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ASSESSMENT OF NEW MEXICO’S FEE STRUCTURE FOR OVERSIZE AND OVERWEIGHT VEHICLES COMPARED TO PRACTICES IN OTHER WESTERN STATES

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DISCLAIMER
This report presents the results of research conducted by the authors and does not necessarily reflect the views of the New Mexico Department of Transportation. This report does not constitute a standard or specification.
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Acknowledgments

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INTRODUCTION

The demand for ground freight transportation has escalated over the past several years. The trucking industry faces an increased demand for transporting oversize and overweight (OS/OW) loads on state and federal highways. There is a large degree of variation in permit fees, permit types, and fines across the western states. These differences are in part due to the relative impacts of OS/OW loads on each state’s transportation infrastructure. This study reviews and reports the different permit and fee structures in the western states and compares them with the current permitting practices in the state of New Mexico.

The OS/OW loads can impact different parts of a state transportation agency such as operational costs (e.g. staff for permit processing, engineering reviews, etc.), infrastructure damage, and traffic and structural safety concerns. The revenues collected based on existing permit fees and fines may not fully balance these costs and mitigate these concerns. In New Mexico, the growing demand for OS/OW permits and the requests to increase allowable weights on permitted loads makes permitting for OS/OW vehicles a critical issue. For instance, the number of OS/OW trucks using New Mexico State transportation has increased significantly in the state’s oil-rich areas due to a recent boost in oil price.

In general, OS/OW permitting and regulations are strictly the responsibility of individual states, allowing them to accommodate the demand for larger loads from the trucking industry. As a result, OS/OW carriers usually face particular rules and policies in every state they cross [1][2]. As a general rule, states should model their permitting and fines structure to collect sufficient revenues to offset the cost of damage inflicted by OS/OW traffic. When the revenues collected from fees and fines are insufficient, coupled with overweight vehicles that operate illegally above maximum permitted weights, the economic burden for maintenance and repair of roads and bridges is transferred to the public. State transportation agencies face the challenge of quantifying the damage to their state’s infrastructure and developing effective permitting policies to maintain the existing highways at acceptable service levels [3]. Several methods have been reported and published to quantify damage to bridges and pavements, and the associated costs for different truck weights and configurations [4].

Bridge deterioration due to OS/OW trucks is a growing concern in the United States. Loads that exceed a bridge’s design load can both compromise the safety and accelerate the deterioration of the bridge structure. Because of the higher stress imposed to the structure, the service life of the bridge will be significantly reduced, and in some cases it may cause fatigue failure [3]. The effect of overweight vehicle loads may be aggravated in existing bridges because of the presence of other forms of deterioration such as corrosion [5]. Several scientific approaches were used by other states to assess the damage and associated cost of OW vehicles. In general, these approaches are based on either data processing of bridge rating information in bridge inventory databases [6][7] or estimating consumed bridge fatigue-life due to exceeded loads [4][8]. After the reduced-life or consumed-life due to exceeding weighs for distributed bridges is determined, a cost analysis can be performed by considering both bridge replacement cost and annual bridge fatigue damage [8].

Every year, overweight vehicles cause millions of dollars in damage to state highways. In the absence of a damage-based permit fee structure, these damages go uncompensated forcing the state to find additional sources of funding to cover the bill. In Arizona, it has been estimated that overweight vehicles impose somewhere between $12 million and $53 million in uncompensated damage per year [9]. In the case of pavement structures, tire loads, axle loads and axle configuration play a more significant role than gross vehicle weight [10][11]. Because of the higher axle loads, unexpected increases in heavy-vehicle traffic volume are considered to be the primary cause of premature pavement failures. Quantifying pavement deterioration and the associated maintenance and reconstruction costs is difficult because the magnitude of

...
the damage depends on the specific pavement structure. Changes in layer thicknesses and/or material properties can alter the mechanical response of the pavement and its susceptibility to failure under region/site specific climatic conditions [12]. Overweight vehicle impact assessment must combine local designs, materials, and weather information with vehicle specific load configurations.
EXECUTIVE SUMMARY

Oversize and overweight (OS/OW) freight permitting policies vary widely across the US western states. On one end of the spectrum are states, such as Texas and Arizona, with permits tailored to different industry impacts. The size and weight limits reflect these industries’ impacts, and the permit fees are in some cases correlated to the value of their cargo or the sector they serve. This rigid permitting structure is often tested by individuals seeking to win a competitive advantage by introducing vehicles and loads that are not compliant with available permits. On the other end, states such as Idaho handle excess weight in more economic terms. Instead of setting hard limits, Idaho makes it more expensive to seek permits for loads or load configurations that deviate from industry standards. Most transporters would opt for using conventional loads once the additional permit costs are factored into their cost/benefit analysis, and the extra revenue collected from those who decide otherwise can be used to offset the additional damage caused by their loads. In all cases, states monitor the capacity of their infrastructure to ensure that all permitted loads can be safely moved across roadways and bridges.

The additional costs related to route and weight analysis, escort vehicle certifications, law enforcement traffic control, compliance monitoring, and enforcement also exhibit significant variability across western states. This section offers a comparison of the OS/OW permit policies in New Mexico and other western states. To understand how different states approach permitting fees, information collected from individual states is compared in terms of: (1) permit types; (2) fees; and (3) weight limits. The selected parameters allow for a simple comparison but do not necessarily capture the underlying analyses that may have been used to determine the permit fees and structures in each state. Table 1 summarizes the key components of OS/OW permitting at different western states.

Table 1. Permit comparison table.

<table>
<thead>
<tr>
<th>States</th>
<th>Multi-trip Permit</th>
<th>Annual Permits</th>
<th>Additional charge</th>
<th>Federal Bridge Formula Used</th>
<th>Escort Vehicle Certification cost ($)</th>
<th>Police Escort Fee ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Mexico</td>
<td>Yes</td>
<td>Yes</td>
<td>+$0.025/ton/mile*</td>
<td>No</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Arizona</td>
<td>Yes</td>
<td>None</td>
<td>None</td>
<td>Yes</td>
<td>245.0</td>
<td>61.4</td>
</tr>
<tr>
<td>California</td>
<td>None</td>
<td>Yes</td>
<td>None</td>
<td>Modifed</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Colorado</td>
<td>Yes</td>
<td>Yes</td>
<td>+$10/axle</td>
<td>Yes</td>
<td>231.0</td>
<td>76.65</td>
</tr>
<tr>
<td>Idaho</td>
<td>None</td>
<td>Yes</td>
<td>+$/mile</td>
<td>Yes</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Montana</td>
<td>Yes</td>
<td>None</td>
<td>+$/mile</td>
<td>Yes</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Nevada</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
<td>Yes</td>
<td>95.00</td>
<td>None</td>
</tr>
<tr>
<td>North Dakota</td>
<td>Yes</td>
<td>Yes</td>
<td>+$0.05/ton/mile</td>
<td>Yes</td>
<td>None</td>
<td>60.0</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>Yes</td>
<td>Yes</td>
<td>+$10/1000lbs.</td>
<td>Yes</td>
<td>180.0</td>
<td>None</td>
</tr>
<tr>
<td>Oregon</td>
<td>None</td>
<td>Yes</td>
<td>+$0.21 weight tax/mile+RUAF($0.085/mile/axle)</td>
<td>Yes</td>
<td>95.0</td>
<td>None</td>
</tr>
<tr>
<td>Texas</td>
<td>Yes</td>
<td>Yes</td>
<td>+$/mile</td>
<td>Yes</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Utah</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
<td>Yes</td>
<td>231.00</td>
<td>None</td>
</tr>
<tr>
<td>Wyoming</td>
<td>Yes</td>
<td>Yes</td>
<td>+$0.03/mile/ft and $0.06/mile/ton</td>
<td>Yes</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

* Only for single trip permits.
The number of permit types can indicate the complexity in the permitting structure at each state. Figure 1 shows the number of permit types used by Western States. While the number of permit types for most states ranges between 5 and 12, California and Texas use significantly more types of permits at 69 and 28 permit types respectively. New Mexico issues 22 OS/OW permit types.

![Number of Types of OS/OW Permits](image)

**Figure 1. Comparison of number of OS/OW permit types in the US western states.**

**COMPARISON OF OVERSIZE/OVERWEIGHT VEHICLE PERMIT FEES AND FINES**

There are five different categories for single-trip permit fees [3]:

1. Flat fee
2. Weight based fee
3. Weight-distance based fee
4. Distance based fee
5. Axle based fee

It is difficult to group all single-trip permit types in a single graph because in some cases additional charges are billed based on distance and weight (see Table 1 for additional charges). However, the research team extracted meaningful and simplified values for minimum and maximum flat or base fees used for single-trip permits, see Figure 2. Those states that use weight, weight-distance, distance, and axle-based fees are pointed out in the bar chart. The average minimum and maximum flat fees for a single-trip permit are $15.65 and $247
respectively. The minimum and maximum flat fees in the state of New Mexico is $25.00 and $35.00 respectively. In New Mexico, an additional weight-distance surcharge is charged for OW permits. Single-trip permits in Texas, Colorado, Oklahoma, and Utah are substantially more expensive than in other western states.

Single-trip permit fees are computed by several methods that vary from state to state. Therefore, it is hard to compare them in a unified and consistent way. A better means of comparison would be to compare the fees by creating statistically meaningful scenarios for truck-types, weights, axle combinations, and distances traveled. However, these comparisons were outside of the scope of this project.

**Figure 2. Comparison of maximum single-trip permit flat fee for OS/OW vehicles in the US western states.**

Figure 3 compares multi-trip and/or annual permit flat fees for OS/OW vehicles. The figure presents average minimum and average maximum fees charged across the permit types in this category. The average minimum and maximum flat fees are $87.50 and $1,024 respectively. The multiple-trip permit flat fee in the state of New Mexico is $250. Again, Texas and Montana charge substantially higher annual permit flat fees. Figure 2 and Figure 3 show that the states surrounding New Mexico (OK, TX, CO, UT, and AZ) charge higher permit flat fees than New Mexico.
Figure 3. Comparison of multiple/annual fee for OS/OW permit fees for the western states.

Figure 4. Revenue generated from OS/OW permits in US western states.
Figure 4 shows the revenue generated from OS/OW permits in the western states. Texas, and Oklahoma generate substantially more revenue than other western states. Since the information is not normalized by the number of permits or OW/OS vehicles, it cannot be concluded that the higher amount of revenue in one state provides sufficient funds for maintaining that state’s infrastructure at an acceptable service level. In other words, the damage caused by OS/OW vehicles to each state’s infrastructure has to be evaluated to assess the necessary funds to maintain bridges and pavements.

Fines are a significant part of OS/OW vehicle traffic regulation. They can encourage operators to secure appropriate permits and help ensure that permitted vehicles comply with the terms established in their permits. Figure 5 shows fines associated to 10,001 lbs. over permitted GVW and charged to vehicle operators in the western states. To be effective, fines need be proportional to fees in order to discourage OS/OW vehicle violations. The proportionality is rather evident when comparing Figure 2, Figure 3 with Figure 5.

**Fines for GVW Overage of 10,001 lbs. in Dollars**

![Map of the United States showing fines for GVW Overage of 10,001 lbs. in Dollars](image)

*Figure 5. Comparison of fine ranges for OS/OW vehicles in the US western states.*

**COMPARISON OF OVERSIZETYPE/RVHEIGHT VEHICLE LEGAL AND PERMITTED WEIGHT LIMITS**

The legal and permitted weight limits for gross vehicle weight (GVW), and axle combinations are summarized in Figure 6 and Figure 7. Most of the states use the federal formula for legal weight calculations, so legal weights are very similar across western states. However, the maximum permitted loads vary considerably. New Mexico allows some of the lowest permitted Single, Tandem, and Tridem axle weights.
Figure 6. Maximum legal axle weight.
Figure 7. Allowable permitted weight.
New Mexico charges some of the lowest permit fees and associated fines. Since the damage to transportation infrastructure is directly proportional to the load and axle configuration, it is unlikely that the state of New Mexico is recovering sufficient funds to maintain the state network of bridges and pavements impacted by OW traffic. The associated cost of damage to transportation infrastructure must be quantified to create a permitting fee structure that can ensure safe and reliable transportation of goods throughout the state. Failure to collect sufficient revenue to maintain roadways and bridges would lead to progressive deterioration and ultimately impact the ability of OS/OW users and the public to move safely across the state. Determining the appropriate fees required to maintain a revenue-neutral income from OS/OW fees requires a comprehensive study to evaluate the damage to bridges and pavements caused by OS/OW vehicles in New Mexico. Therefore, it would be irresponsible for the research team to make any recommendations regarding permit fees based solely on the comparison with other western states.
SUMMARY OF OS/OW PERMIT POLICIES IN THE US WESTERN STATES

ARIZONA

Arizona has class A-E, G, H, and envelope permits for OS/OW commercial vehicles. The state uses the bridge formula weights defined by the Federal Highways Administration (FHWA) to calculate legal axle weights. Table 2 shows the legal size and weight limits under which no OS/OW permits are required.

Table 3 shows the maximum permitted size and weight limits allowed for movement of vehicles under a valid OS/OW general permit. Arizona uses a specific formula to determine permitted axle weights for overweight vehicles [13]. In the formula, the permitted axle and group weights depend on the spacing between each axle, the axle width, number of tires per axle, and tire width. The values calculated based on the formula are allowed to be increased with specified percentage for wider axles [14] (see Appendix 1).

The class A, class C, and envelope OS/OW permits are the most commonly issued in Arizona. The class A permits can be used as a single-trip or multi-trip permit for vehicles with non-reducible and “specified” load combinations. The permitted gross vehicle weight (GVW) for class A permits ranges from 80,000 to 250,000 lbs. Permitted size limits for class A are: 14 ft. in width, 16 ft. in height, and a length of less than 120 ft. The envelope permit’s OW and OS limitations are the same as those of the class A permit. The main difference, however, is that the actual load in an envelope permit does not need to be specified if it is within permitted load limits. Envelope permits can be issued for a period of 30 days or 1 year. All envelope permittees must have an Arizona business address. The class C permit is a single-trip permit for vehicles with GVW exceeding 250,000 lbs. or exceeding the size limits established for a class A permit. Class C permits require an engineering analysis which incurs an additional fee charged by the Arizona Department of Transportation (ADOT) (see the explanation under Table 4).

Out of state based interstate carriers entering Arizona are required to provide evidence of a valid Arizona registration or International Registration Plan (IRP) credential or a fuel tax license (see Appendix 1). Table 4 summarizes key information about all of the different OS/OW permit types issued in Arizona. The table makes it easy to compare permit costs as well as the permitted size and weight limits. Permit types in bold are of particular interest to NMDOT, and are presented in more detail [15].

According to the Arizona Statutes [16][17], a vehicle carrying a load heavier/larger than permitted can be penalized. The fine depends on the actual excess weight over GVW and/or axle weight. For example, a 1001-1,250 lbs. weight overage will be fined $100. This charge is $1,400+$100 per 1,000 lbs. overage for weight exceeding 5,001 lbs. (see Table 51 in Appendix 1 for detailed information).

Escort vehicles are required by ADOT under certain circumstances. The ADOT determines whether one or more escort vehicles must accompany an OS/OW vehicle by considering: (1) roadway conditions; (2) overall dimensions; (3) need for frequent stops; (4) concern for public safety; and (5) time of transport [14]. According to the Arizona Trucking Association (ATA), the only fee charged to certify a vehicle is associated to a course that the driver must satisfactorily be able to drive an escort vehicle. The registration cost of this class is $245. In cases where the state deems law enforcement traffic control to be needed, Arizona can provide escorts for OS/OW vehicles at a rate of $61.40 per hour/per trooper plus $0.45 per mile/per vehicle.
According to ADOT, the amount of revenue generated in Arizona for fiscal year 2018 from all OS/OW permit types was $4.2 million. Revenues go into the Highway User Revenue Fund to be used for road and highway maintenance.

**Table 2. Legal size and weight limits in Arizona.**

<table>
<thead>
<tr>
<th>Vehicle/Axle Type</th>
<th>Legal Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>All vehicles</td>
<td>8 ft. 6 in.</td>
</tr>
<tr>
<td>If the maximum width of the route is further restricted</td>
<td>8 ft.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>All vehicles</td>
<td>14 ft.</td>
</tr>
<tr>
<td>If the maximum height of the route is further restricted</td>
<td>13 ft. 6 in.</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>Straight trucks</td>
<td>40 ft.</td>
</tr>
<tr>
<td>Truck tractor-semitrailer combination and truck tractor-semitrailer-forklift combination in interstate system</td>
<td>57 ft. 6 in. semitrailer</td>
</tr>
<tr>
<td>Truck tractor-semitrailer combination and truck tractor-semitrailer-forklift combination in other highways</td>
<td>53 ft. semitrailer, or 65 ft. overall combination if more than 53 ft.</td>
</tr>
<tr>
<td>Truck tractor - semitrailer - forklift combination</td>
<td>28 ft. 6 in. per trailer</td>
</tr>
<tr>
<td>Vehicle transporter combination</td>
<td>75 ft.</td>
</tr>
<tr>
<td>Front overhang</td>
<td>3 ft.</td>
</tr>
<tr>
<td>Rear overhang</td>
<td>6 ft.</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td></td>
</tr>
<tr>
<td>Gross vehicle weight (GVW)</td>
<td>80,000 lbs.</td>
</tr>
<tr>
<td>Single axle</td>
<td>20,000 lbs.</td>
</tr>
<tr>
<td>Tandem axle(^1)</td>
<td>34,000 lbs.</td>
</tr>
<tr>
<td>Steering axle</td>
<td>20,000 lbs.</td>
</tr>
<tr>
<td>Tridem and more axle</td>
<td>Federal bridge formula</td>
</tr>
</tbody>
</table>

\(^1\)This value is for a minimum spacing of 4 ft. between axles within the group

**Table 3. Permitted size and weight limits in Arizona.**

<table>
<thead>
<tr>
<th>Size and Weight Considerations(^1)</th>
<th>Permitted Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum width permitted</td>
<td>14 ft.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum height permitted on holidays</td>
<td>16 ft.</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum length permitted on holidays</td>
<td>120 ft.</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td></td>
</tr>
<tr>
<td>Single axle</td>
<td>28,000 lbs.</td>
</tr>
<tr>
<td>Tandem axle</td>
<td>57,750 lbs.</td>
</tr>
<tr>
<td>Tridem axle(^1)</td>
<td>63,000 lbs.</td>
</tr>
<tr>
<td>Quadrem axle</td>
<td>68,250 lbs.</td>
</tr>
<tr>
<td>Quint axle</td>
<td>73,500 lbs.</td>
</tr>
<tr>
<td>Six or more axles</td>
<td>TBD</td>
</tr>
</tbody>
</table>

\(^1\)The permitted size and weights listed are for state routes in Arizona, the limitations may change for local routes. For example, in Phoenix the permitted size limits are different.

\(^2\)GVW and axle weights greater than these values require engineering analysis in permit Class C.

\(^3\)On special routes identified in the Arizona code, the maximum tridem axle group weights cannot exceed 60,000 lbs. Greater axle weights require an engineering analysis in permit Class C.
<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)</th>
<th>Annual</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height</td>
<td>Width</td>
<td>Length</td>
<td>GVW</td>
</tr>
<tr>
<td>Class A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single, four-day</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>&lt;80,000</td>
</tr>
<tr>
<td>Multiple, 30-day</td>
<td></td>
<td></td>
<td></td>
<td>&gt;250,000</td>
</tr>
<tr>
<td>Class B</td>
<td>14.66</td>
<td>12.5</td>
<td>80</td>
<td>&lt;80,000</td>
</tr>
<tr>
<td>Class C</td>
<td></td>
<td></td>
<td></td>
<td>&lt;80,000</td>
</tr>
<tr>
<td>Single OS</td>
<td>&gt;8.5</td>
<td>&lt;10</td>
<td>&lt;14</td>
<td>&lt;111,000</td>
</tr>
<tr>
<td>Single OW</td>
<td>&gt;8.5</td>
<td>&lt;10</td>
<td>&lt;14</td>
<td>&lt;111,000</td>
</tr>
<tr>
<td>Class D</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>250,000</td>
</tr>
<tr>
<td>Class E</td>
<td></td>
<td></td>
<td></td>
<td>&lt;111,000</td>
</tr>
<tr>
<td>Single or 30-day</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;95</td>
<td>&lt;129,000</td>
</tr>
<tr>
<td>Class G</td>
<td></td>
<td></td>
<td></td>
<td>&lt;111,000</td>
</tr>
<tr>
<td>Single, four-day</td>
<td>&gt;8.5</td>
<td>&lt;10</td>
<td>&lt;14</td>
<td>&lt;129,000</td>
</tr>
<tr>
<td>Multiple, 30-day</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;40</td>
<td>80,000</td>
</tr>
<tr>
<td>Class H</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30-day OS</td>
<td>&gt;8.5</td>
<td>&lt;10</td>
<td>&lt;14</td>
<td>&lt;129,000</td>
</tr>
<tr>
<td>30-day OS/OW</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>&lt;250,000</td>
</tr>
<tr>
<td>Annual OS</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>&lt;250,000</td>
</tr>
<tr>
<td>Annual OS/OW</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>&lt;250,000</td>
</tr>
<tr>
<td>Envelope</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>&lt;250,000</td>
</tr>
</tbody>
</table>

1 Arizona uses a specific formula (see Appendix 1) to determine permitted axle weights for OW vehicles. The values in this table are based on 4 ft. axle spacing, 8 tires per axle configuration or four 14-inch wide tires, and axle width of 10 ft.
2 In addition to Class C permit fee, an engineering analysis fee will be charged by ADOT. This charge is $15 for OS vehicle with width or height less than 18 ft., $25 for OS with width or height more than 18 ft., $75 per 50-mile increment for OW vehicles and analysis done by non-ADOT and reviewed by ADOT, and $125 per 50-mile increment when analysis is done by ADOT. There is contradictory information about Class C permits in the Arizona DOT website. Based on communication with the Arizona DOT, the Class C Permit fee is $30 for loads no greater than 18 feet in height and width and 80,000 pounds. Loads over 80,000 pounds are $90. Loads greater than 18 feet in height and width, but not over 80,000 pounds, are $40. Loads greater than 18 feet in height and width and 80,000 pounds are $100.
3 This permit is for self-propelled mobile crane or drilling rig units. Proof of GVW is mandatory.
4 This permit is for Reducible Multiple Trailer (longer combination vehicles (LCVs)).
5 This permit is for Specified Vehicle or Combination with Reducible Load and Over Legal Width.
6 This permit is for specified water-craft load registered with Arizona Game & Fish or U.S. Coast Guard.
7 This permit is for vehicles with “non-specific” and non-reducible loads.
CALIFORNIA

The State of California issues four main types of permits: single trip, annual, repetitive and variance permits. However, there are multiple sub permits within the categories of single trip, annual, and repetitive permits. Legal weight limits presented in Table 5 summarize the upper and lower limits of axle weights, a complete list of legal weights is provided in the appendix section in Table 52. Weight limits established by the state for axle groups depend on the distance between axles. As the distance increases the legal weight increases as well. The reported limits in Tables 6, 7, and 8 correspond to axle configurations defined by NMDOT, and are provided only to allow for a simple comparison. When the axles separation exceeds a certain distance, they are considered single axles, and the maximum legal weight for the group is calculated by multiplying the legal limit for a single axle by the total number of axles. Single-trip OS/OW permits are processed online via the STARS2 Permitting System; all other permits need to be faxed to Caltrans Permit Issuance Branch. Table 6 summarizes key information about single-trip permits issued in California. Table 7 presents annual permits types, and Table 8 presents repetitive and variance permits.

Table 54 and Table 55 of the appendix present the complete weight limits for all permitted axle configurations. The variance permit application is required for vehicles exceeding the maximum size and weight limits established by the state and it is the equivalent to New Mexico’s super load permit. Caltrans reviews variance permit applications to determine if the loads can be safely moved across or within the state. The Caltrans Structure Maintenance and Investigations Division is responsible for conducting a load-specific structure review when the variance permit application exceeds purple load limits. If approved, the variance permit requires a law enforcement escort. Size and speed limits that trigger a California Highway Police escort requirement are summarized in Table 9.

There are no escort vehicle certification requirements in the State of California. However, private escort vehicles used to accompany an OW or OS load must meet several equipment requirements established by the state. There are 110 data collection weight in motion (WIM) sites in operation across the state of California. Caltrans WIM systems provide GVW (gross vehicle weight), individual axle weights, vehicle speed, overall length, axle spacing, and vehicle classification. Data collected can be used to assess weight violations. All the sensors used in the WIM systems are either bending plates (rigid pavements) or piezo sensors (flexible pavements). The WIM systems used in California are not portable. Concerns regarding accuracy and short service life under high heavy truck volumes forced Caltrans to avoid the use of portable systems [18].

OS/OW fines in the state are assessed incrementally depending on the actual excess weight per axle group. Fines for violating any of the terms specified in an OS/OW permit incur a $500 penalty. The additional overload fine can range from as little as $20 for loads exceeding axial limits by up to 1,000 lbs. to $0.20/lb. for loads exceeding 10,000 lbs. [19]. A complete list of fines is presented in the appendix section in Table 53.

In 2017, the state collected $4,100,000 in OS/OW permits. According to the Chief of Commercial Vehicle Operations, all the revenue generated is allocated to the State Highway Account.
### Table 5. Legal size and weight limits in California.

<table>
<thead>
<tr>
<th>Vehicle/Axle Type</th>
<th>Legal Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong>&lt;sup&gt;1&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>General rule</td>
<td>8.5 ft.</td>
</tr>
<tr>
<td><strong>Height</strong>&lt;sup&gt;2&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>General rule</td>
<td>14 ft.</td>
</tr>
<tr>
<td><strong>Length</strong>&lt;sup&gt;3&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>Single unit general rule</td>
<td>40 ft.</td>
</tr>
<tr>
<td>Vehicle combination general rule</td>
<td>65 ft.</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td></td>
</tr>
<tr>
<td>Gross vehicle weight</td>
<td>80,000 lbs.</td>
</tr>
<tr>
<td>Single axle&lt;sup&gt;4&lt;/sup&gt;</td>
<td>20,000 lbs.</td>
</tr>
<tr>
<td>Tandem</td>
<td>34,000 lbs.</td>
</tr>
<tr>
<td>Tandem (&gt; 10 ft. spacing between the extremes)</td>
<td>40,000 lbs.</td>
</tr>
<tr>
<td>Tridem&lt;sup&gt;5&lt;/sup&gt;</td>
<td>42,500 lbs.</td>
</tr>
<tr>
<td>Tridem (&gt; 32 ft. spacing between the extremes)</td>
<td>60,000 lbs.</td>
</tr>
<tr>
<td>Quadrem&lt;sup&gt;5&lt;/sup&gt;</td>
<td>53,500 lbs.</td>
</tr>
<tr>
<td>Quadrem (&gt; 57 ft. spacing between the extremes)</td>
<td>80,000 lbs.</td>
</tr>
<tr>
<td>Quint&lt;sup&gt;5&lt;/sup&gt;</td>
<td>56,000 lbs.</td>
</tr>
<tr>
<td>Quint (&gt; 51 ft. spacing between the extremes)</td>
<td>80,000 lbs.</td>
</tr>
<tr>
<td>Six&lt;sup&gt;5&lt;/sup&gt;</td>
<td>59,500 lbs.</td>
</tr>
<tr>
<td>Six (&gt; 45 ft. spacing between the extremes)</td>
<td>80,000 lbs.</td>
</tr>
<tr>
<td>&gt; 2-axle groups</td>
<td>Varies</td>
</tr>
</tbody>
</table>

<sup>1</sup> see exceptions in the California Vehicle Code Division 15, Chapter 2.

<sup>2</sup> see exceptions in the California Vehicle Code Division 15, Chapter 3.

<sup>3</sup> see exceptions in the California Vehicle Code Division 15, Chapter 4.

<sup>4</sup> minimum spacing of 8.5 ft. between outer axles.

