

**Oversize/Overweight Permitting Practices Review – Phase II**

FINAL REPORT

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Submitted by

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In cooperation with

New Jersey  
Department of Transportation  
Bureau of Research

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16. Abstract This study explores a more detailed analysis of the permitting process in the Mid-Atlantic Region and delves into operational practice, and theory and history of the practice among states. The states practices examined in greater detail include Connecticut, Delaware, Maryland, New Jersey, New York, Pennsylvania, and Virginia. Information previously gathered in Phase I provided a starting point for this more comprehensive analysis in Phase II including an extensive regulatory review and analysis for each of the states in the study including fee structure, fine structure, escort policy, non-interstate road jurisdiction, and routing considerations. A summary of findings and a series of recommended actions and implementation steps have been provided to assist New Jersey DOT in more closely aligning their regulations and operations to those of the surrounding states in an effort to support industry needs while continuing to prioritize safety in the state of New Jersey.			
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## EXECUTIVE SUMMARY

One way for a state to maximize the efficient flow of goods via the trucking industry is to have similar rules and regulations to the states that neighbor them allowing for more seamless interstate travel. For carriers operating within legal limitations this is typically less of an issue as Federal Statutes outline weight and width limitations for the National Highway Network.

Nationally, truck operation above size and weight limitations outlined in state and federal law requires a special permit issued by an agency of the state in which the travel is occurring. The permit types that can be issued by an agency for OS/OW operation are outlined in either state statute or regulation. Permit types are typically created through a legislative process initiated through industry lobbying or feedback.

The area where there is likely to be disparity in hauling regulations among the states is that of oversize and overweight (OS/OW) permitting as each state is authorized to develop its own permit limitations within their jurisdictional boundaries. Among other factors, the differing needs of industry, existence of federal permitting exemptions (divisible and non-divisible load states), roadside enforcement operations, and variance in approach to infrastructure management can lead to large gaps in permit limitations between neighboring states. When regulations vary substantially from state to state, haulers are forced to make difficult decisions about their operating model, oftentimes making a choice between compliance and profitability.

Each state is allowed to create its own permit types as they see fit with one exception - Federal law states that no permits be issued for the overweight travel of a divisible load on the Interstate highway system unless that state was previously granted an exemption. In order to have received this exemption a state must have been issuing these permits prior to the Federal ban on the issuance of this permit type for travel along the Interstate Highways System.

The amount of flexibility afforded the states in the creation of permit types coupled with differing industry needs in each state has led to a wide variety of permit types issued among the states. Furthermore, states use different naming conventions for permit types which may represent the same permit, making comparisons challenging.

The varied operational practice of routing permitted loads among states is due to such factors including availability of staffing resources, differing levels of automation, and varying business processes and policies. Routing practices can also vary by permit type as restrictions to physical constraints apply (bridge height and weight limitations; etc.) but all permits issued by state agencies fall into one of the following categories:

- Permit is only valid on the specific route listed on the permit; or
- Permit does not have a specific route listed on the permit and is valid on all or some set of routes under the jurisdiction of the issuing agency.

Automation solutions also vary by state and are either internally developed, vendor developed, or are some combination of the two. Given the differences in permit types and limitations among the states, each system is unique on some level. Despite the differences, all permit systems have some functionality for two basic steps - application submission, and permit review. Depending upon the permit system, one or both of these steps may be completely automated.

Escorts are assigned to OS/OW vehicles by permit issuing agencies in order to preserve the safety of the motoring public during load movement. There are two different types of escorts commonly assigned to OS/OW moves - private, and police escorts. While many states allow anyone with the proper equipment to act as escorts for oversize loads, some states require certification in their state prior to allowing an individual to escort a load.

Fines may be calculated on infractions of weight and/or infractions of size (dimensions) depending upon the violation scenario. States calculate and apply fines differently. For example, in cases of multiple infractions some states allow multiple fines be levied/accrued while others allow only one (the highest) fine cited. Insights and anecdotal information is provided in this section when additional information has been made available through state-specific interviews regarding the operational application of fines.

Regional permitting has been an interest of organized regions in the U.S. looking to streamline operations and provide operational efficiencies to carriers, permitting agencies, and enforcement personnel. One of the greatest impediments to multi-state permitting is typically the difference in regulations between the states and the liability associated with having another state issue a permit for a given state with most states wishing sole control over the permits issued on their highways. Other institutional issues and variances related to automation also affect the ability for regions to easily implement regional permitting.

