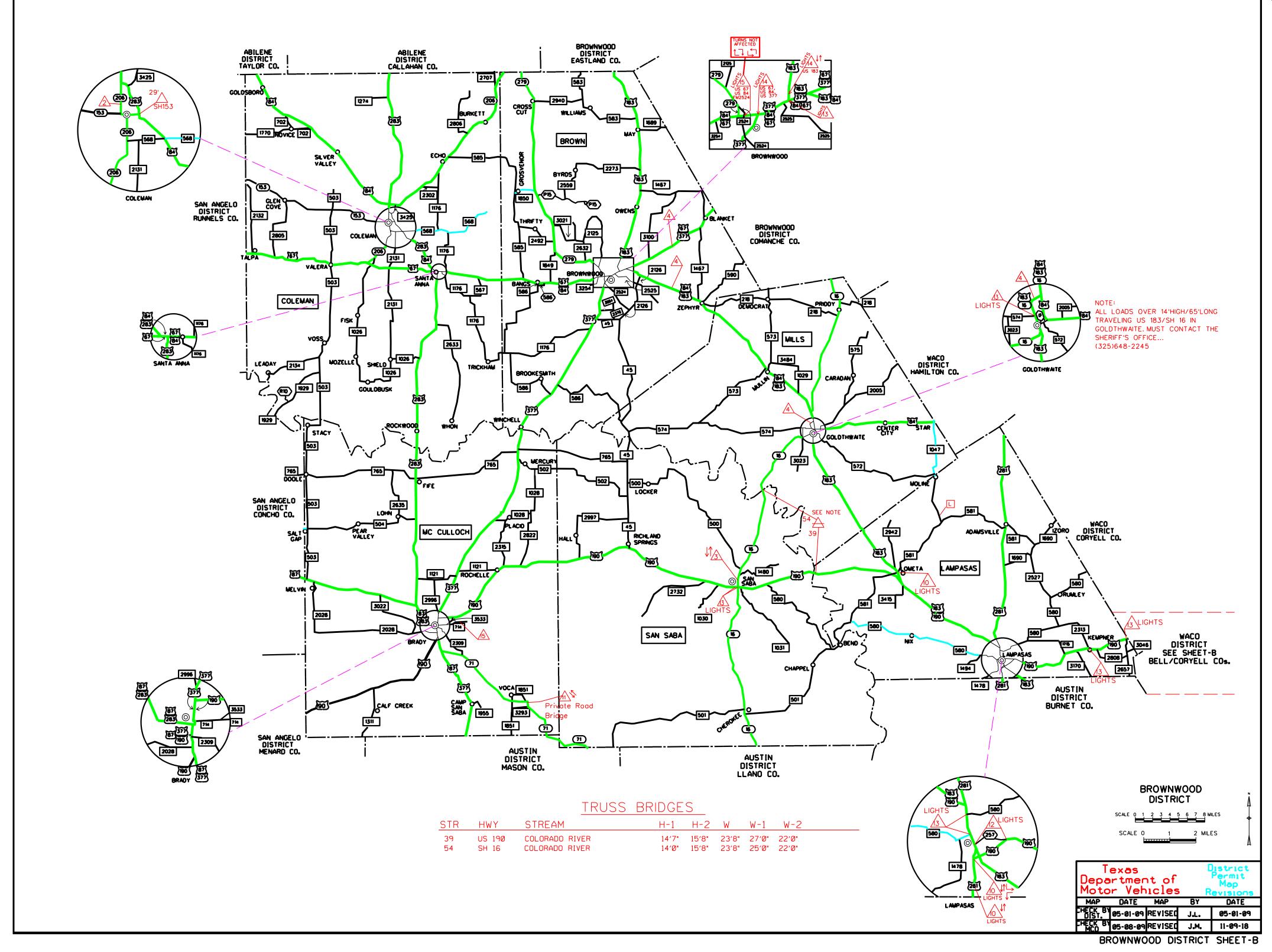


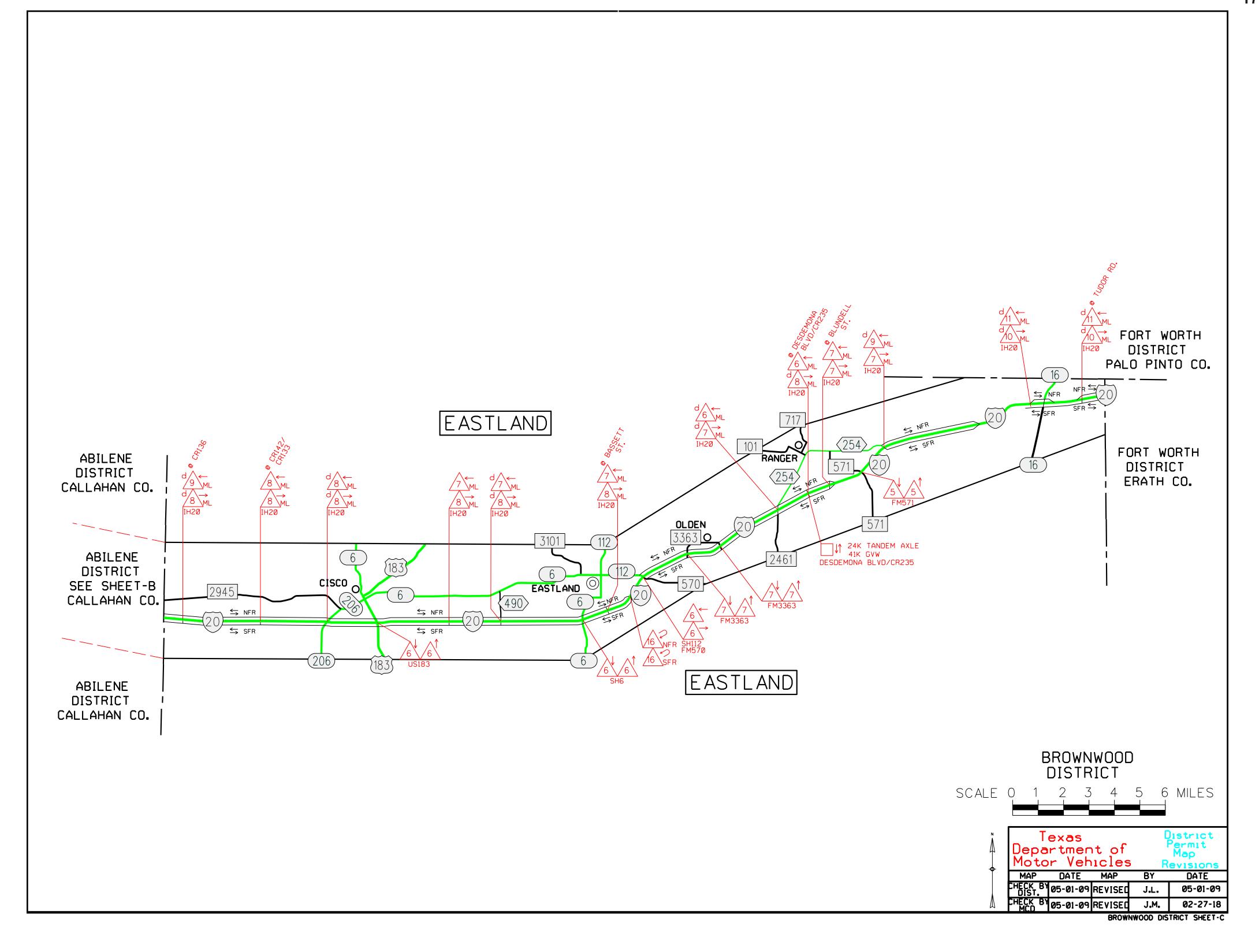


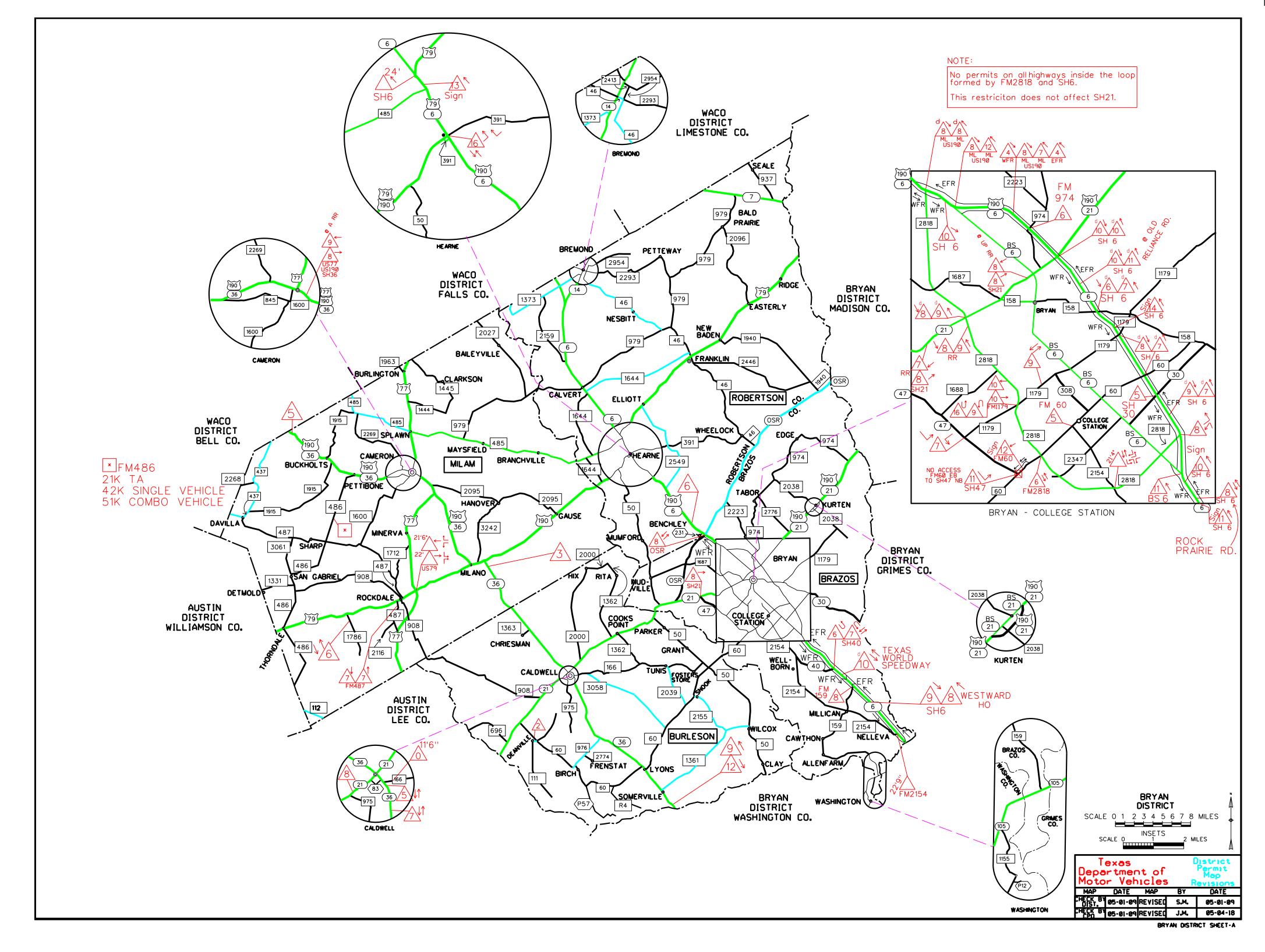


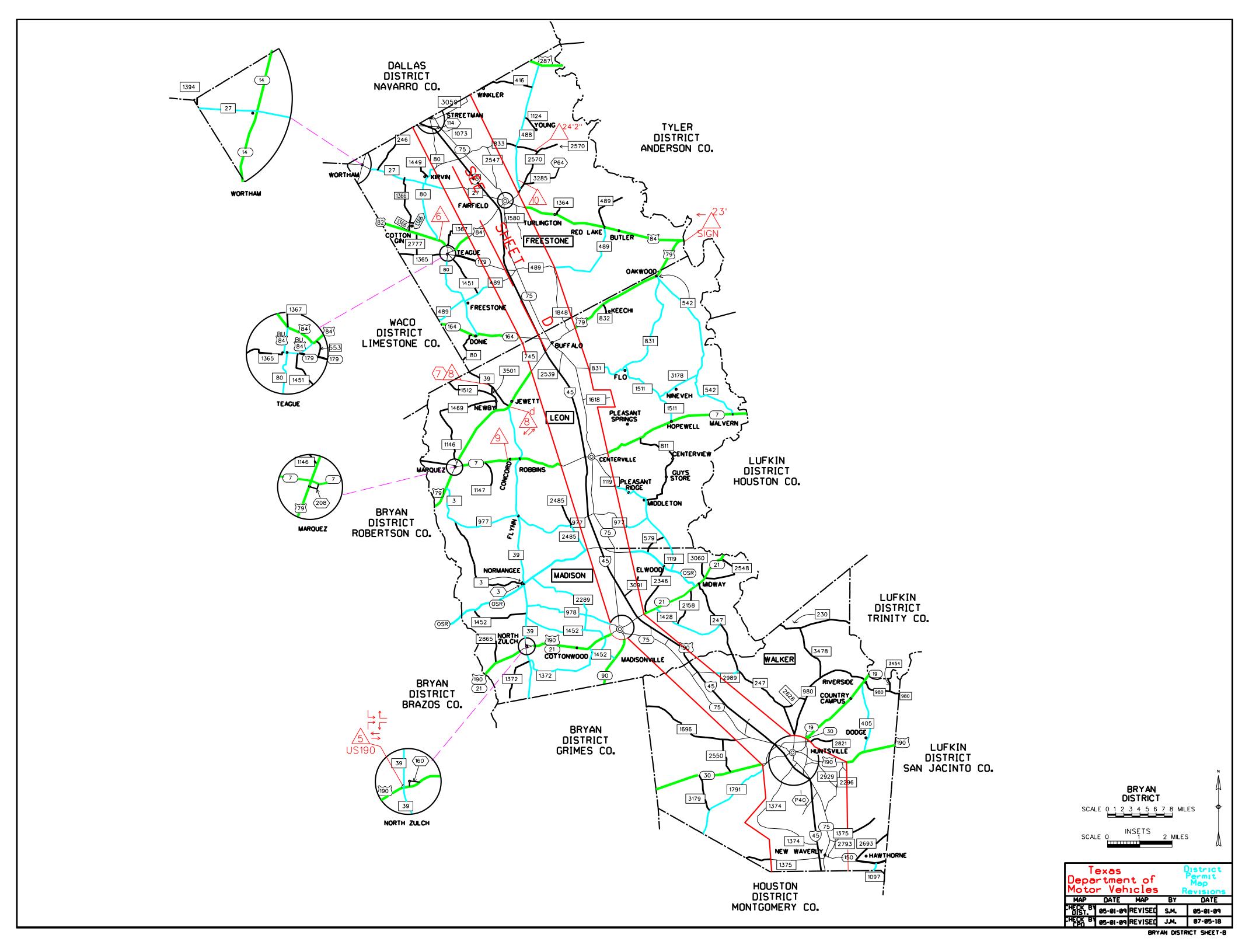


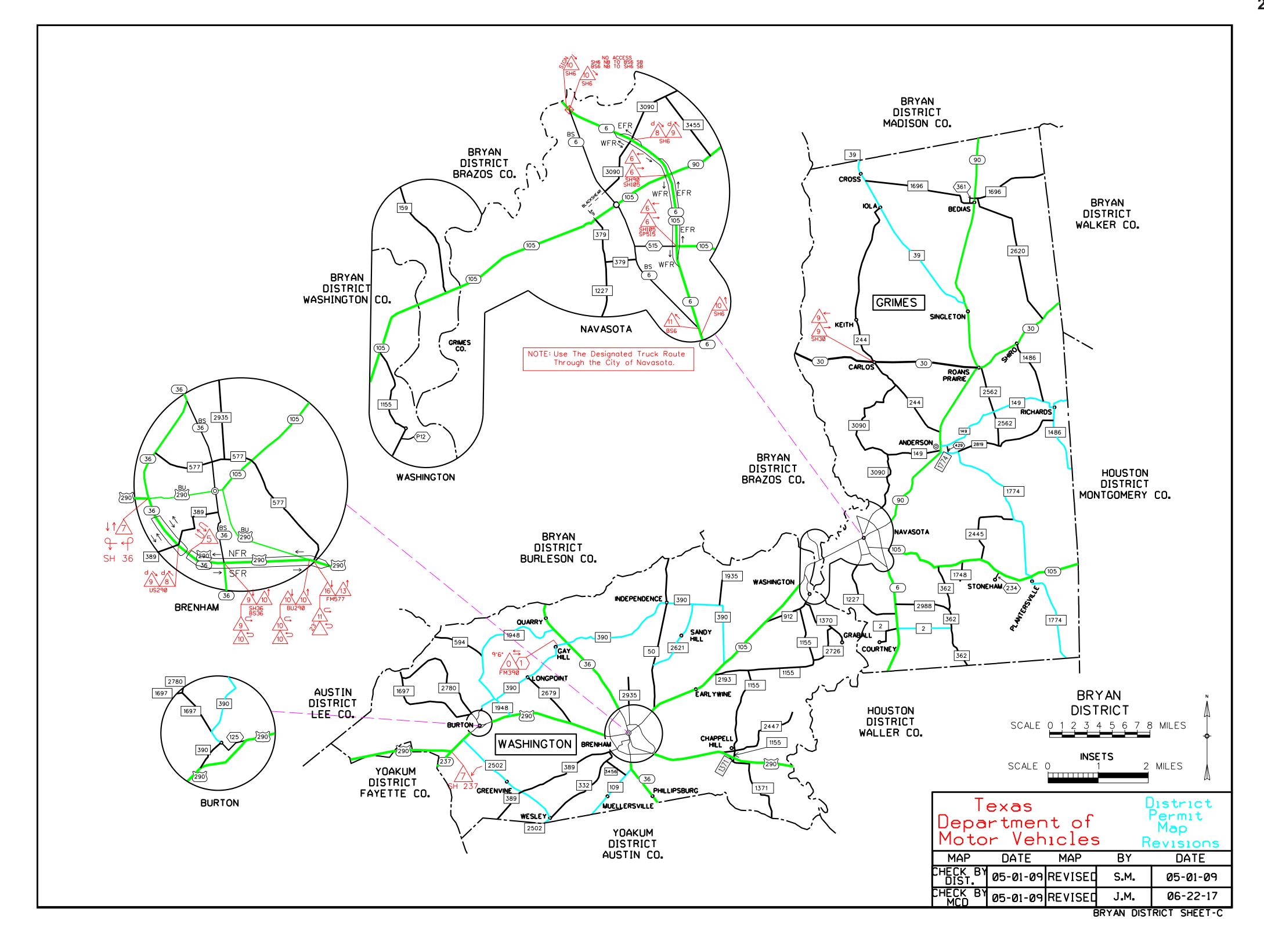


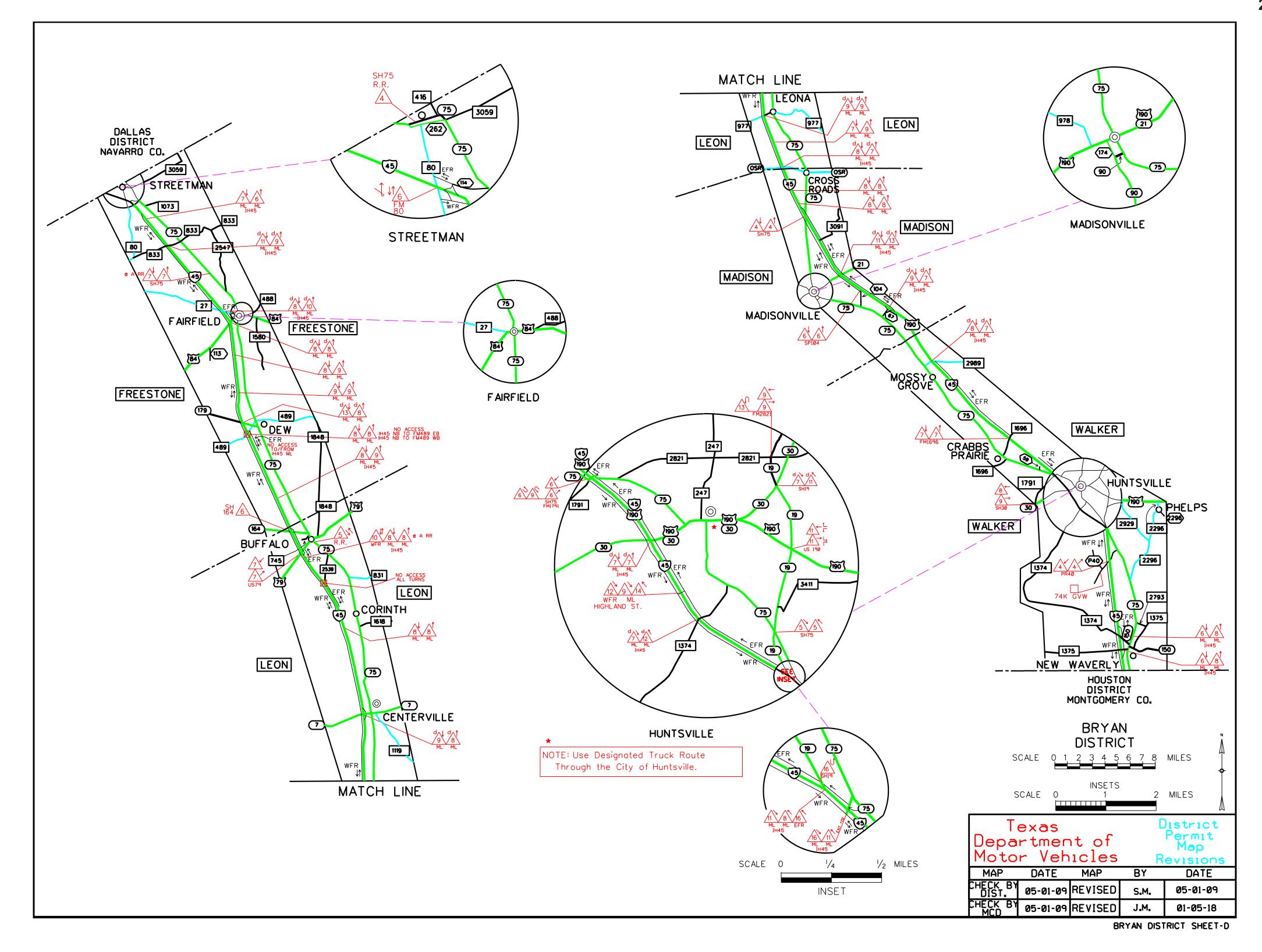