<sup>5</sup> assuming 4 ft. spacing within an axle group.
<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height Width Length</td>
<td>Single Tandem Tridem Quadrem Quint Six &gt;</td>
<td></td>
</tr>
<tr>
<td>Batch Plants</td>
<td>3 in. VC 14</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Boats</td>
<td>3 in. VC 15 L</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Concrete Panels - Horizontal</td>
<td>L 12 L</td>
<td></td>
<td>L L L L 16</td>
</tr>
<tr>
<td>Concrete Panels - Inclined</td>
<td>3 in. VC 12 L</td>
<td></td>
<td>L L L L 16</td>
</tr>
<tr>
<td>Concrete Panels - Vertical</td>
<td>3 in. VC L L</td>
<td></td>
<td>L L L L 16</td>
</tr>
<tr>
<td>Concrete Piles</td>
<td>L L</td>
<td>Formula B</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Concrete Pipe</td>
<td>3 in. VC 14 L</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Concrete Utility Boxes</td>
<td>3 in. VC 14 L</td>
<td></td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Concrete Vaults</td>
<td>3 in. VC 14 L</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Equipment</td>
<td>3 in. VC 14 135</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Conveyors</td>
<td>3 in. VC 14 135</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Cranes</td>
<td>L 13 80</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Drill Rigs</td>
<td>3 in. VC 14 L</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Farm Tractors</td>
<td>3 in. VC 14 L</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Fixed Load Vehicle</td>
<td>3 in. VC 14 HVI</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Fixed Width</td>
<td>3 in. VC 14.5 HVI</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Laminated Wood Beams</td>
<td>L L 135</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Lettuce Coolers</td>
<td>3 in. VC 14 HVI</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Log Loaders</td>
<td>3 in. VC 10 L</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>MRI Mobile Units</td>
<td>L 14 85</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Manufactured Homes</td>
<td>3 in. VC 14 105</td>
<td>6,000 lbs. per axle</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Military Tanks</td>
<td>3 in. VC 14 135</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Military Vehicles - Oversize Tactical</td>
<td>3 in. VC 14 L</td>
<td></td>
<td>L L L L 16</td>
</tr>
<tr>
<td>Radioactive Waste</td>
<td>L L 135</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Reeled Tubing</td>
<td>3 in. VC 14 L</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Scrapers</td>
<td>3 in. VC 14.5 135</td>
<td>Purple</td>
<td>28,000 56,700 58,800 60,900 16</td>
</tr>
<tr>
<td>Category</td>
<td>Class</td>
<td>135</td>
<td>14</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------</td>
<td>-----</td>
<td>------</td>
</tr>
<tr>
<td>Stackers</td>
<td>3 in. VC</td>
<td>14</td>
<td>L</td>
</tr>
<tr>
<td>Steel Beams</td>
<td>L</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Steel Plate - Horizontal</td>
<td>3 in. VC</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Steel Plate - Inclined</td>
<td>3 in. VC</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Steel Plate - Vertical</td>
<td>3 in. VC</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Steel Poles</td>
<td>L</td>
<td>135</td>
<td>L</td>
</tr>
<tr>
<td>Swimming Pools</td>
<td>14.5</td>
<td>14</td>
<td>L</td>
</tr>
<tr>
<td>Trees</td>
<td>L</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Tires (oversize)</td>
<td>3 in. VC</td>
<td>14</td>
<td>L</td>
</tr>
<tr>
<td>Tow Truck - 2-axle</td>
<td>3 in. VC</td>
<td>14</td>
<td>135</td>
</tr>
<tr>
<td>Tow Truck - 3-axle</td>
<td>3 in. VC</td>
<td>14</td>
<td>L</td>
</tr>
<tr>
<td>Trailer Coach</td>
<td>L</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Trusses - Horizontal</td>
<td>3 in. VC</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Trusses - Inclined</td>
<td>3 in. VC</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Trusses - Vertical</td>
<td>3 in. VC</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Wall Sections - Horizontal</td>
<td>3 in. VC</td>
<td>12</td>
<td>L</td>
</tr>
</tbody>
</table>

L: legal limits
VC: vertical clearance

1 California calculates the maximum permitted axle group weight based on the distance between the first and last axle in the group. Reported limits assume separation distances of: 14ft. for Tandem, 16 ft. for Tridem, and 18 ft. for Quad axles.
<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height</td>
<td>Width</td>
<td>Length</td>
</tr>
<tr>
<td>10 ft. Wide Manufactured Home</td>
<td>14</td>
<td>10</td>
<td>105.</td>
</tr>
<tr>
<td>10 ft. Wide Manufactured Home</td>
<td>14</td>
<td>12</td>
<td>105.</td>
</tr>
<tr>
<td>Park Trailer Coach</td>
<td>14</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Statewide Extra Legal</td>
<td>14</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Local Extra Legal</td>
<td>14</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Local Extra Legal 8/12 Wheel Semi</td>
<td>14</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Local Extra Legal 16 Wheel Semi</td>
<td>14</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Fixed Width Semi</td>
<td>14</td>
<td>12</td>
<td>L</td>
</tr>
<tr>
<td>Unladen Multi-Vehicle Statewide</td>
<td>14</td>
<td>10</td>
<td>85</td>
</tr>
<tr>
<td>Unladen Multi-Vehicle Local</td>
<td>14</td>
<td>11</td>
<td>110</td>
</tr>
<tr>
<td>Truck Cranes 10ft. Wide Green</td>
<td>14</td>
<td>10</td>
<td>80</td>
</tr>
<tr>
<td>Truck Cranes &gt; 10ft. Wide Green</td>
<td>14</td>
<td>11.3</td>
<td>80</td>
</tr>
<tr>
<td>Truck Cranes Green</td>
<td>14</td>
<td>11.3</td>
<td>80</td>
</tr>
<tr>
<td>Truck Cranes 10ft. Wide Purple</td>
<td>14</td>
<td>10</td>
<td>80</td>
</tr>
<tr>
<td>Truck Cranes &gt; 10ft. Wide Purple</td>
<td>14</td>
<td>11.3</td>
<td>80</td>
</tr>
<tr>
<td>Truck Cranes Purple</td>
<td>14</td>
<td>11.3</td>
<td>80</td>
</tr>
<tr>
<td>Fixed Load Green</td>
<td>L</td>
<td>10</td>
<td>L</td>
</tr>
<tr>
<td>Fixed Load Purple</td>
<td>L</td>
<td>10</td>
<td>L</td>
</tr>
<tr>
<td>Tow Truck 2-axle</td>
<td>L</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>Tow Truck 3-axle</td>
<td>L</td>
<td>L</td>
<td>L</td>
</tr>
</tbody>
</table>

L: Legal limit
1 California calculates the maximum permitted axle group weight based on the distance between the first and last axle in the group. Reported limits assume separation distances of: 14ft. for Tandem, 16 ft. for Tridem, and 18 ft. for Quad axles.
2 Limited range
3 100-mile radius
4 75-mile radius
Table 8. California repetitive and variance permits, limits, and costs [20][21][22].

<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height Width Length</td>
<td>GVV Single Tandem Tridem Quadrem Quint Six</td>
<td></td>
</tr>
<tr>
<td>Two-vehicle Combination Only 1</td>
<td>L</td>
<td>12  L</td>
<td>Bonus Green</td>
</tr>
<tr>
<td>Any Vehicle Combination 2</td>
<td>3 in. VC</td>
<td>14  135</td>
<td>Bonus Purple</td>
</tr>
<tr>
<td>For Pipe 3</td>
<td>3 in. VC</td>
<td>14  135</td>
<td>First 10 loads Purple; remaining Green</td>
</tr>
<tr>
<td>Variance Permit</td>
<td>&gt; 17 &gt; 15 &gt; 135</td>
<td>Purple over 13 axles</td>
<td>Variance 2</td>
</tr>
</tbody>
</table>

VC: Vertical Clearance from the lowest structure along the permitted route
L: Legal limit
1 Range: from A to B to C and return
2 There is a $16 flat fee + $50/hr for over-size analysis by the permit office + $50/hr engineering analysis for overweigh.
Additional charges are billed by the California Highway Police whenever trooper escorts are required.

Table 9. Number of escort vehicles required for oversize vehicles in California.

<table>
<thead>
<tr>
<th>Route Class</th>
<th>Width</th>
<th>Length</th>
<th>Height</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yellow</td>
<td>&gt; 16’0”</td>
<td>*</td>
<td>*</td>
<td>California Highway Police Escort may be required</td>
</tr>
<tr>
<td>Green</td>
<td>&gt; 15’0”</td>
<td>*</td>
<td>*</td>
<td>California Highway Police Escort may be required</td>
</tr>
<tr>
<td>Blue</td>
<td>&gt; 15’0”</td>
<td>&gt; 135’0”</td>
<td>&gt; 17’0”</td>
<td></td>
</tr>
<tr>
<td>Brown</td>
<td>&gt; 15’0”</td>
<td>&gt; 135’0”</td>
<td>&gt; 17’0”</td>
<td></td>
</tr>
<tr>
<td>Red</td>
<td>&gt; 15’0”</td>
<td>&gt; 135’0”</td>
<td>&gt; 17'0”</td>
<td>Operational Restriction</td>
</tr>
</tbody>
</table>

* California Highway Police escorts are required anytime opposing lanes are used
COLORADO

The Colorado Revised Statutes Title “Vehicles and Traffic” governs the State issued OS/OW permits. Any vehicle or load exceeding the legal limits established in Table 10 for size and/or weight are required to secure a permit. Bridges in the state are catalogued according to allowable weight capacity into orange, yellow, and white categories. Figure 8 shows the axle and axle-group weight limits for each category. OS/OW permits are available for purchase online through the Colorado Oversize Overweight Permitting and Routing (COOPR) website. Fines issued for excess weight violations depend on the actual excess weight. Unpermitted loads exceeding legal weight by up to 3,000 lbs. are issued a $35 fine. The penalties for unpermitted overweight loads increase with the excess weight. For instance, a 15,000 lbs. excess weight violation can cost $2,454. In cases where a valid permit accompanies the vehicle, but the load exceeds the permitted weight, the state issues fines that can range between $97 (1 to 2,500 lbs. in excess) and over $550 (7,501 to 10,000 lbs.) The fine for permitted loads exceeding 10,000 lbs. is $550 + $441 for every 1,000 lbs. of weight over 10,000 lbs., Table 56 and Table 57 in the appendix section show all the overweight fines [23].

According to the Motor Carrier Safety Department in Colorado, OS/OW loads that require a police escort must use off-duty police officers. Fees associated to the police escort include an hourly fee of $76.65 in addition to $0.65/mile. Both time and mileage start accruing the moment that the officer leaves his residence and stop once the officer returns home. In cases where only private escort vehicles are required, these vehicles and their drivers must be certified by state-approved agencies. Typical costs associated to the certification of vehicles and drivers range from $231 to $322 [24].

According to Colorado DOT, the state collected about $8.3 million in 2018 from OS/OW permits. A portion of the $8.3 (approx. $1.2 million) is a surcharge that goes to Bridge Enterprise. These funds come from a surcharge on all single trip permits.

<table>
<thead>
<tr>
<th>Vehicle/Axle Type</th>
<th>Legal Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>General rule</td>
<td>8.5 ft.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>General rule</td>
<td>14.5 ft.</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>Single unit</td>
<td>45 ft.</td>
</tr>
<tr>
<td>Semitrailer</td>
<td>57.3 ft.</td>
</tr>
<tr>
<td>Vehicle combination</td>
<td>28.5 ft. per unit</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td></td>
</tr>
<tr>
<td>Gross vehicle weight</td>
<td>80,000 lbs.</td>
</tr>
<tr>
<td>Gross vehicle weight*</td>
<td>85,000 lbs.</td>
</tr>
<tr>
<td>Single axle</td>
<td>20,000 lbs.</td>
</tr>
<tr>
<td>Tandem</td>
<td>36,000 lbs.</td>
</tr>
<tr>
<td>Tandem1</td>
<td>40,000 lbs.</td>
</tr>
<tr>
<td>&gt; 2-axle groups2</td>
<td>Varieties</td>
</tr>
</tbody>
</table>

1 Colorado non-interstate highways
2 As determined by the Federal Bridge Formula
<table>
<thead>
<tr>
<th>Axle Groups</th>
<th>8' ≤ d &lt; 10'</th>
<th>10' ≤ d &lt; 12'</th>
<th>d ≥ 12'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orange Yellow White</td>
<td>22 25 27</td>
<td>36 39 43</td>
<td>49 53 58</td>
</tr>
<tr>
<td>Orange Yellow White</td>
<td>39 43 47</td>
<td>53 58 63</td>
<td>62 62 68</td>
</tr>
<tr>
<td>Orange Yellow White</td>
<td>72 72 72</td>
<td>22 25 27</td>
<td>60 66 72</td>
</tr>
</tbody>
</table>

Figure 8. Maximum allowable permit weights per axle group in kips [Colorado Bridge Weight Limit Map, 2017].
Table 11. Summary of OS/OW vehicle permits available in Colorado [26][23].

<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)*</th>
<th>Annual</th>
<th>Cost ($)**</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height</td>
<td>Width</td>
<td>Length</td>
<td>GVW</td>
</tr>
<tr>
<td>Single Trip OS1</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>L</td>
</tr>
<tr>
<td>Single Trip OS-OW1,2</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>L</td>
</tr>
<tr>
<td>Single Trip OW1,2</td>
<td>L</td>
<td>L</td>
<td>L</td>
<td>200,000</td>
</tr>
<tr>
<td>Single Trip (Quad-axle)</td>
<td>L</td>
<td>L</td>
<td>L</td>
<td>110,000</td>
</tr>
<tr>
<td>Single Trip (2/3-axle)</td>
<td>L</td>
<td>L</td>
<td>L</td>
<td>97,000</td>
</tr>
<tr>
<td>Special3</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>300,000</td>
</tr>
<tr>
<td>Super Load4</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>&gt; 500,000</td>
</tr>
<tr>
<td>Annual (OS-OW)1</td>
<td>16</td>
<td>17</td>
<td>130</td>
<td>200,000</td>
</tr>
<tr>
<td>Annual OW (Quad-axle)</td>
<td>L</td>
<td>L</td>
<td>L</td>
<td>110,000</td>
</tr>
<tr>
<td>Annual OW (2/3-axle)</td>
<td>L</td>
<td>L</td>
<td>L</td>
<td>97,000</td>
</tr>
<tr>
<td>Annual Over Size</td>
<td>16</td>
<td>17</td>
<td>130</td>
<td>L</td>
</tr>
<tr>
<td>Company Fleet Permit3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Colorado uses a rating system for infrastructure that catalogues bridges into orange, yellow and white, see Figure 7. The axle weights reported correspond to the white category.
** The reported costs were obtained by calling the Colorado DOT Permit Office.
1 Non-divisible loads only.
2 Maximum axle and axle-group weights depend on the bridge categories along the route. Permitted axle weight limits are posted for each bridge in the Colorado Bridge Weight Limit map following the color categories presented in Figure 8.
3 Requires a minimum of 1 escort vehicle in the front and 1 escort vehicle in the back. Additional escort vehicles and/or State Patrol escorts may be required.
4 Route and bridge study is required to determine the weight and size limits. The studies are included in the permit cost.
5 Special discount for 10 annual permits. Size and weight limits governed by the type of annual permit. Additional vehicles (>10) can be added at $300/ea.
IDAHO

OS/OW permits in the state are issued by the Division of Motor Vehicles at the Idaho Transportation Department to any vehicle or load exceeding the legal size and weight limits described in Table 12. Actual weight limits in Idaho are determined for the specific load an axle configuration, similar to the procedure in California. Table 13 compiles all relevant information to the OS/OW permits available in the state. Whenever a vehicle exceeds legal weight limits, the permit cost includes a mileage-based highway use fee. This fee depends on the excess weight and the way the weight is distributed per axle. The highway use fee starts at $0.04 per mile and can be as high as $45.54 per mile [27].

Fines issued to vehicles that exceed permitted weights vary depending on the excess weight. Fines can range from $5 for vehicles that exceed weight limits by up to 1,000 lbs. to $2,500 + $0.30/lb. for loads exceeding 20,000 lbs. [28], (see Table 58).

An escort is needed when the vehicle is operating on a 2-lane highway if the vehicle is over 12 ft. high, if the vehicle is over 100 ft. long, or if the vehicle is over 14 ft. wide. On interstate highways, escorts are required if the vehicle is over 15 ft. wide, over 115 ft. long, or over 16 ft. high. Idaho does not charge for escort vehicle certifications [24].

According to Idaho DOT, the amount of revenue generated in this state for the fiscal year 2018 from all OS/OW permit types was $3.1 million. Revenues are collected into the Highway Distribution Account. This fund then distributed according to legislative mandate for use on road projects/maintenance according to the needs of the jurisdiction receiving the funds.

### Table 12. Legal size and weight limits in Idaho [24].

<table>
<thead>
<tr>
<th>Vehicle/Axle Type</th>
<th>Legal Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>General rule</td>
<td>8.5 ft.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>General rule</td>
<td>14 ft.</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>Single unit</td>
<td>45 ft.</td>
</tr>
<tr>
<td>Semitrailer</td>
<td>53 ft.</td>
</tr>
<tr>
<td>Double trailer</td>
<td>68 ft.</td>
</tr>
<tr>
<td>Dromedary tractor stinger steered</td>
<td>75 ft.</td>
</tr>
<tr>
<td>Auto or boat transporter stinger steered</td>
<td>75 ft.</td>
</tr>
<tr>
<td>Saddlemount combinations (national network)</td>
<td>97 ft.</td>
</tr>
<tr>
<td>Truck tractor w/ stinger steered pole trailer or log dolly</td>
<td>75 ft.</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td></td>
</tr>
<tr>
<td>Gross vehicle weight</td>
<td>80,000 lbs.</td>
</tr>
<tr>
<td>Gross vehicle weight (non-interstate highways)</td>
<td>Varies</td>
</tr>
<tr>
<td>Single axle</td>
<td>20,000 lbs.</td>
</tr>
<tr>
<td>Tandem</td>
<td>34,000 lbs.</td>
</tr>
<tr>
<td>Tridem</td>
<td>48,000 lbs.</td>
</tr>
<tr>
<td>Quad</td>
<td>58,000 lbs.</td>
</tr>
<tr>
<td>Quint</td>
<td>68,000 lbs.</td>
</tr>
</tbody>
</table>

1 Idaho uses a spreadsheet to estimate the legal GVV based on the actual axle loads and axle spacing.
Table 13. Summary of OS/OW vehicle permits available in Idaho [24].

<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)</th>
<th>Annual</th>
<th>Cost ($)*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height</td>
<td>Width</td>
<td>Length</td>
<td>GVW</td>
</tr>
<tr>
<td>Single Trip OS</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>L</td>
</tr>
<tr>
<td>Round Trip OS</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>L</td>
</tr>
<tr>
<td>Single Trip OS/OW1</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>R</td>
</tr>
<tr>
<td>Round Trip OS/OW1</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>L</td>
</tr>
<tr>
<td>Single Trip VL</td>
<td>&gt;15</td>
<td>&gt;16</td>
<td>&gt;110</td>
<td>L</td>
</tr>
<tr>
<td>Round Trip VL2</td>
<td>&gt;15</td>
<td>&gt;16</td>
<td>&gt;110</td>
<td>L</td>
</tr>
<tr>
<td>Single Trip OW- VL1</td>
<td>&gt;15</td>
<td>&gt;16</td>
<td>&gt;110</td>
<td>R</td>
</tr>
<tr>
<td>Round Trip OW- VL1,2</td>
<td>&gt;15</td>
<td>&gt;16</td>
<td>&gt;110</td>
<td>R</td>
</tr>
<tr>
<td>Annual OS</td>
<td>15</td>
<td>16</td>
<td>110</td>
<td>L</td>
</tr>
<tr>
<td>Annual OW3</td>
<td>L</td>
<td>L</td>
<td>L</td>
<td>129,000</td>
</tr>
<tr>
<td>Annual OW-extra length1,4</td>
<td>L</td>
<td>L</td>
<td>&gt;65</td>
<td>R</td>
</tr>
<tr>
<td>Annual OS/OW3</td>
<td>15</td>
<td>16</td>
<td>110</td>
<td>R</td>
</tr>
</tbody>
</table>

* The reported costs were obtained by calling the Idaho DMV Overlegal Permit Office.

VL: Very Large.
L: Legal limit
R: Route Analysis required. The Bridge Department analyzes overweight requests that exceed established bridge ratings at no cost but limits the number of times analysis is done (three times). If an applicant desires to submit another request, s/he must submit a load analysis from a private engineering firm.

1: Non-divisible loads.
2: Second trip within 7 days from the first trip.
3: Mileage must be reported quarterly.
4: Divisible loads.
MONTANA

Montana assesses a weight fee for any vehicle operating in the state. The fee accompanies yearly licensing and registration fees and can vary from $7/yr for vehicles rated by the manufacturer under ½ ton to $750/yr for vehicles operating at the legal GVW limit of 80,000 lbs. Exceeding the legal GVW results in an additional $100 plus $46/ton above 80,000 lbs. [29]. The state also requires transporters of loads that exceed the legal size and weight limits to acquire an OS/OW permit. A temporary fuel or licensing permit may also be required for vehicles not registered in Montana. Table 14 summarizes the State’s limits for legal size and weight and Table 15 presents the permitted limits. Any load over 10,000 lbs. more than the axle weight limit requires a route and weight analysis from the Montana Department of Transportation.

Fines for OS/OW infractions range from $30 for loads in excess of up to 2,000 lbs. to $2,000 for vehicles in excess of 25,000 lbs. No vehicle certification is needed for escort cars in Montana [23].

According to MDOT, in 2018, Montana collected $4,497,203 in OS/OW related fees. Revenue generated by OS/OW permits is recorded in the highway state special revenue non-restricted account. This account historically has been utilized largely for the Maintenance Division’s pavement preservation, in addition to multiple small planning-related programs, which cannot be paid from the highway state special revenue restricted account.

Table 14. Legal size and weight limits in Montana.

<table>
<thead>
<tr>
<th>Vehicle/Axle Type</th>
<th>Legal Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>8.5 ft.</td>
</tr>
<tr>
<td>Height</td>
<td>14 ft.</td>
</tr>
<tr>
<td>Length</td>
<td></td>
</tr>
<tr>
<td>Single unit</td>
<td>55 ft.</td>
</tr>
<tr>
<td>Semitrailer</td>
<td>53 ft.</td>
</tr>
<tr>
<td>Vehicle combination (doubles)</td>
<td>28.6 ft. per unit</td>
</tr>
<tr>
<td>Combined trailer length</td>
<td>61 ft.</td>
</tr>
<tr>
<td>Auto transporter</td>
<td>75 ft.</td>
</tr>
<tr>
<td>Overall length for all other combinations</td>
<td>75 ft.</td>
</tr>
<tr>
<td>Weight*</td>
<td></td>
</tr>
<tr>
<td>Gross vehicle weight</td>
<td>80,000 lbs.</td>
</tr>
<tr>
<td>Single axle</td>
<td>20,000 lbs.</td>
</tr>
<tr>
<td>Tandem</td>
<td>34,000 lbs.</td>
</tr>
<tr>
<td>&gt; 2-axle groups</td>
<td>Varies</td>
</tr>
</tbody>
</table>

*Axles over 11,000 lbs. must have dual tires

Table 15. Permitted size and weight limits in Montana.

<table>
<thead>
<tr>
<th>Size and Weight Considerations</th>
<th>Permitted Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>15 ft.</td>
</tr>
<tr>
<td>Non-reducible loads</td>
<td>15 ft.</td>
</tr>
<tr>
<td>Small baled hay</td>
<td>9.5 ft.</td>
</tr>
<tr>
<td>Large hay bales (round or square)</td>
<td>12 ft.</td>
</tr>
<tr>
<td>All other reducible loads</td>
<td>9 ft.</td>
</tr>
<tr>
<td>Height</td>
<td>14.5 ft.</td>
</tr>
<tr>
<td>Maximum height permitted</td>
<td>14.5 ft.</td>
</tr>
<tr>
<td>Large hay bales (round or square)</td>
<td>15 ft.</td>
</tr>
<tr>
<td>Length</td>
<td>120 ft.</td>
</tr>
<tr>
<td>Single power unit (non-reducible)</td>
<td>120 ft.</td>
</tr>
</tbody>
</table>
Single semitrailer 57 ft.
Truck-Trailer (all highways) 95 ft.
Non-divisible Loads (all highways) 120 ft.
Rocky Mountain doubles (combined trailer length) 81 ft.
Hay on double trailers 88 ft.
Combination doubles 100 ft.

Table 16. Excess weight permit fees per mile in Montana [29].

<table>
<thead>
<tr>
<th>Total Excess Axle Weight (lbs.)</th>
<th>Cost per mile ($/mile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,000</td>
<td>0.14</td>
</tr>
<tr>
<td>10,000</td>
<td>0.28</td>
</tr>
<tr>
<td>15,000</td>
<td>0.42</td>
</tr>
<tr>
<td>20,000</td>
<td>0.56</td>
</tr>
<tr>
<td>25,000</td>
<td>0.70</td>
</tr>
<tr>
<td>30,000</td>
<td>0.84</td>
</tr>
<tr>
<td>35,000</td>
<td>0.98</td>
</tr>
<tr>
<td>40,000</td>
<td>1.12</td>
</tr>
<tr>
<td>45,000</td>
<td>1.26</td>
</tr>
<tr>
<td>50,000</td>
<td>1.40</td>
</tr>
<tr>
<td>55,000</td>
<td>1.54</td>
</tr>
<tr>
<td>60,000</td>
<td>1.68</td>
</tr>
<tr>
<td>65,000</td>
<td>1.82</td>
</tr>
<tr>
<td>70,000</td>
<td>1.96</td>
</tr>
<tr>
<td>75,000</td>
<td>2.10</td>
</tr>
<tr>
<td>80,000</td>
<td>2.24</td>
</tr>
<tr>
<td>85,000</td>
<td>2.38</td>
</tr>
<tr>
<td>90,000</td>
<td>2.52</td>
</tr>
<tr>
<td>95,000</td>
<td>2.66</td>
</tr>
<tr>
<td>100,000</td>
<td>2.80</td>
</tr>
<tr>
<td>Over 100,000</td>
<td>2.80 + 3.50/5,000 lbs.</td>
</tr>
</tbody>
</table>

OW fees are assessed in increments of 25 miles.

Table 17. Excess weight permit fees for term permits in Montana [29].

<table>
<thead>
<tr>
<th>Total Excess Axle Weight (lbs.)</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤5,000 GVW (&lt;5,000/single-axle)</td>
<td>200</td>
</tr>
<tr>
<td>≤10,000 GVW (&lt;5,000/single-axle)</td>
<td>500</td>
</tr>
<tr>
<td>≤15,000 GVW (&lt;5,000/single-axle)</td>
<td>750</td>
</tr>
<tr>
<td>≤20,000 GVW (&lt;5,000/single-axle, &lt;15,000/tandem-axle)</td>
<td>1,000</td>
</tr>
<tr>
<td>≤25,000 GVW (weight analysis)</td>
<td>1,500</td>
</tr>
<tr>
<td>≤30,000 GVW (weight analysis)</td>
<td>2,000</td>
</tr>
<tr>
<td>≤35,000 GVW (weight analysis)</td>
<td>3,000</td>
</tr>
<tr>
<td>≤40,000 GVW (weight analysis)</td>
<td>4,000</td>
</tr>
</tbody>
</table>
Table 18. Summary of OS/OW vehicle permits available in Montana *.

<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)</th>
<th>Annual</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height</td>
<td>Width</td>
<td>Length</td>
<td>GVW</td>
</tr>
<tr>
<td>Single Trip Oversize</td>
<td></td>
<td>17</td>
<td>18</td>
<td>150</td>
</tr>
<tr>
<td>Single Trip Triples</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Trip Excess Weight</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Term Over Dimensional 1</td>
<td>14.6/16</td>
<td>15</td>
<td>95</td>
<td></td>
</tr>
<tr>
<td>Term Over Dimensional 2</td>
<td></td>
<td>120</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Term Over Dimensional 3</td>
<td></td>
<td>110</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Super loads 32J</td>
<td>&gt;17</td>
<td>&gt;18</td>
<td>&gt;150</td>
<td>R</td>
</tr>
<tr>
<td>Term Excess Weight</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
</tr>
</tbody>
</table>

* The reported information was obtained by calling the Montana DOT Motor Carrier Services Division Permitting Office "unpublished data".
L: Legal limit
R: Based on route analysis
1 Interstate only
2 Non-divisible load
NEVADA

In Nevada, any vehicle or load exceeding the legal limits established in Table 19 for size and/or weight are required to secure an OS/OW permit. Available permits and limits are reported in Table 20. Nevada uses the same overweight categories as California. Infrastructure in the state is cataloged based on weight capacity and grouped into purple and green routes. Permits are available for purchase online through the Nevada Department of Transportation.

Fines for excess weight infractions are assessed incrementally depending on the actual excess weight and can range from $10 (up to 1,500 lbs. excess) to $0.08 per excess lb. (over 10,000 lbs.). Fines can be doubled during spring weight restrictions, February through April on designated routes [30]. Permittees may be required to furnish escort vehicles and coordinate traffic control with the appropriate law enforcement agencies whenever requesting a permit for a load wider than 17 ft. on a two or three lane highway, or wider than 19 ft. on a four or more lane highway, or when transporting loads higher than 16ft [31]. While Nevada does not require escort vehicle certifications, the flagger (escort vehicle operator) needs to be certified. The cost of the class to become a certified flagger is $95.00 [32].

<table>
<thead>
<tr>
<th>Vehicle/Axle Type</th>
<th>Legal Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>General rule</td>
<td>8.5 ft.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>General rule</td>
<td>14 ft.</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>Saddle mount vehicle transporter</td>
<td>95 ft.</td>
</tr>
<tr>
<td>Semitrailer</td>
<td>53 ft.</td>
</tr>
<tr>
<td>Vehicle combination</td>
<td>70 ft.</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td></td>
</tr>
<tr>
<td>Gross vehicle weight</td>
<td>80,000 lbs.</td>
</tr>
<tr>
<td>Single axle</td>
<td>20,000 lbs.</td>
</tr>
<tr>
<td>Single axle licensed garbage or refuse hauler(^1)</td>
<td>22,000 lbs.</td>
</tr>
<tr>
<td>Tandem</td>
<td>34,000 lbs.</td>
</tr>
<tr>
<td>Tandem axle licensed garbage or refuse hauler(^2)</td>
<td>40,000 lbs.</td>
</tr>
</tbody>
</table>

\(^1\) Non-interstate highways only
### Table 20. Summary of OS/OW vehicle permits available in Nevada [31].

<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)*</th>
<th>Annual</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height</td>
<td>Width</td>
<td>Length</td>
<td>GVVW</td>
</tr>
<tr>
<td>Single Trip Mobile Home¹</td>
<td>L</td>
<td>16</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>Single Trip OS</td>
<td>&gt;14</td>
<td>&gt;8.5</td>
<td>&gt;70</td>
<td>Purple</td>
</tr>
<tr>
<td>Single Trip OW</td>
<td>L</td>
<td>L</td>
<td>L</td>
<td>Purple</td>
</tr>
<tr>
<td>Single Trip Farm Equip.</td>
<td>15</td>
<td>8.5</td>
<td>110</td>
<td>L</td>
</tr>
<tr>
<td>Multi Trip OS/OW</td>
<td>15</td>
<td>14</td>
<td>110</td>
<td>Purple</td>
</tr>
<tr>
<td>Annual Farm Equipment</td>
<td>14</td>
<td>8.5</td>
<td>70</td>
<td>L</td>
</tr>
</tbody>
</table>

* Based on purple weight chart limits. Reported limits assume separation distances of: 14ft. for Tandem, 16 ft. for Tridem, and 18 ft. for Quad axles.