The objective of this project (Phase I & II) is to examine oversize/overweight (OS/OW) permitting practices in the United States, with a focus on “best practices” from other states and agencies, and use the lessons learned and the experiences of other jurisdictions to identify opportunities to support the Department in improving permitting in New Jersey.

Phase II of this study represents a more detailed analysis of the permitting process in the Mid-Atlantic Region and delves into operational practice, and theory and history of the practice among states. The states practices examined in greater detail in Phase II were Connecticut, Delaware, Maryland, New Jersey, New York, Pennsylvania, and Virginia. Information previously gathered in Phase I provided a starting point for this more comprehensive analysis in Phase II including an extensive regulatory review and analysis for each of the states in the study including fee structure, fine structure, escort policy, non-interstate road jurisdiction, and routing considerations. A summary of findings and a series of recommended actions and implementation steps have been provided to assist New Jersey DOT in more closely aligning their regulations and



operations to those of the surrounding states in an effort to support industry needs while continuing to prioritize safety in the state of New Jersey.

## **BACKGROUND**

The New Jersey Department of Transportation (NJDOT), Bureau of Freight Services, previously commissioned Cambridge Systematics to conduct a study of oversize/overweight (OS/OW) permitting practices in the United States. Phase I of this study included a high level examination of state permitting practices and policies in order to highlight potential opportunities for improving permitting operations in New Jersey. Information was collected from various sources to provide an inventory of characteristics and practices of over dimensional permitting among the 50 states and the District of Columbia. Resources included state agency websites and the Specialized Carriers and Rigging Association Oversize Overweight Permit Manual. Information on permit types, legal and permitted size and weight limits, fees, online application capability, and statutory permitting references were gathered and compiled into a state-specific online database. Lastly, further analysis of additional information gathered through customized interviews with contacts in the neighboring Mid-Atlantic States was completed to better understand how the State of New Jersey practice aligns with the region.

Phase II of this study represents a more detailed analysis of the permitting processes in the Mid-Atlantic Region and delves into operational practice, and theory and history of the practice among states. The states practices examined in greater detail in Phase II were Connecticut, Delaware, Maryland, New Jersey, New York, Pennsylvania, and Virginia. Information previously gathered in Phase I provided a starting point for this more comprehensive analysis in Phase II which includes an extensive regulatory review and analysis for each of the states in the study including fee structure, fine structure, escort policy, non-interstate road jurisdiction, and routing considerations.

The substantial regulatory review and analysis was supplemented by a series of interviews with permit issuing officials from each of the study states. Questions for Phase II interviews were developed from the regulatory review and analysis with focus on filling gaps in available information and provision of clarity on the application of various OS/OW regulations within the selected states. Interviews also yielded valuable anecdotal information on the history and evolution of each participating state's operational permitting practice.

Additionally a high level review of regional permitting in the United States was included in this phase of the study to serve as a basis for future discussions on the feasibility, advantages, and disadvantages of pursuing this method of permitting in the Mid-Atlantic Region.

Results of the Phase II study include detailed graphic and written comparison of both divisible and non-divisible load issuing state practices, policies, and regulatory framework and related conclusions about permitting in the Mid-Atlantic Region; and an analysis of regional permitting in the United States.

A set of recommendations for areas of potential enhancement of the OS/OW permitting process currently in place in New Jersey was also developed. These recommendations focus specifically on areas of potential greater harmonization in the region as well as areas in which New Jersey may provide operational efficiencies for the OS/OW industry, the agency, and enforcement personnel.

## **OBJECTIVES**

The objective of this project (Phase I & II) is to examine oversize/overweight (OS/OW) permitting practices in the United States, with a focus on “best practices” from other states and agencies, and use the lessons learned and the experiences of other jurisdictions to identify opportunities to support the Department in improving permitting in New Jersey.

In addition to the information gathered (catalogued in the national database, regional poster display, and final report) in Phase I of the Oversize/Overweight Permitting Practices Review a series of topics/issues were identified by agency stakeholders as critical in determining next steps in operational practice.