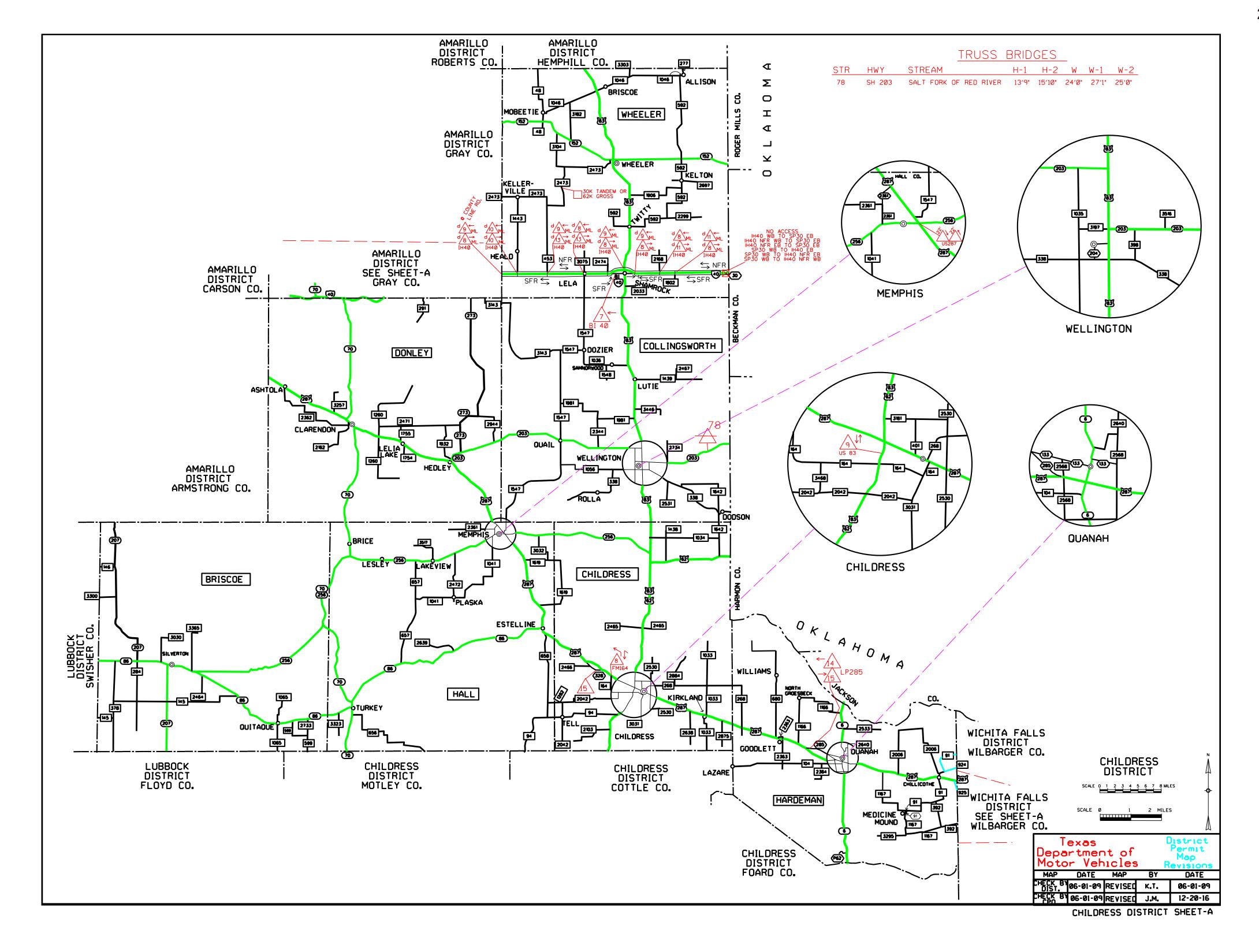


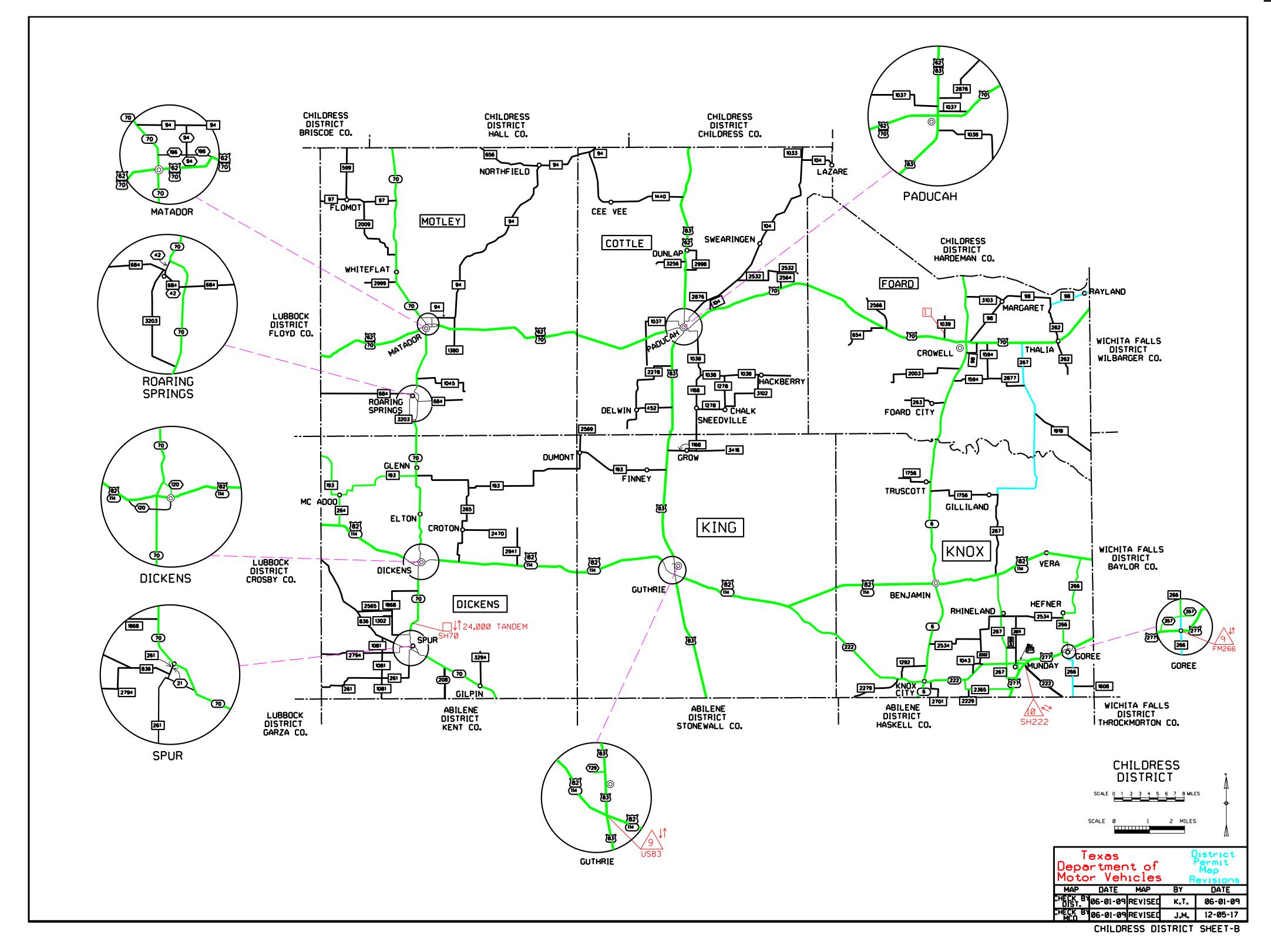


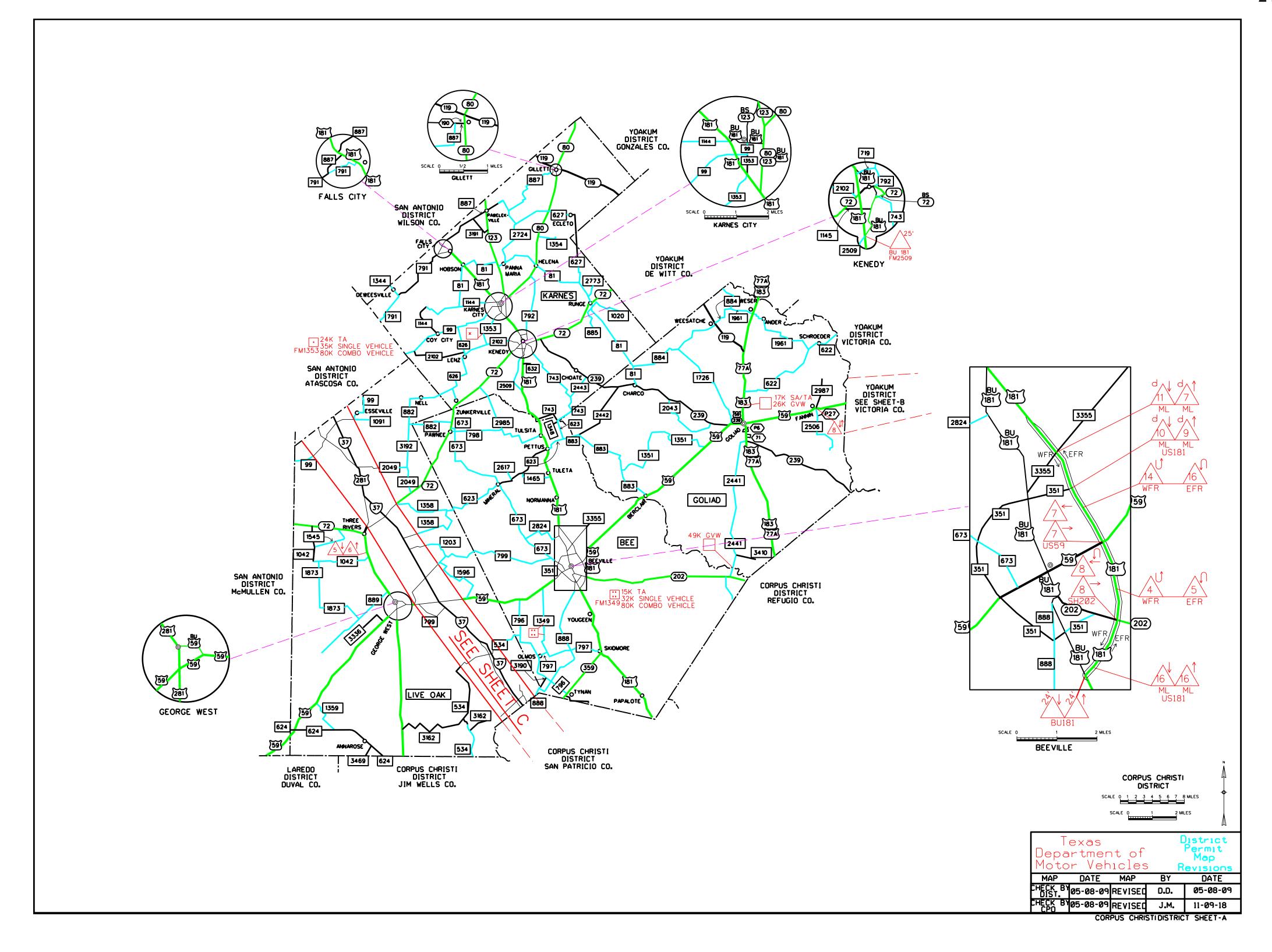


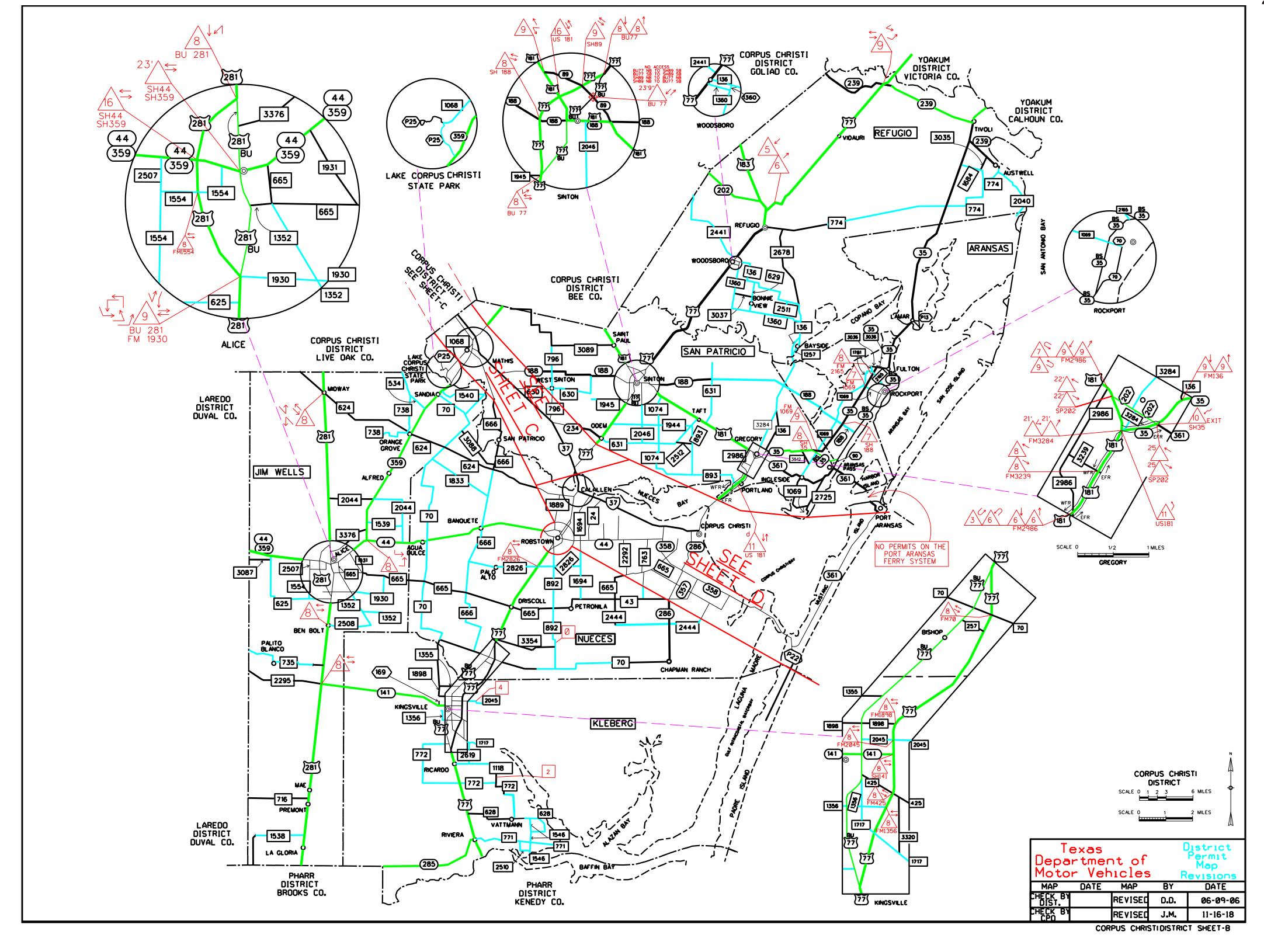


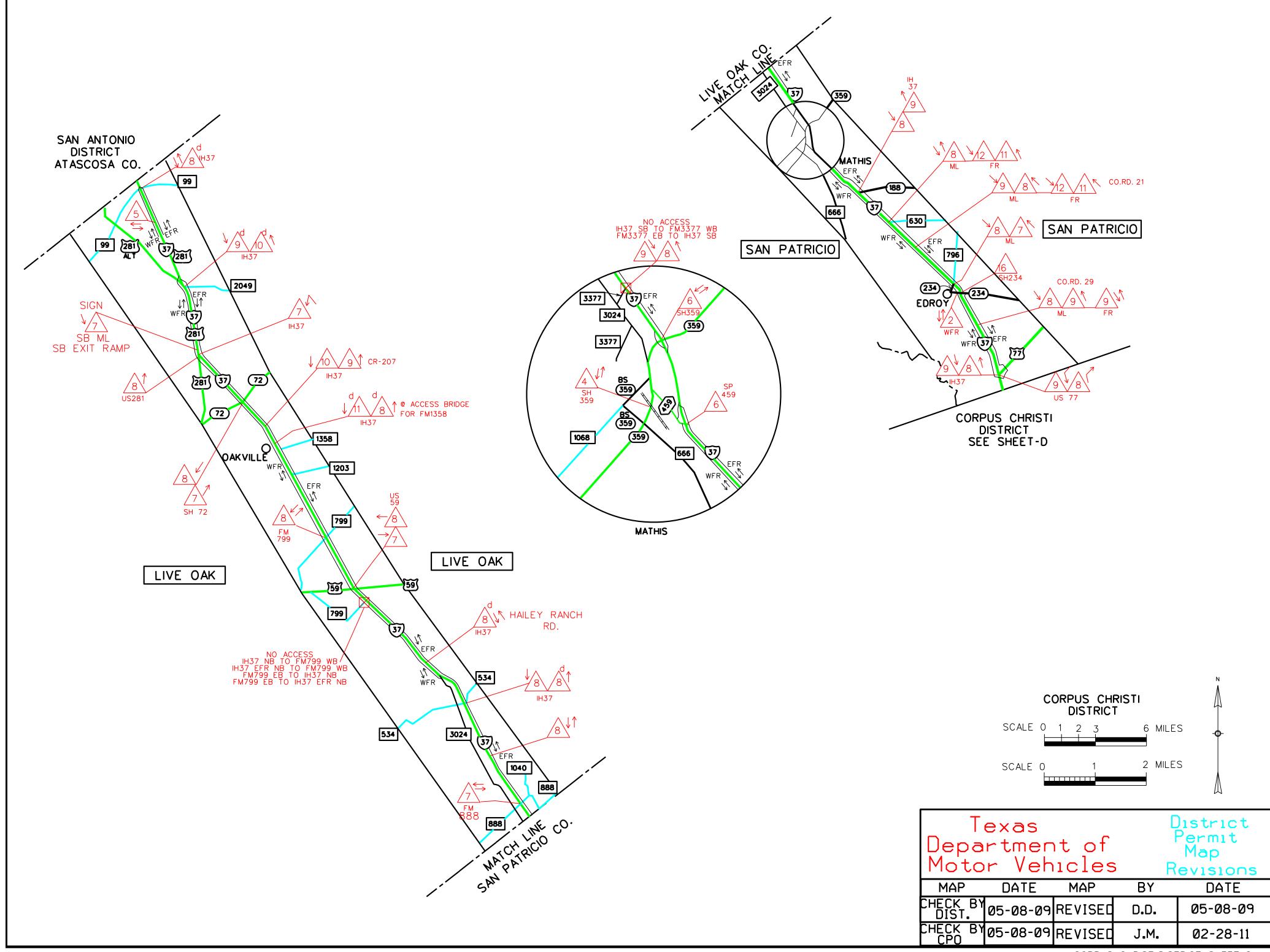




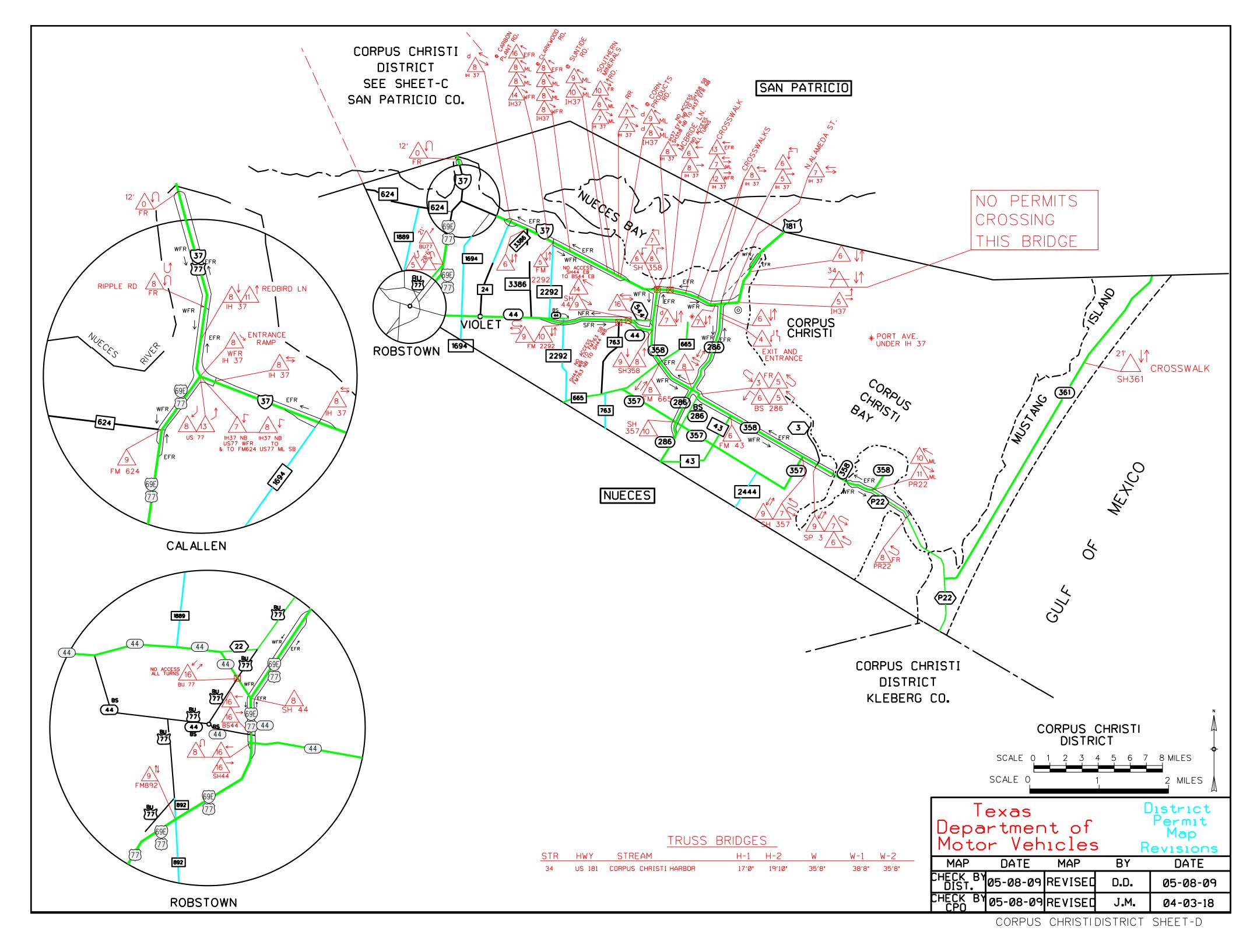