L: Legal limits
NEW MEXICO

There are two main types of OS/OW permits in New Mexico: (1) single-trip permits and (2) multiple-trip permits. All other permits are categorized within one of these two generic permit types. Table 21 shows the legal size and weight limits under which no OS/OW permits are required [23]. Table 22 shows the maximum permitted size and weight limits allowed for movement of vehicles under a valid OS/OW general permit (see Appendix 1).

In the state of New Mexico, overweight criteria are based on the route each vehicle may take. A bridge map developed by NMDOT is used to determine the maximum allowable weight and axle-load configuration on each route. Figure 9 shows the map with different colors. In general, three different routes are identified with blue, green, white and red colors. Red routes are the most restricted (see Appendix 1 for more information). Permitted axle weights depend on: (1) axle configuration and (2) route. Allowable axle weights are shown in the load chart in Figure 10.

Single-trip permits are issued for a one-way movement of OS/OW vehicles. The single-trip special permit is normally valid for three days unless otherwise specified on the permit. Multiple-trip permits are issued for a particular vehicle and a specific load to move more than once and return. The permit is valid for a year or expiration of insurance, whichever is first. A single-trip permit incurs a flat $25 fee plus $0.025/mile/ton (2000 lbs.) for GVW exceeding 86,400 lbs. All of the multiple-trip OS/OW permit fees incur a flat fee of $250 except for the OW liquid load permit which has a flat fee of $120. Additional fees are issued to drivers of commercial vehicles that do not possess a valid Tax Identification Permit (see Appendix 1). Table 23 summarizes key information about all of the different OS/OW permits issued in New Mexico. While New Mexico has different regulations for 22 types of permits, there is little differentiation in the fee structures by type of permit such that there are only four fee amounts across the list of permits.

According to the New Mexico Statutes, a vehicle carrying a load heavier/larger than permitted is subject to penalties. The actual fine depends on the excess weight (both GVW and axle weights). For example, loads 1 to 3,000 lbs. over the permitted weight are fined $50 plus court cost. The fine increases to $1000 for excess weight over 10,000 lbs. (see Appendix 1 for detailed information).

The state requires State Police escorts for some oversize trucks, but it does not currently charge for police traffic control escorts; however, individual cities and counties may have charges of their own. For instance, the City of Santa Fe requires police escorts for loads exceeding 20 ft. in width traveling more than 5 miles and charges $300.00/day.

According to NMDOT, in 2017 revenue generated from all types of OS/OW permits was $6,097,254.

Table 21. Legal size and weight limits in New Mexico.

<table>
<thead>
<tr>
<th>Vehicle/Axle Type</th>
<th>Legal Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td></td>
</tr>
<tr>
<td>All vehicles</td>
<td>8 ft. 6 in.</td>
</tr>
<tr>
<td>Height</td>
<td></td>
</tr>
<tr>
<td>All vehicles</td>
<td>14 ft.</td>
</tr>
<tr>
<td>Length</td>
<td></td>
</tr>
<tr>
<td>Straight trucks</td>
<td>40 ft.</td>
</tr>
<tr>
<td>Truck tractor-semitrailer combination</td>
<td>57 ft. 6 in.</td>
</tr>
<tr>
<td>Doubles</td>
<td>28 ft. 6 in. per trailer, 65 ft. overall</td>
</tr>
<tr>
<td>Autotransporter</td>
<td>73 ft.</td>
</tr>
<tr>
<td>Vehicle transporter combination</td>
<td>75 ft.</td>
</tr>
<tr>
<td>Front overhang</td>
<td>3 ft.</td>
</tr>
</tbody>
</table>
Rear overhang: 7 ft.

Weight
- Gross vehicle weight (GVW): 86,400 lbs.
- Single axle: 21,600 lbs.
- Tandem axle: 34,320 lbs.
- Steering axle: 12,000 lbs.
- Tridem and more axle: Federal bridge formula

<table>
<thead>
<tr>
<th>Size and Weight Considerations</th>
<th>Permitted Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum width permitted</td>
<td>12 ft.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum height permitted</td>
<td>14 ft. 6 in.</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum length permitted on holidays</td>
<td>90 ft.</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td></td>
</tr>
<tr>
<td>Single axle</td>
<td>26,000 lbs.</td>
</tr>
<tr>
<td>Tandem axle</td>
<td>46,000 lbs.</td>
</tr>
<tr>
<td>Tridem axle</td>
<td>60,000 lbs.</td>
</tr>
<tr>
<td>Quadrem axle</td>
<td>70,000 lbs.</td>
</tr>
<tr>
<td>GVW</td>
<td>170,000 lbs.</td>
</tr>
<tr>
<td>Six or more axles</td>
<td>TBD</td>
</tr>
</tbody>
</table>

1 The permitted size and weights listed can change depending on routes.
2 GVW greater than 250,000 is considered as super load and requires engineering analysis.
3 On special routes identified in NMDOT, the maximum axle group weights will change. The values provided here is based on 4 ft. axle spacing and on white color routes defined by NMDOT.
4 The loads with GVW less than 170,000 lbs. are analyzed and routed with the automated permitting system.
<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)</th>
<th>Annual Cost ($)</th>
<th>Cost ($/ton/mile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height</td>
<td>Width</td>
<td>Length</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Trip</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufactured Home</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>&lt;86,400</td>
</tr>
<tr>
<td>Government OS/OW</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>Map</td>
</tr>
<tr>
<td>OS Hay Load</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>&lt;86,400</td>
</tr>
<tr>
<td>OS Load</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>&lt;86,400</td>
</tr>
<tr>
<td>OS/OW Load</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>Map</td>
</tr>
<tr>
<td>OS/OW Wrecker</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>Map</td>
</tr>
<tr>
<td>OW Liquid Load</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>Map</td>
</tr>
<tr>
<td>OW Load</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>Map</td>
</tr>
<tr>
<td>Self-Propelled</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>Map</td>
</tr>
<tr>
<td>Super Load</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>Map</td>
</tr>
<tr>
<td>Multiple</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Government OS/OW</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>&lt;140,000</td>
</tr>
<tr>
<td>Cross Commodity</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>Map</td>
</tr>
<tr>
<td>OS Hay Load</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>&lt;86,400</td>
</tr>
<tr>
<td>OS Load</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>&lt;86,400</td>
</tr>
<tr>
<td>OS/OW Boom Truck</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>Map</td>
</tr>
<tr>
<td>OS/OW Load</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>&lt;140,000</td>
</tr>
<tr>
<td>OS/OW Oilfield Load</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>&lt;140,000</td>
</tr>
<tr>
<td>OW Agricultural</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>&lt;140,000</td>
</tr>
<tr>
<td>OW Liquid Load</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>&lt;140,000</td>
</tr>
<tr>
<td>OW Load</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>&lt;140,000</td>
</tr>
<tr>
<td></td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>&lt;140,000</td>
</tr>
<tr>
<td>----------------</td>
<td>------</td>
<td>------</td>
<td>-----</td>
<td>----------</td>
</tr>
<tr>
<td>Wrecker</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Self-Propelled</td>
<td>14.5</td>
<td>12</td>
<td>90</td>
<td>&lt;90,000</td>
</tr>
</tbody>
</table>

1 Height of 15‘6” needs a route survey; 18’ needs utility surveys and needs to be cleared from municipal and local authorities.
2 Tax per mile will be added based on GVW. The tax per mile for out of state vehicles with GVW greater than 72,000lbs. is $0.16/mile.
3 NMDOT provided a map along with a figure that includes axle configuration and permitted weights. In the map three colors, blue, green and white are used to identify the routes.
4 New Mexico allows 15% increase in permitted axle weights for this permit.
Figure 9 NM Allowable weight Bridge map.
Figure 10. Loading Chart in New Mexico.
NORTH DAKOTA

In North Dakota, there are three general OS/OW permit types including (1) single trip; (2) multiple trips (seasonal); and (3) annual permits [33] [34]. North Dakota uses bridge formula weights defined by the Federal Highway Administration (FHWA) to calculate legal axle weights. Table 24 shows the legal size and weight limits under which no OS/OW permits are required. In North Dakota, each permit type includes subcategories with their own size and weight limits. Table 25 shows the maximum permitted size and weight limits allowed for movement of vehicles with a valid OS/OW permit. The permitted axle and group weights depend on the spacing between each axle, the axle width, number of tires per axle, and tire width (see Appendix 1). Additional restrictions may apply for some routes in this state.

In general, the state groups OS/OW vehicles according to the industries they serve, i.e., oil and gas and agriculture. The permitted axle weights in this state are allowed to be increased for these industries. For example, North Dakota uses a separate policy guideline for rigging service equipment (see Appendix 1). The OS/OW permit fees in North Dakota include (1) permit flat fees; (2) routing fees (when necessary); (3) engineering analysis fees; and (4) excess weight mileage fees of $0.05/ton/mile for GVW greater than 200,000 lbs. In this state vehicles with GVW greater than 150,000 lbs. are considered “super loads.” Several different maps are provided by the state to route OS/OW loads based on their dimensions and GVW. Out of state carriers entering North Dakota are required to pay a $20 registration fee. Table 26 summarizes key information about the different OS/OW permits issued in North Dakota.

OS/OW citations are respectively $20 for size violations and $100 for weight violations. OW fines may be assessed for excess axle weight, or excess GVW, and OS fines for exterior bridge and interior bridge length violations. Fines are not compounded; whichever violation produces the greater fine is issued. Drivers may not shift a load to avoid an over-axle citation [23]. The OW fine in North Dakota ranges between $20 for up to 1000 lbs. in excess weight to $6,000 for up to 30,000 lbs. in excess weight (see Appendix 1). An additional charge of $200 for every 1,000 lbs. over 30,000 lbs. will be added. According to the North Dakota State Patrol (NDHP) policies, loads over 200,000 lbs. GVW or exceeding 18 ft. in width are required to be accompanied by an official escort during transit unless exempted by the Highway Patrol Regional Commander(s). The NDHP escort charges $50/hr. and $0.50/mi. per trooper. Over-length vehicles are required to have official escorts or approved pilot cars.

According to a study conducted by the Wisconsin DOT [1], the revenue generated in North Dakota in the 2009 fiscal year from all OS/OW permit fees was $5.6 million. ND Executive Budget Recommendations and the ND Legislature determine the level of spending from the Highway Fund to be used for maintenance of ND highways [1].

Table 24. Legal size and weight limits in North Dakota.

<table>
<thead>
<tr>
<th>Vehicle/Axle Type</th>
<th>Legal Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>All vehicles</td>
<td>8 ft. 6 in.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>All vehicles</td>
<td>14 ft.</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>Single unit</td>
<td>50 ft.</td>
</tr>
<tr>
<td>Double, Triple or more combinations (on state highways)</td>
<td>75 ft.</td>
</tr>
<tr>
<td>Double, Triple or more combinations (four-lane divided highways and those highways designated by the NDDOT)</td>
<td>95-110 ft.</td>
</tr>
<tr>
<td>Semitrailer</td>
<td>53 ft.</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td></td>
</tr>
</tbody>
</table>
Gross vehicle weight
Single axle
Tandem axle
Tridem
Tridem and more axle

1 the legal GVW on state routes is 105,000 lbs. Natural gas vehicle may exceed the weight limit up to 2,000 pounds or a maximum GVW of 82,000 pounds.
2 The weight per in. of tire width shall not exceed 550 lbs.

<table>
<thead>
<tr>
<th>Size and Weight Considerations</th>
<th>Permitted Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>14 ft.</td>
</tr>
<tr>
<td>Maximum width permitted</td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>16 ft.</td>
</tr>
<tr>
<td>Maximum height permitted on holidays</td>
<td></td>
</tr>
<tr>
<td>Length</td>
<td>120 ft.</td>
</tr>
<tr>
<td>Maximum length permitted on holidays</td>
<td></td>
</tr>
<tr>
<td>Weight</td>
<td></td>
</tr>
<tr>
<td>Single axle</td>
<td>24,000 lbs.</td>
</tr>
<tr>
<td>Tandem axle</td>
<td>45,000 lbs.</td>
</tr>
<tr>
<td>Tridem axle</td>
<td>60,000 lbs.</td>
</tr>
<tr>
<td>Quadrem axle¹</td>
<td>68,000 lbs.</td>
</tr>
<tr>
<td>GVW²</td>
<td>200,000 lbs.</td>
</tr>
<tr>
<td>Six or more axles</td>
<td>TBD</td>
</tr>
</tbody>
</table>

¹For all axle groupings of four axles or more, no axle shall exceed 19,000 pounds per axle.
²For all axle groupings, on a group of five axles, the gross weight shall not exceed 85,000 pounds; and on a group of six axles, the gross weight shall not exceed 102,000 pounds. GVW for self-propelled equipment mounted on truck-type chassis (excludes workover service rigs) is limited to 96,800 lbs. for 4 axle unit, 106,800 lbs. for 5 axle unit, and 114,800 lbs. for 6 or more axle units. Vehicles with GVW over 150,000 lbs. require super load permit.
Table 26. Summary of OS/OW vehicle permits available in North Dakota.

<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)</th>
<th>Annual</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height</td>
<td>Width</td>
<td>Length</td>
<td>GGVW</td>
</tr>
<tr>
<td>Single Trip</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS/OW</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>&lt;150,000</td>
</tr>
<tr>
<td>150k-190k</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>&lt;190,000</td>
</tr>
<tr>
<td>&gt;190k</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>&gt;150,001</td>
</tr>
<tr>
<td>129,000 lbs. Primary network</td>
<td>&lt;14</td>
<td>&lt;8.5</td>
<td>&lt;100</td>
<td>&lt;129,000</td>
</tr>
<tr>
<td>Interstate Permit*</td>
<td>&lt;14</td>
<td>&lt;8.5</td>
<td>legal</td>
<td>&lt;105,000</td>
</tr>
<tr>
<td>Mobile Home Permit</td>
<td>&lt;18</td>
<td>&lt;8.5</td>
<td>&lt;200</td>
<td>&lt;150,000</td>
</tr>
<tr>
<td>Self-propelled</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>&lt;150,000</td>
</tr>
<tr>
<td>Rigging service</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>&gt;150,000</td>
</tr>
<tr>
<td>LCV*</td>
<td>&lt;14</td>
<td>&lt;8.5</td>
<td>&lt;75</td>
<td>&lt;131,000</td>
</tr>
<tr>
<td>Bridge Length Permit*</td>
<td>&lt;14</td>
<td>&lt;8.5</td>
<td>&lt;75</td>
<td>&lt;80,000</td>
</tr>
<tr>
<td>Over width</td>
<td>&lt;16</td>
<td>&lt;14.5</td>
<td>&lt;legal</td>
<td>80,000</td>
</tr>
<tr>
<td>Over width*</td>
<td>&lt;16</td>
<td>&lt;14.5</td>
<td>&lt;legal</td>
<td>80,000</td>
</tr>
<tr>
<td>OS</td>
<td>&lt;14</td>
<td>&lt;14.5</td>
<td>&lt;120</td>
<td>80,000</td>
</tr>
<tr>
<td>129,000 lbs. Primary network</td>
<td>&lt;14</td>
<td>&lt;8.5</td>
<td>&lt;100</td>
<td>&lt;129,000</td>
</tr>
<tr>
<td>Rigging service</td>
<td>&lt;16</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>&lt;150,000</td>
</tr>
<tr>
<td>Interstate Permit</td>
<td>&lt;14</td>
<td>&lt;8.5</td>
<td>legal</td>
<td>&lt;105,000</td>
</tr>
<tr>
<td>Bridge Length Permit</td>
<td>&lt;14</td>
<td>&lt;8.5</td>
<td>&lt;75</td>
<td>&lt;80,000</td>
</tr>
<tr>
<td>Multiple</td>
<td>&lt;14</td>
<td>&lt;8.5</td>
<td>&lt;100</td>
<td>&lt;131,000</td>
</tr>
</tbody>
</table>

Notes:
- OS/OW: On-Street/Overweight
- LCV: Low Capacity Vehicle
- Bridge Length: Bridge formula applied
- Y: Available for year-round use
- N: Available only during specific months (N 100)

- Primary network: Route followed by primary network
- Over width: Over width permits have specific weight limits
- Multiple: Multiple permits allow for higher permit weights

*Special permits may apply for certain routes or conditions.
| 10% Harvest Permit and winter time (30-day)⁷ | <14 | <8.5 | <75 | <105,000 | 22,000 | 37,400 | 52,800 | 62,150 | 85,800 | 88,000 | N | 50 |
| Custom Combine (non-res.)³ | <14.5 | <16 | <120 | <80,000 | 20,000 | 34,000 | 48,000 | Bridge formula | Bridge formula | Bridge formula | N | 15(fuel permit) |
| Custom Combine (res.) (annual) | <14.5 | <16 | <120 | <80,000 | 20,000 | 34,000 | 48,000 | Bridge formula | Bridge formula | Bridge formula | Y | 25 |

¹ A ton/mile fee of $.05 per ton per mile is assessed upon the portion of gross vehicle weight exceeding 200,000 pounds. Engineering fee when additional analysis is required – $25 for each application submitted. Service/routing fee of $10 for each single trip permit may apply. Service/routing fee of each single trip permit for rigging units is $15.

² This permit is for hauling a devisable load.

³ These values are for axles with four tires.

⁴ For LCVs 30- , 60- , or 90-day permits are available. The fee for each 30-day is $100.

⁵ This permit is for single unit straight truck.

⁶ This permit is for noncommercial fish house trailer.

⁷ The harvest permit is valid between July 15 - November 30. The winter permit is valid between December 1 - March 7. These permits allow a vehicle 10% more weight when hauling a harvested product. A harvest/winter combination permit can be purchased for $250. The combined permit is valid from July 15 through March 7. And during harvest season, July 15 through November 30.

⁸ The custom combine permit is valid from June 1 through December 31st of each calendar year.
OKLAHOMA

Oklahoma issues single-trip, monthly, annual and special movement permits for OS/OW vehicles. The state uses the bridge formula weights defined by FHWA to calculate legal axle weights. Table 27 shows the legal size and weight limits under which no OS/OW permits are required. Table 28 shows permitted size and weight limits allowed for movement of vehicles under a valid OS/OW general permit [35][36]. The permitted axle weights are shown in OL-1 standards provided by the Oklahoma Department of Transportation (ODOT) [35]. The OL-1 standard includes permitted axle group weight schematics and GVW. Permitted axle group weights depend on axle spacing and group configurations. The maximum GVW shown in the standard is 209,000 lbs.

The single-trip permit includes multiple subcategories: (1) general; (2) modular homes; (3) house; (4) special purpose equipment (e.g. well service equipment and cranes); and (5) western regional permit (WASHTO). Monthly permits are multi-trip permits for pieces of equipment that are motorized and require frequent movements. The annual permit category includes (1) round baled hay; (2) soil conservation equipment; (4) tree length logs; (5) longer combination vehicles (LCVs); (6) special purpose equipment; (6) annual envelope permits; and (7) annual special OW. Special permits include (1) special movement permit (manufactured items exceeding 16 ft. but not exceeding 20 ft. in width); (2) annual LCVs, and (3) annual special combination vehicle (SCV) permits. The maximum permitted dimensions are 16 ft. in width and 21 ft. in height (on certain routes). Table 29 summarizes key information about all the different OS/OW permit types issued in Oklahoma. The table makes it easy to compare permit costs as well as the permitted size and weight limits.

Violation of any of the terms of a special permit other than weight is fined at $218.90. Excess weight violations incur a $100 fine in addition to a surcharge based on the actual excess weight (e.g. the additional fine can be as much as $628.9, see Table 65 in Appendix 1) [23]. Vehicle escort requirements in Oklahoma are based on load dimensions. For example, vehicles with loads of 12 ft. or more but not more than 14 ft. in width are required to be accompanied by a front escort vehicle on two-lane highways and on super two-lane highways, and by a rear escort on multi-lane highways. The fee to certify an escort vehicle for the state of Oklahoma is $180.00 and the certification process goes through Oklahoma State University [37].

According to the Oklahoma Public Records Department, the state collected $42.6 million from OS/OW permits during the 2017 fiscal year. The state allocates 12.82% of the revenues generated by OS/OW permits to the Oklahoma Department of Transportation (ODOT). In Oklahoma, there are statutory constraints on how the revenues must be allocated.

<table>
<thead>
<tr>
<th>Vehicle/Axle Type</th>
<th>Legal Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width All vehicles</td>
<td>8 ft. 6 in.</td>
</tr>
<tr>
<td>Height All vehicles</td>
<td>13 ft. 6 in.</td>
</tr>
<tr>
<td>Length Single unit</td>
<td>45 ft.</td>
</tr>
<tr>
<td>Doubles</td>
<td>53 ft. (with special permit)</td>
</tr>
<tr>
<td>Autotransporter</td>
<td>75 ft.</td>
</tr>
<tr>
<td>Weight Gross vehicle weight</td>
<td>80,000 lbs.</td>
</tr>
<tr>
<td>Single axle</td>
<td>20,000 lbs.</td>
</tr>
<tr>
<td>Tandem axle</td>
<td>34,000 lbs.</td>
</tr>
</tbody>
</table>
Table 28. Permitted size and weight limits in Oklahoma.

<table>
<thead>
<tr>
<th>Size and Weight Considerations</th>
<th>Permitted Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum width permitted</td>
<td>16 ft.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum height permitted¹</td>
<td>21 ft.</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum length</td>
<td>Not specified</td>
</tr>
<tr>
<td><strong>Weight</strong>²</td>
<td></td>
</tr>
<tr>
<td>Steering axle</td>
<td>15,000 lbs.</td>
</tr>
<tr>
<td>Tandem axle</td>
<td>40,000 lbs.</td>
</tr>
<tr>
<td>Tridem axle</td>
<td>60,000 lbs.</td>
</tr>
<tr>
<td>Quadrem axle</td>
<td>65,000 lbs.</td>
</tr>
<tr>
<td>Quint axle</td>
<td>75,000 lbs.</td>
</tr>
<tr>
<td>Six or more axles</td>
<td>TBD</td>
</tr>
</tbody>
</table>

¹On special routes
²The valued are based on axle distance of 4 ft. and 3 in. in each axle group.
### Table 29. Summary of OS/OW vehicle permits available in Oklahoma.

<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)</th>
<th>Annual</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height Width Length GVW Single Tandem Tridem Quadrem Quint Six &gt;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>OS or OW</strong></td>
<td>&gt;13.5 &gt;8.5 &gt;legal &gt;80,000 20,000 40,000 60,000 65,000 75,000</td>
<td></td>
<td>OL I[38] Drawing</td>
<td></td>
</tr>
<tr>
<td><strong>OS/OW</strong></td>
<td>&gt;13.5 &gt;8.5 &gt;legal &gt;80,000 20,000 40,000 60,000 65,000 75,000</td>
<td></td>
<td>N</td>
<td>40+10 per 1000 lbs. excess of legal 80+10 per 1000 lbs. excess of legal</td>
</tr>
<tr>
<td>30-day[^2]</td>
<td>&gt;13.5 &gt;8.5 &gt;legal &lt;80,000 20,000 40,000 60,000 65,000 75,000</td>
<td></td>
<td></td>
<td>40</td>
</tr>
<tr>
<td>Special drive away</td>
<td>&gt;13.5 &gt;8.5 &gt;legal &lt;80,000 20,000 40,000 60,000 65,000 75,000</td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td><strong>Round-baled hay</strong></td>
<td>&gt;13.5 &gt;8.5 &gt;legal &gt;80,000 20,000 40,000 60,000 65,000 75,000</td>
<td></td>
<td>Y</td>
<td>60</td>
</tr>
<tr>
<td><strong>Tree length logs</strong></td>
<td>&gt;13.5 &gt;8.5 &gt;legal &gt;80,000 20,000 40,000 60,000 65,000 75,000</td>
<td></td>
<td></td>
<td>25</td>
</tr>
<tr>
<td><strong>Soil conservation</strong></td>
<td>&gt;13.5 &gt;8.5 &gt;legal &gt;80,000 20,000 40,000 60,000 65,000 75,000</td>
<td></td>
<td></td>
<td>25</td>
</tr>
<tr>
<td><strong>OW Special Machinery</strong></td>
<td>&gt;13.5 &gt;8.5 &gt;legal &gt;80,000 20,000 40,000 60,000 65,000 75,000</td>
<td></td>
<td>Y</td>
<td>60</td>
</tr>
<tr>
<td><strong>OS Special Machinery</strong></td>
<td>&gt;13.5 &gt;8.5 &gt;legal &gt;80,000 20,000 40,000 60,000 65,000 75,000</td>
<td></td>
<td></td>
<td>10</td>
</tr>
<tr>
<td><strong>Envelope[^5]</strong></td>
<td>&gt;13.5 &gt;8.5 &gt;legal &gt;80,000 20,000 40,000 60,000 65,000 75,000</td>
<td></td>
<td></td>
<td>500[^6] or 4000 10 or 350</td>
</tr>
<tr>
<td><strong>Special[^5]</strong></td>
<td>&gt;13.5 &gt;16 &lt;20 &gt;legal &lt;80,000 20,000 34,000 42,000 Bridge formula Bridge Formula</td>
<td></td>
<td>N</td>
<td>500</td>
</tr>
<tr>
<td>Manufactured items</td>
<td>&gt;13.5 &gt;8.5 &gt;legal &gt;80,000 20,000 40,000 60,000 65,000 75,000</td>
<td></td>
<td></td>
<td>20</td>
</tr>
<tr>
<td>LCV[^3]</td>
<td>13.5 8.5 legal &gt;80,000 &gt;90,000 20,000 40,000 60,000 65,000 75,000</td>
<td></td>
<td></td>
<td>240</td>
</tr>
<tr>
<td>SCV[^3]</td>
<td>13.5 8.5 legal &gt;90,000 &gt;90,000 20,000 40,000 60,000 65,000 75,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

1. For houses and portable buildings the permitted width can go up to 16 ft.
2. One can purchase up to 12 months at one time and the cost will be 12x40=$480.
3. This permit is for OS/OW, windmill blades, electric utility vehicle, and portable building.
4. $500 is cost of Envelope permit for portable building (Must be issued to a specific Manufacturer). $25 will be charged for replacement.
5. The special permit for OW allows 5% increase in GVW limits and 8% increase for axle weight limits ($350 fees). It also allows for 15% increase in GVW for utility or refuse collection vehicle ($100 fee). Wrecker or two vehicle fee for this permit is $100.

[^2]: For houses and portable buildings the permitted width can go up to 16 ft.
[^3]: One can purchase up to 12 months at one time and the cost will be 12x40=$480.
[^4]: This permit is for OS/OW, windmill blades, electric utility vehicle, and portable building.
[^5]: $500 is cost of Envelope permit for portable building (Must be issued to a specific Manufacturer). $25 will be charged for replacement.
[^6]: The special permit for OW allows 5% increase in GVW limits and 8% increase for axle weight limits ($350 fees). It also allows for 15% increase in GVW for utility or refuse collection vehicle ($100 fee). Wrecker or two vehicle fee for this permit is $100.
OREGON

Oregon issues three types of OS/OW permits including single-trip permits, continuous-operation variance permits (COVPs), and continuous trip permits (CTPs). Legal weights and size limits in the state are listed in Table 30. Vehicles with GVV over 26,000 lbs. and less than 80,000 lbs. have to pay weight tax per mile according to Table 67-67 in Appendix 1 [39][40].

Table 31 shows the maximum permitted size and weight limits allowed for movement of vehicles under a valid OS/OW general permit. The permitted axle and group weights depend on the spacing between each axle and can be determined using different formulas for divisible and non-divisible loads (see Appendix 1).

The single-trip permit is valid for 10-days. This permit authorizes movements of non-divisible loads that do not exceed 14 ft. in width, 15 ft. in height and 120 ft. in length. For all single-trip permits, the GVV is limited to the permitted axle load combination given in Appendix 1. There is a self-issue permitting system in Oregon. The GVV for self-issue OW single-trip permit is limited to 200,000 lbs. [41]. OS/OW permit fees can be a combination: of (1) state administrative fees; (2) county administrative fees; (3) weight tax fee, and (4) road use assessment fees (RUAF) [42][43]. Table 32 summarizes key information about all the different OS/OW permit types issued in Oregon.

According to the Oregon Statutes, fines for violation of weight limits are based on the actual excess weight. [43] Fines can range from $100 for less than 1000 lbs. excess weight to $600 plus $0.30/lb. of excess weight after 10,000 lbs.

Although the state of Oregon does not require certification for escort vehicles, it does require for the drivers to be certified [32]. The cost of training for a driver to become a certified as a flagger is $95.00.

According to ODOT, the amount of revenue generated in Oregon from the 2017 fiscal year for all OS/OW permit types was $837,000. Revenues from these permits go into the Oregon Highway Fund which is constitutionally dedicated to road projects.

<table>
<thead>
<tr>
<th>Table 30. Legal size and weight limits in Oregon.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle/Axle Type</strong></td>
</tr>
<tr>
<td><strong>Width</strong></td>
</tr>
<tr>
<td>All vehicles</td>
</tr>
<tr>
<td><strong>Height</strong></td>
</tr>
<tr>
<td>All vehicles</td>
</tr>
<tr>
<td><strong>Length</strong></td>
</tr>
<tr>
<td>Trailer</td>
</tr>
<tr>
<td>Doubles</td>
</tr>
<tr>
<td>Autotransporter</td>
</tr>
<tr>
<td>Rear overhang</td>
</tr>
<tr>
<td>Front overhang</td>
</tr>
<tr>
<td><strong>Weight</strong>&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>Gross vehicle weight</td>
</tr>
<tr>
<td>Single axle</td>
</tr>
<tr>
<td>Tandem axle</td>
</tr>
<tr>
<td>Tridem axle</td>
</tr>
<tr>
<td>Steering axle&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

<sup>1</sup>Weight cannot exceed 600 lbs. per in. of tire width.