New Jersey Department of Transportation seeks more information regarding how neighboring states and others utilizing the Bentley automated permitting system throughout the nation, are addressing the following complex and inter-related questions:

- Routing – How do other states handle routing their over-dimensional loads? Do they route them or issue a blanket permit? If route specific, do they use the minimum clearance in one direction or allow the carrier to submit a route and accept the liability that their load can clear the route? If they allow the carrier to accept liability for a route, do they require escort(s)? If route specific, do they allow the carrier to revise the approved route after the permit has been issued but prior to travel dates? Do they allow extensions to the permit end date? What other conditions apply when states allow changes to approved permits prior to travel dates?
- Local and County Permitting – How do other states handle permitting of local/county roads – do other agencies/entities perform this function nationally or within the region? How is revenue accounted for and/or split?
- Definition of Permit Types/Categories – Review neighboring states’ practices for availability of and terms(cost/time) for the following permit types and related inquiries:
  - Emergency Permits – how do they handle need for permits in event of emergency?
  - Boat Permits – do other states issue a special permit for transport of boats?

- Multi-Trip Permits – do other states allow for multi-trip permits to accommodate certain industries, like the movement of construction equipment? How do other states define what is considered multi-trip/annual/blanket (ex.: is frequent movement of a boat in DE considered separate over-dimensional permits for each move or is there a blanket permit)?
  - General Blanket Permit – do other states offer a blanket OW or OD permit?
- Creation of New Permits – how are other states permitting particular loads (difference between divisible load and non-divisible states), how are they defined, and have other states created new permit types to accommodate particular freight movements?
- Relationship of Freight Movements and Infrastructure Damage – How did Pennsylvania's ton per mile fee system get developed and how does it work? Is it a statute or a regulation? Did this approach provide a means to justify permit fee increase(s)?
- Escort Policy and Fees - How do other states approach the need for and cost of escorting overweight or over-dimensional loads? What are the escort requirements for neighboring states? How do they compare to New Jersey? Who can provide escorts (State Police; Local Police; Private escort service)? Do these states reimburse police for their escorting services? If so, what is the cost? Is the cost born by the carrier or the state?
- Fee Comparison - How are revenues from permit fees collected and allocated (i.e., what is the money trail)? Where does money collected from permit fees go (General Fund; Highway Maintenance; Enforcement)?
- Fine Comparison - How do New Jersey's current fines compare to neighboring states? How do Gross vehicle Weight (GVW) fines and axle weight fines compare to neighboring states?
- Exceptional Hauling Permits – Understanding that New Jersey is not a “Divisible Load” state, questions have arisen concerning the potential ability for New Jersey to permit certain types of commodities that are considered “divisible” along non-interstate or non-National Highway System roadways. Maryland created an Exceptional Hauling Permit to accommodate the safe and complaint movement of particular loads.
- Permitting Compacts – What regional compacts exist, which states participate in each, do they issue permits on behalf of other compact states for envelope vehicles, and how are fees collected and dispersed among states? What are some examples of best practices among compact states and efficiencies (e.g., operationally and carrier recognized) achieved through these arrangements?

- E-permitting System Best Practices – What are practical lessons learned from other Bentley system user states related to streamlining processes and coordinating with neighboring states?

These broad topics/issues and related finite questions provided the basis for the Phase II prioritization and development of the Scope of Work.

## **SUMMARY OF WORK PERFORMED**

At the direction of New Jersey Department of Transportation, in order to address the primary questions and additional related questions noted above, the Cambridge Systematics technical team grouped the specific areas of inquiry into the following work steps. These categories allowed for the most efficient and concise collection of information and data by which research would be most effectively conducted and analyzed:

- Definition of Permit Type and Subcategory;
- Clarification of OS/OW Permitting Activities of Other Mid-Atlantic States;
- Identification of Opportunities to Create New Permit Types in the State of New Jersey;
- Comparison of Fees/Fines;
- Examination and Review of Multi-State Compacts; and
- Analysis of the Relationship of Freight Movements and Infrastructure Damage to Fees/Fines.

The specific work steps conducted to complete this project Phase II research and analysis included the following seven task categories and description:

### **Existing Resource Review**

In order to best evaluate the current regulatory environment in new Jersey, as well as create a baseline by which neighboring Mid-Atlantic states could be compared, contrasted, and further analyzed, a thorough review of the New Jersey Motor Vehicle Code (NJMVC) 2004 was conducted. A baseline for understanding New Jersey's current regulatory and operating environment was established and a framework for any potential flexibility in operational practice which may affect project recommendations to the agency was gauged;

### **State-specific Data Research**

Once the research was conducted and a baseline was established for New Jersey an exhaustive review, and compilation of publically available neighboring state regulations and statutes was conducted. This exercise included searches for comparable publically

available regulatory and statute information and also included information such as permit types and subcategories; commercial vehicle and trailer configurations; permit definitions; fees and fines;