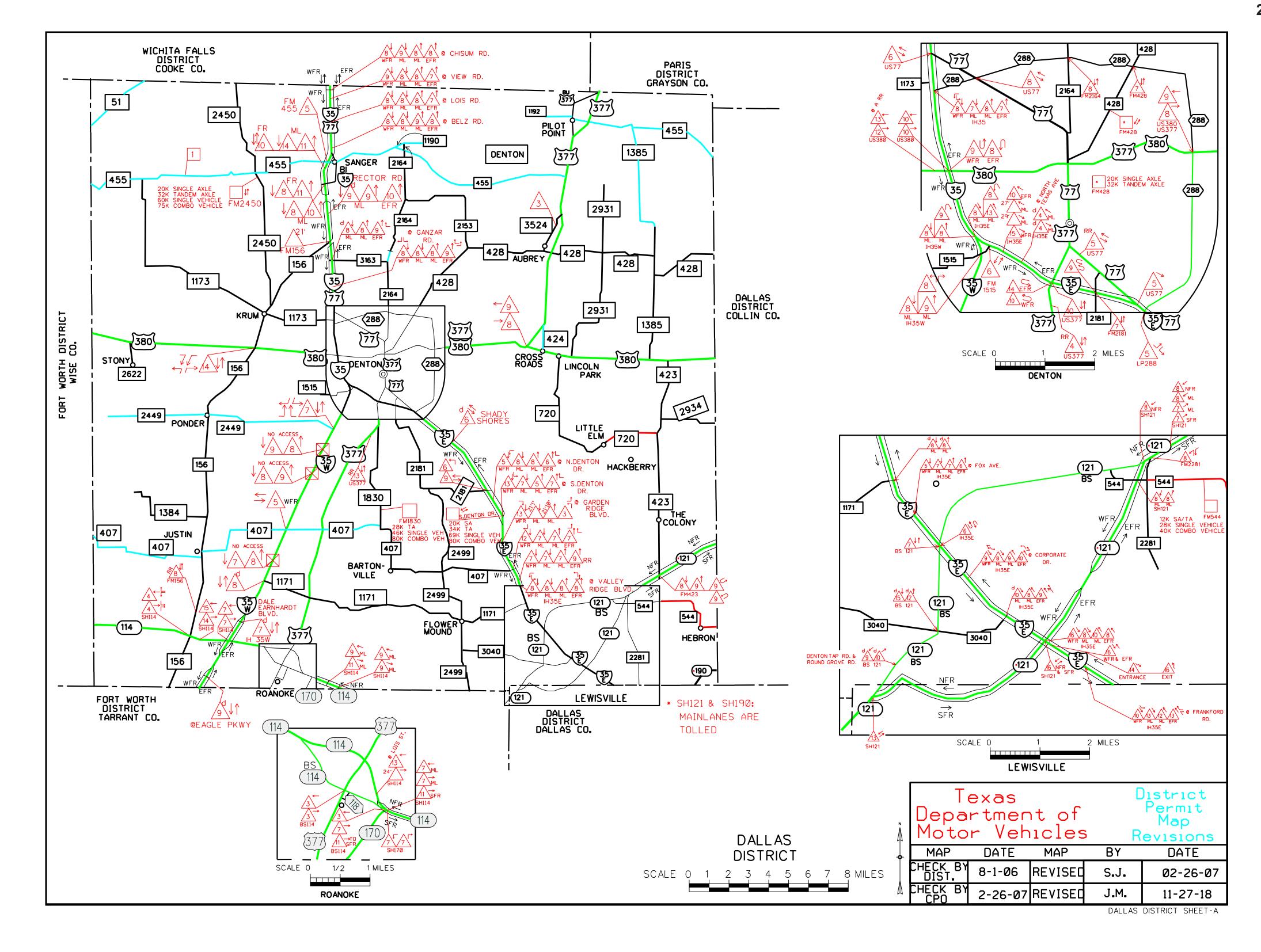


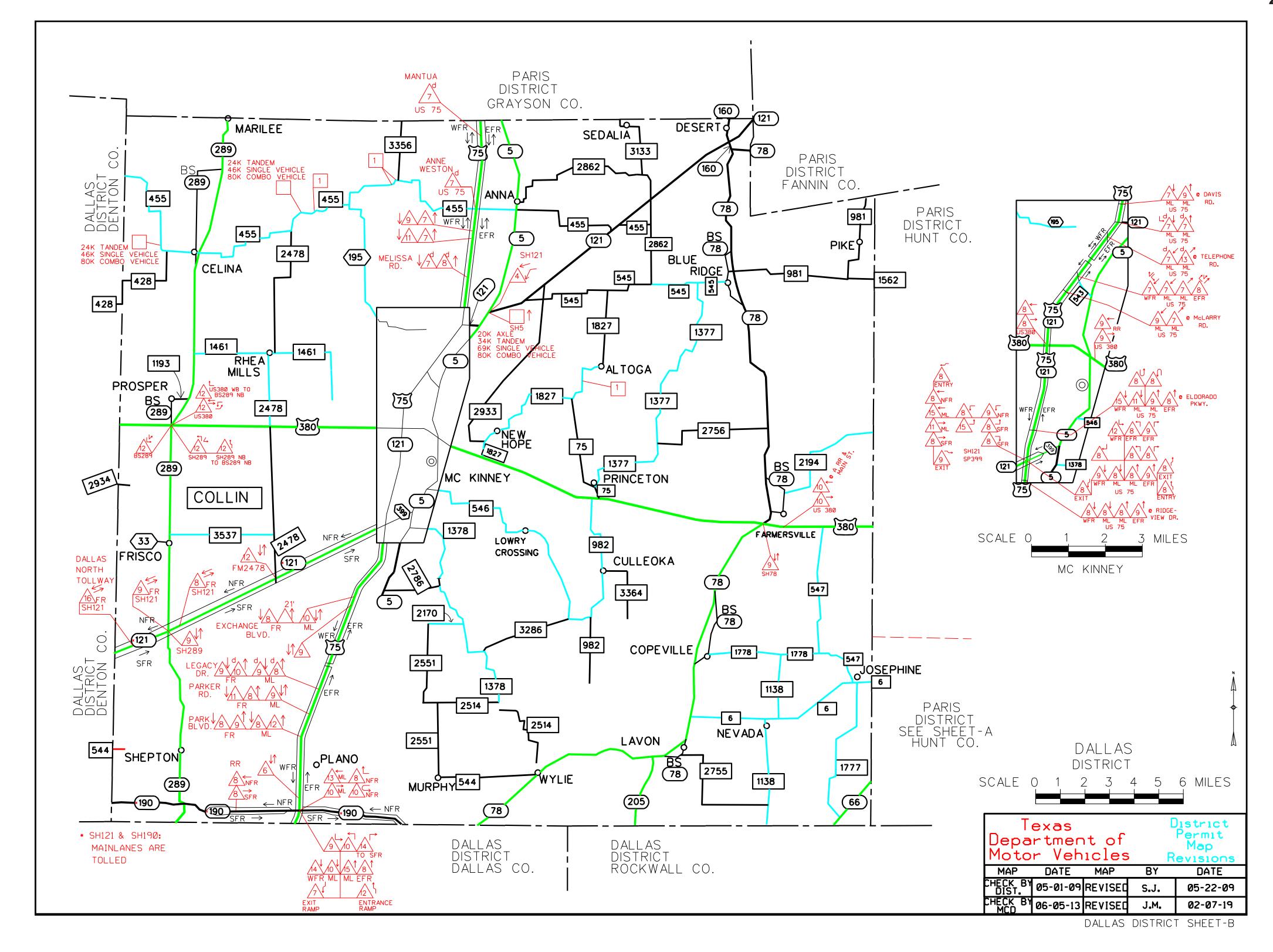


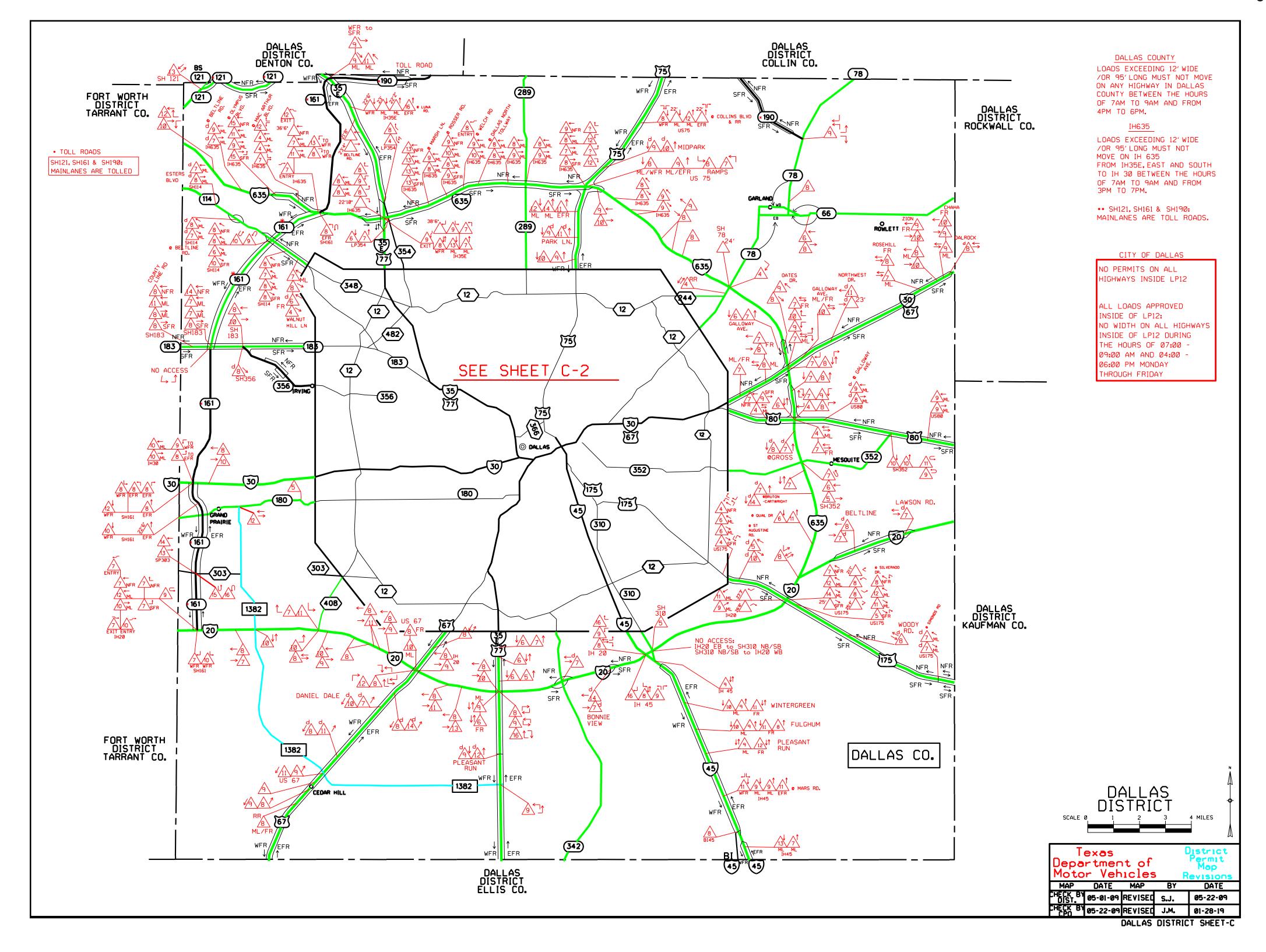


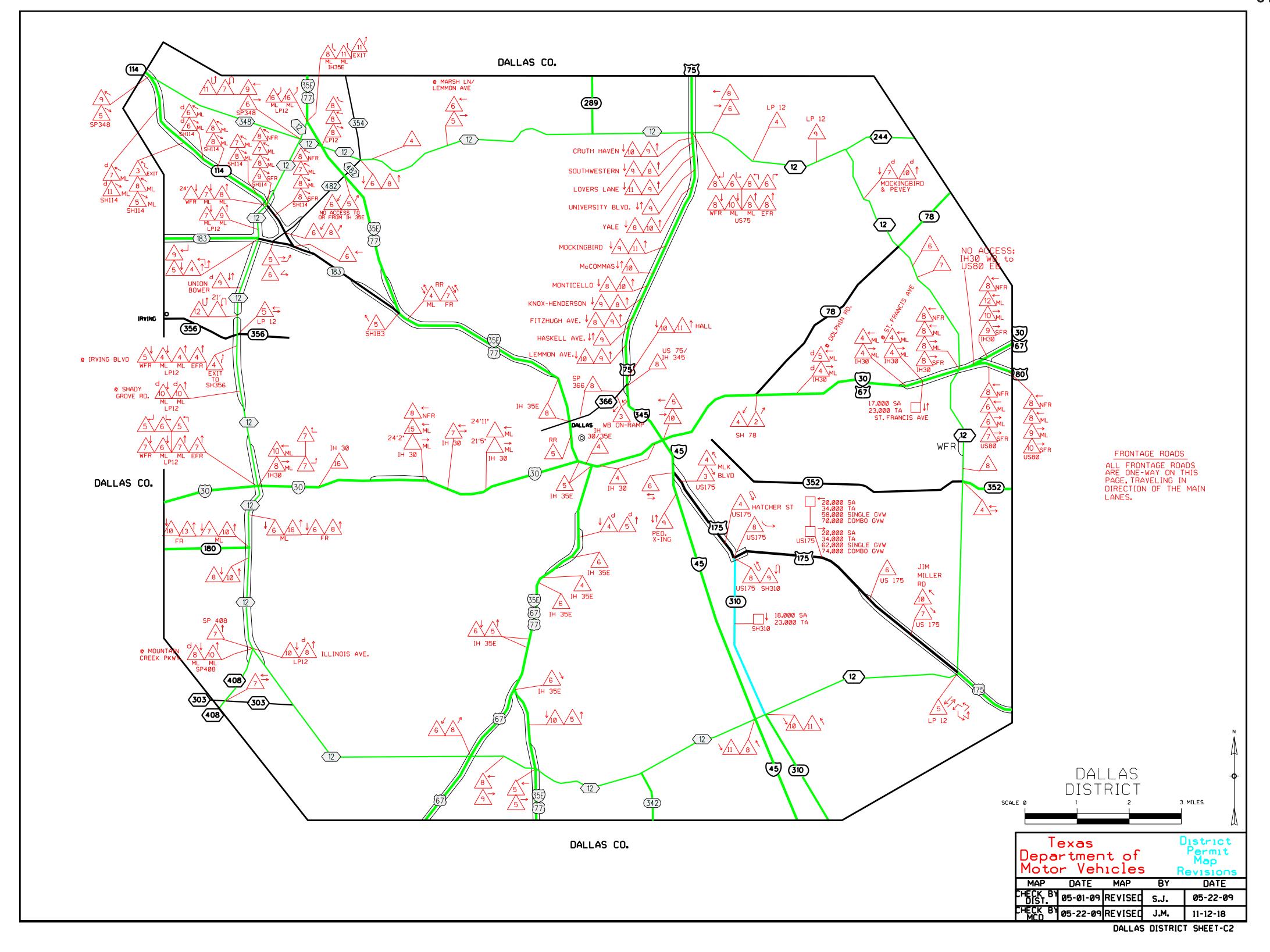
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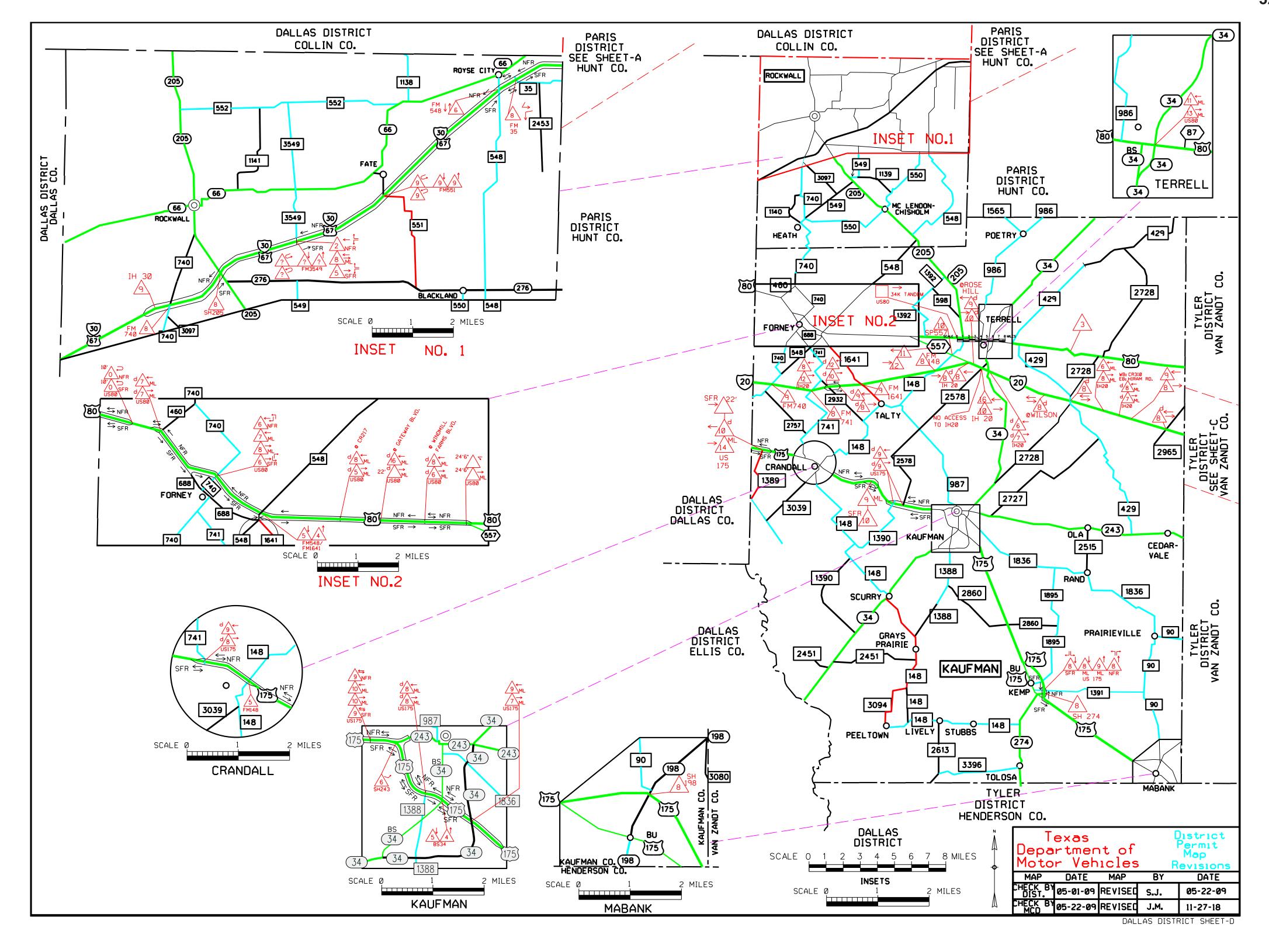