<sup>2</sup>This value is for 10 in. wide tire.
### Table 31. Permitted size and weight limits in Oregon.

<table>
<thead>
<tr>
<th>Size and Weight Considerations</th>
<th>Permitted Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum width permitted</td>
<td>14 ft.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum height</td>
<td>15 ft.</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>Heavy haul combinations</td>
<td>120 ft.</td>
</tr>
<tr>
<td>Mobile home</td>
<td>110 ft.</td>
</tr>
<tr>
<td>Truck/semitrailer</td>
<td>105 ft.</td>
</tr>
<tr>
<td>Solo vehicle</td>
<td>50 ft.</td>
</tr>
<tr>
<td>Self-propelled</td>
<td>55 ft.</td>
</tr>
<tr>
<td>Towing a dolly, pickup truck, passenger or trailer</td>
<td>75 ft.</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td></td>
</tr>
<tr>
<td>Single axle</td>
<td>21,500 lbs.</td>
</tr>
<tr>
<td>Tandem axle</td>
<td>43,000 lbs.</td>
</tr>
<tr>
<td>Tridem axle</td>
<td>Max. 64,500 lbs.</td>
</tr>
<tr>
<td>Trunnion axle</td>
<td>Max. 86,000 lbs.</td>
</tr>
<tr>
<td>GVW(^3)</td>
<td>200,000 lbs.</td>
</tr>
</tbody>
</table>

\(^1\)This value is for self-issue permit and depends on highway. Holiday and Travel Restrictions may apply [41].

\(^2\)Depends on wheelbase. Wheelbase is measured from center of the first axle to the center of the last axle of the combination. The axle limit weight depends also on devisable or non-devisable load conditions (see Appendix 1).

\(^3\)This is GVW limit for self-issue permit.
Table 32. Summary of OS/OW vehicle permits available in Oregon.

<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)</th>
<th>Annual</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height</td>
<td>Width</td>
<td>Length</td>
<td>GVW</td>
</tr>
<tr>
<td>Single trip</td>
<td>Legal weight¹</td>
<td>&lt;14</td>
<td>&lt;14</td>
<td>&lt;120</td>
</tr>
<tr>
<td></td>
<td>Extended weight²</td>
<td>&lt;14</td>
<td>&lt;14</td>
<td>&lt;120</td>
</tr>
<tr>
<td></td>
<td>Heavy Haul Weight³</td>
<td>&lt;14</td>
<td>&lt;14</td>
<td>&lt;120</td>
</tr>
<tr>
<td></td>
<td>Super load⁴</td>
<td>&gt;17</td>
<td>&gt;16</td>
<td>&gt;120</td>
</tr>
<tr>
<td>COVP⁶</td>
<td>&lt;14</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>&lt;98,000</td>
</tr>
<tr>
<td>CTP⁷</td>
<td>&lt;14</td>
<td>&lt;14</td>
<td>&lt;120</td>
<td>&lt;98,000</td>
</tr>
</tbody>
</table>

¹ No permit required, however the weight tax/mile should be paid. Table 70 in Appendix shows the legal weight for different axle combination that does not require permit. Table 68 and Table 69 show the weight tax/mile fee associated with each weight. The $0.2 given in the table is the maximum value for vehicles with GVW 80,000 lbs.

² This permit is for non-devisable loads. See Table 71 for permitted axle weight for this type of permit.

³ This permit authorizes movement of non-devisable load and requires Road Use Assessment Fees (RUAF) fees. RUAF is $0.085 for equivalent single axle load per mile. An equivalent single-axle load means the relationship between actual or requested weight and an 18,000 lbs. single-axle load. Table 72 shows permitted axle weights for truck tractor and semitrailer for this permit. Table 73 shows permitted axle weight limits when this permit is issued for self-propelled truck and lowbed semitrailer. Axle weights more than permitted ones requires RUAF as well.

⁴ Table 74 in Appendix 1 shows the permitted axle weights for supper load. Supper load permit requires special analysis by the Over-Dimension Permit Unit. Route restriction may apply.

⁵ Up to 52,800 lbs. may be allowed when the combination has 10 ft. wide axles with 4 tires per axle. Up to 60,000 lbs. may be allowed when the combination has 10 ft. wide axles with 8 tires per axle.

⁶ COVP is an annual permit for vehicles with GVW less than 98,000 lbs. The permitted axle weights are given in Table 72.
CTP permits are only available from Over-Dimension Permit Unit. This permit is issued for 2 durations: 1. a year and 2. 30-days. Triple trailers, vehicles with leaky load, grass seed straw overheight can obtain annually permit.
TEXAS

With 28 different OS/OW permit types, the Texans’ permitting system is the most complex in the western states. Broadly speaking, the state groups OS/OW vehicles according to the industries they serve, i.e., oil and gas, agriculture, housing, utilities, and commercial freight. In each category, Texas offers single-trip permits as well as multi-trip permits valid for up to a year. The fees for several of the Texas permits are calculated by adding a base permit fee plus a highway maintenance fee.

Table 34 shows the maximum size and weight limits allowed for movement of vehicles under a valid OS/OW general permit. Note that, certain permit types allow for deviations from these limits, e.g., Ready-mixed Concrete Truck Permits allow for higher weight limits in single and tandem axles but lower gross vehicle weights. For non-divisible vehicles exceeding the maximum permitted axle or axle group weights, or 254,300 lbs. total gross vehicle weight, or between 200,001 lbs. and 254,300 lbs. with less than 95 ft. of axle spacing, the state can still issue a Super Heavy Single-Trip Permit. OS/OW permits are processed online via the TxPROS Permitting System and are issued by the Texas Department of Motor Vehicles (TxDMV).

The Texas Department of Public Safety (TDPS) is in charge of issuing fines for OS/OW vehicle violations [44]. In addition to OS/OW vehicles driving without a permit, the most common infractions include permitted vehicles that violate road restrictions or distances, vehicles that exceed the weight and/or size limits specified by their permit, and operation of vehicles across county lines without appropriate permits. In Texas, these violations are considered misdemeanors and are punishable by fines of up to $10,000. Permitted oversize vehicles are required to be accompanied by private escorts when the size exceeds certain thresholds. Table 35 presents the number of escort vehicles required for most oversize permits. TxDMV may also require law enforcement escorts under special circumstances.

In 2017, the state collected $159,089,485.00 in OS/OW permits. This amount is more than revenue generated by all other western states combined. Texas allocates 64% of the revenue generated from these permits to the State Highway Fund. The State Constitution provides guidance on how these funds are distributed and used.

Table 33. Legal size and weight limits in Texas.

<table>
<thead>
<tr>
<th>Vehicle/Axle Type</th>
<th>Legal Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td></td>
</tr>
<tr>
<td>Passenger vehicle</td>
<td>8 ft.</td>
</tr>
<tr>
<td>All other</td>
<td>8 ft. 6 in.</td>
</tr>
<tr>
<td>Height</td>
<td></td>
</tr>
<tr>
<td>All vehicles</td>
<td>14 ft.</td>
</tr>
<tr>
<td>Length</td>
<td></td>
</tr>
<tr>
<td>Single motor vehicle</td>
<td>45 ft.</td>
</tr>
<tr>
<td>Truck-tractor</td>
<td>Unlimited</td>
</tr>
<tr>
<td>Semitrailer, of two-vehicle combination</td>
<td>59 ft.</td>
</tr>
<tr>
<td>Two-vehicle combination, other than a truck-tractor combo</td>
<td>65 ft.</td>
</tr>
<tr>
<td>Three-Vehicle combination other than truck-tractor combo</td>
<td>65 ft.</td>
</tr>
<tr>
<td>Each trailer or semitrailer of a twin-trailer combination</td>
<td>28.5 ft.</td>
</tr>
<tr>
<td>Stinger-steered auto/boat or traditional auto/boat transporter (truck-tractor)</td>
<td>Unlimited</td>
</tr>
<tr>
<td>Truck towing a trailer transporting boats</td>
<td>65 ft.</td>
</tr>
<tr>
<td>Front overhang</td>
<td>3 ft.</td>
</tr>
<tr>
<td>Rear overhang</td>
<td>4 ft.</td>
</tr>
<tr>
<td>Weight</td>
<td></td>
</tr>
<tr>
<td>Gross vehicle weight</td>
<td>80,000 lbs.</td>
</tr>
<tr>
<td>Single axle</td>
<td>20,000 lbs.</td>
</tr>
</tbody>
</table>
Tandem axle* 34,000 lbs.
Tridem axle* 42,000 lbs.
Quadrem axle * 50,000 lbs.

* minimum spacing of 40 in. between axles within the group

Table 34. Permitted size and weight limits in Texas.

<table>
<thead>
<tr>
<th>Size and Weight Considerations</th>
<th>Permitted Limit*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum width permitted on holidays</td>
<td>14 ft.(^1)</td>
</tr>
<tr>
<td>Maximum width permitted on controlled access highways (Interstate Highway System)</td>
<td>16 ft.(^1)</td>
</tr>
<tr>
<td>Maximum width permitted without a route inspection certification by applicant on file</td>
<td>20 ft.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum height permitted on holidays</td>
<td>16 ft.</td>
</tr>
<tr>
<td>Maximum height permitted without a route inspection certification by applicant on file</td>
<td>18 ft. 11 in.</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum length permitted on holidays</td>
<td>110 ft.</td>
</tr>
<tr>
<td>Truck or single vehicle</td>
<td>75 ft.</td>
</tr>
<tr>
<td>Front overhang</td>
<td>25 ft.</td>
</tr>
<tr>
<td>Rear overhang</td>
<td>30 ft.</td>
</tr>
<tr>
<td>Maximum length permitted without a route inspection certification by applicant on file</td>
<td>125 ft.</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td></td>
</tr>
<tr>
<td>Single axle</td>
<td>25,000 lbs.</td>
</tr>
<tr>
<td>Tandem axle</td>
<td>46,000 lbs.</td>
</tr>
<tr>
<td>Tridem axle</td>
<td>60,000 lbs.</td>
</tr>
<tr>
<td>Quadrem axle</td>
<td>70,000 lbs.</td>
</tr>
<tr>
<td>Quint axle</td>
<td>81,400 lbs.</td>
</tr>
<tr>
<td>Six or more axles(^2)</td>
<td>TBD</td>
</tr>
</tbody>
</table>

\(^1\) Except for manufactured housing permits!
\(^2\) Determined based on an engineering study of the equipment and dimensions
* Special permits may exceed the allowances presented in this table, see Table 36 for details

Table 35. Number of escort vehicles required for oversize vehicles in Texas.

<table>
<thead>
<tr>
<th>Size Considerations</th>
<th>Number of Escorts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>14 ft. to 16 ft.</td>
<td>1</td>
</tr>
<tr>
<td>&gt; 16 ft.</td>
<td>2</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>&gt; 17 ft.</td>
<td>1 (height pole equipped)</td>
</tr>
<tr>
<td>&gt; 18 ft.</td>
<td>3 (1 height pole equipped)</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>110 ft. to 125 ft.</td>
<td>1</td>
</tr>
<tr>
<td>&gt; 125 ft.</td>
<td>2</td>
</tr>
<tr>
<td>&gt; 20 ft. front overhang</td>
<td>1</td>
</tr>
<tr>
<td>&gt; 20 ft. rear overhang</td>
<td>1</td>
</tr>
</tbody>
</table>

Table 36 summarizes key information about all the different OS/OW permit types issued in Texas. The table makes it easy to compare permit costs as well as the permitted size and weight limits. Permit types in bold are of interest to NMDOT and are presented in more detail.
**Table 36. Summary of OS/OW vehicle permits available in Texas.**

<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)</th>
<th>Annual</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height</td>
<td>Width</td>
<td>Length</td>
<td>GVW</td>
</tr>
<tr>
<td>General single-trip¹</td>
<td>&gt; 18.9</td>
<td>&gt; 20</td>
<td>&gt; 125</td>
<td>254,300</td>
</tr>
<tr>
<td>Manufactured Housing</td>
<td>18.9</td>
<td>20</td>
<td></td>
<td>80,000</td>
</tr>
<tr>
<td>Portable Building</td>
<td>14</td>
<td>Tabl. 34</td>
<td>80</td>
<td>80,000</td>
</tr>
<tr>
<td>House Move²</td>
<td>&gt; 18.9</td>
<td>&gt; 20</td>
<td>Tabl. 34</td>
<td>254,300</td>
</tr>
<tr>
<td>Manufactured Housing³</td>
<td>Tabl. 34</td>
<td>Tabl. 34</td>
<td>Tabl. 34</td>
<td>80,000</td>
</tr>
<tr>
<td>Mobile Crane</td>
<td>Tabl. 33</td>
<td>10</td>
<td>Tabl. 33</td>
<td>120,000</td>
</tr>
<tr>
<td>Utility Pole</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>80,000</td>
</tr>
<tr>
<td>Ready-Mixed Concrete</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>69000</td>
</tr>
<tr>
<td>Timber Permit ⁴</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>84,000</td>
</tr>
<tr>
<td>Self-Propelled ⁵</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>650</td>
</tr>
<tr>
<td>Hay™</td>
<td>Tabl. 33</td>
<td>12</td>
<td>Tabl. 33</td>
<td>80,000</td>
</tr>
<tr>
<td>Husbandry⁶</td>
<td>16</td>
<td>16</td>
<td>110</td>
<td>254,300</td>
</tr>
<tr>
<td>Fluid Milk</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>90,000</td>
</tr>
<tr>
<td>Water Well</td>
<td>14.5</td>
<td>16</td>
<td>110</td>
<td>254,300</td>
</tr>
<tr>
<td>Intermodal Ship Cont ⁷</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>100,000</td>
</tr>
<tr>
<td>30/60/90 Day</td>
<td>14</td>
<td>13</td>
<td>110</td>
<td>80,000</td>
</tr>
<tr>
<td>Company Spec. Envelope</td>
<td>14</td>
<td>12</td>
<td>110</td>
<td>120,000</td>
</tr>
<tr>
<td>Vehicle Spec. Envelope</td>
<td>14</td>
<td>12</td>
<td>110</td>
<td>120,000</td>
</tr>
<tr>
<td>Annual Length</td>
<td>Tabl. 33</td>
<td>8.5</td>
<td>110</td>
<td>80,000</td>
</tr>
<tr>
<td>N. Texas Intermodal ⁸</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>93,000</td>
</tr>
<tr>
<td>Emergency Relief</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>160,000</td>
</tr>
<tr>
<td>Quarterly Hubometer</td>
<td>14.5</td>
<td>12</td>
<td>95</td>
<td>950</td>
</tr>
<tr>
<td>Rig-Up Truck</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>850</td>
</tr>
<tr>
<td>Over Axle/Gross⁹</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>267,015</td>
</tr>
<tr>
<td>Well Servicing Unit</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>80,000</td>
</tr>
<tr>
<td>Fracking Trailer</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>80,000</td>
</tr>
<tr>
<td>Crane and Well Serv.</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>Tabl. 33</td>
<td>950</td>
</tr>
<tr>
<td>Super Heavy¹⁰</td>
<td>&gt;254,300</td>
<td>&gt; 25,000</td>
<td>&gt; 46,000</td>
<td>&gt; 60,000</td>
</tr>
</tbody>
</table>
1. General Single-Trip Permit: issued for the operation of non-divisible vehicles exceeding the legal size and weight limits. The permit is valid for loads up to 254,300 pounds. Vehicles exceeding a width of 20 ft., or a height of 18 ft. 11 in., or a length of 125 ft. are required to have a Route Inspection Certification (RIC) on file prior to issuance of the permit. Single-trip permits may only be used for a one-way trip, scheduled in the time window specified on the permit, from a specific origin and to a specific destination. This permit has a flat fee in addition to a Highway Maintenance (HM) surcharge that depends on the gross vehicle weight, see Table 37. If the vehicle exceeds the State Legal Size Limits but not the State Legal Weight Limits, there is no HM surcharge.

Cost: $52 per axle

Table 37. General Single Trip Permit Fees in Texas.

<table>
<thead>
<tr>
<th>Gross Vehicle Weight (lbs.)</th>
<th>HM Fee ($)</th>
<th>Permit Fee ($)</th>
<th>Total Fee ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>80,001 - 120,000</td>
<td>150</td>
<td>60</td>
<td>210</td>
</tr>
<tr>
<td>120,001 - 160,000</td>
<td>225</td>
<td>60</td>
<td>285</td>
</tr>
<tr>
<td>160,001 - 200,000</td>
<td>300</td>
<td>60</td>
<td>360</td>
</tr>
<tr>
<td>200,001 – 254,300*</td>
<td>375</td>
<td>60</td>
<td>435</td>
</tr>
</tbody>
</table>

* must have at least 95ft. of total axle spacing
1 $35 additional supervision fee for loads exceeding 200,000 lbs.

2. Well Servicing Unit Annual Permit: issued for the operation of oil well servicing units that do not exceed legal weight and size limits and are registered in the state. Vehicles operating under this permit may not exceed 650 lbs. per in. width in the front axle. The permit also allows vehicles to operate at night.

Cost: $52 per axle

3. Fracking Trailer Annual Permit: issued for vehicles consisting of a truck-tractor and a tank semitrailer designed for liquid fracking products, liquid oil-well waste products or from oil-wells not connected to a pipeline. The semitrailer cannot exceed the state legal size and weight limits.

Cost: $52 per axle (return empty)
$104 per axle (return loaded)

3. Crane and Well Servicing Unit Single-Trip Mileage Permit: issued for self-propelled and trailer mounted cranes and well-servicing units that exceed the legal Texas size and weight limits. These permits may only be used on the time window specified on the permit (up to 7-days), from a specific origin and to a specific destination. Vehicles operating under this permit may return to the location of origin (or other location) as long as the entire trip mileage is charged on the permit. The maximum weight on a single or in any axle within an axle group
cannot exceed 30,000 lbs. or 850 lbs. per in. of tire width for non-steerable units, and 950 lbs. per in. of tire width for steerable units.

The cost for this permit is assessed based on the actual size and weight in excess of the state legal limits, the total number of miles traveled, and an indirect cost share. The indirect cost share is assessed yearly. The overweight/oversize factors are summarized in Table 38.

\[
\text{Cost: } 0.6 \times \text{(OF)} \times \text{(miles)} + \text{IDC}
\]

**Table 38. Oversize overweight factors (OF) in Texas.**

<table>
<thead>
<tr>
<th>Size or Weight Considerations</th>
<th>OF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td></td>
</tr>
<tr>
<td>Each ft. above legal width</td>
<td>$0.06/ft.</td>
</tr>
<tr>
<td>Height</td>
<td></td>
</tr>
<tr>
<td>Each ft. above legal height</td>
<td>$0.04/ft.</td>
</tr>
<tr>
<td>Weight</td>
<td></td>
</tr>
<tr>
<td>20,000 to 25,000 lbs. on a single axle or any axle within an axle group</td>
<td>$0.45/kip.</td>
</tr>
<tr>
<td>25,000 to 30,000 lbs. on a single axle or any axle within an axle group</td>
<td>$0.55/kip.</td>
</tr>
</tbody>
</table>

4. **Super Heavy Single-Trip Permit**: is issued to non-divisible vehicles exceeding a GVW of 254,300 lbs., or with a GVW between 200,001 lbs. and 254,300 lbs. with less than 95 ft. of axle spacing, or the maximum permit weights on any axle or axle group. Super heavy single-trip permits may only be used for a one-way trip, scheduled in the time window specified on the permit, from a specific origin and to a specific destination. This permit has a flat fee of $60 in addition to a highway maintenance fee of $375, and the applicable vehicle supervision fees presented in Table 39.

\[
\text{Cost: Table 39}
\]

**Table 39. Super heavy single-trip permit fee costs in Texas.**

<table>
<thead>
<tr>
<th>Vehicle Supervision Type</th>
<th>Fee ($)</th>
<th>Flat ($)</th>
<th>HM ($)</th>
<th>Total ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge analysis</td>
<td>500</td>
<td>60</td>
<td>375</td>
<td>935</td>
</tr>
<tr>
<td>Additional identical permits within 30 days</td>
<td>35</td>
<td>60</td>
<td>375</td>
<td>470</td>
</tr>
<tr>
<td>No bridges crossed route</td>
<td>100</td>
<td>60</td>
<td>375</td>
<td>535</td>
</tr>
</tbody>
</table>
UTAH

Utah issues three types of OS/OW permits including single-trip, semi-annual (180 days), and annual permits. Legal weights and sizes in Utah are listed in Table 40 [45][46][47]. While no OS/OW permits are required for vehicles meeting the legal limits, the state requires valid registration for these vehicles. Table 41 shows permitted size and weight limits allowed for movement of vehicles having a valid OS/OW permit. The permitted axle and group weights depend on the spacing between each axle and can be determined using a modified version of the federal bridge formula (see Appendix 1).

The Single trip permits can be issued for three different load and size combinations including OS, OS/OW, and super loads. This permit authorizes movements of non-divisible loads that do not exceed 14.5 ft. in width, 14 ft. in height, and 105 ft. in length. For OS permits, the GVW is limited to the legal limit. The GVW for OS/OW single-trip permits is limited to 125,000 lbs. Vehicles with GVW greater than 125,000 are required to obtain a special super load single-trip permit. Table 42 summarizes key information about all the different OS/OW permit types issued in Utah.

According to the State of Utah Code [48], a motor carrier that fails to or neglects to comply with OS/OW rules and regulations is subject to a civil penalty of not less than $500 and no more than $2,000 for each offense. Effective from 09/22/2017, the OS/OW fines in Utah include $50 flat fee plus the fine per mile charges shown in Table 77 [49].

According to the US Pilot Car [24], the fee for an escort car certification in Utah can range from $231.00 to $322.00. The cost depends on the date and location of a given class. The amount of revenue generated from OS/OW permits in Utah was $8.2 million in 2009 [1]. The generated OS/OW funds in the State of Utah are distributed to a Transportation Fund. Then the Utah Department of Transportation distributes 30% of the revenue to its counties as part of their B & C Road funds and keeps the remaining in the Transportation Fund [1].

<table>
<thead>
<tr>
<th>Vehicle/Axle Type</th>
<th>Legal Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td></td>
</tr>
<tr>
<td>All vehicles</td>
<td>8 ft. 6 in.</td>
</tr>
<tr>
<td>Height</td>
<td></td>
</tr>
<tr>
<td>All vehicles</td>
<td>14 ft.</td>
</tr>
<tr>
<td>Length</td>
<td></td>
</tr>
<tr>
<td>Single unit</td>
<td>45 ft.</td>
</tr>
<tr>
<td>Doubles</td>
<td>61 ft.</td>
</tr>
<tr>
<td>Autotransporter</td>
<td>65 ft.</td>
</tr>
<tr>
<td>Stinger steered</td>
<td>75 ft.</td>
</tr>
<tr>
<td>Saddle mount</td>
<td>97 ft.</td>
</tr>
<tr>
<td>Overall length of any combination of any other vehicles</td>
<td>65 ft.</td>
</tr>
<tr>
<td>Rear overhang</td>
<td>6 ft.</td>
</tr>
<tr>
<td>Front overhang</td>
<td>3 ft.</td>
</tr>
<tr>
<td>Weight(^1)</td>
<td></td>
</tr>
<tr>
<td>Gross vehicle weight</td>
<td>80,000 lbs.</td>
</tr>
<tr>
<td>Single axle</td>
<td>20,000 lbs.</td>
</tr>
<tr>
<td>Tandem axle</td>
<td>34,000 lbs.</td>
</tr>
<tr>
<td>Tridem axle</td>
<td>42,000 lbs.</td>
</tr>
<tr>
<td>Steering axle</td>
<td>20,000 lbs.</td>
</tr>
</tbody>
</table>

\(^1\)Must comply with federal bridge formula
Table 41. Permitted size and weight limits in Utah.

<table>
<thead>
<tr>
<th>Size and Weight Considerations</th>
<th>Permitted Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum width permitted</td>
<td>14 ft. 6 in.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum height</td>
<td>14 ft.</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum length</td>
<td>105 ft.</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td></td>
</tr>
<tr>
<td>Single wheel</td>
<td>10,500 lbs.</td>
</tr>
<tr>
<td>Single axle</td>
<td>29,000 lbs.</td>
</tr>
<tr>
<td>Tandem axle</td>
<td>50,000 lbs.</td>
</tr>
<tr>
<td>Tridem axle</td>
<td>61,750 lbs.</td>
</tr>
<tr>
<td>Trunnion axle</td>
<td>60,000 lbs.</td>
</tr>
<tr>
<td>GVW(^1)</td>
<td>125,000 lbs.</td>
</tr>
</tbody>
</table>

\(^1\)Vehicles with GVW greater than 125,000 lbs. can still obtain single trip permit if axle weights and GVW comply with permitted weights determined by a bridge formula (see Appendix 1).
## Table 42. Summary of OS/OW vehicle permits available in Utah.

<table>
<thead>
<tr>
<th>Permit Type(^3)</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)(^1)</th>
<th>Annual</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height</td>
<td>Width</td>
<td>Length</td>
<td>GVW</td>
</tr>
<tr>
<td>Single trip(^3)</td>
<td>OS/OW</td>
<td>&lt;14</td>
<td>&lt;14.5</td>
<td>&lt;105</td>
</tr>
<tr>
<td></td>
<td>OS</td>
<td>&gt;14</td>
<td>&gt;14.5</td>
<td>&gt;105</td>
</tr>
<tr>
<td></td>
<td>Super load</td>
<td>&gt;14</td>
<td>&gt;14.5</td>
<td>&gt;105</td>
</tr>
<tr>
<td>Semi-Annual (180 Days)</td>
<td>OS</td>
<td>&lt;14</td>
<td>&lt;14.5</td>
<td>&lt;105</td>
</tr>
<tr>
<td></td>
<td>80,001-84,000 lbs.</td>
<td>&lt;14</td>
<td>&lt;14.5</td>
<td>&lt;105</td>
</tr>
<tr>
<td></td>
<td>84,001-112,000 lbs.</td>
<td>&lt;14</td>
<td>&lt;14.5</td>
<td>&lt;105</td>
</tr>
<tr>
<td></td>
<td>112,001-125,000</td>
<td>&lt;14</td>
<td>&lt;14.5</td>
<td>&lt;105</td>
</tr>
<tr>
<td>Annual (365 Days)(^4)</td>
<td>OS</td>
<td>&lt;14</td>
<td>&lt;14.5</td>
<td>&lt;105</td>
</tr>
<tr>
<td></td>
<td>80,001-84,000 lbs.</td>
<td>&lt;14</td>
<td>&lt;14.5</td>
<td>&lt;105</td>
</tr>
<tr>
<td></td>
<td>84,001-112,000 lbs.</td>
<td>&lt;14</td>
<td>&lt;14.5</td>
<td>&lt;105</td>
</tr>
<tr>
<td></td>
<td>112,001-125,000</td>
<td>&lt;14</td>
<td>&lt;14.5</td>
<td>&lt;105</td>
</tr>
</tbody>
</table>

\(^1\) In Utah the permitted weight for group of axles can be determined using a modified federal bridge formula (see appendix 1). This value is allowed to be increased based on axle width and the number of tires. For example, 10 feet wide axles are allowed 15% more weight than 8 feet wide axles.

\(^2\) No wheel on steering axles and castering axles shall exceed 600 pounds per inch of tire width. Tire loading on vehicles requiring an oversize or overweight permit shall not exceed 500 pounds per inch.

\(^3\) Utah recognizes two classes of loads — divisible and non–divisible. For devisable load GVW can be up to 129,000 lbs.
Wyoming issues ten OS/OW permits including classes A-F, W, off-load, emergency relief, and prior-operation permits [50][51]. Legal weights and sizes in the state are listed in Table 43. While no OS/OW permits are required for vehicles meeting the legal limits, the state requires registration for these vehicles. Table 44 shows the maximum permitted size and weight limits allowed for movement of vehicles under a valid OS/OW general permit. The permitted axle and group weights depend on the axle group configuration. Wyoming is one of the few states that allows an increase in legal GVW from 80,000 lbs. to 117,000 lbs.

Class A, class C, and class D permits are the most common permit types issued in Wyoming. The class C permits authorize the movement of non-divisible loads that do not exceed 18 ft. in width, 17 ft. in height, 120 ft. in length, and GVW of 160,000 lbs. Loads exceeding class C limits can only be approved by the Wyoming Overweight Loads Office and require a class A (super load equivalent) permit. Class D permits are multi-trip permits for unloaded vehicles or meeting non-divisible legal load requirements that do not exceed 12 ft. in width, 15 ft. in height, 75 ft. single unit length. Class D permits are approved for specific vehicles, routes, and time periods. Table 45 summarizes key information about all of the different OS/OW permit types issued in Wyoming. The table makes it easy to compare permit costs as well as the permitted size and weight limits. Permit types in bold are of particular interest to NMDOT, and are presented in more detail.

According to Wyoming statutes [50], a vehicle carrying a load greater than the permitted weight and size can be penalized. An OS fine is $120 during daylight time and $220 during the night. The OW fines depend on the actual excess weight (GVW and axle weights) and can range from $25 for an excess of up to 2000 lbs. to $1000 for excess weight greater than 20,000 lbs. An additional $200 per 1000 lbs. over 20,000 is added for OW violations exceeding 20,000 lbs. The revenue generated in the state of Wyoming from OS/OW vehicle permits was $10.9 million in 2009 [1]. The State’s Constitution requires all permit fees to be used for the construction, maintenance, and traffic supervision of Wyoming's highways, roads, and streets.