## **Gap Analysis**

Once all publically available information was gathered, compared, and analyzed for New Jersey and neighboring states, determination of inconsistencies (gaps) in information and/or areas in need of further clarification through state agency contact were identified; State-specific Survey Development – In order to address the gaps in data necessary to complete the Phase II analysis, development of state specific interview tools by which to address each neighboring state and gather any lacking information and/or clarification were developed. As much anecdotal information was collected in the Phase I effort, Phase I interviews were revisited for any data which may be applicable to the Phase II tasks so as to endure no burdensome redundancy in revisiting the neighboring state agencies;

## **State Interviews for Validation and Collection of Gap Data**

Upon creation and approval of the state specific interview guides the technical team contacted neighboring state permitting agency leads, distributed interview guides and requested telephone interviews. Execution of state specific interviews to collect missing information and/or clarify issues identified in the previous research task, as well as collect any additional anecdotal context valuable to New Jersey, was obtained through telephone interviews, face to face interviews, and state completed interview guides as determined by the states;

## **Development of Presentation of Findings**

The technical team prepared interim findings material for periodic review of progress with NJDOT Project Manager and Quarterly Reporting meetings with the Bureau of Research to ensure Phase II progress toward desired end within contractual obligation and limitations. Examples of these materials include, but are not limited to, items such as scope of work; statement of work approach; expanded Phase I poster to include Connecticut; comparison of permit types by states (tables); individual state profiles; and fee analysis methodology; and

## **On-Call Support Tasks**

In keeping abreast of relevant activity, issues, and remaining responsive to other entities' requests, upon client direction the technical team participated in activities directly related to, and involving New Jersey, including participation in AASHTO Subcommittee calls/surveys; awareness of regional activities of NASTO; and also providing NJDOT with analysis of relevant legislative or policy issues on an as needed basis which impact the broader recommendations of this Phase II work.

## RESEARCH FINDINGS

In order to most effectively compare the operational, regulatory/statutory, and policy procedures of New Jersey DOT's permitting practices to other states in the Mid-Atlantic region each section of this document (where applicable) categorizes participating neighboring Mid-Atlantic states based on whether, or not, the state has Federal authority to issue divisible load permits on interstate routes within their state boundaries.<sup>1</sup>

This distinction allows for a direct comparison of like permit types among all of the states in both categories (divisible and non-divisible). For states that do not possess statutory authority to issue divisible load permits (including New Jersey) their method for accommodating overweight divisible loads is documented in cases where a method exists in statute or regulation for the state to permit a particular oversize/overweight movement.

Research findings are reported in the following topic areas:

- Permit Types and Categories
- Permit Routing
- Permit Fees
- Permit Automation
- Escort Practices and Policies
- Size and Weight Fines; and
- Regional Permitting

It should be noted that findings pertaining to Permit Types and Categories is particularly important in providing a statutory baseline for the comparison of permitting practices in the states surrounding New Jersey.

### Permit Types and Categories

This section provides a high level examination of the limitations; requirements; and description/understanding of each of the permit types issued in the Mid-Atlantic region states with the ultimate goal of providing New Jersey Department of Transportation with an operational understanding of the permit issued in neighboring states to move a

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<sup>1</sup> A divisible load is a load which can be easily divided into smaller parts – like products that are shipped on pallets or automobiles or grains, etc. A non-divisible load is a load which is unable to be divided into smaller parts – like a piece of equipment or a steel beam. All states provide permits for non-divisible loads though the truck may have restricted routing

similar load in New Jersey, and further, to identify any gaps in ability on the part of New Jersey to issue a particular permit.

Nationally, truck operation above size and weight limitations outlined in state and federal law requires a special permit issued by an agency of the state in which the travel is occurring. The permit types that can be issued by an agency for OS/OW operation are outlined in either state statute or regulation. Permit types are typically created through a legislative process initiated through industry lobbying or feedback.

Each state is allowed to create its own permit types as they see fit with one exception - Federal law states that no permits be issued for the overweight travel of a divisible load on the Interstate highway system unless that state was previously granted an exemption. In order to have received this exemption a state must have been issuing these permits prior to the Federal ban on the issuance of this permit type for travel along the Interstate Highways System.