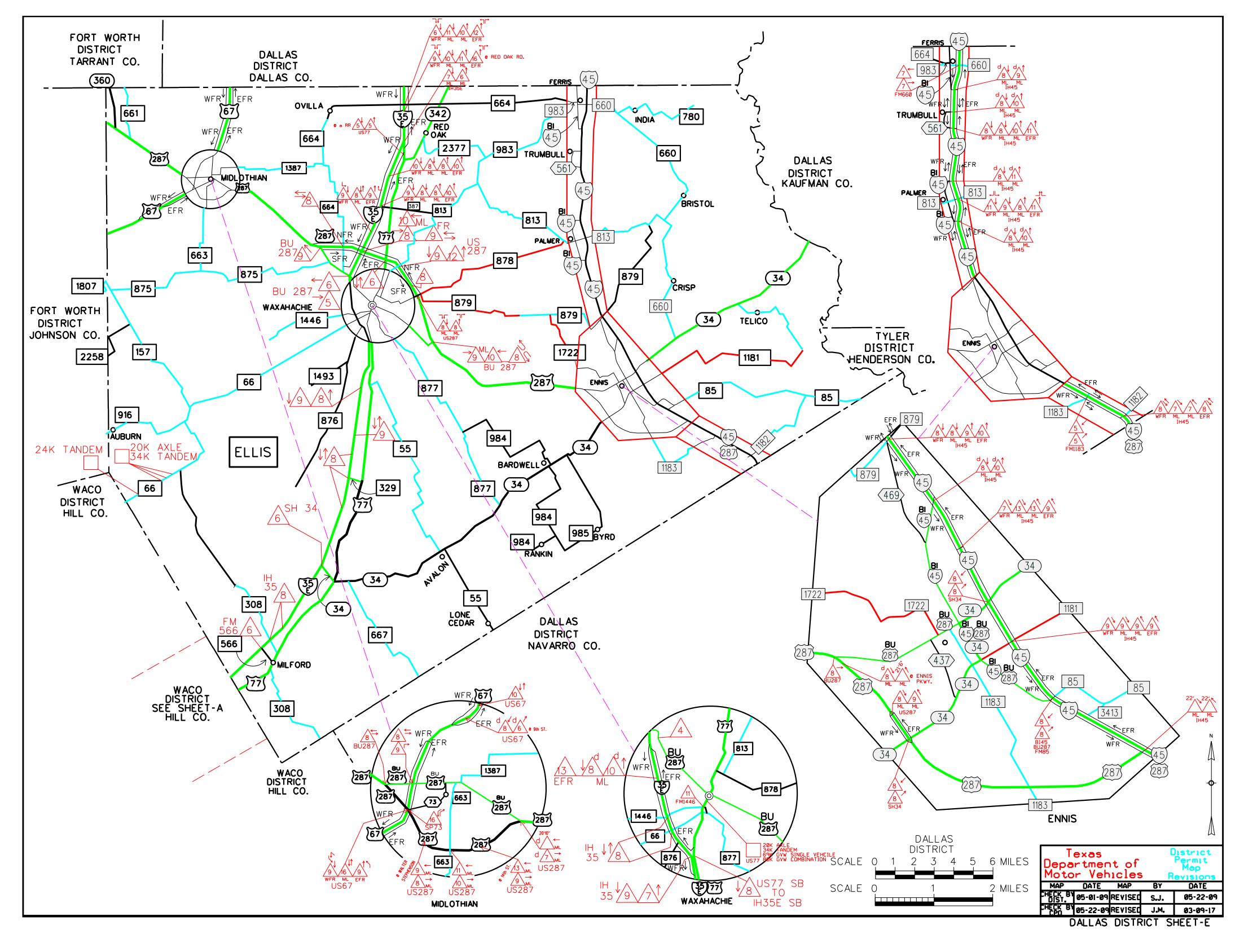


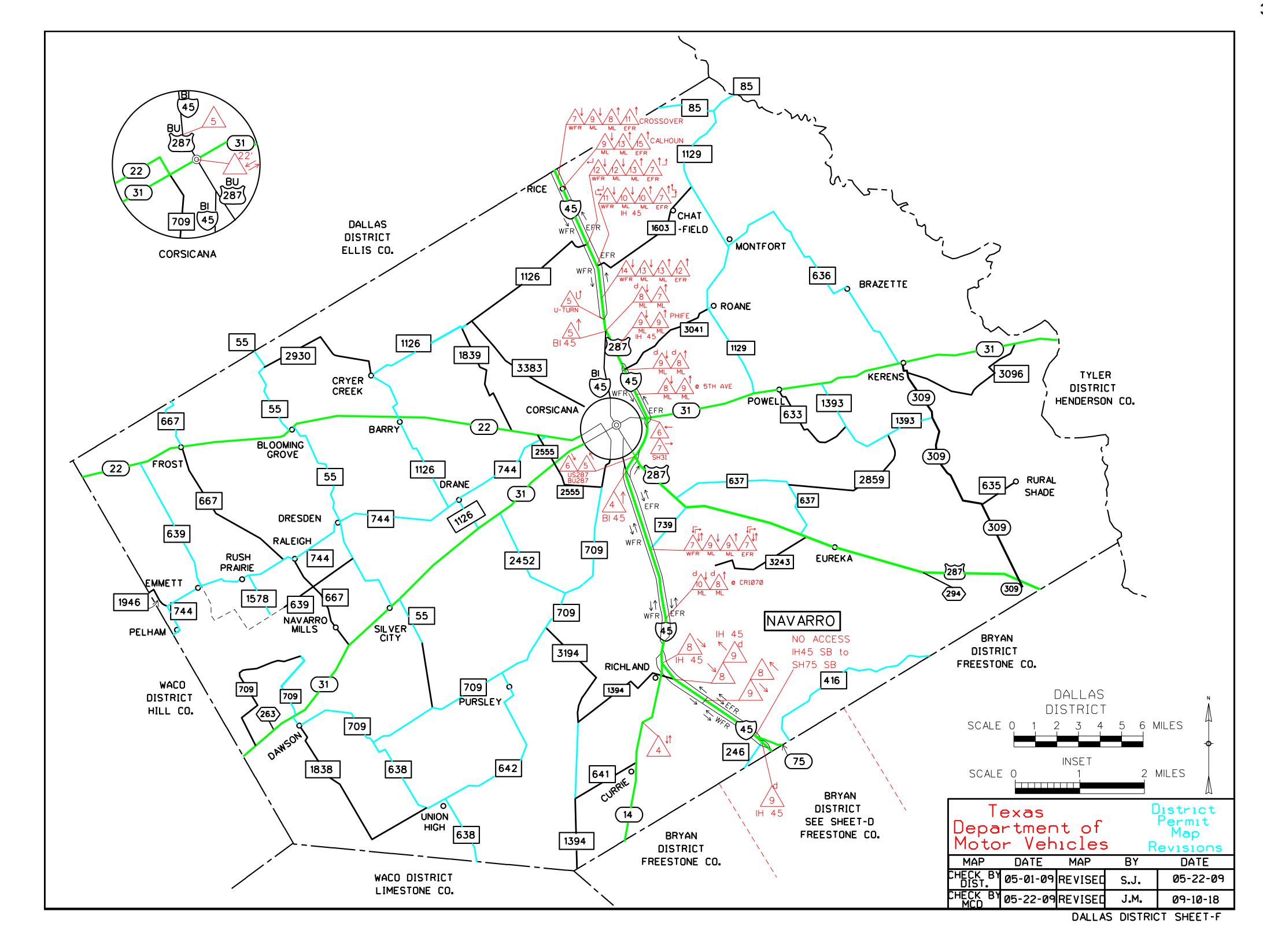


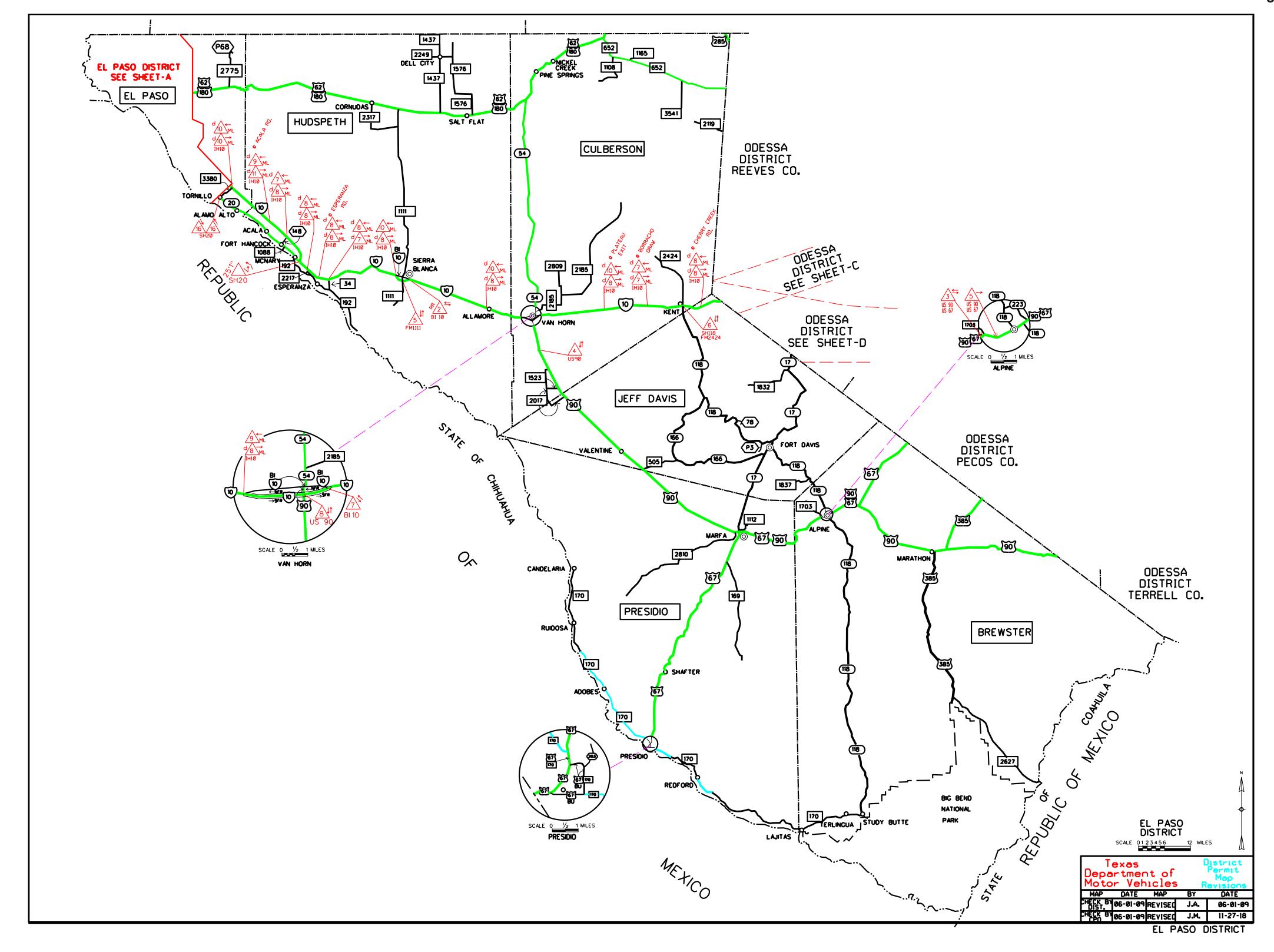


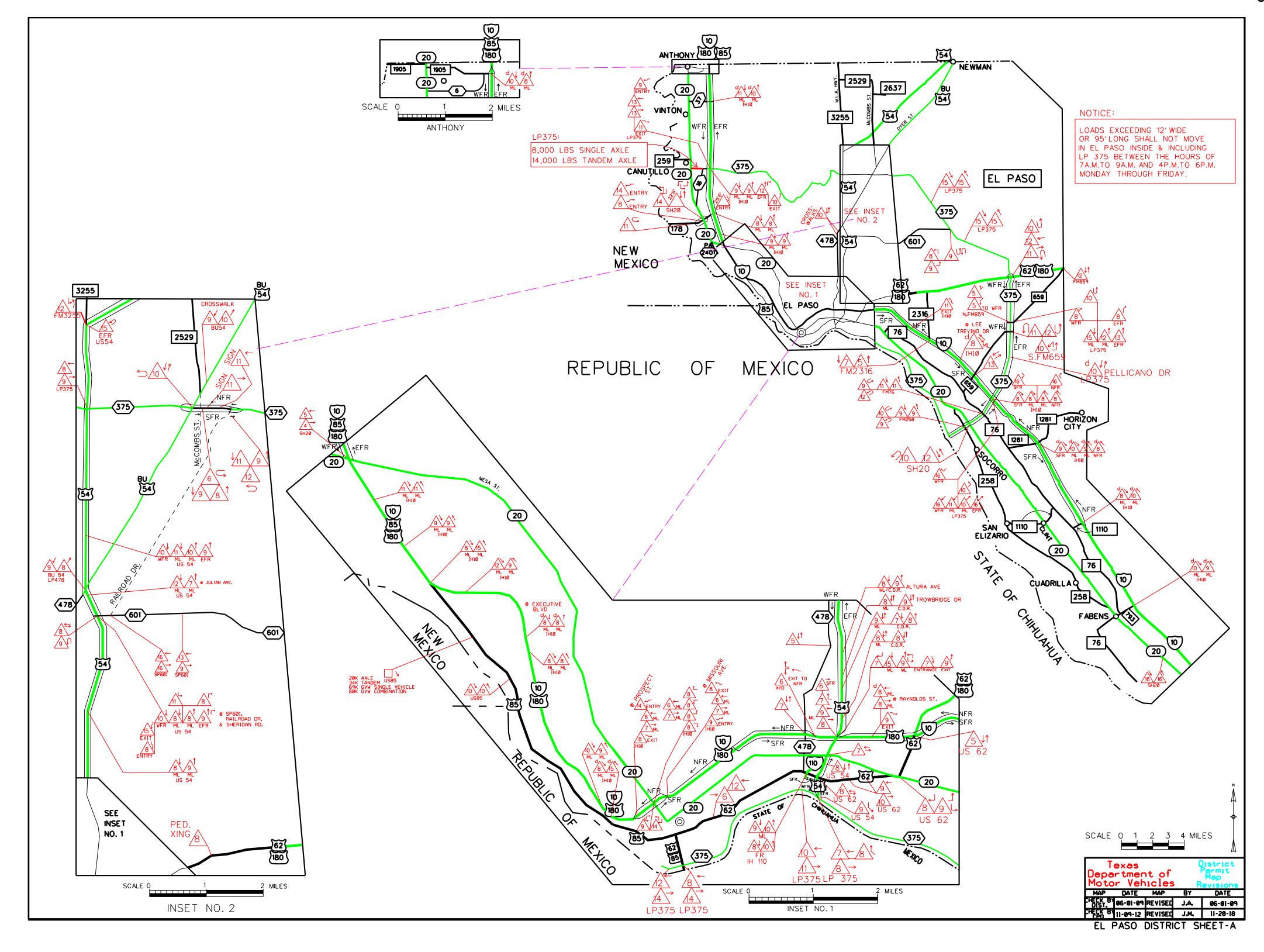


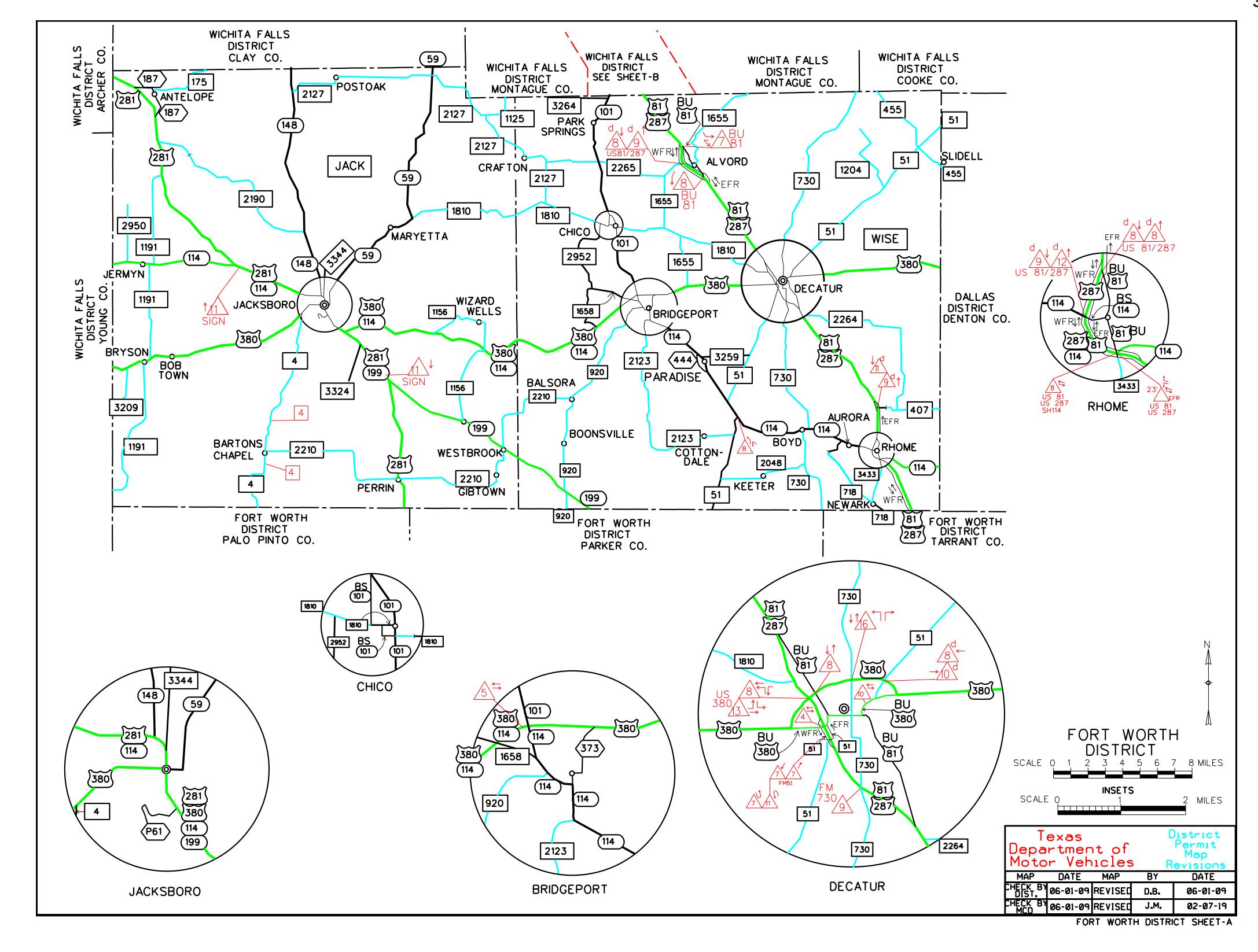


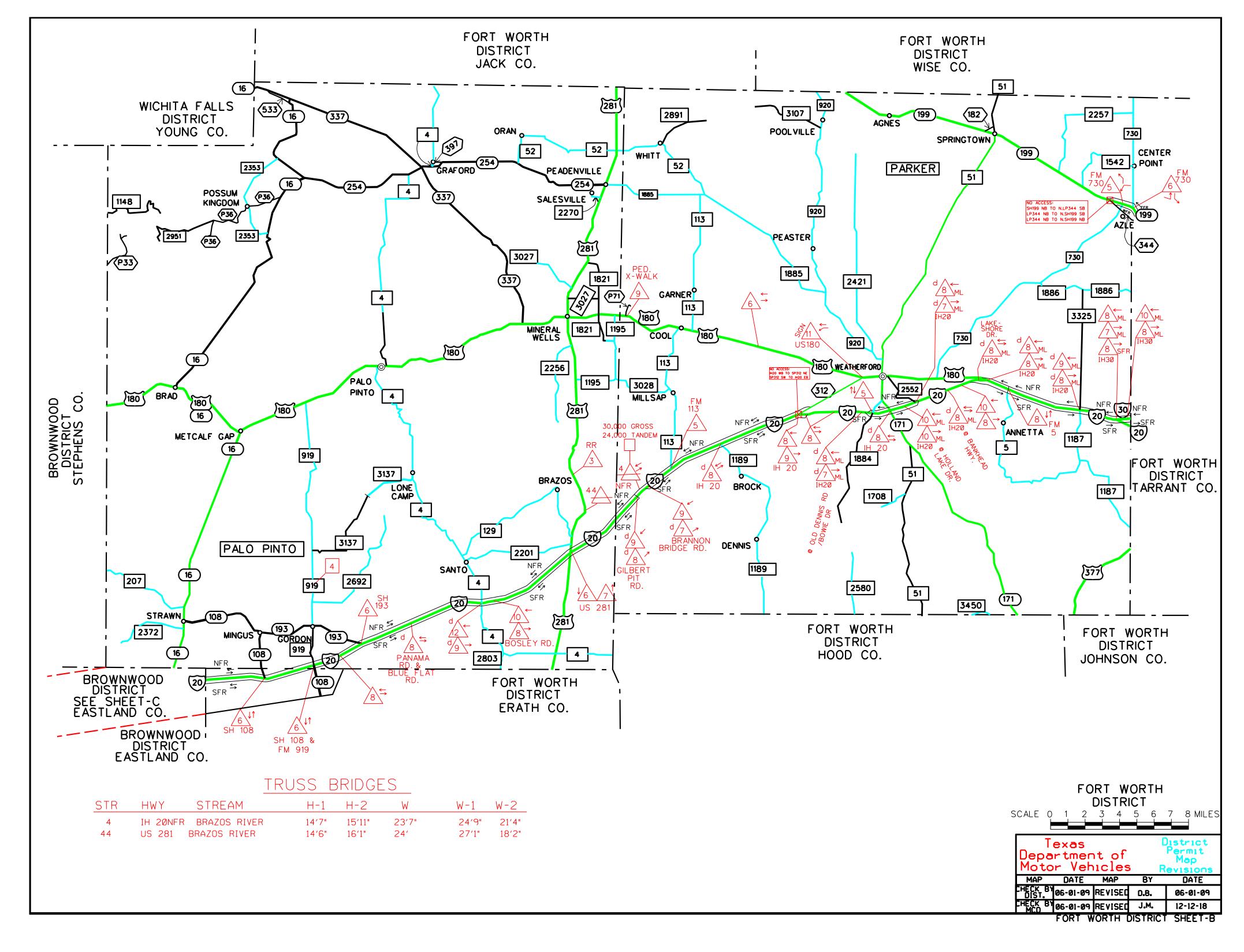