The state of Wyoming requires escort vehicles for special OS/OW loads [52]. However, the state does not require a certification for escort vehicles. All OS vehicles 15 ft. wide or wider, or 110 ft. long or longer, or 17 ft tall or taller are required to be accompanied by escort vehicles. Any OW vehicle flagged with special restrictions imposed by the Wyoming Bridge Department shall be accompanied by a rear escort on all highways. Based on the information provided by Wyoming Highway Patrol, the state is still deciding if they want to institute law enforcement escorts or not (see Appendix 1).

### Table 43. Legal size and weight limits in Wyoming.

<table>
<thead>
<tr>
<th>Vehicle/Axle Type</th>
<th>Legal Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>All vehicles</td>
<td>8 ft. 6 in.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>All vehicles</td>
<td>14 ft.</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>Single unit</td>
<td>60 ft.</td>
</tr>
<tr>
<td>Semitrailer</td>
<td>60 ft.</td>
</tr>
<tr>
<td>Doubles</td>
<td>81 ft. (semitrailer 48 ft. and trailer 40 ft. maximum)</td>
</tr>
<tr>
<td>No more than 3 saddlemount combinations</td>
<td>97 ft. 6 in.</td>
</tr>
<tr>
<td>Overall length of any combination of any other vehicles</td>
<td>85 ft.</td>
</tr>
<tr>
<td>Rear overhang</td>
<td>4 ft.</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td></td>
</tr>
</tbody>
</table>

1. Weight
Gross vehicle weight: 117,000 lbs.
Single axle: 20,000 lbs.
Tandem axle: 36,000 lbs.
Tridem axle: 42,000 lbs.
Steering axle: 20,000 lbs.

1 Must comply with federal bridge formula
2 This limitation applies to interstate, for primary and secondary highways this limitation is 80,000 lbs.
Also this value depends on number of axle per truck and the axle distance. The maximum value of 117 lbs. is for a vehicle with 9 axle and 81 ft. distance between the extremes of any group of 2 or more consecutive.

Table 44. Permitted size and weight limits in Wyoming.

<table>
<thead>
<tr>
<th>Size and Weight Considerations</th>
<th>Permitted Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum width permitted</td>
<td>18 ft.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum height permitted on holidays</td>
<td>17 ft.</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum length permitted on holidays</td>
<td>120 ft.</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td></td>
</tr>
<tr>
<td>Single steering axle</td>
<td>25,000 lbs.</td>
</tr>
<tr>
<td>Single axle</td>
<td>29,000 lbs.</td>
</tr>
<tr>
<td>Tandem axle</td>
<td>55,000 lbs.</td>
</tr>
<tr>
<td>Tridem axle</td>
<td>65,000 lbs.</td>
</tr>
<tr>
<td>Quadrem axle</td>
<td>74,000 lbs.</td>
</tr>
<tr>
<td>Six or more axles</td>
<td>TBD</td>
</tr>
<tr>
<td>GVW2</td>
<td>160,000</td>
</tr>
</tbody>
</table>

1 There are 10,000 lbs. and 8,000 lbs. per wheel limitations per regular and solid tires respectively.
2 Vehicles with GVW larger than 160,000 lbs. require authorization from Highway Patrol OW loads office.
Table 45. Summary of OS/OW vehicle permits available in Wyoming.

<table>
<thead>
<tr>
<th>Permit Type</th>
<th>Permitted Size Limits (ft.)</th>
<th>Permitted Weight limits (lbs.)&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Annual Cost ($)</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height</td>
<td>Width</td>
<td>Length</td>
<td>GVW</td>
</tr>
<tr>
<td>Class A&lt;sup&gt;(super load)&lt;/sup&gt;</td>
<td>OS</td>
<td>OW</td>
<td>&gt;17</td>
<td>&gt;18</td>
</tr>
<tr>
<td>Class B</td>
<td>OS</td>
<td>OW</td>
<td>&lt;17</td>
<td>&lt;18</td>
</tr>
<tr>
<td>Class C&lt;sup&gt;4&lt;/sup&gt;</td>
<td>OS</td>
<td>OW</td>
<td>&lt;17</td>
<td>&lt;18</td>
</tr>
<tr>
<td>Class D&lt;sup&gt;5&lt;/sup&gt;</td>
<td>OS</td>
<td>OW</td>
<td>&lt;15</td>
<td>&lt;12</td>
</tr>
<tr>
<td>Class E&lt;sup&gt;6&lt;/sup&gt;</td>
<td>Single tip</td>
<td>OS</td>
<td>&lt;17</td>
<td>&lt;18</td>
</tr>
<tr>
<td>Class F&lt;sup&gt;7&lt;/sup&gt;</td>
<td>Single trip</td>
<td>OS</td>
<td>&lt;14</td>
<td>&lt;8.5</td>
</tr>
<tr>
<td>Class W&lt;sup&gt;8&lt;/sup&gt;</td>
<td>OS</td>
<td>OW</td>
<td>&lt;14</td>
<td>&lt;8.5</td>
</tr>
<tr>
<td>Off-load&lt;sup&gt;9&lt;/sup&gt;</td>
<td>OS</td>
<td>OW</td>
<td>&lt;17</td>
<td>&lt;18</td>
</tr>
<tr>
<td>Emergency relief&lt;sup&gt;10&lt;/sup&gt;</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Prior-operation&lt;sup&gt;11&lt;/sup&gt;</td>
<td>OS</td>
<td>OW</td>
<td>&gt;17</td>
<td>&gt;18</td>
</tr>
</tbody>
</table>

<sup>1</sup> In Wyoming the permitted weight for group of axles can be increased based on group configuration and distance of the axles in that configuration.

<sup>2</sup> For example, if Tridem group configuration includes single axle and a Tandem with 8 ft. spacing, the 65,000 lbs. limit can be increased to 70,000 lbs.

<sup>3</sup> The single axle permitted weight for a steering axle is 25,000 lbs., while the permitted weight is 29,000 lbs. for a single axle in a group.

<sup>4</sup> Vessels with GVW greater than 250,000 lbs. require engineering analysis. The additional engineering analysis fee includes amounts spent analyzing routes, as well as the cost of sending personnel to accompany load movements.

<sup>5</sup> This permit is self-issuing single trip permit.

<sup>6</sup> This permit is extended period multiple trip permit. This permit is for a specific vehicle and load, routes, and time period.

58
This permit is a OS permit for extended period. The Class E permit can be issued for only less than 90 days. This permit is for hauling forest products, baled hay or corn stalks, or combine headers.

This permit is an OW permit for extended period up to 90 days. The Class F permit is for hauling of forest products, sugar beets, gravel, livestock, and agricultural products. This permit is acceptable only on primary and secondary highways. 10% increase in the legal axle weight is allowed for this permit.

This permit is for multi-piece loads exceeding 117,000 lbs. The combination loads of each axle group has to meet the legal weight limitations. There is a $100 application fee for this permit. This permit is only for interstate highways.

This permit is for vehicles or loads exceeding statutory size and/or weight limits that cannot be safely reduced at the location where the violation was discovered.

This permit is OS/OW permit that can be issued when the Governor the director determines that greater weight or size will relieve an economic hardship or benefit the general welfare of Wyoming or another state.

This permit is for unauthorized, non-permitted OS/OW violations for exceeding permit limits.

* Additional 3 cents per mile for each foot or fraction thereof exceeding 15 ft. width, 15 ft. height, and 75 ft. length for OS permits.

**Additional 6 cents per mile for each ton (2000 lbs.) or fraction thereof exceeding the statutory limits.
ENFORCEMENT TECHNOLOGIES

An oversize/overweight vehicle enforcement program is necessary to ensure adherence to statutory requirements and OS/OW permits. The enforcement program may include education, monitoring and punitive actions. This review focuses on the most common strategies and technologies used for monitoring and enforcement as identified from publications by FHWA and by the Texas Transportation Institute (TTI). Eight states responded to the survey questions on this topic (Arizona, California, Idaho, Montana, New Mexico, Oregon, Texas, and Utah.)

Traditional Enforcement Technologies

Static truck weigh stations. The standard enforcement of weight regulations for freight vehicles is placement of static truck weigh stations at permanent locations on the roadway network, particularly near ports of entry [53]. All states responding to emails in this study indicated that they used static truck weigh stations for enforcement. The stations are placed along borders and on interior highways.

Portable weight/wheel load scales. Another traditional enforcement technology is the portable wheel load scales for weighing truck axles [53]. Law enforcement officers may patrol the state’s highways and use portable scales to weigh trucks or they may use the scales at temporary checkpoints. All states responding to emails in this study indicated that they use portable scales for enforcement. California indicated the portable scales are used for enforcement in locations where static scales are not available. Idaho specified that eleven two-man roving teams provide weight enforcement using Haenni scales. Oregon uses Haenni portable wheel load scales as well as Intercomp portable scales. Texas indicated each Commercial Vehicle patrol vehicle is equipped with four Haenni portable wheel scales. Arizona, Montana, and Utah confirmed generally that their states use this technology for weight enforcement. According to TTI, portable scales are generally highly accurate (+/- 1%), costing $3,300 - $13,500 for most vendor systems.

Virtual Weigh-In-Motion (WIM) Technologies

WIM systems aim at measuring the dynamic forces induced by a moving vehicle to estimate their corresponding static tire loads. WIM systems have evolved during the last seven decades from unusable into research quality data [54]. While early systems were severely limited by contemporary sensing, signal conditioning, and data acquisition technologies, modern WIM systems have taken advantage of a revolution in signal processing, sensing and data storage [55]. WIM systems consist of sensors installed in the roadway and the supporting roadside electronics needed to store, process, analyze, and transmit the data.

WIM systems can be used to determine a vehicle’s gross weight, speed, axle weight, and axle spacing. The most common sensor technologies available include piezoelectric sensors (polymeric, ceramic, and quartz-based), bending plates, and load cells. Sensors are embedded in the pavement surface during installation and their accuracy is affected by pavement roughness and stiffness, and vehicle suspension and speed. Furthermore, environmental conditions such as temperature and moisture can also influence the sensor accuracy [55].

Bending plate and load cell sensors are only suitable for rigid pavements, whereas piezoelectric sensors are commonly used in flexible pavements [56]. Piezo-polymer and piezo-ceramic sensors
are known to suffer from temperature sensitivity and require auto-calibration and temperature compensation [57]. A recent feasibility study conducted in Arizona recommended the use of piezo-quartz sensors which are relatively insensitive to temperature changes. However, it warned that this type of sensors may still yield unreliable results when the pavement itself exhibited significant changes in properties as a function of temperature [56].

Information collected and analyzed by WIM systems is an essential component of electronic screening. Electronic screening allows commercial vehicles to pass a check point at regular speeds without stopping. The WIM system is used to check the vehicle’s weight while an automatic vehicle identification (AVI) system is used to pull information related to the vehicle credentials including registration and permitted weight. Data from the WIM and AVI systems can be used to identify unpermitted overweight vehicles [58].

According to TTI, installation of virtual WIM stations is intrusive because permanent WIM sensors are required which, in turn, requires digging up pavement. TTI indicates that virtual WIM systems generally cost $20,000 - $55,000, though one vendor charged as much as $135,000. The systems they tested were either highly or moderately reliable [53].

**Weigh-In-Motion (WIM) system, preselection, mobile screening and virtual weigh stations.**

*Mobile Screening.* According to FHWA, “In a typical mobile screening environment, an officer at the roadside with a laptop computer receives individual axle weights and gross vehicle weights that are wirelessly transmitted from the WIM device on the mainline to the mobile officer’s laptop. The officer physically monitors the real-time WIM data on the laptop and visually identifies the trucks that are overweight according to the data received. The potentially overweight trucks are then intercepted for inspection after traveling past the WIM site.” [59]

*Virtual Weigh Station.* A virtual weigh station is an enhancement of the simple mobile screening, because the roadside enforcement facility is monitored from another location, typically employing a camera to identify potential violators. Enforcement units are dispatched to intercept and weigh potential violators [59].

Mobile screening and virtual weigh stations are considered beneficial to both law enforcement and to freight companies that abide by legal weight limits. For law enforcement, these approaches allow officers to identify more violators and reduce the time spent weighing non-violators. For law-abiding freight companies, these approaches allow for more efficient freight movement [59].

In this study, five states (Arizona, Idaho, Montana, New Mexico, and Oregon) reported that they used mobile screening and/or virtual weigh stations. California indicated they do not have any virtual weigh stations systems in operation at this time. Arizona currently operates six virtual weigh stations at rest areas and plans to add 12 mobile screening sites in the next year. Idaho employs a range of WIM, Automatic Vehicle Identification, virtual weight station, and Smart roadside technologies to enforce size/weight requirements as well as to monitor hazardous material/waste transportation.

**WIM system, preselection, fixed site-based mainline weight screening.**

According to FHWA, the fixed site-based mainline weight screening system will “Automatically weigh vehicles on mainline highway as they approach weigh/inspection station. Provide real-time weight verification concurrent with safety and credentials verification for bypass eligibility. Potential weight violators signaled in for weighing on a static scale.” [59]

All eight states that responded to this study reported use of this technology. Arizona uses this approach at five ports of entry, where mainline WIM sorting systems and variable message boards
are used to direct overweight trucks into the port. Caltrans implements mainline preselection through the Prepass and Drivewyze systems. Idaho indicated they use this technology at fixed ports of entry. Montana indicated that three of the busiest sites use the technology coupled with infra-red heat detection for brakes, tires, and hubs associated with PrePass. Oregon specified they use International Road Dynamics hydraulic load cell technology and Intercomp strip sensors at their WIM sites. Oregon has 21 WIM sites used to presort mainline traffic, including overheight detection. Texas indicated they have one mainline WIM associated with PrePass. Utah indicated they use the technology at some larger facilities for sorting and pre-selection.

**WIM system, preselection, ramp sorting.**

Where the mainline weight screening weighs trucks as they drive on the highway, the ramp sorting WIM system weighs trucks as they drive on the weigh station ramp and signals potential violators for weighing on a static scale [59].

Seven states in this study used ramp sorting WIM systems. Arizona indicated they use this technology at two ports of entry and seven rapid enforcement lanes at the Nogales International Port of Entry. California uses ramp sorting at multiple sites to accelerate inspection of trucks through weigh stations with high volumes. Idaho indicated the ramp sorting WIM is used by ports of entry fixed locations. Oregon has two sites that identify and sort traffic on the entrance ramp using WIM and LPR. Texas indicated they have ramp sorting WIM at border facilities and at three facilities outside of the border. The WIMs off the border are tied to ALRP/USDOT readers and over-height detectors. Utah indicated they use ramp sorting at a couple busy facilities and are currently implementing it in additional locations.

**Dedicated short-range communications (DSRC), Norpass/Prepass/Drivewyze.**

When approaching a DSRC-equipped weigh station, a truck with a DSRC transponder is identified through communication between the in-cab transponder and the Automatic Vehicle Identification (AVI) reader. The system checks the truck’s weight, safety, and clearance status. The system will send a signal to the truck – green light means bypass the weigh station; red light means stop for inspection. The vendors are beginning to deliver the weigh station bypass communications through smartphones and tablets, as well as integrated into fleet mobility technologies [59][53].

Researchers reviewed the websites for the three major DSRC systems to determine use by state and confirmed the numbers from state surveys. All of the states in this study used at least one of the three systems. Most states used two of the systems. (See Table 46) Oregon indicated that Norpass and PrePass transponders can be used in that state. Oregon is also working with Drivewyze for a vehicle identification system.
Table 46. Number of Current Participating Weigh Stations by State [60][61][62].

<table>
<thead>
<tr>
<th>State</th>
<th>PrePass</th>
<th>Norpass</th>
<th>Drivewyze</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arizona</td>
<td>8</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>California</td>
<td>35</td>
<td>34</td>
<td></td>
</tr>
<tr>
<td>Colorado</td>
<td>19</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>Idaho</td>
<td>5</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Montana</td>
<td>10</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Nevada</td>
<td></td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>New Mexico</td>
<td>5</td>
<td>32</td>
<td></td>
</tr>
<tr>
<td>North Dakota</td>
<td></td>
<td></td>
<td>30</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>10</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Oregon</td>
<td>X</td>
<td>20</td>
<td>X</td>
</tr>
<tr>
<td>Texas</td>
<td>5</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>Utah</td>
<td>6</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Wyoming</td>
<td></td>
<td>7</td>
<td></td>
</tr>
</tbody>
</table>

**Camera, optical character recognition (OCR), USDOT number or license plate reader (LPR)**

These technologies read USDOT or license plate numbers and automate screening based on the numbers [59]. The eight responding states indicated that they use these technologies. Arizona indicated they are used at the virtual weigh station sites as well as two ramp screening locations. Caltrans indicated OCR is currently used at two locations. Idaho employs LPRs at three fixed locations now; two additional sites will be installed within a year. Montana and Texas have each incorporated these technologies at three locations. Oregon uses LPR technology at two virtual weigh stations to identify vehicles and at two other weigh stations to identify and sort traffic on the scale entrance ramp. Utah uses LPR/OCR technology at larger facilities for pre-sorting. Utah also has a portable LPR/OCR unit that the Highway Patrol uses for random enforcement activities.

**Bridge collision avoidance technologies**

TTI wrote that bridge collision avoidance technologies use over-height detectors connected to warning signs for vehicles approaching low-clearance bridges. A low-tech solution to this problem is to hang a sign over the roadway with dangling slats that make noise against the roof of an over-height vehicle. The high-tech solution uses radar-based detection systems to alert and divert over-height trucks[53].

Only two states indicated they use bridge collision avoidance technologies. Oregon has one site that uses infrared overheight detectors to warn oncoming traffic of an overheight vehicle. Triggering the infrared beam illuminates a warning sign. Texas indicated that they are currently installing three bridge collision systems [53].

**Remote measurement of axle weights (onboard weight scales)**

TTI identified a self-enforcement technology whereby vehicles monitor their own weight and communicate the data to enforcement entities. To weigh the vehicle, load gauges are attached to vehicle axles. The gauges measure each axle load. The weight data is communicated to a master unit in the truck cabin, which sends the data to enforcement agencies [53].
No states in this study reported using this technology.

**Vehicle telematics/Permits with tracking codes**

Enforcement agencies cope with the challenge of keeping overweight and oversize vehicles on specified routes to prevent negative interactions with infrastructure. TTI discussed two technologies that can be used to keep these trucks on their assigned routes: vehicle telematics and permits with tracking codes. TTI explained: “Telematics is a combination of global positioning system navigation, telecommunication, and informatics systems that can monitor the location, movements, and status of a [commercial motor vehicle].” TTI indicated that the technology is currently used primarily by trucking companies to track vehicle fleets, but it could be used to ensure overweight/oversize vehicles remain on assigned routes [53].

State agencies can also play a more active role in monitoring oversize and overweight truck movement by supplying tracking devices when permits are issued. No states in this study reported using vehicle telematics. Montana and Texas indicated they employ the permit with tracking code technologies.
CONCLUSIONS

This research project provides a comparative assessment of oversize/overweight (OS/OW) vehicle permits and fees in New Mexico and other western states. Current permitting practices, fee structures, fines, legal and permitted maximum weights and dimension limits, escort requirements and charges, compliance assessment practices, and available information on revenue generation and allocation are reviewed.

Permit types, fees and allowable weights in the State of New Mexico are compared with the other western states. It is observed that the permit structure in New Mexico is amongst the least complicated in the western states. Flat fees are compared for single-trip permits and annual/multiple-trip permits. The average minimum and maximum flat fees for a single-trip permit are $15.65 and $247 respectively. The typical flat fee for a single trip permit in the state of New Mexico is $25.00 plus a weight-distance surcharge. Single-trip permits in Texas, Colorado, Utah, and North Dakota are substantially more expensive than other western states. The average minimum and maximum flat fees for annual/multiple permits are $87.5 and $1,024 respectively. The multiple/annual permit flat fee in the state of New Mexico is $250.00, which is less than the average of the maximum value. Texas, Montana, and Arizona charge substantially higher multiple/annual permit flat fees. It is also observed that the states surrounding New Mexico (OK, TX, CO, UT, and AZ) charge higher permit flat fees.

Among all the western states, Texas and Oklahoma collected the highest revenue from OS/OW permits. However, the revenue information was not normalized by the number of permits or number of OS/OW vehicles, so it cannot be concluded that the higher revenues in one state provide sufficient funds to maintain that state’s infrastructure at an appropriate level of service. Similarly, the lower revenues collected in other states may just reflect low OS/OW traffic volumes. In other words, the damage caused by OS/OW vehicles to each state’s infrastructure needs to be evaluated to assess the funds required to maintain bridges and pavements at acceptable service levels. Revenues generated in Texas exceed the combined revenues of all other western states.

Fines are a significant part of OS/OW vehicle traffic regulation to ensure that trucks comply with the permitting rules established by the state they are crossing. A comparison of fines associated with a violation of 10,001 lbs. overage in GVW showed that the fines are proportional to permit fees in most western states.

New Mexico charges some of the lowest permit flat fees and it is unlikely that the state is recovering sufficient funds to maintain the state network of bridges and pavements impacted by overweight traffic. However, determining the appropriate fees required to maintain a revenue-neutral income from OS/OW was outside of the scope of this comparative analysis. The determination of permit fees requires a comprehensive study to evaluate the damage to bridges and pavements caused by OS/OW vehicles in New Mexico. Therefore, it would be irresponsible for the research team to make any recommendations regarding a permit fees based solely on the comparison with other western states.
REFERENCES

[8] Chowdhury M., B. Putman, W. Pang, P.O. Box, Rate of Deterioration of Bridges and Pavements As Affected By Trucks, (2013).
[31] Nevada Revised Statutes. https://www.leg.state.nv.us/NRS/
[37] Center for Local Goverment Technology. https://clgtweb.okstate.edu/ShowSchedule.awp?&Mode=GROUP&Group=ESCORT&Title=Pilot+Escort+Classes
[40] Oregon State, Vehicle and Cargo Length / Width / Height Limits – Oregon Revised Statutes
[63] New Mexico State Department of Transportation. http://dot.state.nm.us/content/nmdot/en.html
APPENDIX 1

ARIZONA

Permits

Class A
Class A is a multiple (30-day) or single (4-day) permit. This permit can be OS, OW, or OS/OW special permit for specified and non-reducible load. The size limitations for height, length and width are 16 ft., 120 ft., and 14 ft. respectively. The GVW weight for this permit shall not exceed 250,000 lbs. The axle weight restriction also shall be met (see the next section). Costs of this permit are as follows:

- **OS single permit cost:** $15 flat fee
- **OS multiple permit cost:** $30 flat fee
- **OW single permit cost:** $75 flat fee
- **OW multiple permit cost:** $75 flat fee

Class B
Class B permit is an annual OS special permit for a specified non-reducible vehicle and load combination that exceeds the legal size limitations (see Arizona section). Legal GVW is limited to 80,000 lbs. and the axle weight has to meet the permitted axle weight (see the next section). The height, length, and weight limitations are 14 ft.-8 in., 12 ft. – 6 in., and legal length limitation.

Cost $360 flat fee

Class C
Class C is a single trip OS, OW, or OS/OW special permit according to the following criteria for a specified non-reducible vehicle that exceeds permitted weight and size limitations (e.g. GVW greater than 250,000 lbs.). In addition to Class C permit fee, an engineering analysis fee will be charged by ADOT. This charge is $15 for OS vehicle with width or height less than 18 ft., $25 for OS with width or height more than 18 ft., $75 per 50-mile increment for OW vehicles and analysis done by non-ADOT and reviewed by ADOT, and $125 per 50-mile increment for OW vehicles and analysis done by ADOT. Costs of permit for Class C are as follows:

- **OS permit cost:** $15 flat fee
- **OW permit cost:** $75 flat fee
- **OS/OW permit cost:** $75 flat fee

Class D
Class D is an annual OS or OW special permit for a specified non-reducible self-propelled mobile crane, drilling rig, or similar specialty equipment meeting the dimensional and weight requirements of Class A.

Cost $600 flat fee

Class E
Class E oversize or overweight special permit for transporting reducible loads using an LCV that comprises of a truck or truck tractor and one or more trailers. The maximum GVW for LCV-triple is 123,500 lbs. (only on I-15 this value can be increased to 129,000 lbs.). The length limitation for this permit is 95 ft. The cost for this permit depends on GVW and duration of the permit as follows:
### Table 47. Class E permit fees in Arizona [13][14].

<table>
<thead>
<tr>
<th>GVW (lbs.)</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>80,000-111,000-single or 30-day</td>
<td>75</td>
</tr>
<tr>
<td>80,000-111,000-annual</td>
<td>360</td>
</tr>
<tr>
<td>121,000 for 9 axles; or 123,500 for 10 axles-annual</td>
<td>360</td>
</tr>
<tr>
<td>111,001-129,000- single or 30-day</td>
<td>75</td>
</tr>
<tr>
<td>111,001-129,000- annual</td>
<td>600</td>
</tr>
</tbody>
</table>

#### Class G

Class G is an annual, 30-day, or single trip OS (overwidth) special permit for a specified vehicle with a reducible load that exceeds only the legal width threshold. The width cannot exceed 10 ft. The cost of this permit is as follows:

- **Single permit cost:** $15 flat fee
- **Multiple or 30-day permit cost:** $30 flat fee
- **Annual permit cost:** $360 flat fee

#### Class H

Class H is an OS (overwidth) special annual permit for multiple trips of a specified vehicle and watercraft load combination that registered with Game and Fish or U.S. Coast Guard and exceeds the legal width threshold. The width shall not exceed 10 ft.

- **Cost** $45

#### Envelope

Envelope permit is an annual or 30-day OS permit, or an annual or 30-day OS/OW permit for a non-specific and non-reducible vehicle or load that does not exceed the maximum permitted weight for OW axle group weight distribution as provided in the next section. This permit cannot be issued for mobile homes.

- **OS 30-day permit cost:** $150 flat fee
- **OS/OW 30-day permit cost:** $500 flat fee
- **OS annual permit cost:** $750 flat fee
- **OS/OW annual permit cost:** $1500 flat fee

#### Permitted weights

The permitted weight for different axle combinations in Arizona depends on axle spacing, number and width of tires per axle, and width of each axle. The permitted weight can be determined using a formula defined in Arizona code as:

\[
\text{Weight (lbs)} = 1.5 \times 700 \times (L + 40)
\]

where L is the distance between the center of the front axle and the center of the rear of given group in ft. The weight calculated using this equation is allowed to be increased based on axle width and number of tires per axle or width of tiers in each axle. The allowable increase in percentage is listed in Table 48.
Table 48. Allowable axle weigh increase in Arizona.

<table>
<thead>
<tr>
<th>Axle width (ft.)</th>
<th>8</th>
<th>8.25</th>
<th>8.5</th>
<th>8.75</th>
<th>9</th>
<th>9.25</th>
<th>9.5</th>
<th>9.75</th>
<th>10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Four tires per axle or two 14-inch wide tires.</td>
<td>0%</td>
<td>1.875%</td>
<td>3.75%</td>
<td>5.625%</td>
<td>7.5%</td>
<td>9.375%</td>
<td>11.25%</td>
<td>13.125%</td>
<td>15%</td>
</tr>
<tr>
<td>Eight tires per axle or four 14-inch wide tires.</td>
<td>15%</td>
<td>16.25%</td>
<td>17.5%</td>
<td>18.75%</td>
<td>20%</td>
<td>21.25%</td>
<td>22.5%</td>
<td>23.75%</td>
<td>25%</td>
</tr>
</tbody>
</table>

Permitted weight is limited to 28,000 lbs for single axle alone. The following is an example given in the Arizona code [13][14] to calculate permitted axle weights with different configurations.

(Axle 1) a single axle alone and the permitted load \( W \) is 28,000 lbs.
(Axle 2+3); \( L=4' \); \( W=1.5\times700(4+40)x(1+0)=46,200 \) lbs
(Axle 1) + (Axle 2+3); \( L=14' \); \( W=1.5\times700(14+40)x(1+0)=56,700 \) lbs
(Axle 4+5); \( L=6' \); \( W=1.5\times700(6+40)x(1+0.25)=60,375 \) lbs
(Axle 2+3+4); \( L=16' \); \( W=(2/3)\times1.5\times700(16+40)x(1+0)+(1/3)\times1.5\times700(16+40)x(1+0.25)=63,700 \) lbs
(Axle 3+4+5); \( L=18' \); \( W=(1/3)\times1.5\times700(18+40)x(1+0)+(2/3)\times1.5\times700(18+40)x(1+0.25)=71,050 \) lbs
(Axle 3+4); \( L=12' \); \( W=(1/2)\times1.5\times700(12+40)x(1+0)+(1/2)\times1.5\times700(12+40)x(1+0.25)=61,425 \) lbs
(Axle 6+7+8); \( L=10' 8" \); \( W=1.5\times700(10.66+40)x(1+0.15)=61,180 \) lbs

Registration

Vehicles traveling to or through Arizona are required to carry proper documentation, including: an Arizona registration, an International Registration Plan (IRP), and a fuel tax license. Otherwise the operator required to procure a permit. A single trip permit may last up to 4 days and its cost depends on the total miles traveled as defined in Table 49

Table 49. Out of state trip permit cost in Arizona.

<table>
<thead>
<tr>
<th>Axles</th>
<th>Distance (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 50</td>
<td>51 to 100</td>
</tr>
<tr>
<td>101 to 150</td>
<td>151 to 200</td>
</tr>
<tr>
<td>201 to 250</td>
<td>251 to 300</td>
</tr>
<tr>
<td>301 to 350</td>
<td>351 to 400</td>
</tr>
<tr>
<td>401 to 450</td>
<td></td>
</tr>
</tbody>
</table>

73
The cost of a single-trip permit for motor vehicles depends on the type of the vehicle and traveling distance in Arizona. Table 49 shows single-trip registration fees for commercial motor vehicles. It seems that this is a reiteration fee and does apply to all vehicles [15].