The amount of flexibility afforded the states in the creation of permit types coupled with differing industry needs in each state has led to a wide variety of permit types issued among the states. Furthermore, states use different naming conventions for permit types which may represent the same permit, making comparisons challenging.

While every state issues a standard single trip permit for OS/OW movement, most states offer additional permit types for specific commodities and/or truck/trailer configurations to support key industries or streamline certain economic activity. Additionally, as a service to motor carriers and for issuing agency efficiencies, many states offer multi-trip OS/OW permits of varying durations (valid within specific number of days; etc.). These multi-trip permits are issued to a specific truck or company and authorize OS/OW movement for their duration. Note: In some cases states will allow their “single trip” permits to be valid for a “return trip” to allow the hauling vehicle and equipment to return to the origin of the trip without obtaining a second permit. For purposes of this analysis we are not considering this allowance for return trip to be a multi-trip permit.

Table 1 outlines the states in the study area that issue multi-trip permits and the commodities associated with these permit types.

Table 1 – State multi-trip permits

State	Issue Multi Trip Permits	Commodities and Restrictions
Connecticut*	Yes	Certain Divisible Commodities
Delaware*	Yes	Utility Companies, Ship Offloading, Interstate Travel, Cranes
Maryland	Yes	Sealed Ocean Containers, Non-Divisible Loads, Exceptional Hauling
New Jersey	Yes	Sealed Ocean Containers, Code 23 Special Oversize Trailers

New York*	Yes	Sealed Ocean Containers, Cranes, Bulk Milk, Radius Permits, Scrap Steel, Stinger Steered Automobile Transporters, Farm Equipment, Divisible Loads
Pennsylvania*	Yes	Commodity Annual, Commodity Seasonal
Virginia	Yes	Sealed Ocean Containers, Certain Divisible Commodities, Well Drillers, Fuel, Underground Pipe Cleaning Equipment, Hydro-excavating Equipment, Water Blasting Equipment

\* States with Federal divisible load exemption  
Source: State Regulations/Statutes

All of the states in the study area currently issue some sort of multi-trip permit. In order to most effectively compare how New Jersey permits a particular move versus other states in the region the states examined are first categorized by whether or not they have Federal authority to issue divisible load permits on interstate routes within their state boundaries. This distinction allows for a direct comparison of like permit types among all of the states in both categories. For states that do not possess statutory authority to issue divisible load permits, their method for accommodating overweight divisible loads is documented in cases where a method exists in statute or regulation. Secondly, for all states in the study area analysis provides a description of the permit type and any limitations established for the permit type to allow for identification of the means by which each state may handle a particular movement.

Additionally, the method in practice for handling OS/OW emergency, boat, and sealed shipping container permits was specifically examined at the request of New Jersey Department of Transportation (NJDOT).

### **Divisible Load States**

The states in this section have been granted a federal exemption to issue overweight permits for divisible loads on the interstates within their boundaries. Permit type, description, and limitations are provided for ease in comparison among states. State specific operational variances related to permitting OS/OW emergency, boat, and sealed shipping container movements are also noted.

### ***Connecticut***

Connecticut currently handles the issuance of “multi-trips” with their Monthly/Annual permit type. This permit type is available for divisible load commodities only and can be obtained for either a monthly or annual duration. For non-divisible load movements, a single trip permit is issued. The duration of a single trip permit is three hauling days.

Table 2 – Connecticut permits issued

Permit	Type	Description	Limitations
Single	Trip	A permit that is valid for the one time movement of a non-divisible OS/OW load along the routes listed on the permit.	16'W; 160,000lbs



Divisible Load	Monthly/ Annual	Authorizes the movement above legal weight limits for the following divisible commodities: sand, stone, gravel, and concrete.	Legal Dimensions; 25,000 lbs per axle
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Source: Interview document and state statute: Connecticut DOT Statutes Section 14-270

Emergency Movement - For emergency permitted movement the Department can authorize OS/OW travel outside of the standard permit time restrictions for moves made in the interest of national defense and certified as such by the Department of the Army, Military Traffic Management Command, Washington, D.C. or an emergency defined as: A calamity, existing or imminent, caused by fire, flood, riot, wind storm, explosion, or other act of god, which require immediate remedial action to protect life or property, and proclaimed as an emergency by the Governor, or in any life threatening situation. If a request for emergency movement is made during normal business hours than the standard permit process is followed and the appropriate fees apply. If emergency movement is requested outside of normal business hours, verbal authorization is given by Department personnel and the carrier is required to contact the department on the following business day and obtain a permit for the movement.