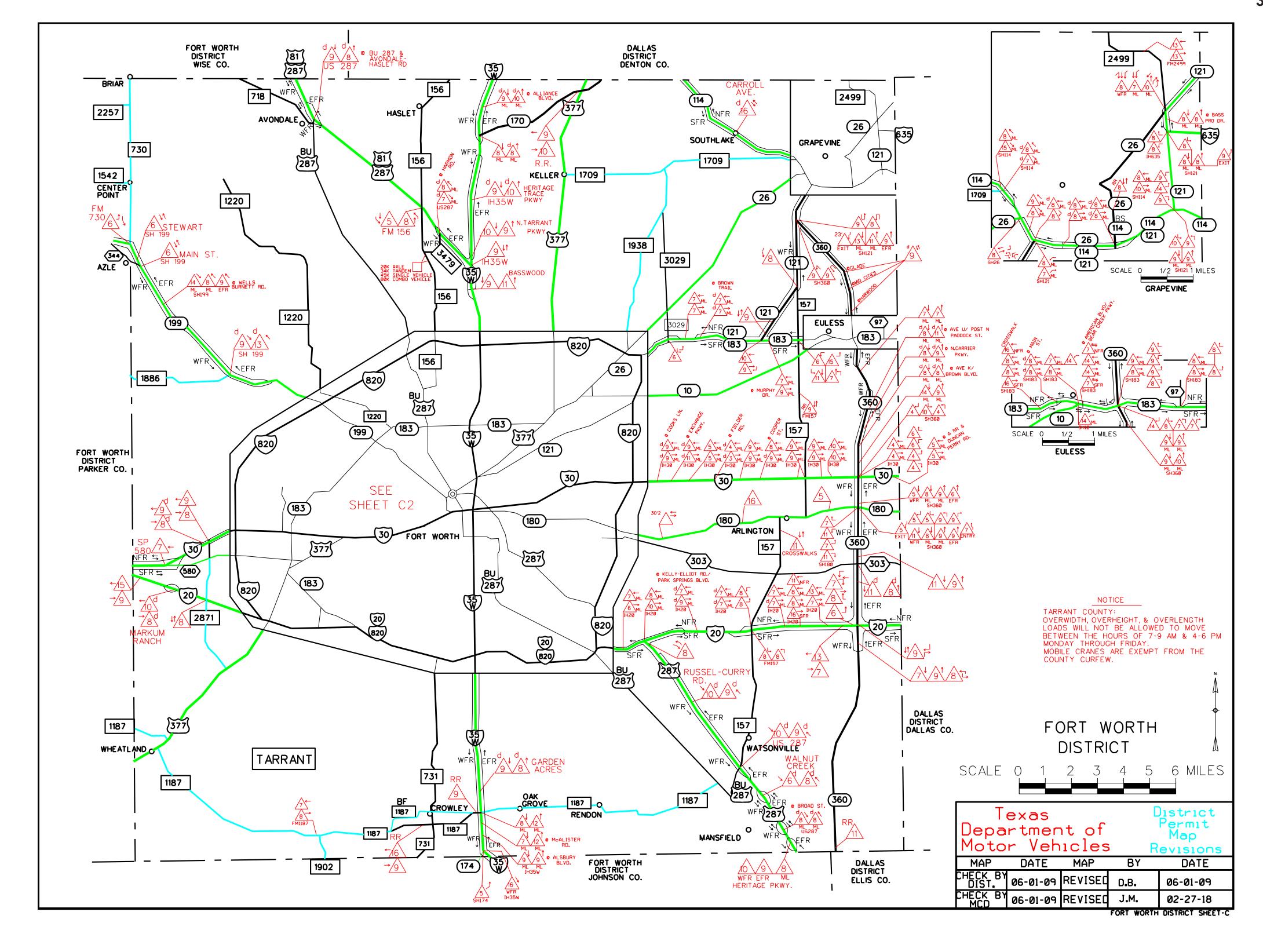


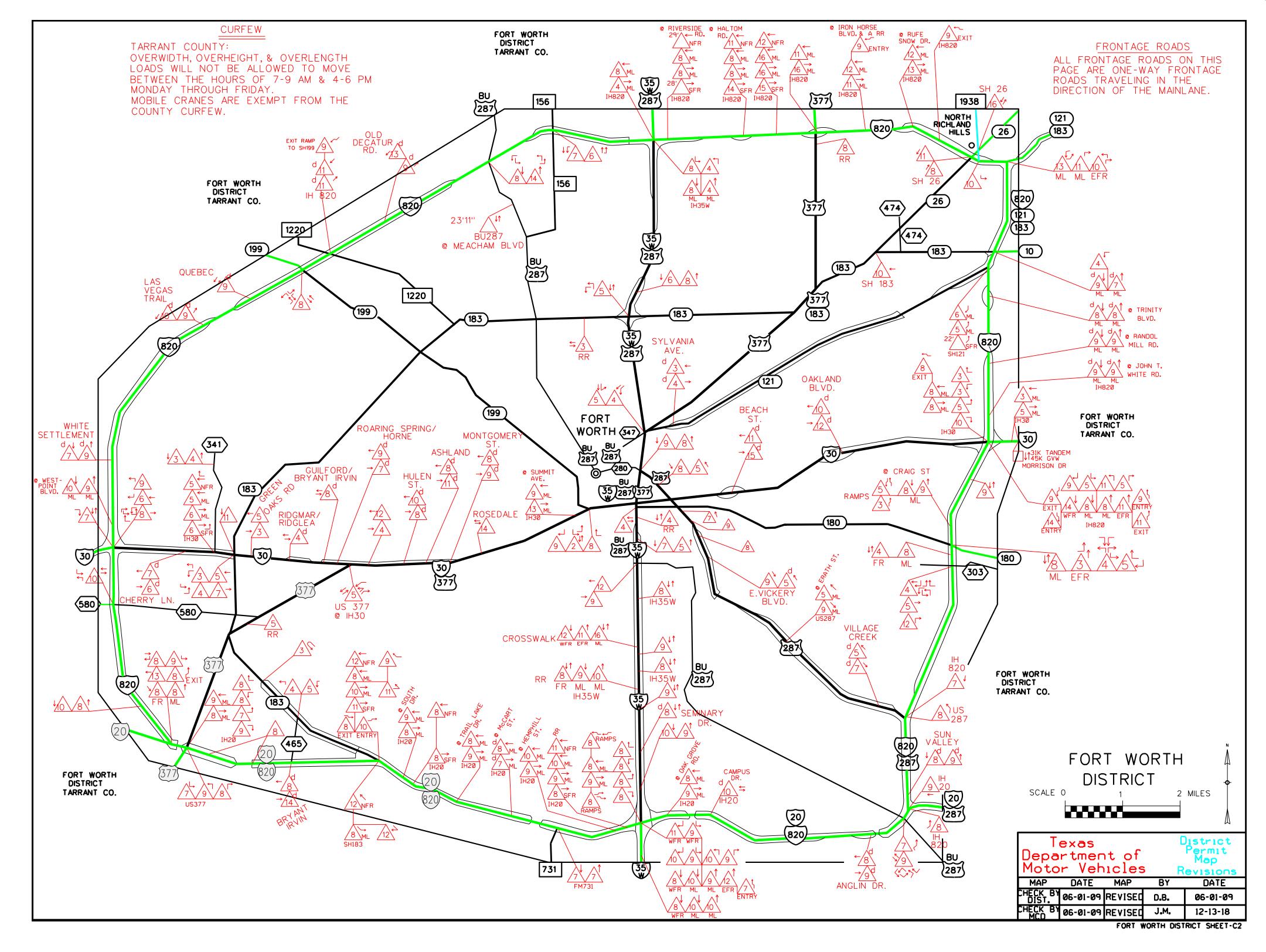


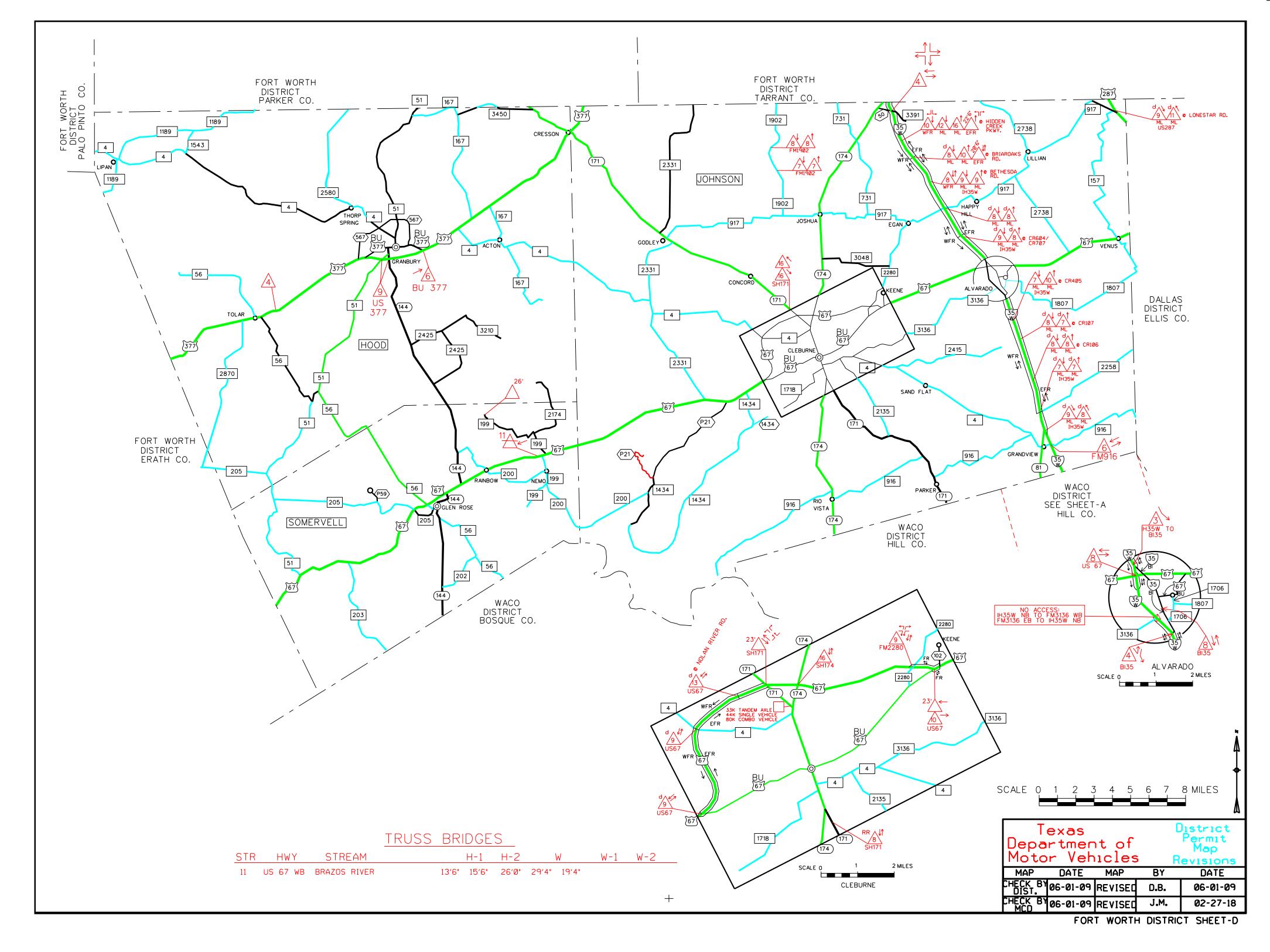


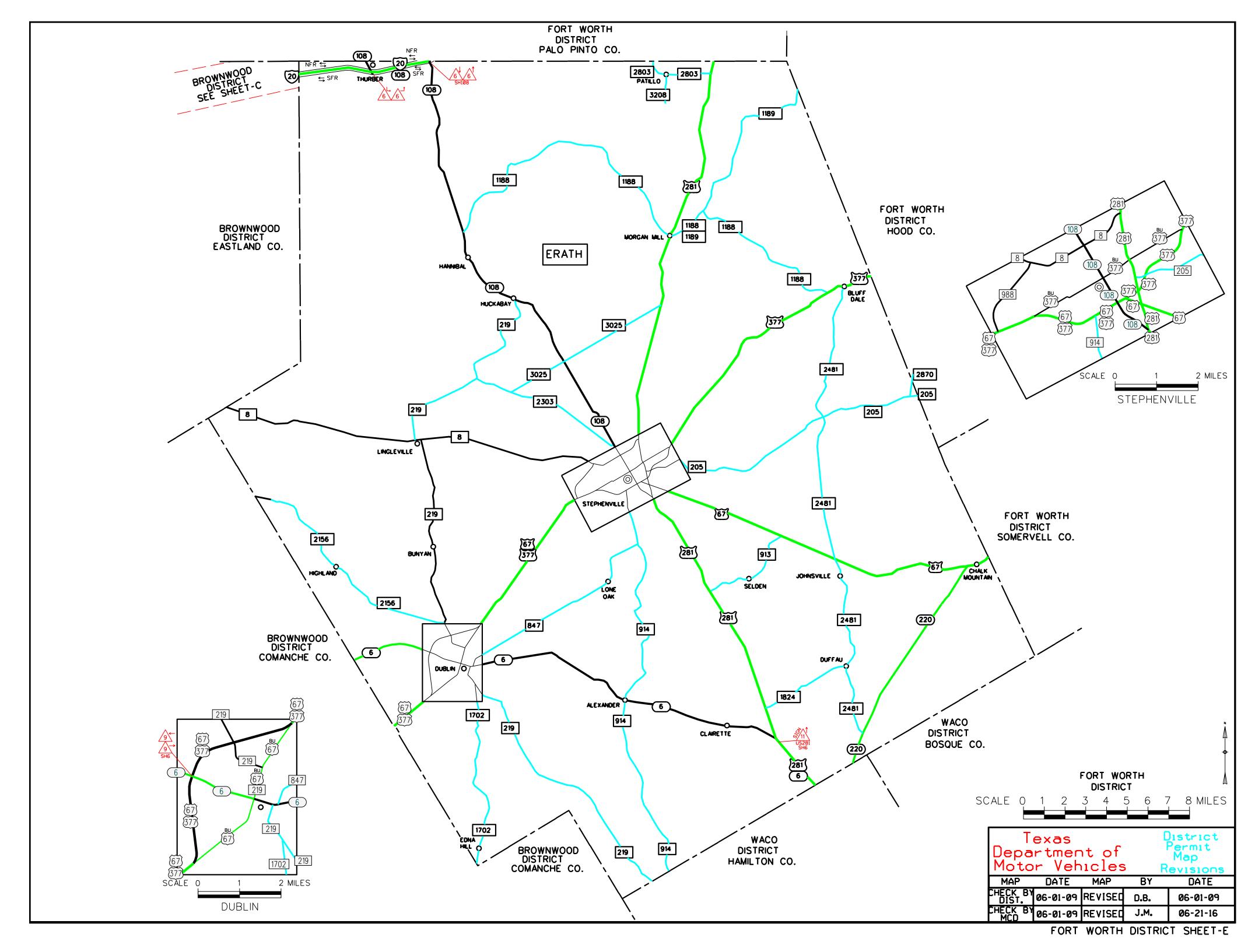


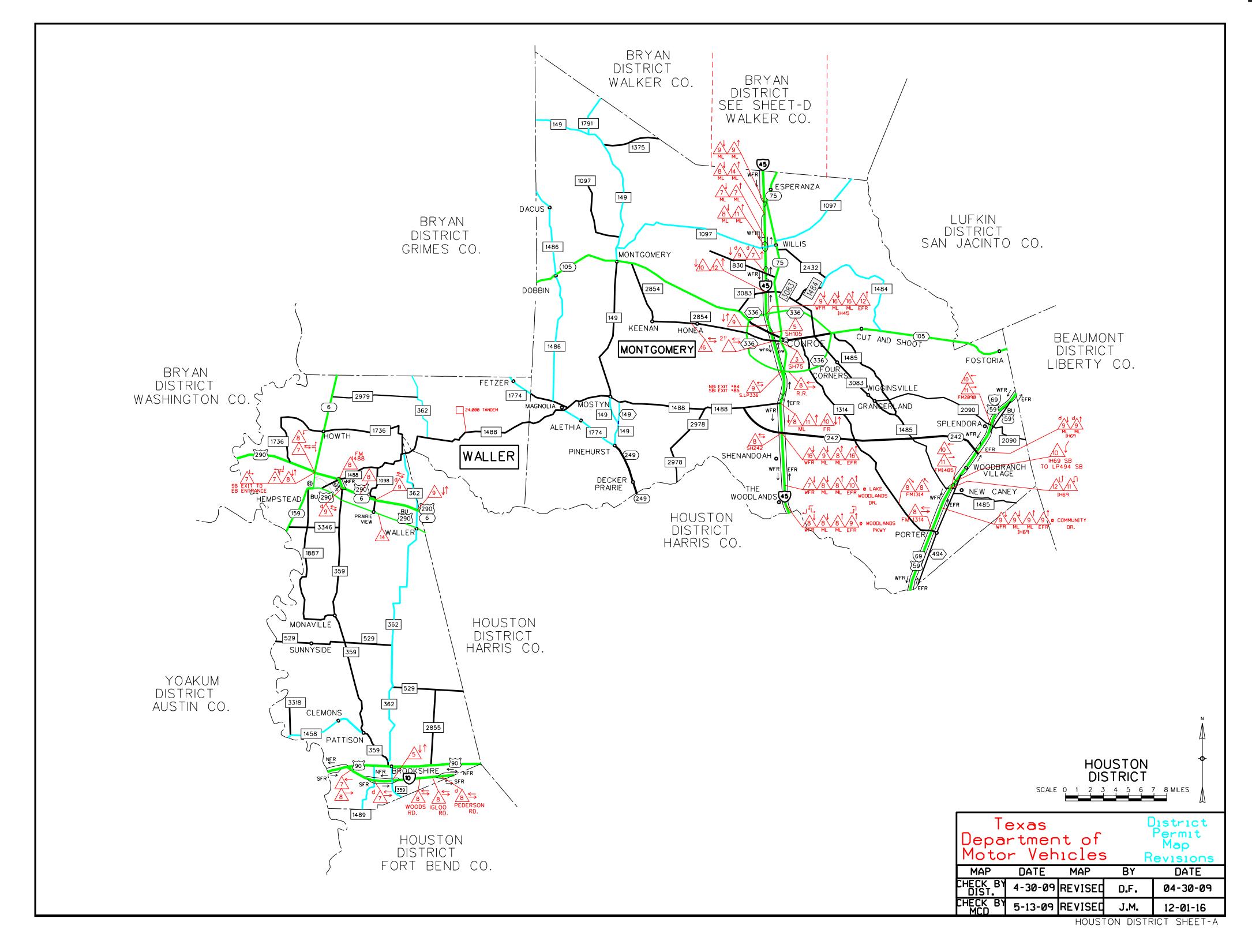


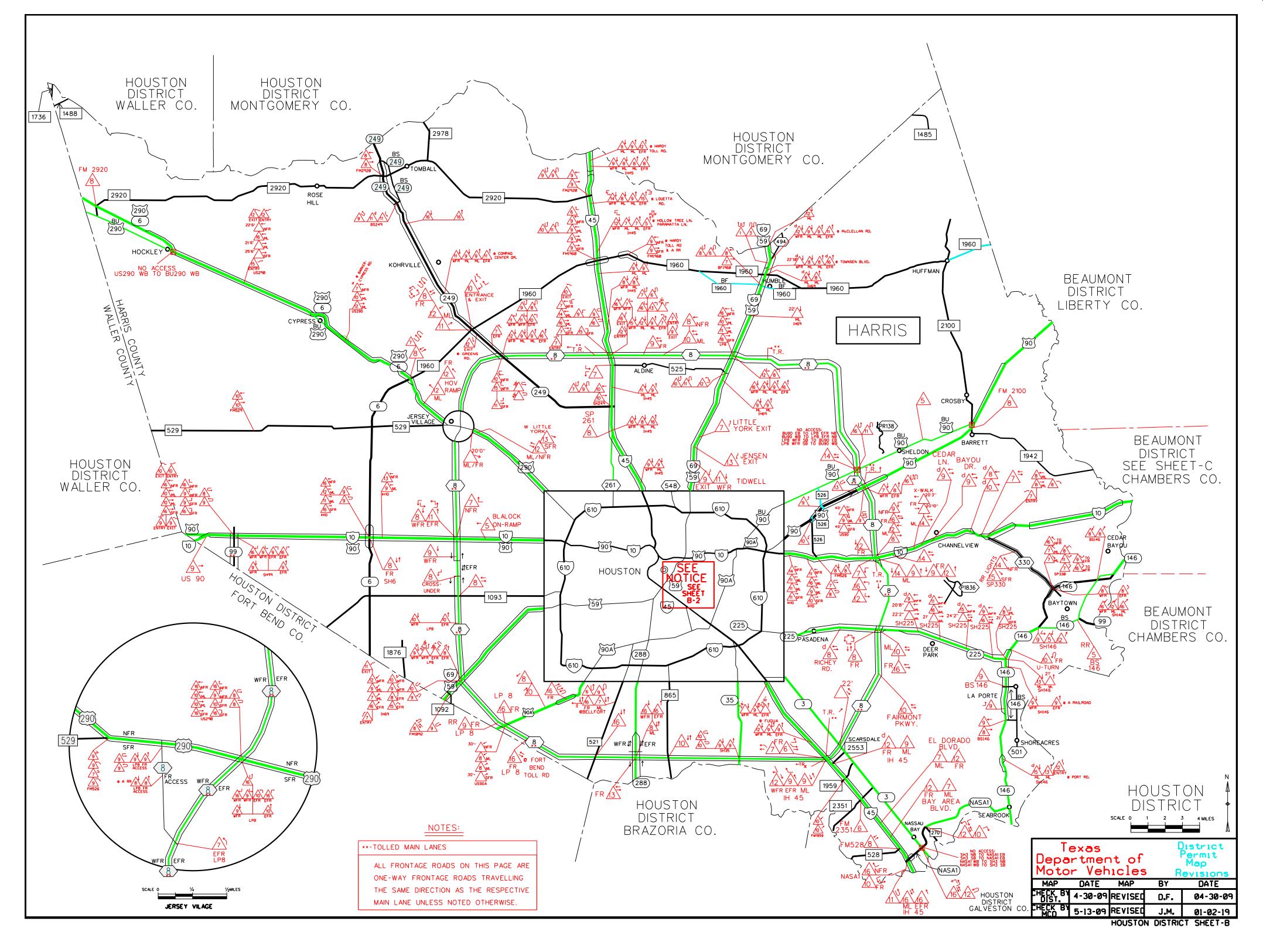


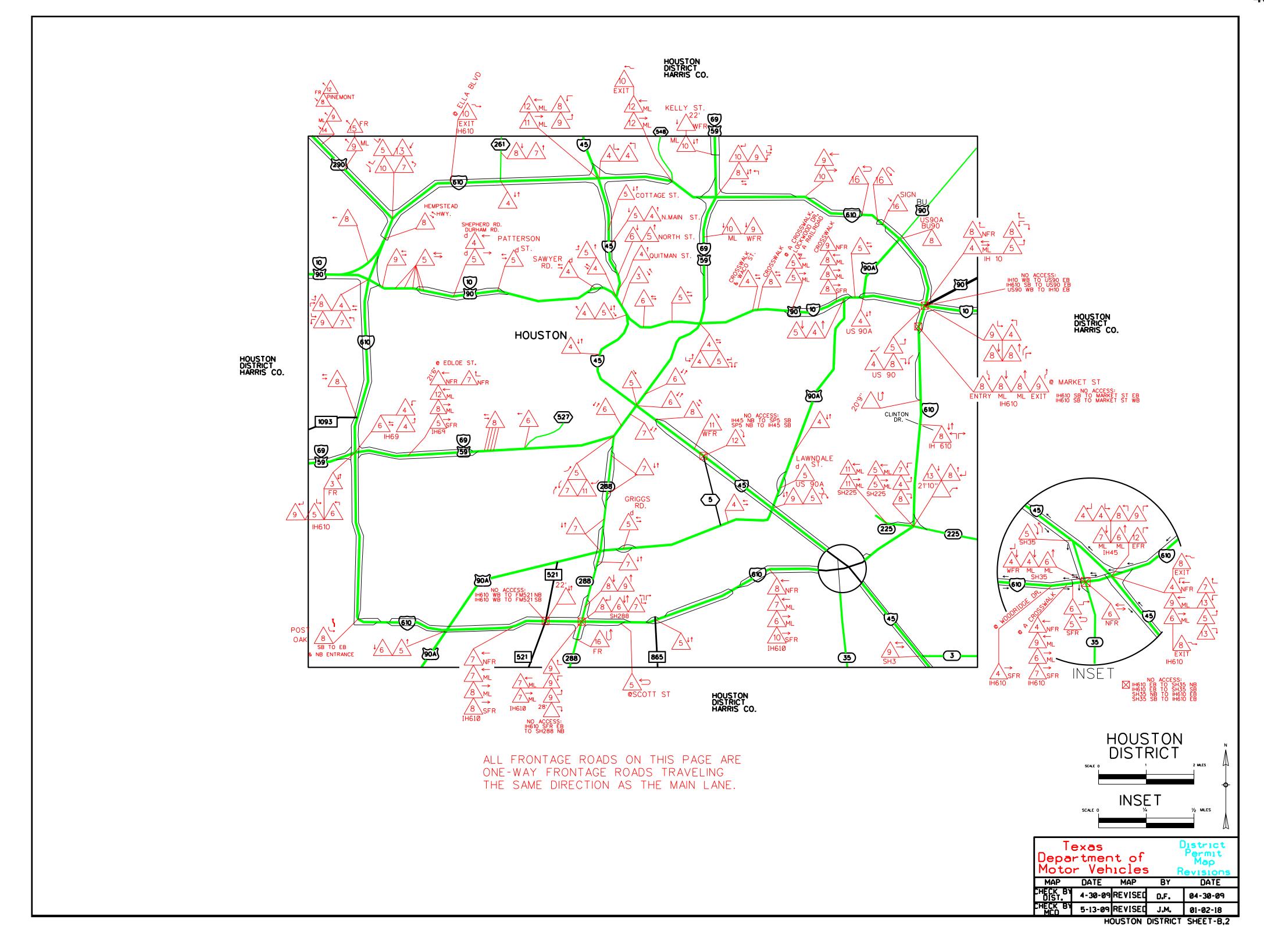