Table 50. The cost of a single-trip permit for motor vehicles in Arizona.

<table>
<thead>
<tr>
<th>Type</th>
<th>Traveling distance (mile)</th>
<th>GVW (lbs.)</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor vehicles</td>
<td>0-50</td>
<td>&gt;12,000</td>
<td>12</td>
</tr>
<tr>
<td>Motor vehicles</td>
<td>&gt;50</td>
<td>&gt;12,000</td>
<td>48</td>
</tr>
<tr>
<td>diesel vehicle</td>
<td>0-50</td>
<td>&gt;26,000</td>
<td>16</td>
</tr>
<tr>
<td>diesel vehicle</td>
<td>&gt;50</td>
<td>&gt;26,000</td>
<td>65</td>
</tr>
</tbody>
</table>

Instead of purchasing single-trip permits each time entering Arizona for carriers that travel through Arizona multiple times there are registration permits that can be issued and can be used for 30, 60, or 90 days. The fee for these permits are determined by the declared GVW of the vehicle, the year of the vehicle and depending on which of the three permits are being issued. The vehicle under the permit needs to be registered in another state, it can’t exceed the GVW declared, and the vehicle also needs to be a diesel.

A 30, 90, and 180-day use fuel registration permit can also be issued for diesel vehicles such as road tractors, truck tractors, truck or passenger-carrying vehicles with a GVW greater than 26,000 lbs. having more than two axles. The registration permit fee is based on length of the period requested.

- 30 days: $130
- 90 days: $390
- 180 days: $780

Fine

According to the Arizona Statutes 28-1101 [16][17] a vehicle carrying a load heavier than permitted can be penalized as follows:

Table 51. Fine for OW violation in Arizona.

<table>
<thead>
<tr>
<th>Weight (Pounds)</th>
<th>Fine ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,001-1,250</td>
<td>100.00</td>
</tr>
<tr>
<td>1,251-1,500</td>
<td>200.00</td>
</tr>
<tr>
<td>1,501-2,000</td>
<td>300.00</td>
</tr>
<tr>
<td>Weight Range</td>
<td>Fine Amount</td>
</tr>
<tr>
<td>---------------</td>
<td>-------------</td>
</tr>
<tr>
<td>2,001-2,500</td>
<td>400.00</td>
</tr>
<tr>
<td>2,501-3,000</td>
<td>500.00</td>
</tr>
<tr>
<td>3,001-3,500</td>
<td>840.00</td>
</tr>
<tr>
<td>3,501-4,000</td>
<td>980.00</td>
</tr>
<tr>
<td>4,001-4,500</td>
<td>1,120.00</td>
</tr>
<tr>
<td>4,501-4,750</td>
<td>1,260.00</td>
</tr>
<tr>
<td>4,751-5,000</td>
<td>1,400.00</td>
</tr>
<tr>
<td>5,001 and over</td>
<td>1,400.00 + 100 per 1000 lb Overweight</td>
</tr>
</tbody>
</table>

Violations of both permitted GGV and axle weight will result in a fine for the vehicle driver. If the violation is related to axle weight, the officer can allow the driver to move the loads to meet the permit requirements.

The civil penalty, fee, and fine will be deposited to the Arizona highway user revenue fund.

Fees Charged to Certify Escort Vehicles.

According to the Arizona Trucking Association (ATA), the only fee charged to certify a vehicle is associated to a course that the driver must satisfy to be able to drive an escort vehicle. The registration cost of the class is $245.00. There are discounted prices available for ATA members.

Arizona can provide police escorts for OS/OW vehicles at a rate of $61.40 per hour/per trooper in addition to $0.45 per mile/per vehicle. The charge is made portal to portal, meaning the trooper's time and mileage starts when he leaves his own residence, and ends when he gets back home. This information was provided via email by Secondary/Off Duty Employment Coordinator in the Arizona Department of Public Safety.
**Table 52. Complete legal weights as a function of the number of axles and the distance between the extreme axles within an axle group.**

<table>
<thead>
<tr>
<th>Distance in feet between the extremes of any group of 2 or more consecutive axles</th>
<th>2 axles (lbs.)</th>
<th>3 axles (lbs.)</th>
<th>4 axles (lbs.)</th>
<th>5 axles (lbs.)</th>
<th>6 axles (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>34,000</td>
<td>34,000</td>
<td>34,000</td>
<td>34,000</td>
<td>34,000</td>
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<tr>
<td>6</td>
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<td>76,000</td>
<td>80,000</td>
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<tr>
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<td>60,000</td>
<td>76,500</td>
<td>80,000</td>
<td>80,000</td>
</tr>
<tr>
<td>Pounds of excess weight</td>
<td>Fine ($)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------------------------</td>
<td>-----------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0–1,000</td>
<td>20</td>
<td></td>
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<tr>
<td>1,001–1,500</td>
<td>30</td>
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<tr>
<td>1,501–2,000</td>
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<td>2,001–2,500</td>
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<td>2,501–3,000</td>
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<td>3,001–3,500</td>
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<tr>
<td>3,501–4,000</td>
<td>125</td>
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<td>4,001–4,500</td>
<td>145</td>
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<td>4,501–5,000</td>
<td>175</td>
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</tr>
<tr>
<td>5,001–6,000</td>
<td>0.04/lb.</td>
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</tr>
<tr>
<td>6,001–7,000</td>
<td>0.06/lb.</td>
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</tr>
<tr>
<td>7,001–8,000</td>
<td>0.08/lb.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>8,001–10,000</td>
<td>0.15/lb.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10,001 and over</td>
<td>0.20/lb.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 53. Overweight fines in the State of California [19].
Table 54. Purple and bonus purple weight limits.

**PURPLE AND BONUS OVERLOADS**

**MAXIMUM PERMIT WEIGHT ON TANDEM AXLES = 60,000 POUNDS**

<table>
<thead>
<tr>
<th>IN.</th>
<th>FT</th>
<th>0</th>
<th>1</th>
<th>2</th>
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<th>4</th>
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<tr>
<td>2</td>
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<td>28,000</td>
<td>28,000</td>
<td>28,000</td>
<td>28,000</td>
<td>28,000</td>
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<td>28,000</td>
</tr>
<tr>
<td>3</td>
<td>32,000</td>
<td>32,000</td>
<td>32,000</td>
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<td>32,000</td>
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<tr>
<td>4</td>
<td>36,000</td>
<td>36,000</td>
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<td>36,000</td>
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<tr>
<td>5</td>
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<tr>
<td>6</td>
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<tr>
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<td>52,000</td>
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<td>52,000</td>
<td>52,000</td>
</tr>
<tr>
<td>9</td>
<td>56,000</td>
<td>56,000</td>
<td>56,000</td>
<td>56,000</td>
<td>56,000</td>
<td>56,000</td>
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<td>56,000</td>
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<tr>
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<td>60,000</td>
<td>60,000</td>
<td>60,000</td>
<td>60,000</td>
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<td>60,000</td>
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<td>60,000</td>
<td>60,000</td>
</tr>
<tr>
<td>11</td>
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<td>64,000</td>
<td>64,000</td>
<td>64,000</td>
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<td>64,000</td>
<td>64,000</td>
<td>64,000</td>
<td>64,000</td>
</tr>
</tbody>
</table>

Example: 8'- 0" Distance Between First and Last Axle in Feet

4 tires, 8'- 0" Wide

Purple Load = 1.5 x 700 (L + 40)

Purple Load (+ 15%) = 1.15 x 1.5 x 700 (L + 40)

Purple Load (+ 25%) = 1.25 x 1.5 x 700 (L + 40)

Table 54. Purple and bonus purple weight limits.

---

* A set of tandem axles with spacing between axes of less than 3'- 8" is considered as a single axle.
<table>
<thead>
<tr>
<th>FT.</th>
<th>0</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>24,000</td>
<td>24,000</td>
<td>24,000</td>
<td>24,000</td>
<td>24,000</td>
<td>24,000</td>
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<td>24,000</td>
<td>24,000</td>
<td>24,000</td>
<td>24,000</td>
<td>24,000</td>
</tr>
<tr>
<td>3</td>
<td>30,000</td>
<td>30,000</td>
<td>30,000</td>
<td>30,000</td>
<td>30,000</td>
<td>30,000</td>
<td>30,000</td>
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<td>30,000</td>
<td>30,000</td>
<td>30,000</td>
<td>30,000</td>
</tr>
<tr>
<td>4</td>
<td>40,040</td>
<td>40,116</td>
<td>40,192</td>
<td>40,268</td>
<td>40,343</td>
<td>40,419</td>
<td>40,495</td>
<td>40,571</td>
<td>40,647</td>
<td>40,723</td>
<td>40,798</td>
<td>40,874</td>
</tr>
<tr>
<td>5</td>
<td>50,050</td>
<td>50,145</td>
<td>50,240</td>
<td>50,334</td>
<td>50,429</td>
<td>50,524</td>
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<td>50,714</td>
<td>50,808</td>
<td>50,903</td>
<td>50,998</td>
<td>51,093</td>
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<td>60,060</td>
<td>60,165</td>
<td>60,260</td>
<td>60,354</td>
<td>60,449</td>
<td>60,544</td>
<td>60,639</td>
<td>60,734</td>
<td>60,828</td>
<td>60,923</td>
<td>60,998</td>
<td>61,093</td>
</tr>
<tr>
<td>7</td>
<td>70,070</td>
<td>70,175</td>
<td>70,270</td>
<td>70,364</td>
<td>70,459</td>
<td>70,554</td>
<td>70,649</td>
<td>70,744</td>
<td>70,838</td>
<td>70,933</td>
<td>70,998</td>
<td>71,093</td>
</tr>
<tr>
<td>8</td>
<td>80,080</td>
<td>80,185</td>
<td>80,280</td>
<td>80,374</td>
<td>80,469</td>
<td>80,564</td>
<td>80,659</td>
<td>80,754</td>
<td>80,848</td>
<td>80,943</td>
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<td>90,290</td>
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<td>90,479</td>
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<td>90,669</td>
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<td>100,309</td>
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<td>100,509</td>
<td>100,604</td>
<td>100,709</td>
<td>100,804</td>
<td>100,903</td>
<td>100,998</td>
<td>101,093</td>
<td>101,188</td>
</tr>
</tbody>
</table>

Example: 8' - 0" Distance Between First and Last Axle in Feet

Table 55. Green and Bonus Green weight limits.

*GREEN AND BONUS OVERLOADS*

**MAXIMUM PERMIT WEIGHT ON TANDEM AXLES = 52,000 POUNDS**

A set of tandem axles with spacing between axes of less than 3' - 6" is considered as a single axle.
COLORADO

**Table 56. Overweigh fines for unpermitted loads [24].**

<table>
<thead>
<tr>
<th>Excess Weight (lbs.)</th>
<th>Penalty ($)</th>
<th>Surcharge ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-1,000</td>
<td>20.00</td>
<td>15.00</td>
</tr>
<tr>
<td>1,001-3,000</td>
<td>25.00</td>
<td>15.00</td>
</tr>
<tr>
<td>3,001-5,000</td>
<td>25.00 + 0.03/lb.</td>
<td>49.00</td>
</tr>
<tr>
<td>5,001-7,000</td>
<td>25.00 + 0.05/lb.</td>
<td>109.00</td>
</tr>
<tr>
<td>7,001-10,000</td>
<td>25.00 + 0.07/lb.</td>
<td>385.00</td>
</tr>
<tr>
<td>10,001-15,000</td>
<td>25.00 + 0.10/lb.</td>
<td>1,893.00</td>
</tr>
<tr>
<td>15,001-19,750</td>
<td>25.00 + 0.15/lb.</td>
<td>2,439.00</td>
</tr>
<tr>
<td>19,750 and over</td>
<td>25.00 + 0.25/lb.</td>
<td>492.00 + 28.00 per 250 lb. over</td>
</tr>
</tbody>
</table>

**Table 57. Overweight fines for permitted loads [24]**

<table>
<thead>
<tr>
<th>Excess Weight (lbs.)</th>
<th>Penalty ($)</th>
<th>Surcharge ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-2,500</td>
<td>50.00</td>
<td>47.00</td>
</tr>
<tr>
<td>2,501-5,000</td>
<td>100.00</td>
<td>97.00</td>
</tr>
<tr>
<td>5,001-7,500</td>
<td>200.00</td>
<td>193.00</td>
</tr>
<tr>
<td>7,501-10,000</td>
<td>400.00</td>
<td>385.00</td>
</tr>
<tr>
<td>10,000 and over</td>
<td>400.00 + 297.00 per 1,000lbs</td>
<td>150.00 + 144.00 per 1,000lbs</td>
</tr>
</tbody>
</table>
IDaho

**Table 58. Idaho overweight fines [28].**

<table>
<thead>
<tr>
<th>Excess Weight (lbs.)</th>
<th>Penalty ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-1,000</td>
<td>5.00</td>
</tr>
<tr>
<td>1,001-2,000</td>
<td>15.00</td>
</tr>
<tr>
<td>2,001-4,000</td>
<td>25.00</td>
</tr>
<tr>
<td>4,001-15,000</td>
<td>25.00 + 0.1341/lb. over 4,000 lbs.</td>
</tr>
<tr>
<td>15,001-20,000</td>
<td>1,500.00 + 0.20/lb. over 15,000 lbs.</td>
</tr>
<tr>
<td>20,001 and over</td>
<td>2,500.00 + 0.30/lb. over 20,000 lbs.</td>
</tr>
</tbody>
</table>
### MONTANA

Table 59. Overweight fines in Montana [29].

<table>
<thead>
<tr>
<th>Excess weight (Pounds)</th>
<th>Fee ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 2,000</td>
<td>30.00</td>
</tr>
<tr>
<td>2,001 – 4,000</td>
<td>75.00</td>
</tr>
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<td>4,001 – 6,000</td>
<td>125.00</td>
</tr>
<tr>
<td>6,001 – 8,000</td>
<td>175.00</td>
</tr>
<tr>
<td>8,001 – 10,000</td>
<td>250.00</td>
</tr>
<tr>
<td>10,001 – 12,000</td>
<td>275.00</td>
</tr>
<tr>
<td>12,001 – 14,000</td>
<td>300.00</td>
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<td>14,001 – 16,000</td>
<td>400.00</td>
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<td>16,001 – 18,000</td>
<td>500.00</td>
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<td>18,001 – 20,000</td>
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<td>&gt; 25,000</td>
<td>2,000.00</td>
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<tr>
<td>Excess weight (Pounds)</td>
<td>Fee ($)</td>
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<td>----------</td>
</tr>
<tr>
<td>&lt; 1,500</td>
<td>10.00</td>
</tr>
<tr>
<td>1,501 – 2,500</td>
<td>0.01/lb.</td>
</tr>
<tr>
<td>2,501 – 5,000</td>
<td>0.02/lb.</td>
</tr>
<tr>
<td>5,001 – 7,500</td>
<td>0.04/lb.</td>
</tr>
<tr>
<td>7,501 – 10,000</td>
<td>0.06/lb.</td>
</tr>
<tr>
<td>&gt; 10,001</td>
<td>0.08/lb.</td>
</tr>
</tbody>
</table>
NEW MEXICO

Permits

TRIP TAX

In addition to permitting fees, in New Mexico if a driver of a commercial vehicle does not possess a valid Tax Identification Permit, it requires to pay a trip tax. The tax is based on miles and the total GVW. The tax per mile is:

<table>
<thead>
<tr>
<th>GVW (lbs.)</th>
<th>Tax Per Mile ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>12,001 to 26,000</td>
<td>0.07</td>
</tr>
<tr>
<td>26,001 to 54,000</td>
<td>0.12</td>
</tr>
<tr>
<td>54,001 to 72,000</td>
<td>0.15</td>
</tr>
<tr>
<td>72,001 and above</td>
<td>0.16</td>
</tr>
</tbody>
</table>

Permitted size and weights

According to the NMDOT website [63], the allowable vehicle sizes are presented in Figure 12 and 6.

Figure 12 NM Allowable Lengths [63].
NMDOT’s Bridge Bureau provides technical support to the Department’s Permit Office – OS/OW Permitting Program. All permits are issued by the Permit Office. Using NMDOT’s bridge inventory data, roadway data and roadway conditions obtained from the Districts, OS/OW vehicles are routed through the state’s roadways by evaluating bridge load capacities and conditions, bridge heights, roadway widths, and construction width restrictions and other factors which may influence the requested route.

All loads exceeding the maximum allowed legal weights as allowed by New Mexico Traffic Laws. Loads are further classified by NMDOT into several categories:

1. **Permit Load** - Greater than the legal load limit and less than 170,000 lbs. These loads are analyzed and routed with the automated permitting system (NMOPS) which contains NMDOT’s OVLOAD program which performs a simplified beam analysis (2-dimensional) of all of the bridges on the route. These permits are issued automatically unless an issue with the route is flagged.

2. **Over Load** – 170,000 lbs. or greater and less than 300,000 lbs. These loads are forwarded to the Bridge Bureau for final approval by a Data Analyst. These loads are analyzed within NMOPS. The bridge analysis and the route are reviewed and issued within 4 hours.

3. **Super Load** – 300,000 lbs. or greater and less than 500,000 lbs. These loads are forwarded to the Bridge Bureau for final approval by an Engineer. These loads are analyzed within NMOPS. The bridge analysis and the route are reviewed and issued within 14 days.
4. **Super Load II** – 500,000 lbs. and greater. These loads are forwarded to the Bridge Bureau for final approval by an Engineer. These loads are analyzed with NMDOT’s Bridge Rating program (BrR) which performs a complex analysis of the bridge and the load (3-dimensional). These loads may require additional time for the required analysis.

5. **Self-propelled Load** – Overweight vehicles whose weight is a result of the vehicle itself (e.g., drill rigs and cranes). These loads are forwarded to the Bridge Bureau for final approval by a Data Analyst. These loads are analyzed within NMOPS. These loads usually have non-standard axles, groups and weights vary from 42,000 lbs. and greater. The permit is usually approved within 4 hours.

Loading Chart shown in Figure 10 lists maximum allowable weight per axle or more commonly by axle group. The chart is further divided by routes.

- **White Route** – Routes with no bridges on route with Operating Load Rating less than HS 30.
- **Green Route** – Routes with a bridge on route with operating load rating greater than HS 25 and less than HS 30.
- **Blue Route** – Routes with a bridge on route with operating load rating greater than HS 20 and less than HS 25.
- **Red Route** – Routes with a bridge on route with operating load rating less than HS 20 or any weight restricted structures. Most restrictive routes.

Registration

In New Mexico, all vehicles must have a valid registration document.

Fine

If a commercial vehicle is found carrying an OS/OW load without a permit, the vehicle will be detained until the proper permits are obtained.

When a vehicle is above the allowable size the court decides the fine. When the vehicle is over the allowable weight then the following fines are applied:

<table>
<thead>
<tr>
<th>Weight (pounds)</th>
<th>Fines ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – 3,000</td>
<td>50 + court costs</td>
</tr>
<tr>
<td>3,001 – 4,000</td>
<td>80 + court costs</td>
</tr>
<tr>
<td>4,001 – 5,000</td>
<td>150 + court costs</td>
</tr>
<tr>
<td>5,001 – 6,000</td>
<td>250 + court costs</td>
</tr>
<tr>
<td>6,001 – 7,000</td>
<td>400 + court costs</td>
</tr>
<tr>
<td>7,001 – 8,000</td>
<td>550 + court costs</td>
</tr>
<tr>
<td>8,001 – 9,000</td>
<td>700 + court costs</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>9,001 – 10,000</td>
<td>850 + court costs</td>
</tr>
<tr>
<td>Over 10,000</td>
<td>1000 + court costs</td>
</tr>
</tbody>
</table>
NORTH DAKOTA

Permits

According to ND motor carrier [33]:
The 129,000 Primary Network Permit allows a vehicle combination hauling a divisible load to exceed 105,500 pounds up to 129,000 pounds GVW. All axle weights must be legal. No single trailer may exceed 53’. Cargo carrying length may not exceed 100’. The permit for 1 day costs $20 plus a $10 routing fee. The 30-day permit costs $100. The annual permit costs $700.

An interstate OW permit is required for a vehicle with a divisible load of GVW exceeding 80,000 lbs. The GVW cannot exceed 105,500 pounds. The GVW and permitted gross axle weights are defined in the next section. Fee for a single one-way trip (not to exceed 3 days) interstate permit is $10 plus a $15 service/routing fee. The fee for an annual interstate permit is $300.

A single trip permit is required for the movement of an OS manufactured home in North Dakota. The permit is valid for three days at a cost of $20, plus $5 fee for each permit faxed, and $15 service/routing fee for each single trip permit. There may be additional ton mileage fees depending on the weight of the home.

The fee for a single one-way trip (not to exceed three days) special mobile equipment (SME) permit is $25 minimum but additional charges can be made for ton mile fees during spring thaw or if travel is on highways with load limits year round. SME can include a truck crane, concrete pump unit, etc… (excludes earthmoving equipment.)

A work-over service rig is a non-reducible self-propelled vehicle that exceeds ND legal vehicle size and weight limits. A single trip permit is required when traveling on the state highway system. The permit for a one-way trip is valid for three days or for multiple trips made within a 24 hour period. The permit fee is $100.

The longer combination vehicle (LCV) permit allows a vehicle with a divisible load to exceed 105,500 lbs. but not to exceed 131,000 lbs. GVW. All axle weights must be legal. A LCV one-way single trip permit (up to 3 days) is $20; a 30-day permit can also be purchased for $100 for every 30 days.

The bridge length permit allows a single unit truck with an axle group consisting of 4 or more axles the same weight on the state system as is allowed on the interstate system. The single unit straight truck must meet the following requirements: 1. A single unit straight truck only; 2. Vehicle must have sufficient axles and bridge lengths for gross weight desired; 3. gross vehicle weight cannot exceed 80,000 pounds, and 4. no axle shall exceed 19,000 pounds. Bridge length single one-way trip (3 days) permit is $30. The annual permit is $150 and expires on December 31 each year.
A single trip overdimensional only permit is required for an overwidth load that exceeds North Dakota legal vehicle size limits up to 14’6 wide. A single trip permit is valid for one load movement up to three days. A single trip building and/or trunnion permit is required for all non-reducible oversize and/or overweight load movements that exceed North Dakota legal vehicle size limits. A single trip permit is valid for one load movement up to three days.

Farm Product & Solid Waste permit is a seasonal permit that is valid between July 15 - November 30. This permit allows 10% more weight of product from the field to the first point of storage, and for the transport of solid waste. Gross vehicle weight (GVW) not to exceed 105,500 lbs. The fee is $50 per 30-day period.

The Wintertime permit is another seasonal permit that is valid between December 1 - March 7. This permit allows 10% more weight for a divisible load, not to exceed a GVW of 105,500 pounds. (If spring load restrictions become effective prior to March 7, the 10% weight exemption permit is cancelled.) The fee is $50 per 30-day period.

Combination Harvest/Winter (Durational) combines the previous two seasonal permits and is valid from July 15 through March 7. The permit fee is $250.

An annual overlength permit can be purchased in lieu of a single trip permit. Legal length of a straight truck is 50’. Legal length of a trailer and/or load is 53’. A permit is required of these lengths are exceeded. All other dimensions (height and width) must be legal. All axle, bridge lengths, and gross weight must be legal. The fee for the annual overlength permit is $150.

An annual overwidth permit can be purchased in lieu of a single trip permit when a vehicle/ load exceeds the legal width of 8’6”. All other dimensions (length and height) must be legal. All axle weights, bridge lengths and gross weight must be legal. Axle/gross vehicle weight cannot exceed weight limits imposed on highways during spring thaw or when travel is on a highway with load limits year round. The permit excludes hauling of hay, straw, and manufactured homes. The permit is valid for a calendar year. The fee for the annual overwidth permit is $150.

The seasonal permit authorizes the movement of any one of the following overwidth vehicles or loads: hay, grain cleaner, hay grinder, forage harvester, fertilizer spreader, and agricultural chemical applicator. This permit also allows movement of overwidth and overweight self-propelled fertilizer spreaders and self-propelled chemical applicators. A seasonal permit is valid from January 1 through December 31. The fee for the seasonal permit is $50.

Permitted weights

The maximum permittable weight on a single axle(s) is 30,000 pounds on an implement of husbandry in tow by a North Dakota implement manufacturer. No tire shall exceed 550 pounds per inch of tire width.
Table 63. Permitted axle weight in North Dakota.

<table>
<thead>
<tr>
<th>Tire Size</th>
<th>Single Axle 2 Tires</th>
<th>Single Axle 4 Tires</th>
<th>Tandem Axle 4 Tires</th>
<th>Tandem Axle 8 Tires</th>
<th>Triple Axle 12 Tires</th>
<th>Four Axles 16 Tires</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.2</td>
<td>9,840 #</td>
<td>19,680 #</td>
<td>19,680 #</td>
<td>39,360 #</td>
<td>54,120 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>9</td>
<td>10,800 #</td>
<td>21,600 #</td>
<td>21,600 #</td>
<td>43,200 #</td>
<td>59,400 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>10</td>
<td>12,000 #</td>
<td>*24,000 #</td>
<td>24,000 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>11</td>
<td>13,200 #</td>
<td>*24,000 #</td>
<td>26,400 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>11.2</td>
<td>13,440 #</td>
<td>*24,000 #</td>
<td>26,880 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>11.6</td>
<td>13,920 #</td>
<td>*24,000 #</td>
<td>27,840 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>12</td>
<td>14,400 #</td>
<td>*24,000 #</td>
<td>28,800 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
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<tr>
<td>12.4</td>
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<td>29,760 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>13</td>
<td>15,600 #</td>
<td>*24,000 #</td>
<td>31,200 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>14</td>
<td>16,800 #</td>
<td>*24,000 #</td>
<td>33,600 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
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<tr>
<td>14.3</td>
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<td>34,320 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>15.1</td>
<td>18,000 #</td>
<td>*24,000 #</td>
<td>36,000 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>15.5</td>
<td>18,120 #</td>
<td>*24,000 #</td>
<td>36,240 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>16.5</td>
<td>19,800 #</td>
<td>*24,000 #</td>
<td>39,600 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
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<td>20,040 #</td>
<td>*24,000 #</td>
<td>40,080 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>17.5</td>
<td>21,000 #</td>
<td>*24,000 #</td>
<td>42,000 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>18</td>
<td>21,600 #</td>
<td>*24,000 #</td>
<td>43,260 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
</tr>
<tr>
<td>20.5</td>
<td>*24,000 #</td>
<td>*24,000 #</td>
<td>*45,000 #</td>
<td>*60,000 #</td>
<td>*68,000 #</td>
<td></td>
</tr>
</tbody>
</table>

*Maximums include all tolerances
Table 64. Permitted axle weights for self-propelled units in North Dakota.

<table>
<thead>
<tr>
<th>Tire Size</th>
<th>Single Axle 2 Tires</th>
<th>Single Axle 4 Tires</th>
<th>Tandem Axle 4 Tires</th>
<th>Tandem Axle 6 Tires</th>
<th>Triple Axle 8 Tires</th>
<th>Triple Axle 12 Tires</th>
<th>Four Axle 8 Tires</th>
<th>Four Axle 16 Tires</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.2</td>
<td>10,660 #</td>
<td>21,320 #</td>
<td>21,320 #</td>
<td>42,640 #</td>
<td>27,060 #</td>
<td>54,120 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>11,700 #</td>
<td>23,400 #</td>
<td>23,400 #</td>
<td>48,800 #</td>
<td>29,700 #</td>
<td>59,400 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>13,000 #</td>
<td>26,000 #</td>
<td>26,000 #</td>
<td>*50,000 #</td>
<td>33,000 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>14,300 #</td>
<td>28,600 #</td>
<td>28,600 #</td>
<td>*50,000 #</td>
<td>36,300 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>11.2 285 m</td>
<td>14,560 #</td>
<td>29,120 #</td>
<td>29,120 #</td>
<td>*50,000 #</td>
<td>36,960 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>11.6 295 m</td>
<td>15,080 #</td>
<td>*30,000 #</td>
<td>30,160 #</td>
<td>*50,000 #</td>
<td>38,280 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>12.4 315 m</td>
<td>15,600 #</td>
<td>*30,000 #</td>
<td>31,200 #</td>
<td>*50,000 #</td>
<td>39,600 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>16,900 #</td>
<td>*30,000 #</td>
<td>33,800 #</td>
<td>*50,000 #</td>
<td>42,900 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>18,200 #</td>
<td>*30,000 #</td>
<td>36,400 #</td>
<td>*50,000 #</td>
<td>46,200 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>14.3 365 m</td>
<td>18,590 #</td>
<td>*30,000 #</td>
<td>37,180 #</td>
<td>*50,000 #</td>
<td>47,190 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>19,500 #</td>
<td>*30,000 #</td>
<td>39,000 #</td>
<td>*50,000 #</td>
<td>49,500 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>15.1 385 m</td>
<td>19,630 #</td>
<td>*30,000 #</td>
<td>39,260 #</td>
<td>*50,000 #</td>
<td>49,830 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>15.5 405 m</td>
<td>19,690 #</td>
<td>*30,000 #</td>
<td>39,420 #</td>
<td>*50,000 #</td>
<td>49,900 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>21,450 #</td>
<td>*30,000 #</td>
<td>42,900 #</td>
<td>*50,000 #</td>
<td>54,450 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>16.7 425 m</td>
<td>21,710 #</td>
<td>*30,000 #</td>
<td>43,420 #</td>
<td>*50,000 #</td>
<td>55,110 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>17.5 455 m</td>
<td>22,750 #</td>
<td>*30,000 #</td>
<td>45,500 #</td>
<td>*50,000 #</td>
<td>57,750 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>23,400 #</td>
<td>*30,000 #</td>
<td>46,800 #</td>
<td>*50,000 #</td>
<td>59,400 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
<tr>
<td>20.5</td>
<td>26,650 #</td>
<td>*30,000 #</td>
<td>48,800 #</td>
<td>*50,000 #</td>
<td>60,000 #</td>
<td>*60,000 #</td>
<td>68,000 #</td>
<td></td>
</tr>
</tbody>
</table>

*Maximums include all tolerances

Registration

Out-of-state vehicles not licensed in ND or not registered for 105,500 pounds GVW under IRP are required to buy a $20, 72-hour trip permit.