Oversize Boat Movement - Oversize boat movement is handled via the standard Trip permitting process. There is no special boat movement permit in place to accommodate moves of this type.

Overweight Shipping Containers - At this time Connecticut does not issue permits or otherwise authorize the movement of overweight shipping containers.

Weekday, Weekend, Evening, and Holiday Movement - Operating authority under a permit issued by the department is generally limited to one half hour before sunrise to one half hour after sunset for weekday moves Monday through Friday. Travel for over-dimensional (OD) loads exceeding 13'6" wide or 14' high is restricted to the hours of 9am to 4pm on Tuesday, Wednesday, and Thursday. Weekend travel and travel on holidays is limited to emergencies only (subject to the description above) and travel during the evening hours is only authorized with special permission from the Commissioner of Transportation. This authorization is typically reserved for superload and emergency moves only.

### ***Delaware***

Delaware Department of Transportation (DelDOT) issues single trip permits for both non-divisible and divisible loads of certain configuration. Delaware also issues multi-trip permits (Interstate; monthly) for both non-divisible loads and divisible loads. Single trip permits are valid for three hauling days and multi-trip permit durations range from one week to one year. Permit type descriptions and permit limitations are provided for each of Delaware's permit types in Table 3.

Table 3 – Delaware permits issued

Permit	Type	Description	Limitations
Single	Trip	A permit that is valid for the one time movement of any non-divisible load along the routes listed on the permit.	15'W;15'H; 120'L; 120,000 lbs
Superload	Trip	A single trip permit for non-divisible loads whose weights and/or dimensions exceed those allowed under a standard trip permit.	No Set Limits
Interstate Single	Trip	Delaware law allows for 3 axle vehicles to carry up to 65,000 lbs. and further, with the obtaining of an annual weight registration fee permit, carry up to 70,000 lbs. The State of Delaware, under grandfather clauses allows for single trip permits to be issued for these vehicles to run on the Interstate in Delaware up to their registered and/or permitted weight. For 4 axle vehicles the GVW permitted is 73,280 lbs.	Legal Dimensions; 73,280 lbs
Interstate Multi-Trip	Annual	Multi-trip version of interstate single permit.	Legal Dimensions; 73,280 lbs
Blanket Crane	Annual	Authorizes the annual movement of an oversize self propelled crane along designated or all unrestricted routes	12'W; 13'6"H; 70'L; 120,000 lbs
Ship Offloading	Weekly	Ship permits may be issued for oversize and/or overweight vehicles engaged in ship offloading operations conducted at the Port of Wilmington to designated locations on designated state-maintained routes exclusive of Interstate routes within two (2) miles from the property limits of the Port of Wilmington.	No Set Limits
Multi-Trip Permits	Monthly	Utility companies may be issued a permit for piling and pole trailers. Each permit may be valid for up to four designated trailers at the time of issue.  Utility companies and governmental agencies may be issued a permit for a manned and/or unmanned aerial type single motor vehicle up to 50 feet long. Each permit shall be valid for an individual vehicle only.  Pole, piling, and mill stock haulers may be issued a permit for pole, piling, and mill stock movements. Each permit shall be valid for an individual tractor only.	N/A

Source: Delaware Regulations- Title 21, Chapter 45

**Emergency Movement** - DelDOT has a procedure in place for emergency travel to authorize movement of OS/OW loads in emergency situations. The emergency must be extreme in nature; this is determined by law enforcement officials. Loads authorized to move in the event of an emergency are not to exceed 14 feet in width or 120,000 pounds on six or more axles.

To obtain emergency authorization during normal business hours the carrier must contact the hauling permit office and provide an explanation of the emergency as well as the number of associated moves expected to be made in response to the emergency. Once this has been done, permits are applied for and issued as normal but the fee is waived.

For emergency movement outside of normal business hours the carrier must call the Transportation Management Center Phone Line and speak with a Department official who will then provide verbal authorization to move the OS/OW load or loads. Since the Department is not consulted in advance in regards to the route under these circumstances, the carrier accepts full responsibility for any and all accidents, damages, or other claims of any type associated with the movement.

Oversize Boat Movement - Oversize boat movement is handled via the standard trip permitting process. There is no special boat movement permit in place to accommodate moves of this type.