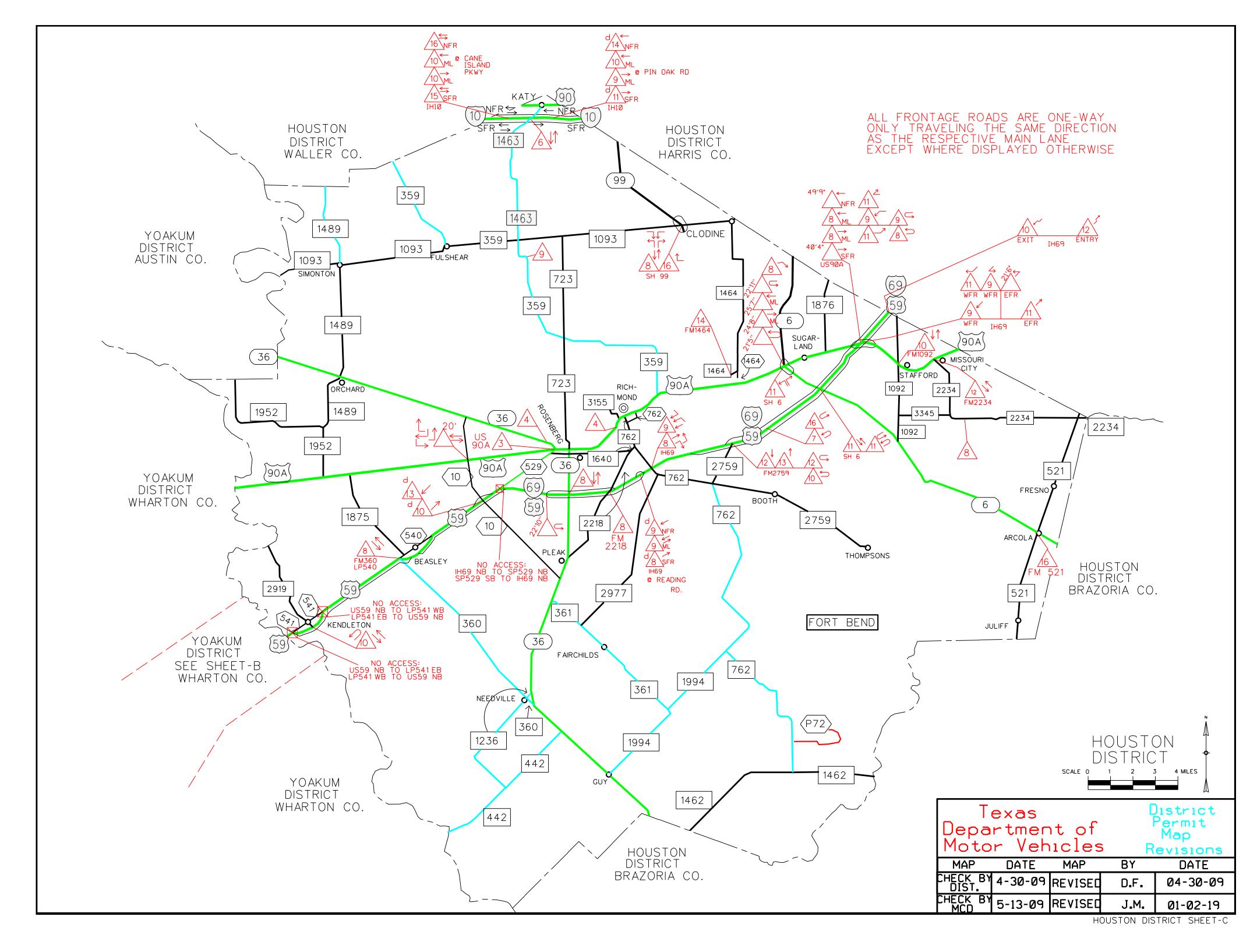


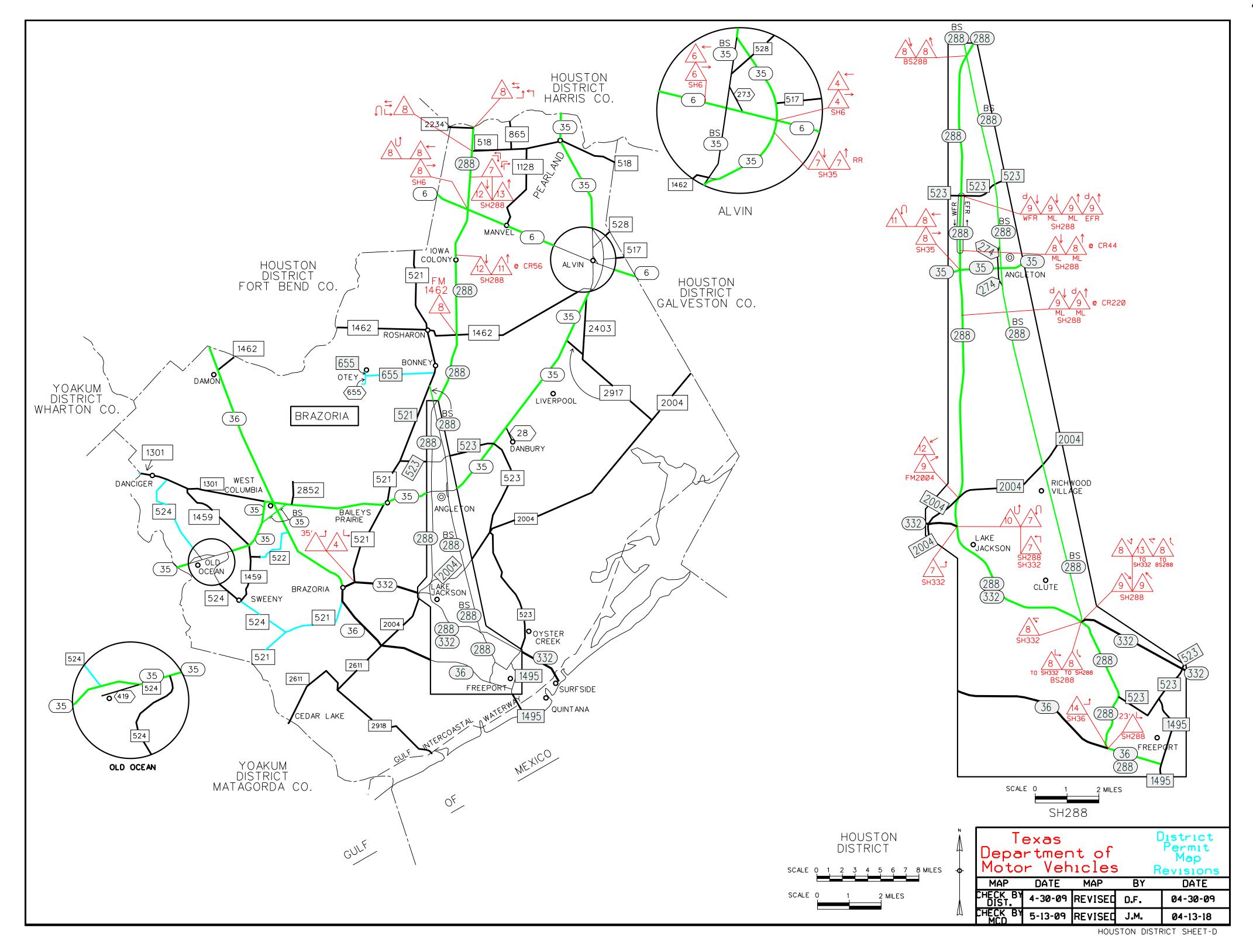


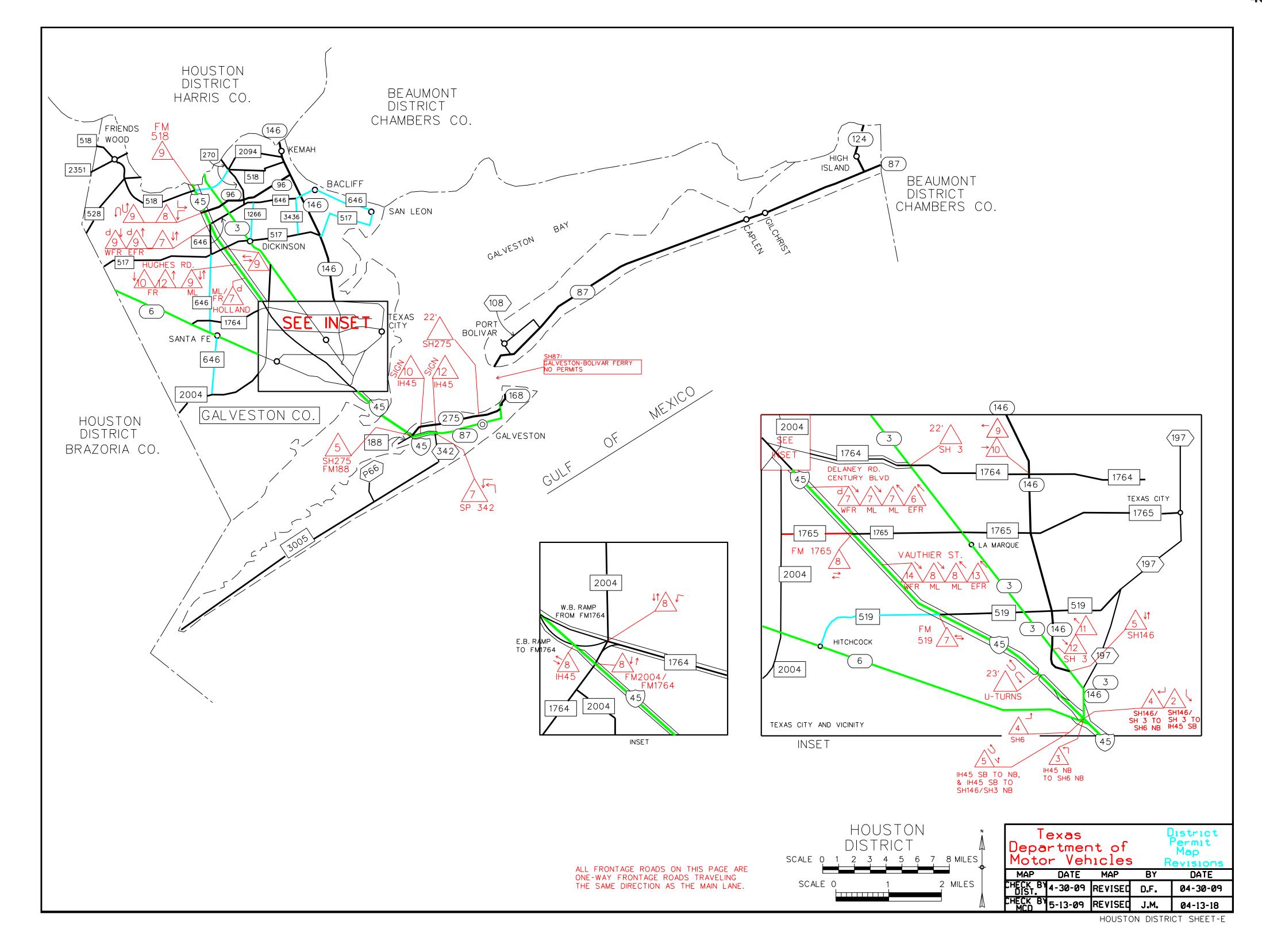


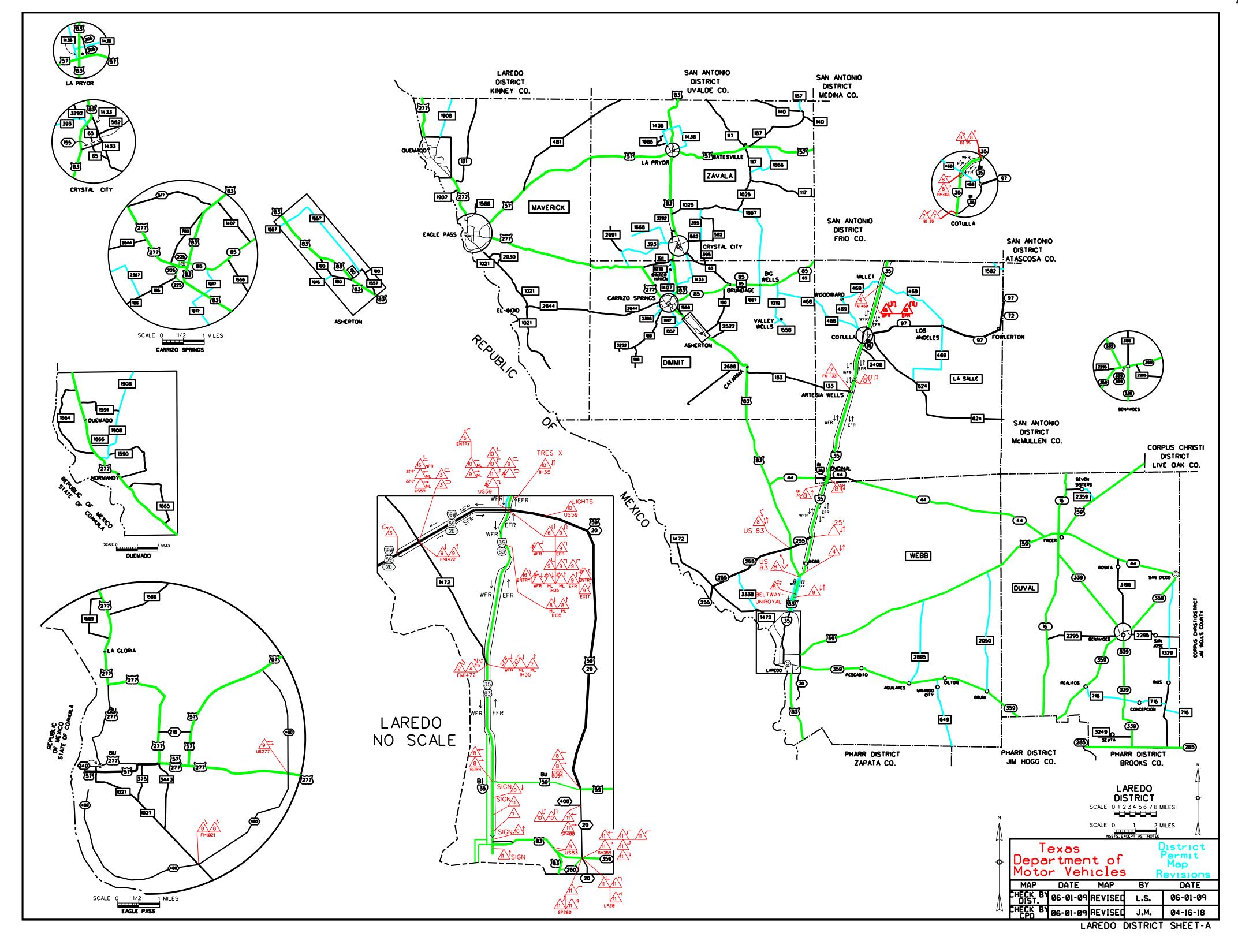


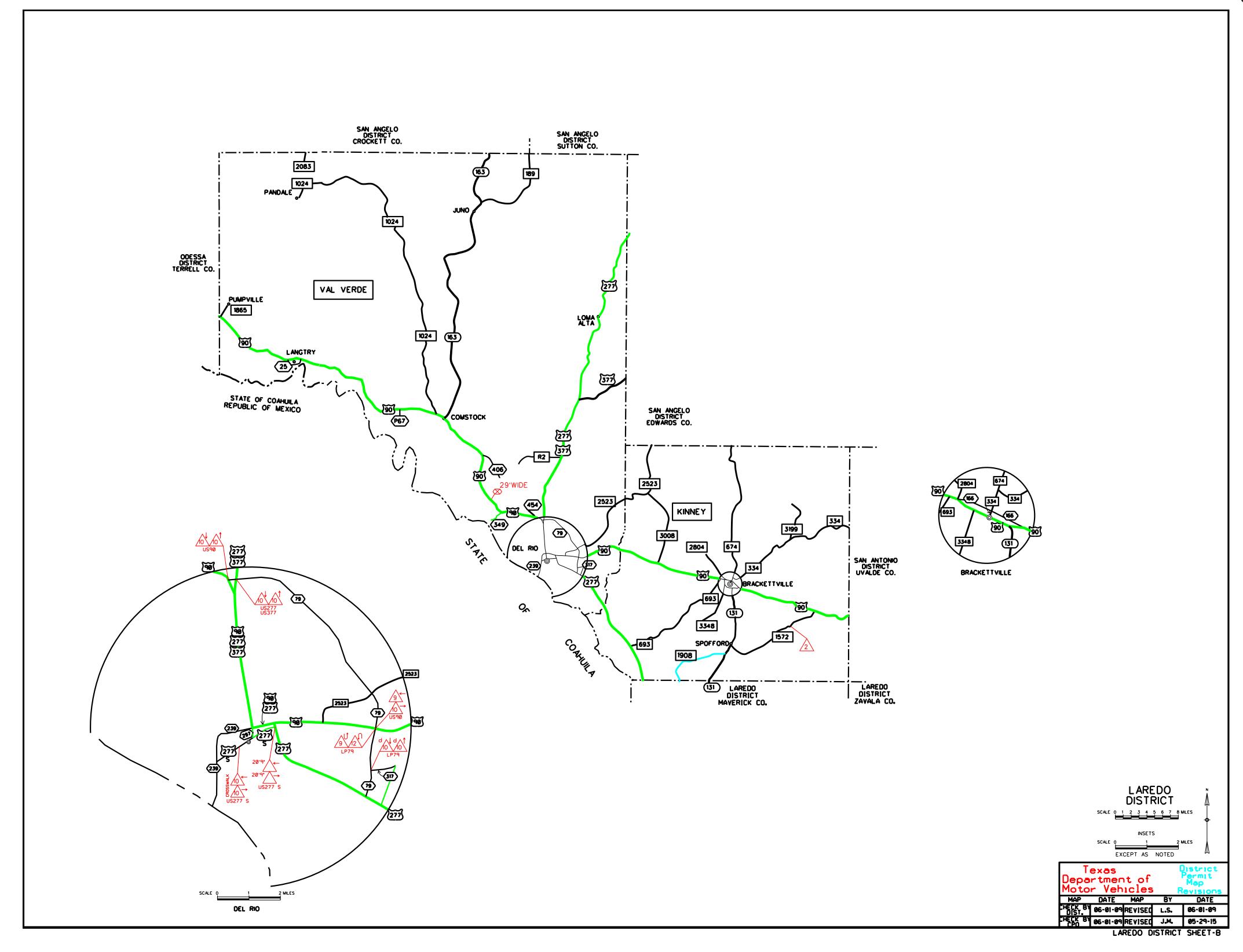


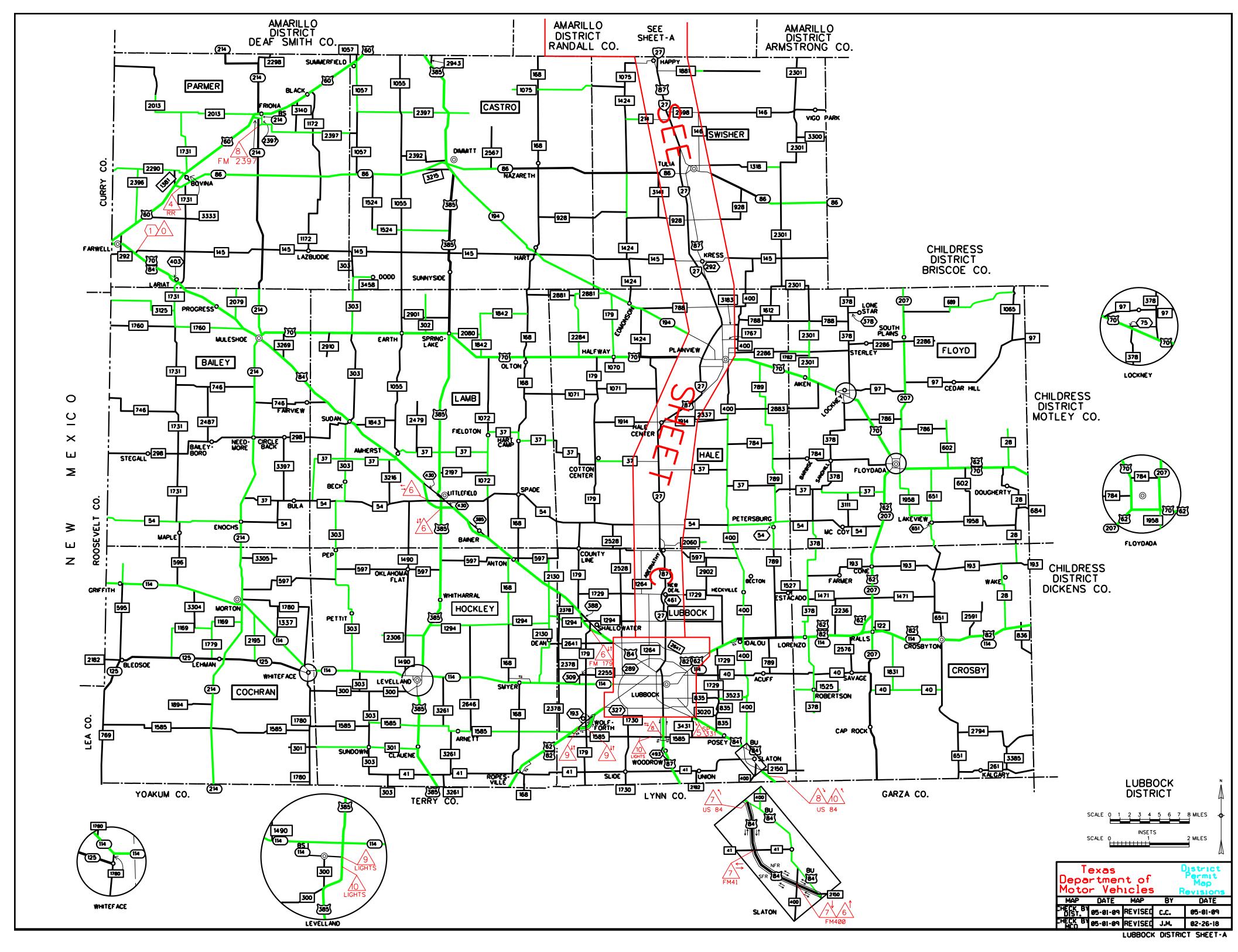