Fine

OS and OW violation flat fine is $20 and $100 respectively. OW fines may be applied for over axle, gross, exterior bridge and interior bridge length violations. Drivers may not shift load to avoid an over-axle citation [23].

Extraordinary Road Use Fees:

Table 65. Overweight fines in North Dakota.

<table>
<thead>
<tr>
<th>Weight (Pounds)</th>
<th>Fee ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – 1,000</td>
<td>20.00</td>
</tr>
<tr>
<td>1,001 – 2,000</td>
<td>40.00</td>
</tr>
<tr>
<td>2,001 – 3,000</td>
<td>60.00</td>
</tr>
<tr>
<td>3,001 – 4,000</td>
<td>140.00</td>
</tr>
<tr>
<td>4,001 – 5,000</td>
<td>220.00</td>
</tr>
<tr>
<td>5,000 – 6,000</td>
<td>305.00</td>
</tr>
<tr>
<td>6,001 – 7,000</td>
<td>380.00</td>
</tr>
<tr>
<td>7,001 – 8,000</td>
<td>495.00</td>
</tr>
<tr>
<td>8,001 – 9,000</td>
<td>575.00</td>
</tr>
<tr>
<td>Weight Range</td>
<td>Rate</td>
</tr>
<tr>
<td>-------------------</td>
<td>-------</td>
</tr>
<tr>
<td>9,001 – 10,000</td>
<td>655.00</td>
</tr>
<tr>
<td>10,001 – 11,000</td>
<td>1,100.00</td>
</tr>
<tr>
<td>11,001 – 12,000</td>
<td>1,200.00</td>
</tr>
<tr>
<td>12,001 – 13,000</td>
<td>1,300.00</td>
</tr>
<tr>
<td>13,001 – 14,000</td>
<td>1,680.00</td>
</tr>
<tr>
<td>14,001 – 15,000</td>
<td>1,800.00</td>
</tr>
<tr>
<td>15,001 – 16,000</td>
<td>1,920.00</td>
</tr>
<tr>
<td>16,001 – 17,000</td>
<td>2,550.00</td>
</tr>
<tr>
<td>17,001 – 18,000</td>
<td>2,700.00</td>
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<tr>
<td>18,001 – 19,000</td>
<td>2,850.00</td>
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<tr>
<td>19,001 – 20,000</td>
<td>3,000.00</td>
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<tr>
<td>20,001 – 21,000</td>
<td>4,200.00</td>
</tr>
<tr>
<td>21,001 – 22,000</td>
<td>4,400.00</td>
</tr>
<tr>
<td>22,001 – 23,000</td>
<td>4,600.00</td>
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<tr>
<td>23,001 – 24,000</td>
<td>4,800.00</td>
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<tr>
<td>24,001 – 25,000</td>
<td>5,000.00</td>
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<tr>
<td>25,001 – 26,000</td>
<td>5,200.00</td>
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<td>26,001 – 27,000</td>
<td>5,400.00</td>
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<td>27,001 – 28,000</td>
<td>5,600.00</td>
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<tr>
<td>28,001 – 29,000</td>
<td>5,800.00</td>
</tr>
<tr>
<td>29,001 – 30,000</td>
<td>6,000.00</td>
</tr>
</tbody>
</table>

*An additional charge of $200 for every 1,000-pounds increase over 30,000 pounds consistent with the above formula.*
OKLAHOMA

Permits

Single Trip
The single trip permit includes 1. General, 2. Modular homes, 3. House, 4. Special Purpose Equipment (e.g. well service equipment and cranes), and 5. Western Regional Permit (Washto). The special purpose equipment includes cranes, scrapers, well service equipment. Oklahoma honors the Western Regional Permit (Washto) but does not issue this permit. The permitted axle weight in this state is based on OL 1 standard drawing that is a file that can be accessed from [38].

*OS single permit cost: $40 flat fee*
*OW multiple permit cost: $40 + $10 per 1000 lbs. excess weight.*
*OS 30-day cost: $40 flat fee.*
*Special drive away permit cost: $15 flat fee*

Annual
The Annual permit includes 1. Round Baled Hay, 2. Soil conservation equipment, 4. Tree length logs, Longer Combination Vehicles (LCVs), 6. Special purpose equipment, 6. Annual envelope permits, and 7. Annual special OW that allows an increase in permitted GVW and permitted axle weight limits. The special permit for OW allows 5% increase in GVW limits and 8% increase for axle weight limits. It also allows for 15% increase in permitted GVW for utility or refuse collection vehicle. Wrecker or two vehicle fee for this permit is $100.

*Annual Round-baled hay permit cost: $25 flat fee*
*Tree length logs permit cost: $25 flat fee*
*Soil conservation permit cost: $25 flat fee*
*OW Special Machinery permit cost: $60 flat fee*
*OS Special Machinery permit cost: $10 flat fee*
*Envelope permit cost: $500 flat fee for portable housing and $4000 flat fee for OS/OW, windmill blades, and electric utility vehicles.*
*Special permit cost: $100 for 15% increase in permitted GVW for utility or refuse collection vehicle. Wrecker or two vehicle fee for this permit is $100 as well. $350 is the cost of a special permit for OW allowing 5% increase in permitted GVW limits and 8% increase for permitted axle weight limits*

Special
Special permit type includes 1. Special Movement Permit (Manufactured items exceeding 16 feet but not exceeding 20 feet in width), 2. Annual LCVs, and 3. Annual Special Combination Vehicle (SCV) permits. The maximum permitted dimensions are 16 ft. in width and 21 ft. in height (on certain routes). The LCV and SCV permitted GVW is 90,000 lbs. Costs of permit for a special permit are as follows:
*OS Manufactured items permit cost: $500 flat fee*
*LCV permit cost: $20 flat fee*
*SCV permit cost: $240 flat fee*

Permitted weights
The permitted weight for different axle combinations in Oklahoma depends on axle spacing, number and width of tires per axle, and width of an axle. The permitted weight can be determined using OL-1 Standard drawing from ODOT [38]. The maximum values for 4 ft. and 3 in. spacing for tandem, tridem, quadrem and quint are 40,000 lbs., 60,000 lbs., 65,000 lbs., and 75,000 lbs. respectively. The maximum GVW shown in this standard is 209,000 lbs. It is not clear how vehicles with different combination and weights over these values can get a permit from ODOT.

Fine
According to Oklahoma, a vehicle carrying a load heavier than permitted can be penalized as follows [23]:

<table>
<thead>
<tr>
<th>Overweight (pounds)</th>
<th>Fine ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – 2,000</td>
<td>208.90</td>
</tr>
<tr>
<td>2,001 – 3,000</td>
<td>258.90</td>
</tr>
<tr>
<td>3,001 – 4,000</td>
<td>308.90</td>
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<td>4,001 – 5,000</td>
<td>358.90</td>
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<td>408.90</td>
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<td>6,001 – 7,000</td>
<td>458.90</td>
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<tr>
<td>7,001 – 8,000</td>
<td>508.90</td>
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<td>8,001 – 9,000</td>
<td>558.90</td>
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<tr>
<td>9,001 – 10,000</td>
<td>608.90</td>
</tr>
<tr>
<td>10,001 and over</td>
<td>628.90</td>
</tr>
</tbody>
</table>

Drivers cannot not shift loads to avoid an OW axle citation.
OREGON

Permits

Single trip

Single trip permit can be issued for OS, OS/OW, and vehicles with super load (Non–Divisible Loads). According to the Oregon government web pages [42][43] the fees that must be paid for the OS/OW single permit can be a combination of 1. State Administrative Fees (see Table 67). 2. County administrative Fees (see Table 67), 3. Weight Tax fee (see Table 68 and Table 69), and 4. Road Use Assessment Fees (RUAF). The RUAF is $0.085 for equivalent single axle load per mile. An equivalent single-axle load means the relationship between actual or requested weight and an 18,000 lbs. single-axle load. The RUAF is required for vehicles with GVW greater than 96,000 lbs. It should be noted that although vehicles with GVW less than 80,000 does not require a permit, they still have to pay weight tax per mile based on Table 68. Table 70 and Table 71 give the permitted axle weights for Extended weight single trip permit.

Heavy Haul Weight single permit is required for vehicles with GVW greater than 96,000 lbs. Table 72 and Table 73 indicate permitted axle weight for this type of single trip permit. Table 72 is for truck tractor and semitrailer and Table 73 shows permitted axle weight limits when this permit is issued for self-propelled truck and lowbed semitrailer.

Super Load single trip permit is required for vehicles with dimensions exceeding 17 ft. in height, 16 ft. in width, 120 ft. in length or GVW greater than 105,000 lbs. Permitted axle weights are listed in Table 74. The tandem axle weighs of up to 52,800 lbs. may be allowed when the combination has 10 ft. wide axles with 4 tires per axle. This value can be increased up to 60,000 lbs. when the combination has 10 ft. wide axles with 8 tires per axle.
Table 67. Oregon state and county administrative fee for OS/OW permits [42].

<table>
<thead>
<tr>
<th>Agency</th>
<th>CTP Annual Permit</th>
<th>COVP Annual Permit</th>
<th>Single-Trip Permit</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>State of Oregon</td>
<td>$8.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>503-373-0000</td>
</tr>
<tr>
<td>Baker County</td>
<td>$9.00</td>
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<tr>
<td>Benton County</td>
<td>$8.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>541-766-5921</td>
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<tr>
<td>Clackamas County</td>
<td>$8.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>503-742-4771</td>
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<tr>
<td>Clatskanie County</td>
<td>$2.75</td>
<td>$0.00</td>
<td>$0.00</td>
<td>503-325-6631</td>
</tr>
<tr>
<td>Columbia County</td>
<td>$9.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>503-327-6090</td>
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<tr>
<td>Coos County</td>
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<td>$0.00</td>
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<tr>
<td>Crook County</td>
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<td>$0.00</td>
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<tr>
<td>Curry County</td>
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<td>$0.00</td>
<td>$0.00</td>
<td>541-247-7097</td>
</tr>
<tr>
<td>Douglas County</td>
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<td>$0.00</td>
<td>$0.00</td>
<td>541-356-4531</td>
</tr>
<tr>
<td>Douglas County</td>
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<td>$0.00</td>
<td>541-440-6425</td>
</tr>
<tr>
<td>Gilliam County</td>
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</tr>
<tr>
<td>Grant County</td>
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<td>$0.00</td>
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</tr>
<tr>
<td>Harney County</td>
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<td>$0.00</td>
<td>$0.00</td>
<td>541-672-6358</td>
</tr>
<tr>
<td>Hood River County</td>
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<td>$0.00</td>
<td>541-336-2616</td>
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<td>$0.00</td>
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<tr>
<td>Jefferson County</td>
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</tr>
<tr>
<td>Josephine County</td>
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<td>$0.00</td>
<td>$0.00</td>
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<tr>
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<td>$0.00</td>
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<td>Lincoln County</td>
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<td>$0.00</td>
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<tr>
<td>Linn County</td>
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<td>$0.00</td>
<td>$0.00</td>
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<tr>
<td>Marion County</td>
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<td>$0.00</td>
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<td>Morrow County</td>
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<td>$0.00</td>
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<tr>
<td>Umatilla County</td>
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<td>$0.00</td>
<td>$0.00</td>
<td>541-276-6512</td>
</tr>
<tr>
<td>Union County</td>
<td>$8.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>541-953-1018</td>
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<tr>
<td>Wallowa County</td>
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<td>$0.00</td>
<td>$0.00</td>
<td>541-426-5332</td>
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<tr>
<td>Wasco County</td>
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<td>541-806-2440</td>
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<td>Washington County</td>
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<td>$0.00</td>
<td>503-840-7670</td>
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<tr>
<td>Wheeler County</td>
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<td>$0.00</td>
<td>541-752-2911</td>
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<tr>
<td>Yamhill County</td>
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<td>$0.00</td>
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<tr>
<td>City of Portland</td>
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<td>$0.00</td>
<td>$0.00</td>
<td>503-322-7827</td>
</tr>
</tbody>
</table>

- CTP Annual permits can only authorize use of state highways.
- Continuous Operations Variance Permits (COVPs) are annual permits that can authorize state highways and one or more counties (or City of Portland).
- CTP Annual Permit fee is reduced by $1.00 if issued by a Third Party Agent.
Table 68. Weight tax fee for vehicle with GVW less than 80,000 lbs. [42].

**TABLE “A” FOR ALL TYPES OF FUEL (OVER 26,000 LBS)**

<table>
<thead>
<tr>
<th>COLUMN A WEIGHT GROUP</th>
<th>COLUMN B MILLS (1/10 OF 1 CENT) PER MILE</th>
<th>COLUMN C DOLLARS PER MILE* DECIMAL FRACTION</th>
<th>COLUMN A WEIGHT GROUP</th>
<th>COLUMN B MILLS (1/10 OF 1 CENT) PER MILE</th>
<th>COLUMN C DOLLARS PER MILE* DECIMAL FRACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>26,001 - 28,000</td>
<td>62.3</td>
<td>.0623</td>
<td>52,001 - 54,000</td>
<td>104.1</td>
<td>.1041</td>
</tr>
<tr>
<td>28,001 - 30,000</td>
<td>66.0</td>
<td>.0660</td>
<td>54,001 - 56,000</td>
<td>108.0</td>
<td>.1080</td>
</tr>
<tr>
<td>30,001 - 32,000</td>
<td>68.9</td>
<td>.0689</td>
<td>56,001 - 58,000</td>
<td>112.5</td>
<td>.1125</td>
</tr>
<tr>
<td>32,001 - 34,000</td>
<td>72.1</td>
<td>.0721</td>
<td>58,001 - 60,000</td>
<td>117.7</td>
<td>.1177</td>
</tr>
<tr>
<td>34,001 - 36,000</td>
<td>74.9</td>
<td>.0749</td>
<td>60,001 - 62,000</td>
<td>123.7</td>
<td>.1237</td>
</tr>
<tr>
<td>36,001 - 38,000</td>
<td>78.7</td>
<td>.0787</td>
<td>62,001 - 64,000</td>
<td>130.6</td>
<td>.1306</td>
</tr>
<tr>
<td>38,001 - 40,000</td>
<td>81.7</td>
<td>.0817</td>
<td>64,001 - 66,000</td>
<td>138.0</td>
<td>.1380</td>
</tr>
<tr>
<td>40,001 - 42,000</td>
<td>84.7</td>
<td>.0847</td>
<td>66,001 - 68,000</td>
<td>147.8</td>
<td>.1478</td>
</tr>
<tr>
<td>42,001 - 44,000</td>
<td>87.8</td>
<td>.0878</td>
<td>68,001 - 70,000</td>
<td>156.3</td>
<td>.1563</td>
</tr>
<tr>
<td>44,001 - 46,000</td>
<td>90.7</td>
<td>.0907</td>
<td>70,001 - 72,000</td>
<td>168.7</td>
<td>.1687</td>
</tr>
<tr>
<td>46,001 - 48,000</td>
<td>93.7</td>
<td>.0937</td>
<td>72,001 - 74,000</td>
<td>178.3</td>
<td>.1783</td>
</tr>
<tr>
<td>48,001 - 50,000</td>
<td>96.8</td>
<td>.0968</td>
<td>74,001 - 76,000</td>
<td>187.5</td>
<td>.1875</td>
</tr>
<tr>
<td>50,001 - 52,000</td>
<td>100.4</td>
<td>.1004</td>
<td>76,001 - 78,000</td>
<td>196.6</td>
<td>.1966</td>
</tr>
<tr>
<td>52,001 AND OVER</td>
<td></td>
<td>USE TABLE B</td>
<td>78,001 - 80,000</td>
<td>204.8</td>
<td>.2048</td>
</tr>
<tr>
<td></td>
<td></td>
<td>USE TABLE B</td>
<td>80,001 AND OVER</td>
<td>204.8</td>
<td>.2048</td>
</tr>
</tbody>
</table>

*NOTE - Column C converts mills per mile to dollars per mile by moving the decimal point three places to the left. Multiply the decimal fraction by the Oregon Taxable Miles for the amount of tax due for each weight.

**EXAMPLES:**

<table>
<thead>
<tr>
<th>COLUMN A</th>
<th>COLUMN B</th>
<th>COLUMN C</th>
</tr>
</thead>
<tbody>
<tr>
<td>32,000</td>
<td>68.9</td>
<td>.0689</td>
</tr>
<tr>
<td>80,000</td>
<td>204.8</td>
<td>.2048</td>
</tr>
</tbody>
</table>

Table 69. Weight tax fee for vehicle with GVW greater than 80,000 lbs. [42].

**TABLE “B” AXLE - WEIGHT MILEAGE TAX RATES**

<table>
<thead>
<tr>
<th>DECLARE COMBINED WEIGHT GROUPS (POUNDS)</th>
<th>5 AXLES</th>
<th>6 AXLES</th>
<th>7 AXLES</th>
<th>8 AXLES</th>
<th>9 AXLES or more</th>
</tr>
</thead>
<tbody>
<tr>
<td>80,000 AND UNDER</td>
<td>USE TABLE A</td>
<td>USE TABLE A</td>
<td>USE TABLE A</td>
<td>USE TABLE A</td>
<td>USE TABLE A</td>
</tr>
<tr>
<td>80,001 to 82,000</td>
<td>211.5</td>
<td>.2115</td>
<td>183.4</td>
<td>.1834</td>
<td>171.8</td>
</tr>
<tr>
<td>82,001 to 84,000</td>
<td>218.3</td>
<td>.2183</td>
<td>196.6</td>
<td>.1966</td>
<td>174.0</td>
</tr>
<tr>
<td>84,001 to 86,000</td>
<td>224.9</td>
<td>.2249</td>
<td>201.1</td>
<td>.2011</td>
<td>186.8</td>
</tr>
<tr>
<td>86,001 to 88,000</td>
<td>232.5</td>
<td>.2325</td>
<td>205.4</td>
<td>.2054</td>
<td>189.7</td>
</tr>
<tr>
<td>88,001 to 90,000</td>
<td>241.5</td>
<td>.2415</td>
<td>210.7</td>
<td>.2107</td>
<td>192.8</td>
</tr>
<tr>
<td>90,001 to 92,000</td>
<td>252.0</td>
<td>.2520</td>
<td>216.8</td>
<td>.2168</td>
<td>195.6</td>
</tr>
<tr>
<td>92,001 to 94,000</td>
<td>263.3</td>
<td>.2633</td>
<td>222.7</td>
<td>.2227</td>
<td>198.7</td>
</tr>
<tr>
<td>94,001 to 96,000</td>
<td>275.3</td>
<td>.2753</td>
<td>229.5</td>
<td>.2295</td>
<td>202.5</td>
</tr>
<tr>
<td>96,001 to 98,000</td>
<td>288.1</td>
<td>.2881</td>
<td>237.8</td>
<td>.2378</td>
<td>207.0</td>
</tr>
<tr>
<td>98,001 to 100,000</td>
<td>246.7</td>
<td>.2467</td>
<td>211.5</td>
<td>.2115</td>
<td>198.0</td>
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<tr>
<td>100,001 to 102,000</td>
<td>216.0</td>
<td>.2160</td>
<td>202.5</td>
<td>.2025</td>
<td>191.9</td>
</tr>
<tr>
<td>102,001 to 104,000</td>
<td>220.5</td>
<td>.2205</td>
<td>207.0</td>
<td>.2070</td>
<td>192.8</td>
</tr>
<tr>
<td>104,001 to 105,500</td>
<td>226.4</td>
<td>.2264</td>
<td>211.5</td>
<td>.2115</td>
<td>196.6</td>
</tr>
</tbody>
</table>

*NOTE - Column C converts mills per mile to dollars per mile by moving the decimal point three places to the left. Multiply the Oregon Taxable Miles by the decimal fraction for the amount of tax due for each weight.

**EXAMPLES:**

<table>
<thead>
<tr>
<th>COLUMN A</th>
<th>NO. OF AXLES</th>
<th>COLUMN B</th>
<th>COLUMN C</th>
<th>TAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>96,000</td>
<td>5</td>
<td>275.3</td>
<td>.2753</td>
<td>$275.53</td>
</tr>
<tr>
<td>96,000</td>
<td>6</td>
<td>229.5</td>
<td>.2295</td>
<td>$229.50</td>
</tr>
</tbody>
</table>

97
Continuous Operation Variance Permits (COVPs)
This permit is an annual permit that authorizes movements of non-devisable loads that do not exceed permitted limits of 14' in width, 14' in height, 120' in length, or GVW of 96,000 lbs. Permitted weight combination limits given in Table 72 also have to be met. Cost of this permit is a combination of 1. State Administrative Fees (see Table 67). 2. County administrative Fees (see Table 67), 3. Weight Tax fee (see Table 68 and Table 69).

Continuous Trip Permits (CTPs)
This permit is only available from Over-Dimension Permit Unit. This permit is issued for 2 durations: 1. a year and 2. 30-days. Triple trailers, vehicles with leaky load, grass seed straw overheight can obtain annually permit. Cost of this permit seems to be a combination of 1. State Administrative Fees (see Table 67). 2. County administrative Fees (see Table 67), 3. Weight Tax fee (see Table 68 and Table 69).

Permitted weights

Tables 1-5 (Table 70-72) of OS/OW section of Oregon Statutes provide details information about permitted axle weights for different OS/OW permits. Each table uses a particular equation to calculate the permitted weights. Details of this equations are provided in the Self-Issue Permit Program (SIPP) in Oregon [41]. It is noteworthy that the maximum GVW allowed for vehicles to be able to use SIPP is 200,000 lbs. Indeed, this value is not the maximum allowable GVW in the state. Vehicles with GVW greater than 200,000 lbs. have to directly apply for super load permit and submit their documents to Over-Dimension Permit Unit.
Table 70. Oregon state Permit Weight Table 1 [42].

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

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

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

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

Exemption 3: An additional 550 pounds above the weights shown below is allowed for fully functional idle reduction systems.

Exemption 4: An additional 2000 pounds above the weights shown below is allowed for a vehicle that uses natural gas as its fuel source.

The loaded weight of any group of axles, vehicle, or combination of vehicles shall not exceed that specified in the table of weights shown above or any of the following:

- The manufacturer’s side wall tire rating but not to exceed 600 pounds per inch of tire width.
- 600 pounds per inch of tire width.
- 20,000 pounds on any one axle, including any one axle of a group of axles.
- 34,000 pounds on any tandem axle.
- The sum of the permissible axle, tandem axle, or group of axle weights shown above, whichever is less.

Note exemptions 1 - 4 above.

Distance measured to the nearest foot, when exactly 1/2 foot or more, round up to the next larger number.
Table 71. Oregon state Permit Weight Table 2 [42].

<table>
<thead>
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<th>Wheelbase in Feet</th>
<th>Number of Axles</th>
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<tr>
<td></td>
<td>5</td>
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<tr>
<td>47</td>
<td>77500</td>
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<tr>
<td>48</td>
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</tr>
<tr>
<td>71</td>
<td>90000</td>
</tr>
<tr>
<td>72</td>
<td>90000</td>
</tr>
<tr>
<td>73</td>
<td>90000</td>
</tr>
<tr>
<td>74</td>
<td>90000</td>
</tr>
<tr>
<td>75</td>
<td>90000</td>
</tr>
<tr>
<td>76</td>
<td>90000</td>
</tr>
<tr>
<td>77</td>
<td>90000</td>
</tr>
<tr>
<td>78</td>
<td>90000</td>
</tr>
</tbody>
</table>

Exemptions:
- An additional 550 pounds above the weights shown above is allowed for fully functional idle reduction systems.
- An additional 2000 pounds above the weights shown above is allowed for a vehicle that uses natural gas as its fuel source.

Distance measured to the nearest foot. When exactly 1/2 foot or more, round up to the next larger number.
Table 72. Oregon state Permit Weight Table 3[42].
<table>
<thead>
<tr>
<th>WHEEL BASE</th>
<th>2 Axles</th>
<th>3 Axles</th>
<th>4 Axles</th>
<th>5 Axles</th>
<th>6 Axles</th>
<th>7 Axles</th>
<th>8 Axles</th>
<th>9 Axles</th>
<th>10 Axles</th>
<th>11 Axles or more</th>
</tr>
</thead>
<tbody>
<tr>
<td>76</td>
<td>43,000</td>
<td>64,500</td>
<td>86,000</td>
<td>107,500</td>
<td>129,000</td>
<td>139,000</td>
<td>149,000</td>
<td>159,000</td>
<td>169,000</td>
<td>179,000</td>
</tr>
<tr>
<td>77</td>
<td>43,000</td>
<td>64,500</td>
<td>86,000</td>
<td>107,500</td>
<td>129,000</td>
<td>139,000</td>
<td>149,000</td>
<td>159,000</td>
<td>169,000</td>
<td>179,000</td>
</tr>
<tr>
<td>78</td>
<td>43,000</td>
<td>64,500</td>
<td>86,000</td>
<td>107,500</td>
<td>129,000</td>
<td>139,000</td>
<td>149,000</td>
<td>159,000</td>
<td>169,000</td>
<td>179,000</td>
</tr>
<tr>
<td>79</td>
<td>43,000</td>
<td>64,500</td>
<td>86,000</td>
<td>107,500</td>
<td>129,000</td>
<td>139,000</td>
<td>149,000</td>
<td>159,000</td>
<td>169,000</td>
<td>179,000</td>
</tr>
<tr>
<td>80</td>
<td>43,000</td>
<td>64,500</td>
<td>86,000</td>
<td>107,500</td>
<td>129,000</td>
<td>139,000</td>
<td>149,000</td>
<td>159,000</td>
<td>169,000</td>
<td>179,000</td>
</tr>
<tr>
<td>81</td>
<td>43,000</td>
<td>64,500</td>
<td>86,000</td>
<td>107,500</td>
<td>129,000</td>
<td>139,000</td>
<td>149,000</td>
<td>159,000</td>
<td>169,000</td>
<td>179,000</td>
</tr>
<tr>
<td>82</td>
<td>43,000</td>
<td>64,500</td>
<td>86,000</td>
<td>107,500</td>
<td>129,000</td>
<td>139,000</td>
<td>149,000</td>
<td>159,000</td>
<td>169,000</td>
<td>179,000</td>
</tr>
<tr>
<td>83</td>
<td>43,000</td>
<td>64,500</td>
<td>86,000</td>
<td>107,500</td>
<td>129,000</td>
<td>139,000</td>
<td>149,000</td>
<td>159,000</td>
<td>169,000</td>
<td>179,000</td>
</tr>
<tr>
<td>84</td>
<td>43,000</td>
<td>64,500</td>
<td>86,000</td>
<td>107,500</td>
<td>129,000</td>
<td>139,000</td>
<td>149,000</td>
<td>159,000</td>
<td>169,000</td>
<td>179,000</td>
</tr>
</tbody>
</table>

Distance measured to the nearest foot; when exactly 1/2 foot or more, round up to the next larger number.

PERMIT WEIGHT TABLE 3 – PAGE 2
Table 73. Oregon state Permit Weight Table 4[42].

<table>
<thead>
<tr>
<th>WHEEL BASE</th>
<th>2 Axles</th>
<th>3 Axles</th>
<th>4 Axles</th>
<th>5 Axles</th>
<th>6 Axles</th>
<th>7 Axles</th>
<th>8 Axles</th>
<th>9 Axles</th>
<th>10 Axles</th>
<th>11 Axles</th>
<th>12 Axles</th>
<th>13 Axles</th>
<th>14 Axles or more</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
</tr>
<tr>
<td>5</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
</tr>
<tr>
<td>6</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
</tr>
<tr>
<td>7</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
</tr>
<tr>
<td>8</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
<td>43,000</td>
</tr>
</tbody>
</table>

The loaded weight of a group of axles, vehicles, or combination of vehicles shall not exceed that specified in this permit weight table or any of the following:

- The manufacturer's side wall tire rating but not to exceed 600 pounds per inch of tire width;
- 21,500 pounds per single axle;
- 43,000 pounds per tandem axle;
- The weight shown on the permit, and
- The sum of the permissible axle, tandem axle, or group axle weight, whichever is less;
- Or except as described in OAR 734-082-0010 (2), ORS 818.030 (10) and (11).

For weights beyond 15 axles and 150 feet of wheelbase, apply the following formula:

1,600 times (the wheelbase in feet plus 40) when wheelbase is more than 30 feet.

Distance measured to the nearest foot, when exactly 1/2 foot or more, round up to the next larger number.
<table>
<thead>
<tr>
<th>Meter M</th>
<th>100</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1100</th>
<th>1200</th>
<th>1300</th>
<th>1400</th>
<th>1500</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.30</td>
<td>63</td>
<td>64.5</td>
<td>65</td>
<td>65</td>
<td>65</td>
<td>65</td>
<td>65</td>
<td>65</td>
<td>65</td>
<td>65</td>
<td>65</td>
<td>65</td>
<td>65</td>
<td>65</td>
<td>65</td>
</tr>
<tr>
<td>4.35</td>
<td>64.5</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
</tr>
<tr>
<td>4.45</td>
<td>65</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
</tr>
<tr>
<td>4.50</td>
<td>65</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
</tr>
<tr>
<td>4.55</td>
<td>65</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
</tr>
<tr>
<td>4.60</td>
<td>65</td>
<td>66</td>
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<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
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<td>66</td>
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<td>66</td>
<td>66</td>
</tr>
<tr>
<td>4.65</td>
<td>65</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
</tr>
<tr>
<td>4.70</td>
<td>65</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
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<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>66</td>
</tr>
</tbody>
</table>

Distance measured to the nearest foot; when exactly 1/2 foot or more, round up to the next larger number.
Table 74. Oregon state Permit Weight Table 5[42].