Overweight Shipping Containers – Delaware offers a weekly ship permit to be issued for oversize and/or overweight vehicles engaged in ship offloading operations conducted at the Port of Wilmington to designated locations on designated state-maintained routes exclusive of Interstate routes within two miles from the property limits of the Port of Wilmington. There are no set limits on the size and weight of the ship permit.

Weekday, Weekend, Evening, and Holiday Movement - Operating authority under a Department issued permit is sunrise to sunset on Monday through Friday unless otherwise specified on the permit. Additional time restrictions can be placed on a permit to limit exposure to peak commuter traffic in certain areas. Night and weekend travel can be requested when submitting a permit application and will be reviewed on a case by case basis. If a carrier requests night or weekend travel the route is reviewed by the engineers in the Traffic Department prior to approval. Night moves are subject to additional lighting requirements as well as possible assignment of additional escorts. Travel on holidays is prohibited.

## ***New York***

The New York State Department of Transportation (NYSDOT) issues several different types of trip permits including but not limited to non divisible single trip, superload, and emergency moves. NYSDOT also issues numerous multi-trip permits including but not limited to bulk milk, sealed ocean containers, and a variety of blanket and annual permits. The duration on the multi-trip permits range from one week to one year. Trip permits are valid for five hauling days. Permit type descriptions and permit limitations are provided for each of New York's permit types in Table 4.

Table 4 – New York permits issued

Permit	Type	Description	Limitations
Single	Trip	A permit that is valid for the one time movement of any non-divisible load along the routes listed on the permit.	16' W; 15'11" H; 160' L; 199,999 lbs
Superload	Trip	A single trip permit for non-divisible loads whose weights and/or dimensions exceed those allowed under a standard trip permit.	No Set Limits
Emergency	Trip	A permit that is valid for the one time movement of a non-divisible load along the routes listed on the permit in order to meet emergency conditions.	No Set Limits
16 ft Manufactured/ Mobile Home	Trip	Authorizes the movement of manufactured or modular home units greater than or equal to 14'0" but not greater than 16'0" wide from one specific place to another by approved routes.	16' W; 14'6" H; 160' L(80' max home length); 80,000 lbs
Sealed Ocean Container	Trip/Monthly / Annual	Authorizes the movements of sealed shipping containers involved in international trade to or from a port.	8'6" W; 13'6" H; 65' L; 100,000 lbs
Military Movement	Trip	Authorizes the movement of a non-divisible over dimensional or overweight load by the military using Military vehicles. While a Special Hauling permit must be obtained, there is no fee charged for Military vehicles carrying Military loads..	16' W; 15'11" H; 160' L; 199,999 lbs
Oversize Farm Equipment- Dealer	Trip/Monthly / Annual	<p>Authorizes the movement of vehicles and implements or combinations thereof which are over legal width as prescribed by the Vehicle and Traffic Law and are used solely for farm purposes.</p> <p>There are two types of permits offered:</p> <p>Monthly/ Annual Permits: Available to move vehicles/loads up to and including 15'0" in width within a 25 air mile radius of the business location.</p> <p>Trip Permits: Available for vehicles/loads over 13'0" in width. Trip permits are required for vehicles/loads over 13'0" in width.</p>	15' W (m/yr) 16' W(trip); 15'11" H; 160' L; 199,999 lbs
Oversize Farm Equipment- Farmer	Trip/Annual	Authorizes the movement of farm tractors and implements or combination thereof used exclusively for agricultural purposes and which are not required to be registered with the Department of Motor Vehicles pursuant to article 14 of the Vehicle and Traffic Law. Farm vehicles, when in the possession of farmers, up to 17'0" in width and used solely for farm purposes are legally allowed to travel on State highways.	15'11" H; 160' L; 199,999 lbs
Special Combination	Weekly/ Monthly/	Authorizes the movement of two or three vehicle combinations, (Steel Haulers), consisting of a tractor semi trailer or tractor semi trailer and trailer	Varies by Configuration