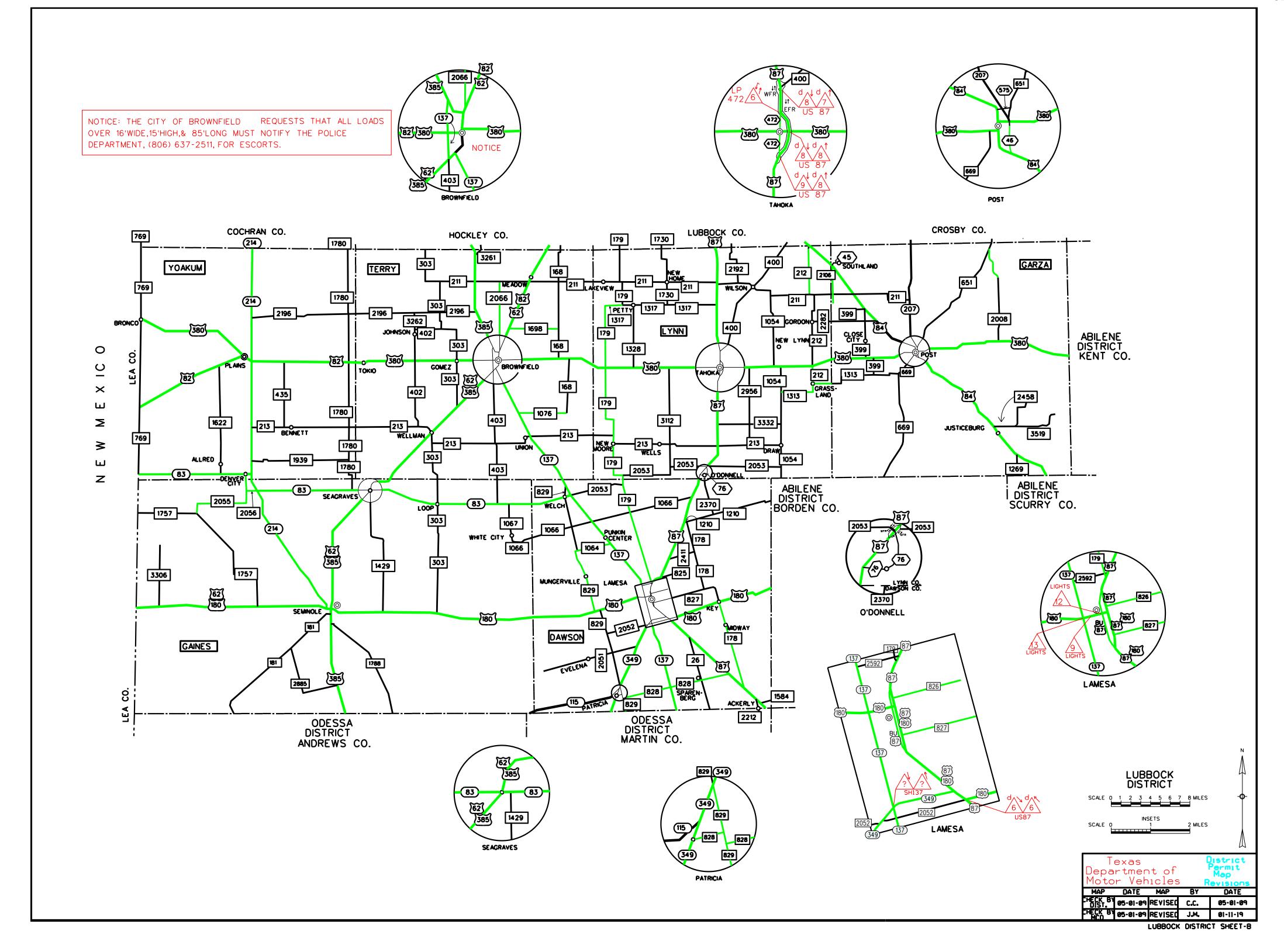


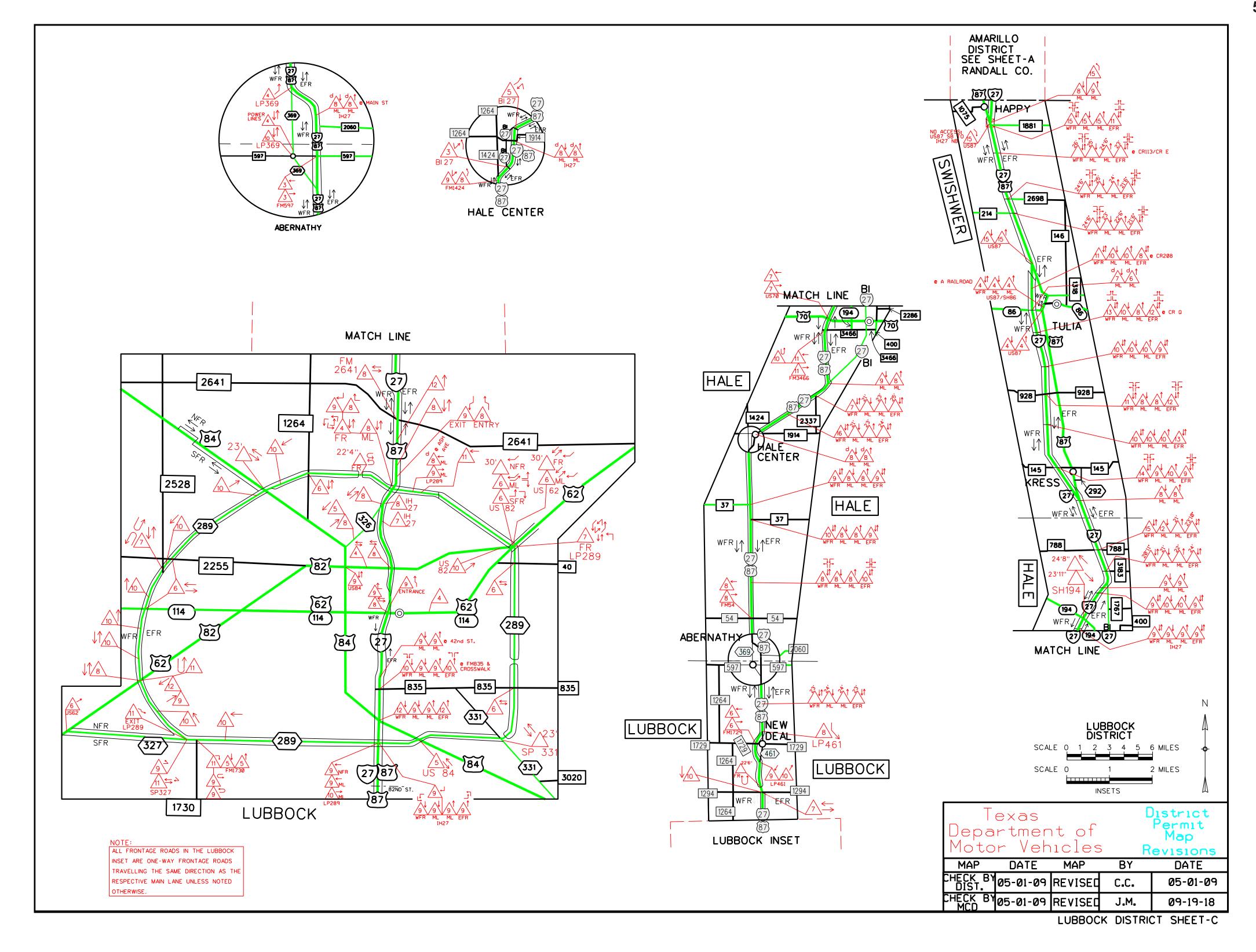


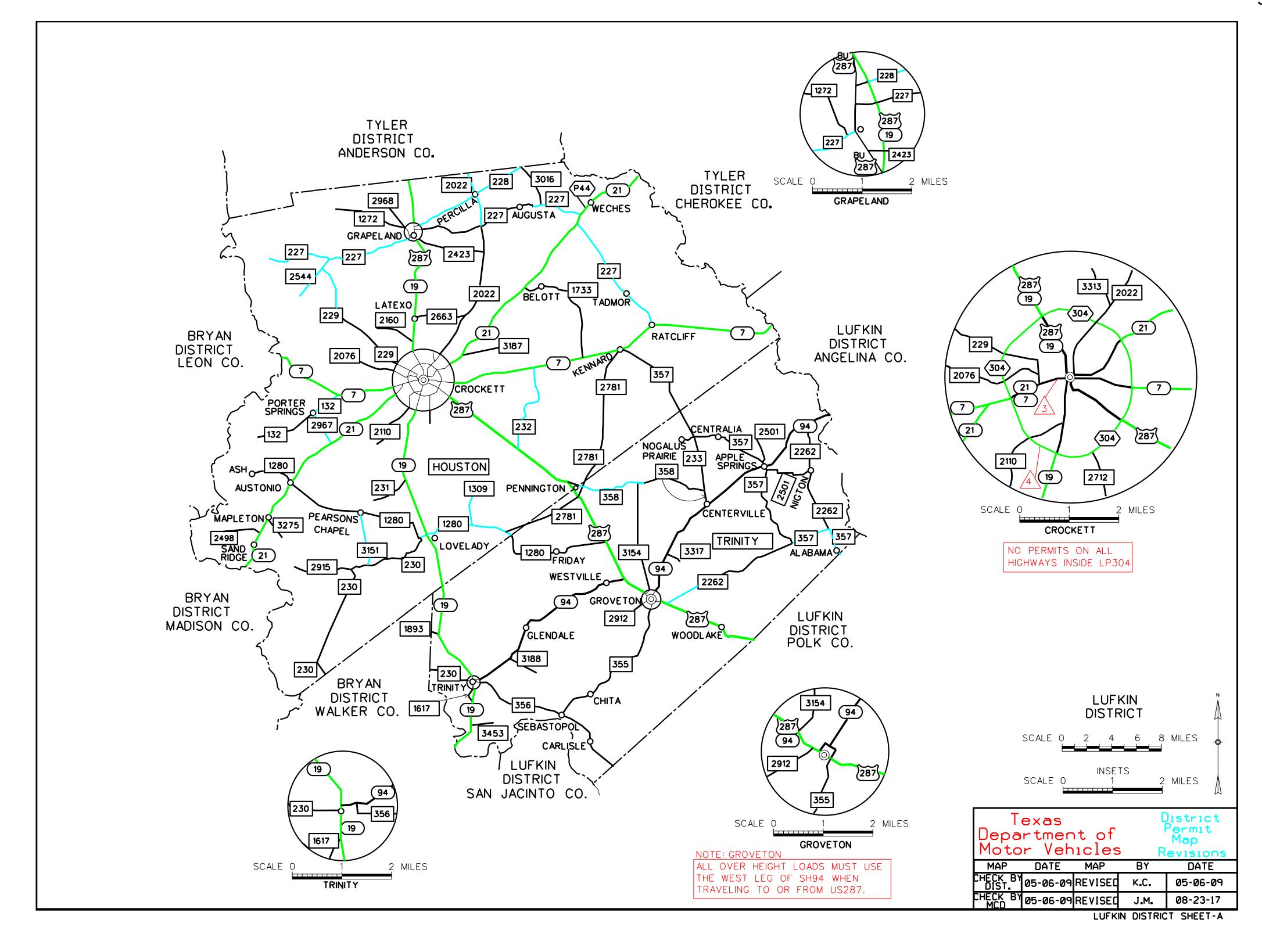


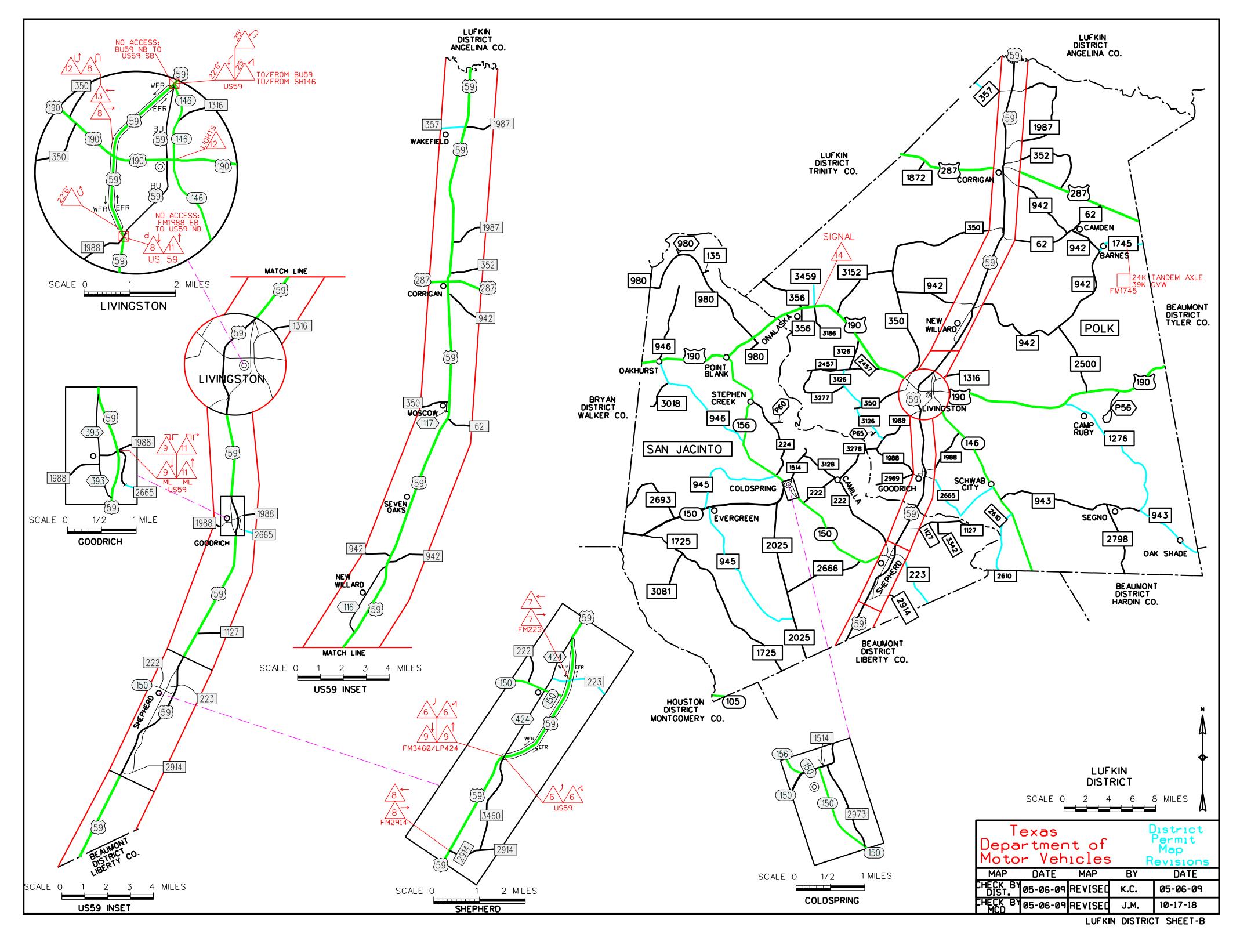


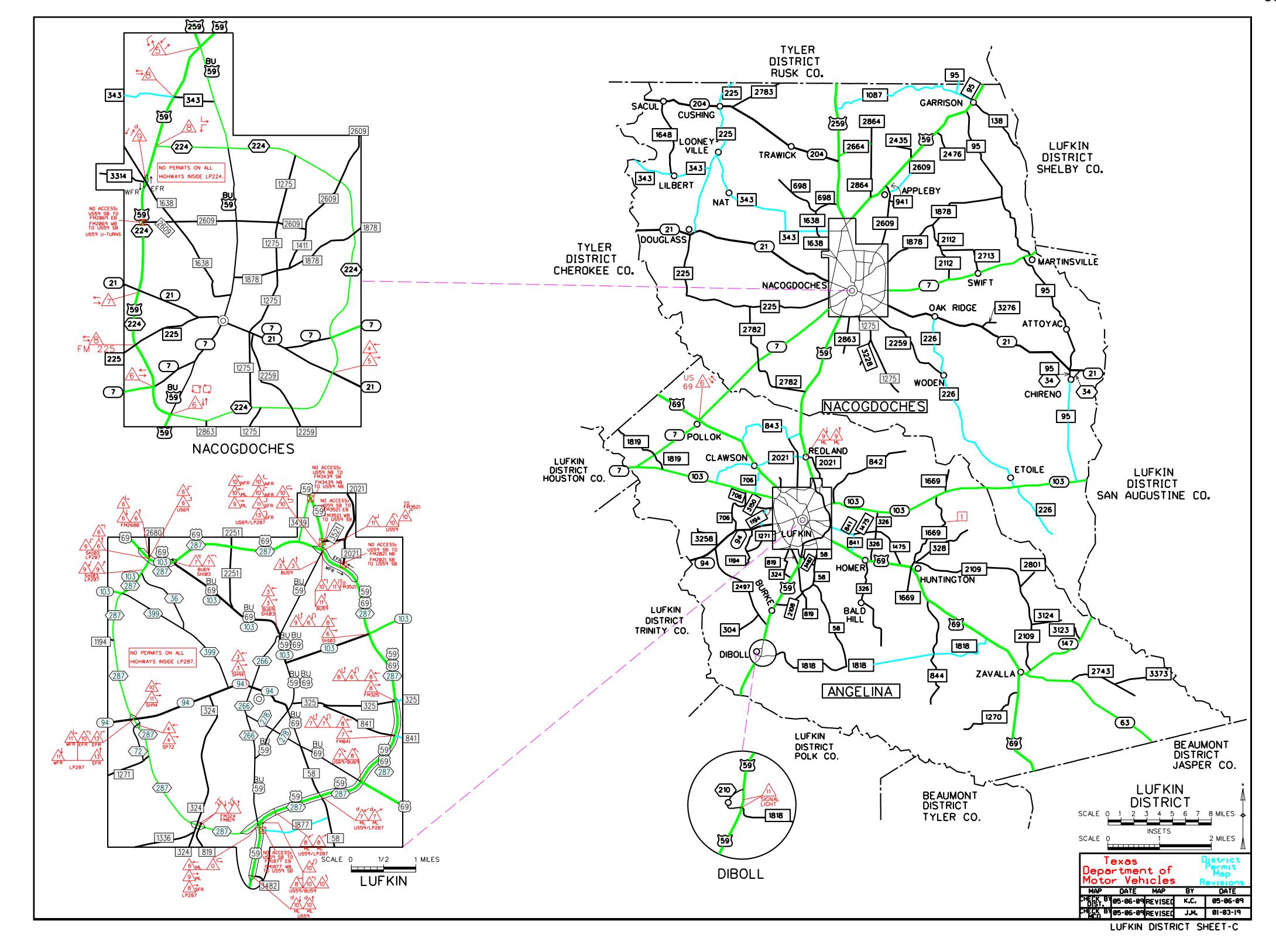


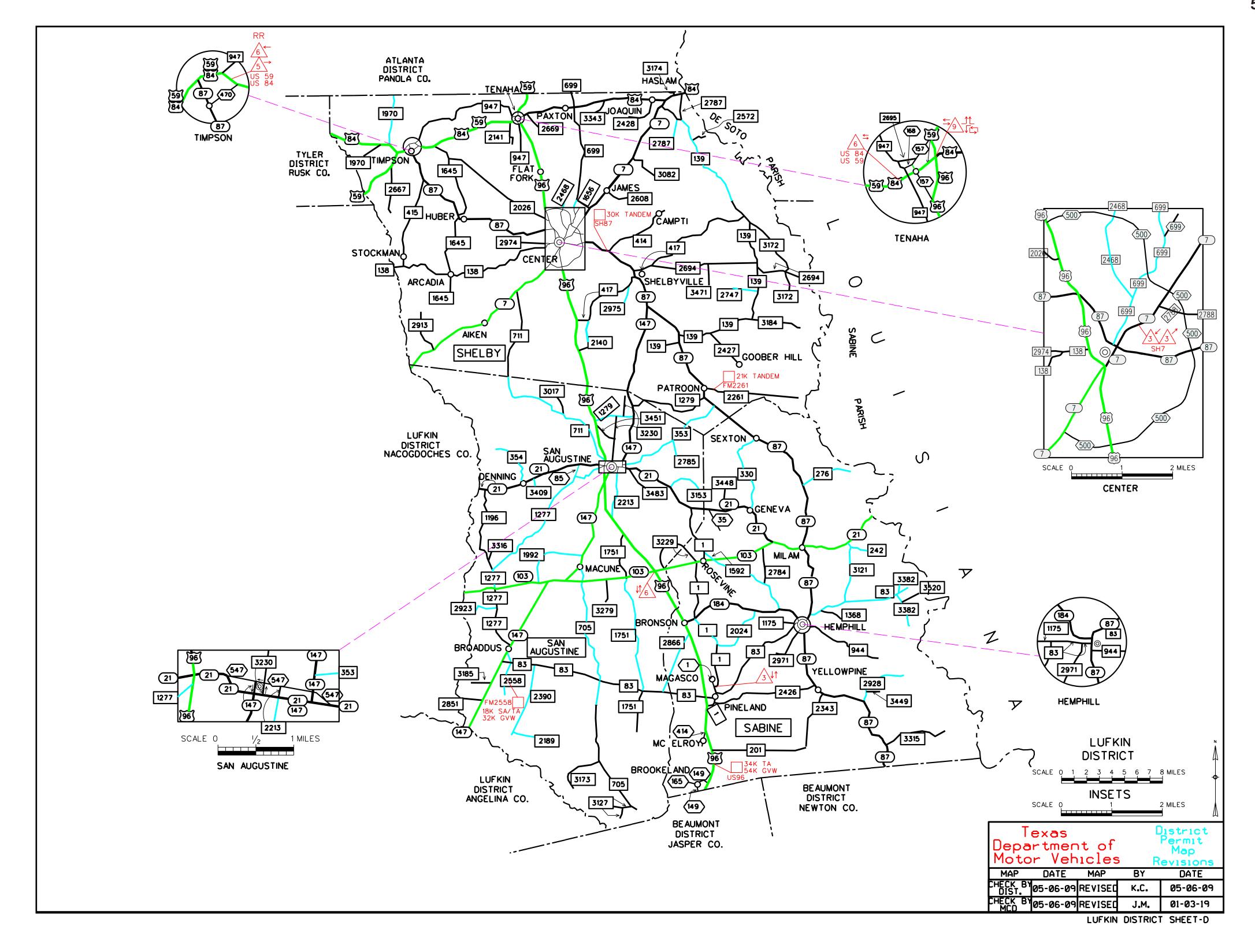