<table>
<thead>
<tr>
<th>WHEEL COUNT</th>
<th>2 AXLES</th>
<th>3 AXLES</th>
<th>4 AXLES</th>
<th>5 AXLES</th>
<th>6 AXLES</th>
<th>7 AXLES</th>
<th>8 AXLES</th>
<th>9 AXLES</th>
<th>10 AXLES</th>
<th>11 AXLES</th>
<th>12 AXLES</th>
<th>13 AXLES or more</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>48,000</td>
<td>57,600</td>
<td>67,200</td>
<td>76,800</td>
<td>86,400</td>
<td>96,000</td>
<td>105,600</td>
<td>115,200</td>
<td>124,800</td>
<td>134,400</td>
<td>144,000</td>
<td>153,600</td>
</tr>
<tr>
<td>OVER 8&quot; BUT LESS THAN 9&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>48,000</td>
<td>57,600</td>
<td>67,200</td>
<td>76,800</td>
<td>86,400</td>
<td>96,000</td>
<td>105,600</td>
<td>115,200</td>
<td>124,800</td>
<td>134,400</td>
<td>144,000</td>
<td>153,600</td>
</tr>
<tr>
<td>10</td>
<td>48,000</td>
<td>57,600</td>
<td>67,200</td>
<td>76,800</td>
<td>86,400</td>
<td>96,000</td>
<td>105,600</td>
<td>115,200</td>
<td>124,800</td>
<td>134,400</td>
<td>144,000</td>
<td>153,600</td>
</tr>
<tr>
<td>11</td>
<td>48,000</td>
<td>57,600</td>
<td>67,200</td>
<td>76,800</td>
<td>86,400</td>
<td>96,000</td>
<td>105,600</td>
<td>115,200</td>
<td>124,800</td>
<td>134,400</td>
<td>144,000</td>
<td>153,600</td>
</tr>
<tr>
<td>12</td>
<td>48,000</td>
<td>57,600</td>
<td>67,200</td>
<td>76,800</td>
<td>86,400</td>
<td>96,000</td>
<td>105,600</td>
<td>115,200</td>
<td>124,800</td>
<td>134,400</td>
<td>144,000</td>
<td>153,600</td>
</tr>
</tbody>
</table>

The loaded weight of a group of axles, vehicle, or combination of vehicles shall not exceed that specified in this permit weight table or any of the following:

- Subject to special routing and analysis by the Department of Transportation, single trip permits may be issued for combinations of vehicles having a steering axle followed by four or more consecutive tandem axles, provided the weight does not exceed:
  - The manufacturer’s side wall tire rating or 600 pounds per inch of tire width, whichever is less;
  - 24,000 pounds per single axle;
  - 48,000 pounds per tandem axle;

The weight shown on the permit and the sum of the permissible axle, tandem axle, or group axle weight, whichever is less;

Or except as described in OAR 734-082-0010 (2), ORS 818.030 (10) and (11).

EXAMPLE (AS STATED ABOVE)

For weights beyond 15 axles and 150 feet of wheelbase, apply the following formula:

$$1,600 \times \text{the wheelbase in feet plus 40 when wheelbase is more than 30 feet}.$$
Vehicles that paid a fuel tax can get waiver for weight tax charges when they apply for OW permits.
Fine
According to section 818.430 of Oregon Statutes, the state penalties for violation of weight requirements[43]. Fines are based on the excess weight. The fines for schedule I are as follows:

<table>
<thead>
<tr>
<th>Excess weight (lbs.)</th>
<th>Flat Fine ($)</th>
<th>Cents per each lb. excess weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1000</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>1001-2000</td>
<td>150</td>
<td>0</td>
</tr>
<tr>
<td>2001-3000</td>
<td>200</td>
<td>0</td>
</tr>
<tr>
<td>3001-5000</td>
<td>300</td>
<td>0</td>
</tr>
<tr>
<td>5001-7500</td>
<td>0</td>
<td>15</td>
</tr>
<tr>
<td>7001-1000</td>
<td>0</td>
<td>16</td>
</tr>
<tr>
<td>10001-12500</td>
<td>0</td>
<td>20</td>
</tr>
<tr>
<td>Greater 12501</td>
<td>0</td>
<td>24</td>
</tr>
</tbody>
</table>

The fines for schedule II are:

<table>
<thead>
<tr>
<th>Excess weight (lbs.)</th>
<th>Flat Fine ($)</th>
<th>Cents per each lb. excess weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>100-5000</td>
<td>200</td>
<td>10</td>
</tr>
<tr>
<td>5001-10000</td>
<td>350</td>
<td>15</td>
</tr>
<tr>
<td>Greater than 10001</td>
<td>600</td>
<td>30</td>
</tr>
</tbody>
</table>

The fines for schedule III are:

<table>
<thead>
<tr>
<th>Excess weight (lbs.)</th>
<th>Flat Fine ($)</th>
<th>Cents per each lb. excess weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>100-5000</td>
<td>200</td>
<td>15</td>
</tr>
<tr>
<td>5001-10000</td>
<td>350</td>
<td>20</td>
</tr>
<tr>
<td>Greater than 10001</td>
<td>500</td>
<td>30</td>
</tr>
</tbody>
</table>
Table 75. Overweight fines in Texas

<table>
<thead>
<tr>
<th>Weight (pounds)</th>
<th>Fines ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 2,500</td>
<td>100 to 500</td>
</tr>
<tr>
<td>2,501 – 5,000</td>
<td>500 to 1000</td>
</tr>
<tr>
<td>5,001 – 10,000</td>
<td>1,000 to 2,500</td>
</tr>
<tr>
<td>10,001 – 20,000</td>
<td>2,500 to 5,000</td>
</tr>
<tr>
<td>20,001 – 40,000</td>
<td>5,000 to 7,000</td>
</tr>
<tr>
<td>&gt; 40,000</td>
<td>7,000 to 10,000</td>
</tr>
</tbody>
</table>
Permits

Single trip

Single trip permit can be issued for OS, OS/OW, and vehicles with super load (Non–Divisible Loads Exceeding 125,000 GVW). Costs of this permit for OS and OS/OW are as follows:

- **OS permit cost (GVW<80,000 lbs.):** $30 flat fee
- **OS/OW permit cost (GVW between 80,000 and 125,000 lbs.):** $60 flat fee

The cost for super load (GVW greater than 125,000 lbs.) are listed in Table 76.

Table 76. The cost for super load (GVW greater than 125,000 lbs.) in Utah.

<table>
<thead>
<tr>
<th>Pounds</th>
<th>50 Miles</th>
<th>100 Miles</th>
<th>150 Miles</th>
<th>200 Miles</th>
<th>250 Miles</th>
<th>300 Miles</th>
<th>350 Miles</th>
<th>400 Miles</th>
<th>450 Miles</th>
<th>500 Miles</th>
<th>550 Miles</th>
<th>600 Miles</th>
<th>650 Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>150,000</td>
<td>$80</td>
<td>$80</td>
<td>$130</td>
<td>$170</td>
<td>$210</td>
<td>$250</td>
<td>$290</td>
<td>$340</td>
<td>$400</td>
<td>$460</td>
<td>$510</td>
<td>$540</td>
<td></td>
</tr>
<tr>
<td>175,000</td>
<td>$80</td>
<td>$110</td>
<td>$170</td>
<td>$230</td>
<td>$290</td>
<td>$340</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>200,000</td>
<td>$80</td>
<td>$140</td>
<td>$220</td>
<td>$390</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>225,000</td>
<td>$90</td>
<td>$170</td>
<td>$260</td>
<td>$550</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>250,000</td>
<td>$100</td>
<td>$200</td>
<td>$310</td>
<td>$410</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>275,000</td>
<td>$120</td>
<td>$230</td>
<td>$350</td>
<td>$540</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>300,000</td>
<td>$130</td>
<td>$260</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>325,000</td>
<td>$150</td>
<td>$290</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</table>

Semi-Annual (180 Days)

This permit authorizes movements of non-devisable loads that do not exceed permitted limits of 14.5' in width, 14' in height, 105' in length, or GVW of 125,000 lbs. Permitted weight combination limits also have to be met (see the next section). Costs of this permit are as follows:

- **OS permit cost (GVW<80,000 lbs.):** $75 flat fee
- **OS/OW permit cost (GVW between 80,001 and 84,000 lbs.):** $180 flat fee
- **OS/OW permit cost (GVW between 84,001 and 112,000 lbs.):** $320 flat fee
- **OS/OW permit cost (GVW between 112,001 and 125,000 lbs.):** $420 flat fee

For devisable loads, the maximum GVW is 129,000 lbs.
Annual (365 Days)

This permit authorizes movements of non-devisable loads that do not exceed permitted limits of 14.5' in width, 14' in height, 105' in length, or GVW of 125,000 lbs. Permitted weight combination limits also have to be met (see the next section). Costs of this permit are as follows:

- **OS permit cost (GVW<80,000 lbs.): $90 flat fee**
- **OS/OW permit cost (GVW between 80,001 and 84,000 lbs.): $240 flat fee**
- **OS/OW permit cost (GVW between 84,001 and 112,000 lbs.): $480 flat fee**
- **OS/OW permit cost (GVW between 112,001 and 125,000 lbs.): $540 flat fee**

For devisable loads, the maximum GVW is 129,000 lbs.

### Permitted weights

The permitted weight for different axle combinations in Utah depends on axle spacing and configurations. Axle, bridge, and gross weight allowances in Utah will be calculated based on the non-divisible bridge formula ~1.47 x 500 (LN/(N-1) + 12N + 36). In this equation, N is the number of axles in a group and L is the space between the axle in each group. This value for 9 feet wide axles is allowed to be increased by 7.5%. For 10 feet wide axles this value is allowed to be increased by 15%. In addition, for axles equipped with eight tires, 10% weight can be added to the weight authorized for an 8 ft. wide axle group with four tires [45].

### Registration

The applicant of a OS/OW permit has to hold registration according to Utah law.

### Fine

According to Utah codes [48], a motor carrier that violates any provision of the Constitution of this state, statute, or any rule or order of the department, including the OS/OW rules and regulations, is subject to a civil penalty of not less than $500 nor more than $2,000 for each offense. Effective from 09/22/2017, the OS/OW fines in Utah include $50 flat fee plus the fine per mile charges shown in Table 77 [49].

<table>
<thead>
<tr>
<th>Overage (lbs.)</th>
<th>Axle fine (Cents per each lb. OW)</th>
<th>GVW fine (Cents per each lb. OW)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-2000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2001-5000</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>5001-8000</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>8001-12000</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>12001-16000</td>
<td>7</td>
<td>5</td>
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<tr>
<td>16001-20000</td>
<td>9</td>
<td>5</td>
</tr>
<tr>
<td>20001-25000</td>
<td>11</td>
<td>5</td>
</tr>
<tr>
<td>25001 or more</td>
<td>13</td>
<td>5</td>
</tr>
</tbody>
</table>
Permits
Class A
Class A or super loads permit authorizes separate movements of non-devisable loads and sizes exceeding the limitations of Class B or C. This permit has to be approved only by an overweight loads office. A minimum of 24-hour issuing time is required for width greater than 18 ft. Vehicles with GVW greater than 250,000 lbs. require engineering analysis. The additional engineering analysis fee includes amounts spent analyzing routes, as well as the cost of sending personnel to accompany load movements. Costs of this permit are as follows:

OS permit cost: $25+ 0.03/mile/ft. or fraction in excess of (15 ft. width, 15 ft. height, and 75 ft. length)
OW permit cost: $.06/mile per ton or fraction in excess of statutory weights. Minimum fee $40.

Class B
Class B permit authorizes separate movements of non-devisable loads that do not exceed permitted limits of 18' in width, 17' in height, 120' in length, or GVW of 160,000 lbs. Permitted weight combination limits also have to be met. Costs of this permit are as follows:

OS permit cost: $25+ 0.03/mile/ft. or fraction in excess of (15 ft. width, 15 ft. height, and 75 ft. length)
OW permit cost: $.06/mile per ton or fraction in excess of statutory weights. Minimum fee $40.

Class C
Class C is a self-issuing permit that authorizes separate movements of non-devisable loads that do not exceed permitted limits of 18' in width, 17' in height, 120' in length, or GVW of 160,000 lbs. Permitted weight combination limits also have to be met. Costs of this permit are as follows:

OS permit cost: $25+ 0.03/mile/ft. or fraction in excess of (15 ft. width, 15 ft. height, and 75 ft. length)
OW permit cost: $.06/mile per ton or fraction in excess of statutory weights. Minimum fee $40.

Class D
Class D is an extended period permit that authorizes multiple movements of vehicles with size limits of 12 ft. in width, 15 ft. in height, and 120 ft. in length. The GVW cannot exceed 160,000 lbs. This permit is for a specific vehicle and load, routs, and time period. Costs of this permit are as follows:

OS permit cost: $25+ 0.03/mile/ft. or fraction in excess of (15 ft. width, 15 ft. height, and 75 ft. length)
OW permit cost: $.06/mile per ton or fraction in excess of statutory weights. Minimum fee $40.

Class E
Class E OS special permit for hauling of forest products, blade hay or corn stalks, or combine headers. The duration of this permit is limited to 90 days. The GVW and weight combination are limited to legal weight limitations (e.g. GVW must be less than 117,000). The size limits, however, are 18 ft. in width, 17 ft. in height, and 120 ft. in length. Costs of this permit are as follows:
Single tip permit cost: $15 flat fee
OS recreational permit cost: $ 250 flat fee
OS 90-day permit cost: $ 50 flat fee
OW 90-day permit cost: $.06/mile per ton or fraction in excess of statutory weights. Minimum fee $40.

Class F
Class F OW special permit for an extended period; up to 90 days. The Class F permit is for hauling of forest products, sugar beets, gravel, livestock, and agricultural products. This permit is acceptable only on primary and secondary highways. A 10% increase in the legal axle weight combination and 5000 lbs. An increase for legal GVW is allowed (GVW is limited to 122,000 lbs.). Costs of this permit are as follows:
Single tip permit cost: $15 flat fee
OS recreational permit cost: $ 250 flat fee
OS 90-day permit cost: $ 50 flat fee
OW 90-day permit cost: $.06/mile per ton or fraction in excess of statutory weights. Minimum fee $40.

Class W
Class W permit is for Multi-piece load in Excess of 117,000 lbs. and legal size limits. This permit is exclusive of interstate highways, meeting the axles and federal bridge formula limitations.

Permit cost: $.06/mile per ton or fraction in excess of statutory weights. Minimum fee $40.

Off-load
This permit is for vehicles exceeding statutory size and/or weight limits that cannot be safely reduced at the location of the violation. Costs of this permit are as follows:
OS permit cost: $25+ 0.03 /mile/ft. or fraction in excess of (15 ft. width, 15 ft. height, and 75 ft. length)
OW permit cost: $.06/mile per ton or fraction in excess of statutory weights. Minimum fee $40.

Emergency relief
This permit is OS/OW permit that can be issued when the Governor the director determines that greater weight or size will relieve an economic hardship or benefit the general welfare of Wyoming or another state.

Prior-operation
This permit is for unauthorized, non-permitted OS/OW violations for exceeding permit limits.
OS permit cost: $25+ 0.03 /mile/ft. or fraction in excess of (15 ft. width, 15 ft. height, and 75 ft. length)
OW permit cost: $.06/mile per ton or fraction in excess of statutory weights. Minimum fee $40.

Permitted weights
The permitted weight for different axle combinations in Wyoming depends on axle spacing and configurations. The following tables direct copied and imported from [51].

Table 78. Permitted axle weight in Wyoming.

**MAXIMUM ALLOWABLE TABLE**

<table>
<thead>
<tr>
<th>AXLE CONFIGURATION (NUMBER OF AXLES)</th>
<th>MAXIMUM WEIGHTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>O</td>
<td>25,000</td>
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<td>00</td>
<td>55,000</td>
</tr>
<tr>
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<td>65,000</td>
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<td>74,000</td>
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<tr>
<td>00000</td>
<td>85,000</td>
</tr>
<tr>
<td>000000</td>
<td>90,000</td>
</tr>
</tbody>
</table>

**3 AXLES**

| O 8' 00 | 70,000 |
| O 9' 00 | 71,000 |
| O 10' 00| 72,000 |
| O 11' 00| 73,500 |
| O 12' 00| 75,000 |
| O 13' 00| 77,500 |
| O 14' 00| 80,000 |

**4 AXLES**

**SINGLE/ TRIPLE COMBINATION**

(Not to exceed 25,000 on Single Axle or 65,000 on Triple Axle)

| O 8' 000 | 81,000 |
| O 9' 000 | 81,500 |
| O 10' 000| 82,000 |
| O 11' 000| 84,000 |
| O 12' 000| 86,000 |
| O 13' 000| 88,000 |
| O 14' 000| 90,000 |
### Table 79. Permitted axle weight in Wyoming.

#### TANDEM/TANDEM COMBINATION
(Not to exceed 55,000 on either Tandem Axle)

<table>
<thead>
<tr>
<th>Length</th>
<th>Axle Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>8' 00</td>
<td>84,000</td>
</tr>
<tr>
<td>9' 00</td>
<td>88,000</td>
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<tr>
<td>10' 00</td>
<td>92,000</td>
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<tr>
<td>11' 00</td>
<td>96,000</td>
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<tr>
<td>12' 00</td>
<td>100,000</td>
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<tr>
<td>13' 00</td>
<td>104,000</td>
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<td>14' 00</td>
<td>106,000</td>
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<tr>
<td>15' 00</td>
<td>108,000</td>
</tr>
<tr>
<td>16' 00</td>
<td>110,000</td>
</tr>
</tbody>
</table>

#### TANDEM/SINGLE/SINGLE COMBINATION

<table>
<thead>
<tr>
<th>Length</th>
<th>Axle Weight</th>
</tr>
</thead>
<tbody>
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<tr>
<td>12' 0</td>
<td>9' 0</td>
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<tr>
<td>14' 0</td>
<td>9' 0</td>
</tr>
</tbody>
</table>
Table 80. Permitted axle weight in Wyoming.

### 5 AXLES

**TRIPLE/TANDEM COMBINATION**
(Not to exceed 65,000 on Triple or 55,000 on Tandem)

<table>
<thead>
<tr>
<th>Length</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>0' 8&quot;</td>
<td>90,000</td>
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<tr>
<td>0' 9&quot;</td>
<td>92,000</td>
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<tr>
<td>0' 10&quot;</td>
<td>94,000</td>
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<tr>
<td>0' 11&quot;</td>
<td>97,000</td>
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<tr>
<td>0' 12&quot;</td>
<td>100,000</td>
</tr>
<tr>
<td>0' 13&quot;</td>
<td>102,500</td>
</tr>
<tr>
<td>0' 14&quot;</td>
<td>105,000</td>
</tr>
<tr>
<td>0' 15&quot;</td>
<td>108,000</td>
</tr>
<tr>
<td>0' 16&quot;</td>
<td>111,000</td>
</tr>
<tr>
<td>0' 17&quot;</td>
<td>115,500</td>
</tr>
<tr>
<td>0' 18&quot;</td>
<td>120,000</td>
</tr>
</tbody>
</table>

### SINGLE/QUAD COMBINATION
(Not to exceed 25,000 on Single Axle or 74,000 on Quad Axle)

<table>
<thead>
<tr>
<th>Length</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>0' 8&quot;</td>
<td>86,000</td>
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<tr>
<td>0' 9&quot;</td>
<td>87,000</td>
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<tr>
<td>0' 10&quot;</td>
<td>88,000</td>
</tr>
<tr>
<td>0' 11&quot;</td>
<td>89,500</td>
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<tr>
<td>0' 12&quot;</td>
<td>91,000</td>
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<td>0' 13&quot;</td>
<td>93,500</td>
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<td>0' 14&quot;</td>
<td>96,000</td>
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<td>0' 15&quot;</td>
<td>97,500</td>
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<tr>
<td>0' 16&quot;</td>
<td>99,000</td>
</tr>
</tbody>
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### 6 AXLES

**TANDEM/TANDEM/TANDEM COMBINATION**
(Not to exceed 55,000 on any Tandem Axle)

<table>
<thead>
<tr>
<th>Length</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>0' 8&quot;</td>
<td>102,000</td>
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<tr>
<td>0' 9&quot;</td>
<td>106,500</td>
</tr>
<tr>
<td>0' 10&quot;</td>
<td>111,000</td>
</tr>
<tr>
<td>0' 11&quot;</td>
<td>117,000</td>
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<tr>
<td>0' 12&quot;</td>
<td>123,000</td>
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<tr>
<td>0' 13&quot;</td>
<td>129,000</td>
</tr>
<tr>
<td>0' 14&quot;</td>
<td>135,000</td>
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<tr>
<td>0' 15&quot;</td>
<td>145,500</td>
</tr>
<tr>
<td>0' 16&quot;</td>
<td>156,000</td>
</tr>
<tr>
<td>0' 17&quot;</td>
<td>160,500</td>
</tr>
<tr>
<td>0' 18&quot;</td>
<td>165,000</td>
</tr>
</tbody>
</table>
Table 81. Permitted axle weight in Wyoming.

<table>
<thead>
<tr>
<th>TRIPLE/TRIPLE COMBINATION (Not to exceed 65,000 on either Triple Axle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
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</tbody>
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<table>
<thead>
<tr>
<th>QUAD/TANDEM COMBINATION (Not to exceed 74,000 on Quad Axle or 55,000 on Tandem Axle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
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</tbody>
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<table>
<thead>
<tr>
<th>SINGLE/5 Axle Combination (Not to exceed 25,000 on Single Axle or 85,000 on 5 Axles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
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</tbody>
</table>

116
Table 82. Permitted axle weight in Wyoming.

<table>
<thead>
<tr>
<th>SINGLE AXLES IN COMBINATION (Not to exceed 25,000 on any Single Axle)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0 9’ 0</td>
<td>50,000</td>
</tr>
<tr>
<td>0 9’ 0 9’ 0</td>
<td>75,000</td>
</tr>
<tr>
<td>0 9’ 0 9’ 0 9’ 0 9’ 0</td>
<td>100,000</td>
</tr>
<tr>
<td>0 9’ 0 9’ 0 9’ 0 9’ 0 22,500 per axle</td>
<td>112,500</td>
</tr>
<tr>
<td>0 9’ 0 9’ 0 9’ 0 9’ 0 9’ 0 22,500 per axle</td>
<td>135,000</td>
</tr>
<tr>
<td>0 10’ 0 10’ 0 10’ 0 10’ 0 25,000 per axle</td>
<td>125,000</td>
</tr>
<tr>
<td>0 10’ 0 10’ 0 10’ 0 10’ 0 10’ 0 25,000 per axle</td>
<td>150,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>QUAD/TRIPLE COMBINATION (not to exceed 74,000 on a Quad Axle or 65,000 on a Triple Axle)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0000 8’ 000</td>
<td>97,000</td>
</tr>
<tr>
<td>0000 9’ 000</td>
<td>100,000</td>
</tr>
<tr>
<td>0000 10’ 000</td>
<td>104,000</td>
</tr>
<tr>
<td>0000 11’ 000</td>
<td>107,000</td>
</tr>
<tr>
<td>0000 12’ 000</td>
<td>111,000</td>
</tr>
<tr>
<td>0000 13’ 000</td>
<td>115,000</td>
</tr>
<tr>
<td>0000 14’ 000</td>
<td>121,000</td>
</tr>
<tr>
<td>0000 15’ 000</td>
<td>127,000</td>
</tr>
<tr>
<td>0000 16’ 000</td>
<td>135,000</td>
</tr>
<tr>
<td>0000 17’ 000</td>
<td>139,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(Five Axle Group not to exceed 85,000 pounds or Tandem Axle not to exceed 55,000 pounds)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>00000 13’ 000</td>
<td>112,000</td>
</tr>
<tr>
<td>00000 14’ 000</td>
<td>114,000</td>
</tr>
<tr>
<td>00000 15’ 000</td>
<td>116,000</td>
</tr>
<tr>
<td>00000 16’ 000</td>
<td>118,000</td>
</tr>
</tbody>
</table>

Registration

Vehicles can obtain registration for a 96-hours permit from Wyoming DOT to make a single trip into, within or out of Wyoming for a fee of $20 for each single unit or $40 for each legal combination of units including only one power unit.

Fine

According to Wyoming statutes [50] the OW fines are:

Table 83. Overweight fines in Wyoming.

<table>
<thead>
<tr>
<th>Excess Weight (Pounds)</th>
<th>Fine ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 – 2,000</td>
<td>25.00</td>
</tr>
<tr>
<td>2,001 – 4,000</td>
<td>75.00</td>
</tr>
<tr>
<td>4,001 – 6,000</td>
<td>125.00</td>
</tr>
<tr>
<td>6,001 – 8,000</td>
<td>150.00</td>
</tr>
<tr>
<td>Weight Range</td>
<td>Fee</td>
</tr>
<tr>
<td>-----------------------</td>
<td>-------</td>
</tr>
<tr>
<td>8,001 – 10,000</td>
<td>200.00</td>
</tr>
<tr>
<td>10,001 – 12,000</td>
<td>300.00</td>
</tr>
<tr>
<td>12,001 – 14,000</td>
<td>400.00</td>
</tr>
<tr>
<td>14,001 – 16,000</td>
<td>500.00</td>
</tr>
<tr>
<td>16,001 – 18,000</td>
<td>600.00</td>
</tr>
<tr>
<td>18,001 – 20,000</td>
<td>700.00</td>
</tr>
<tr>
<td>20,001 and over</td>
<td>1,000.00</td>
</tr>
</tbody>
</table>

Extra loads exceeding 20,000 lbs. will have an additional two hundred dollars ($200.00) for each one thousand (1,000) pounds. According to the Wyoming Statutes [50] a vehicle carrying a load heavier/larger than permitted can be penalized. OS fine is $120 in daytime and $220 nighttime.
APPENDIX 2. TASK 1 SURVEY

COMMUNICATION AND SURVEY QUESTIONS FOR STATE DOTS

When contacting the different states, a phone call was made first to introduce the research and what it consisted of. All phone calls followed a similar prompt, the following is an example of a phone call that was made.

Hello, my name is Fernando Alvidrez and I am currently working on a research project with New Mexico State University and New Mexico Department of Transportation regarding the different types of Overweight and Oversize permits that other States have. I was wondering if you could answer a few questions.

1. How many different types of Overweight and Oversize permits does [state] have?
2. What are the fees of the permits?
3. Does [state] require any escort vehicle certification needed to drive an escort vehicle?
4. Does [state] require any police escort? If so how much is it?
5. How much revenue does [state] generate with the Overweight and Oversize permits?
6. Where is the revenue allocated?
7. Does [state] have any Super Load or well servicing units permits
8. Is there a website where [state] has all this information?
9. Is there an email to where I can contact you?

After the phone call was made there was a follow up email that was sent to the states that provided an email. The following is the email prompt that was used when contacting the different states after contacting them via telephone.

Dear [contact name],
My name is Fernando Alvidrez, and I am research assistant working in the Civil Engineering Department at New Mexico State University. We are currently working on a project for the New Mexico Department of Transportation related to overweight/oversize permits in the Western States.

Your contact information was listed by [organization s/he belong e.g. ADOT] as the primary liaison for weigh and oversize permits. I am writing to request information related to these permits in [state]. I would really appreciate it if you would help me by answering the following questions:

1. Are the oversize/overweight fee schedules published at [link to the website containing fee information] current? If not, could please provide electronic documentation on the current fee schedule.
2. What was the number of single-trip overweight/oversize permits issued in [state] in 2017.
3. What was the number of annual or monthly overweight/oversize permits issued in [state] in 2017.
4. What was the revenue generated through all overweight/oversize permits issued in 2017?

5. Does [state] charge additional fees for the certification or inspection of escort vehicles?

6. Does [state] charge additional fees for police escorts?

7. What fraction of the revenues generated by overweight/oversize permits are allocated to [state department of transportation]?

8. Are there statutory or regulatory constraints on how these revenues allocated to [state department of transportation] must be spent?

9. Do revenues from fines for violation of overweight/oversize truck laws go to the same place as fee revenues? If not, please explain legal requirements governing the use of the fine revenues.

10. What compliance systems does [state] use to verify overweight/oversize limits?

11. Are there specific fees in [state] for vehicles carrying coil tubing and well servicing units?

12. Does Texas have any Super load permit and if so, how much does it cost and how much weight is allowed under this permit?

13. Does Texas have a permit specifically for self-propelled fracking vehicles? If so how much weight is allowed under this permit, and how much does this permit cost?

COMMUNICATION AND SURVEY QUESTIONS FOR RIGGING COMPANIES

1. In what states do your company have experience with overweight permits?

2. What is the maximum permitted weight in 3, 4, 5, 6, 7, and 8 axle groups?

3. What was the cost of the single trip permit? What was the cost of the multiple/annual trip permit?

4. Was there an additional per mile or per ton fee?
5. What are the states that have a particular “coil tubing and well servicing unit” permit type?

6. What is a single permit cost for the following coil/tubing truck configuration in the following states:

1. Texas  
2. North Dakota  
3. Wyoming  
4. Oklahoma  
5. Montana  
6. Arizona  
7. Utah  
8. Colorado