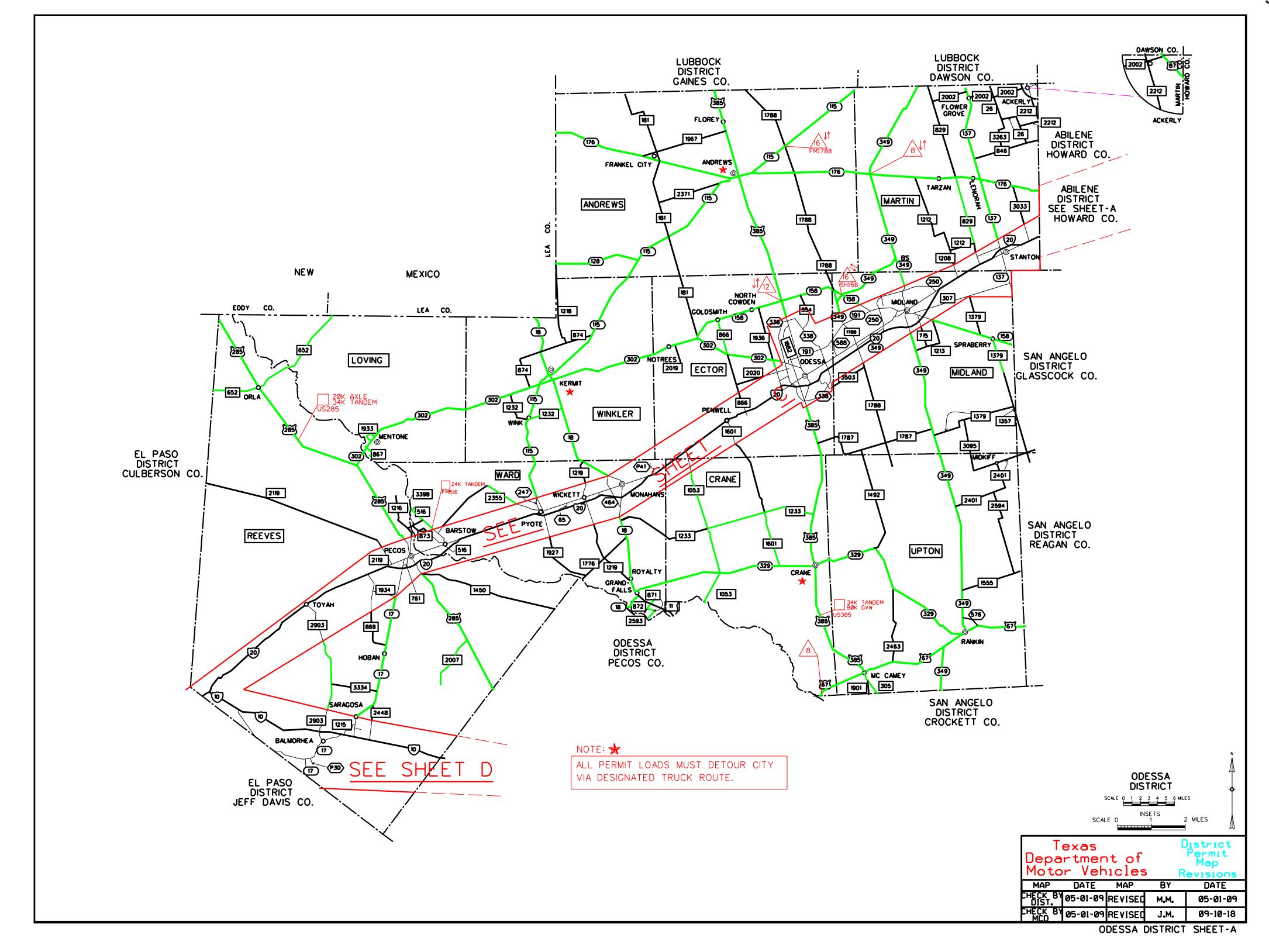


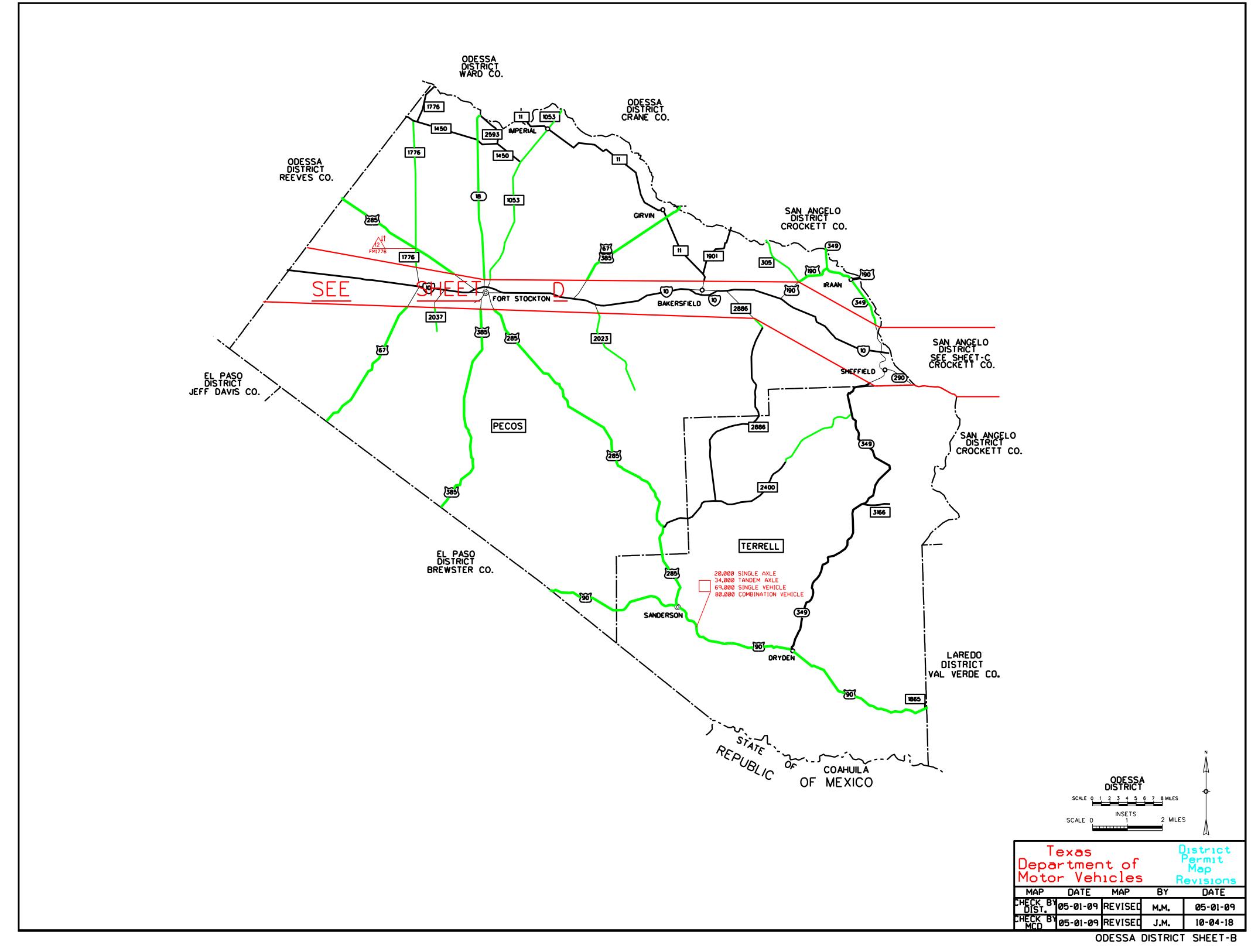


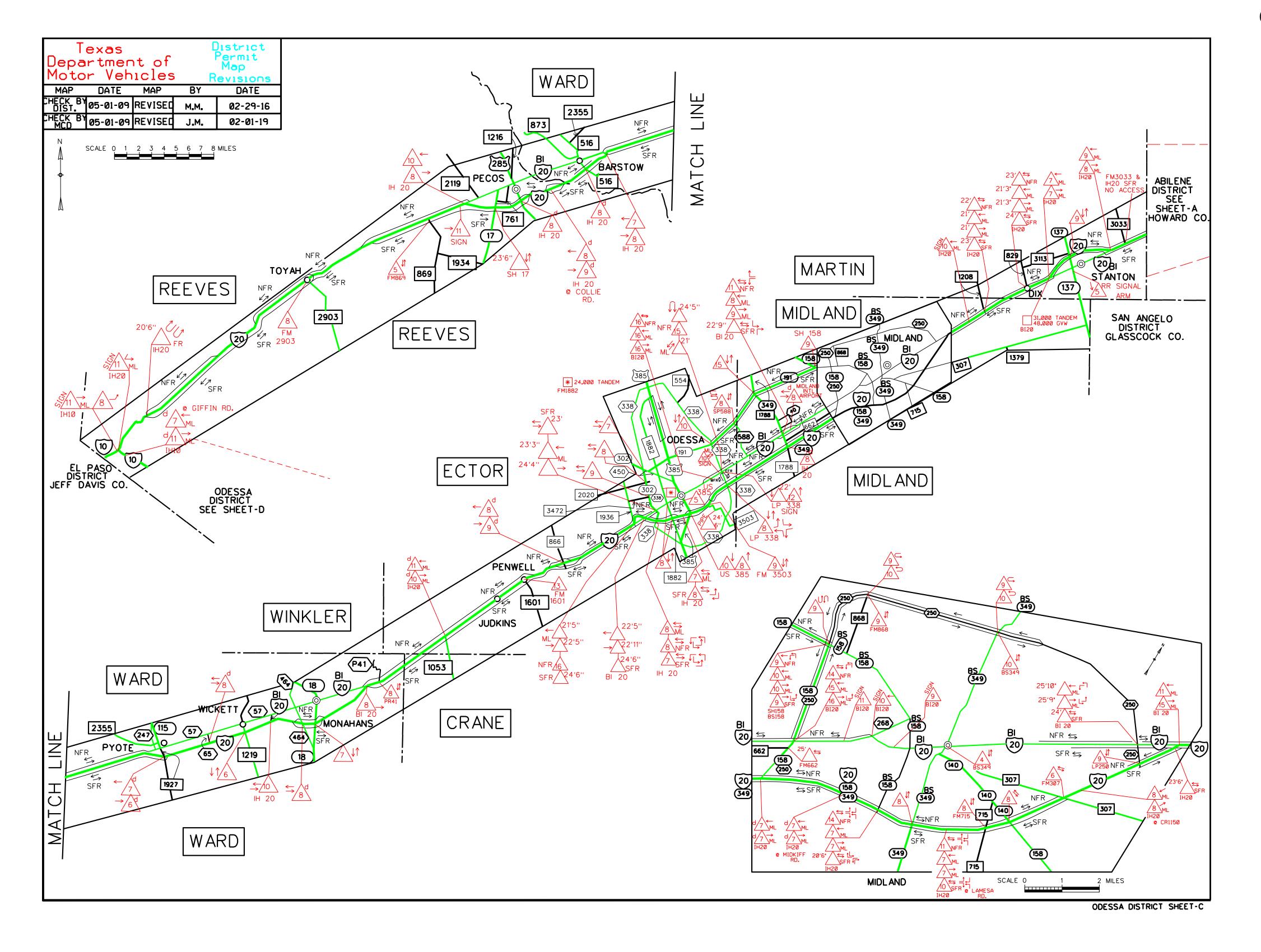


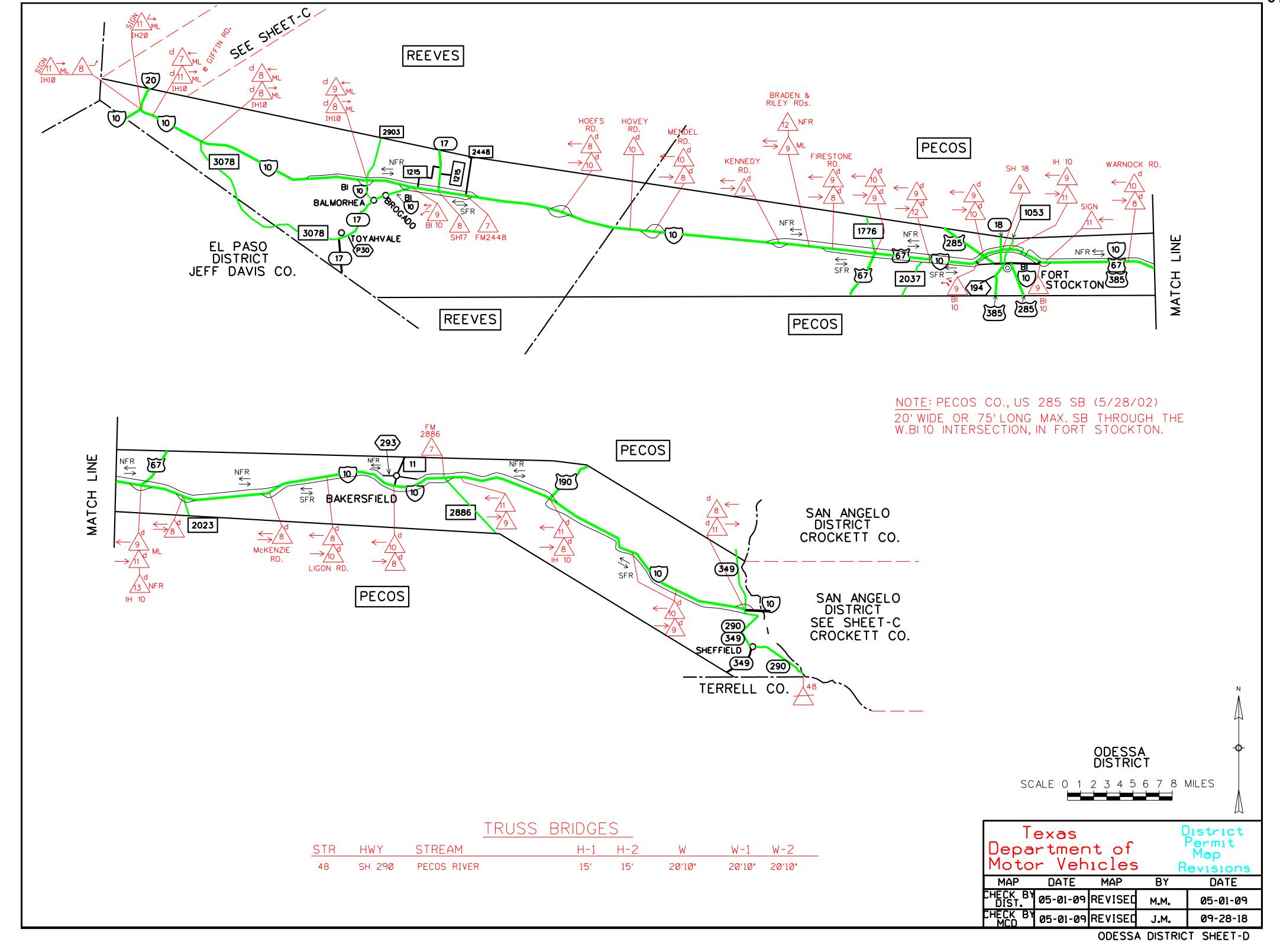


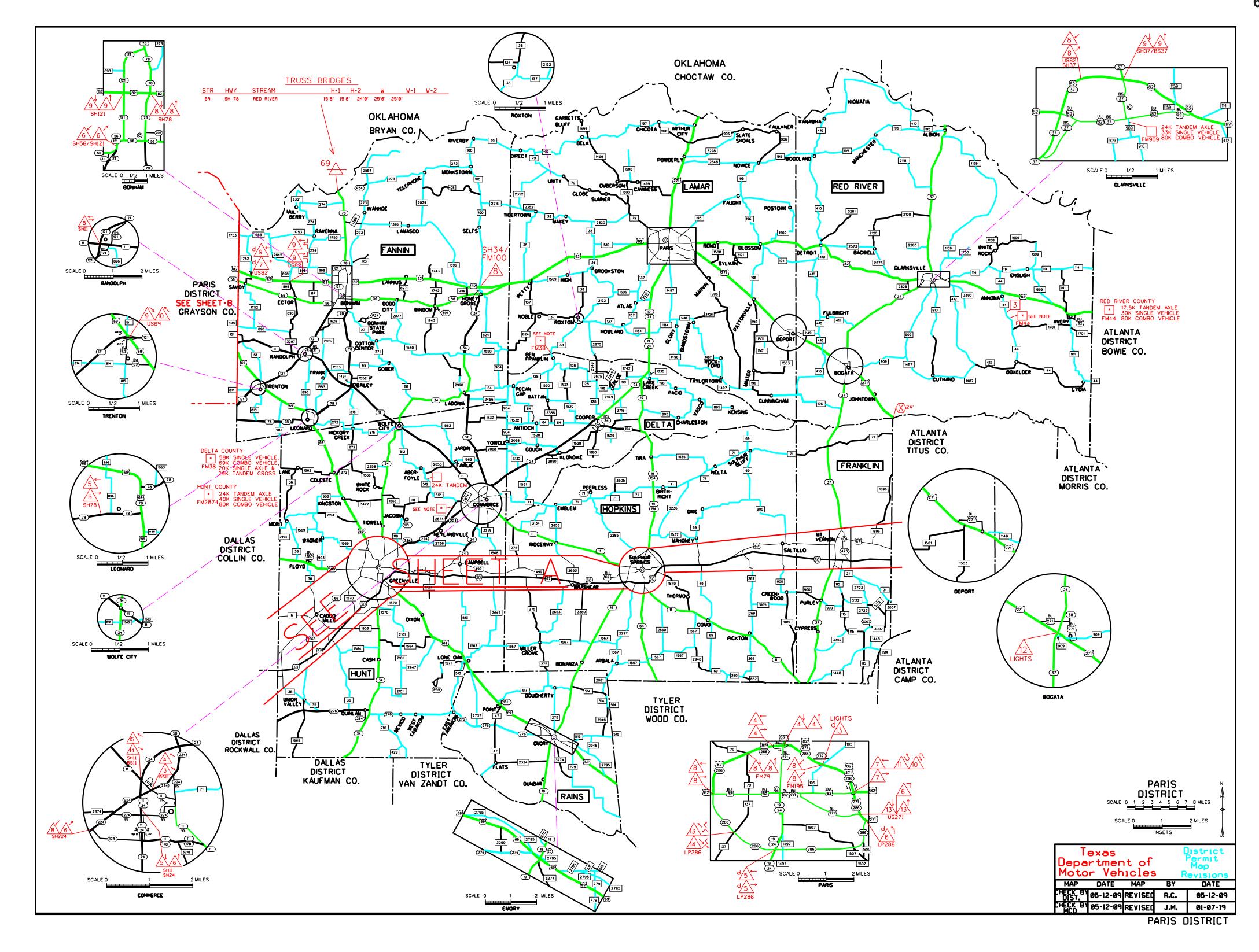


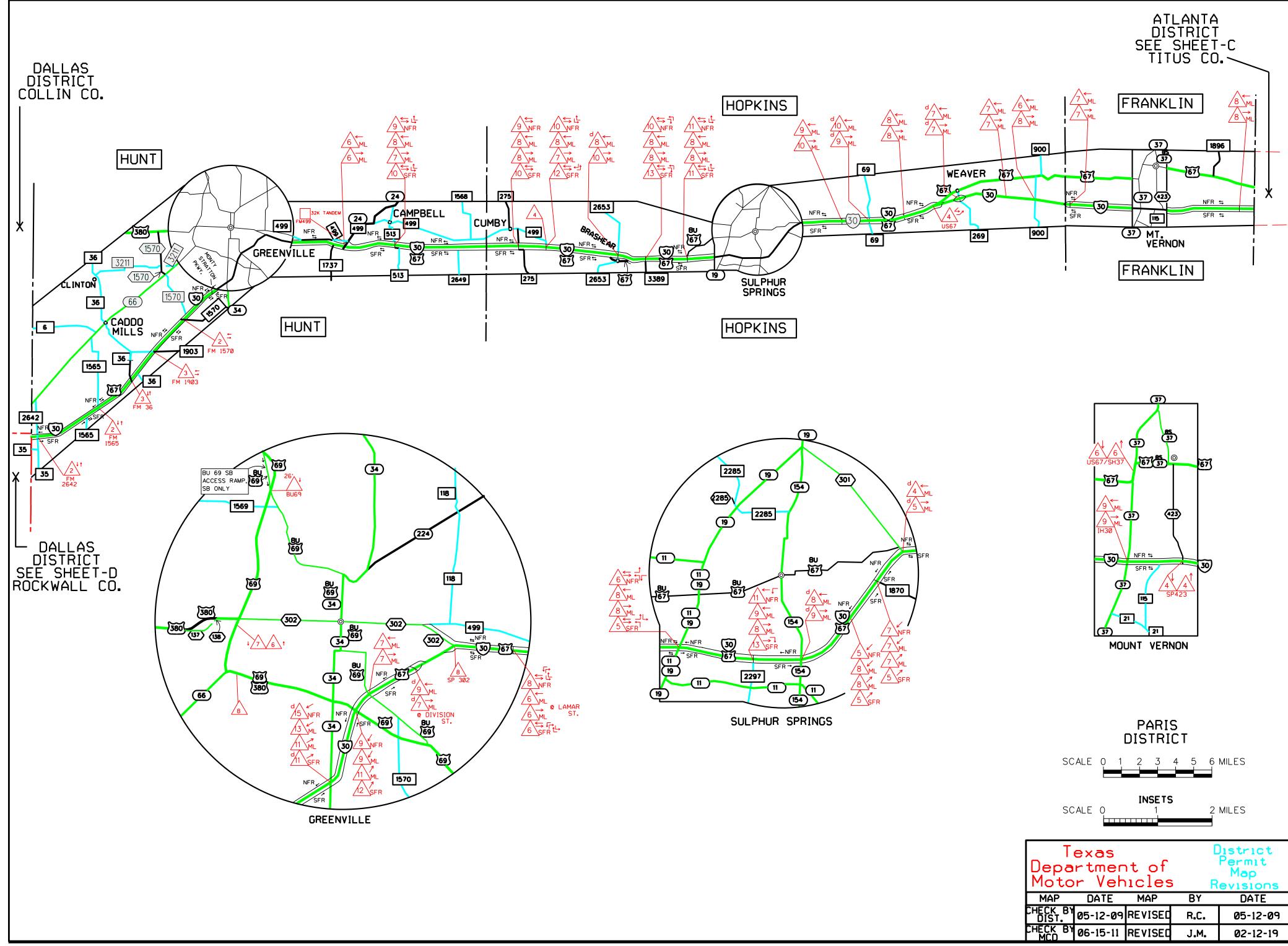












PARIS DISTRICT SHEET-A