Vehicle	Annual	<p>for specifically transporting steel, not to exceed length, height, and width as prescribed by the Vehicle and Traffic Law and up to 140,000 pounds maximum gross vehicle weight limited to approved routes listed on the permit in Erie County, City of Niagara Falls in Niagara County and the City of Dunkirk in Chautauqua County. Permits shall only cover the transportation over approved routes to or from Pennsylvania and Canada.</p> <p>OR</p> <p>Stinger-steered automobile transporters not to exceed 75 feet, not including a bumper overhang of not more than a total of seven feet, exclusive of an overhang of not more than three feet on the front and four feet on the rear of the vehicle and within 14 feet 6 inches in height, within width and weight limits indicated in the Vehicle and Traffic Law. Limited to approved routes as indicated on the permit, not to exceed seven miles from the State border, for the purpose of transporting vehicles to a distribution center</p>	
Snowplow Contractor	6 Month	Authorizes the movement of over width snow plow equipment for private contractors during "snow months." This permit is valid on State highways within a 25 air mile radius of the municipality in which the contractor's business is located.	25' W; 13'6" H; 40" L; Legal Weight
25 Mile Radius	Monthly/ Annual	Authorizes the movement of a specified vehicle carrying non-divisible loads within a 25 air mile radius of the boundaries of the municipality in which the business of the applicant is located.	12' W; 13'6" H; 79'11" L; 116,000 lbs
100 Mile Radius	Monthly/ Annual	Authorizes the movement of a specified vehicle carrying non-divisible loads within a 100 air mile radius of the boundaries of the municipality in which the business of the applicant is located.	12' W; 13'6" H; 79'11" L; 108,000 lbs
10' Statewide Blanket	Monthly/ Annual	Authorizes the movement of a specified vehicle carrying non-divisible loads on all state owned highways.	10' W; 13'6" H; 79'11" L; 100,000 lbs
12' Statewide Blanket	Annual	Authorizes the movement of a specified vehicle carrying non-divisible loads on all state owned highways.	12' W; 13'6" H; 79'11" L; 117,000 lbs
Emergency Blanket	Monthly/ Annual	Authorizes the movement of a specified vehicle carrying non-divisible loads in order to meet emergency conditions on all state owned highways.	13' W; 13'6" H; 79'11" L; 116,000 lbs
Bulk Milk	Monthly/ Annual	Authorizes the transport of bulk milk. Vehicle(s) and load must be of legal dimension(s) and the all axle, grouping and gross weights must be within 125% of legal limits as specified in the New York State Vehicle and Traffic Law, Section 385	8'6" W; 13'6" H; 65' L; 100,000 lbs

		subsections 8, 9 and 10.	
Crane Permit	Monthly/ Annual	<p>Authorizes the movement of a self-propelled crane exceeding legal size/weight limitations on state owned roads within a 25 air mile radius of the boundaries of the municipality in which the business of the applicant is located.</p> <p>OR</p> <p>Authorizes the movement of a self-propelled crane exceeding legal size/weight limitations on state owned roads within the county in which the business of the applicant is located and up to 8 additional contiguous counties.</p>	12' W; 13'6" H; 85' L; Weight limit determined by engineering analysis
Divisible Load Overweight	Annual	Authorizes the movement of divisible loads over legal weight limits on all state owned highways and the New York State Thruway.	Legal Dimensions; 117,000

Source: New York State Regulations – Section 154-1

**Emergency Movements** – New York State issues two different types of emergency permits - an annual blanket permit that allows movement of loads up to certain dimensions, and a trip permit that does not have dimensional limits. Both of these permits are only valid under emergency conditions. Emergency is defined by the

NYSDOT as follows:

*“An Emergency means any hurricane, tornado, thunderstorm, snowstorm, ice storm, blizzard, sandstorm, high water, tidal wave, tsunami, earthquake, volcanic eruption, mudslide drought, forest fire, explosion, blackout, or other occurrence, natural or manmade, which interrupts the delivery of essential services (such as electricity, medical care, sewer, water, telecommunications) or essential supplies (such as, food and fuel) or otherwise immediately threatens human life or public welfare.”<sup>2</sup>*

Emergency annual permits are obtained by applying ahead of time, like any other annual permit, and have a standard annual fee. However, there is no fee associated with emergency OS/OW trip permits and they are obtained via the following procedure:

**During Business Hours:**

- Complete an application for a Special Hauling Permit;
- Call the Central Permit Office (CPO) and explain that an Emergency Trip Permit is required;
- Send in the application for staff review; and

<sup>2</sup> NYSDOT PERM30 <https://www.dot.ny.gov/nypermits/repository/PERM30.pdf>

- If it is not possible to send a copy of the approved permit, carrier will be given a verbal approval (including any applicable requirements and restrictions) and a confirmation number.

During Non-Business Hours:

- Contact the Statewide Transportation Information Coordination Center and explain that a Special Hauling Emergency Permit is needed;
- A CPO representative will contact the carrier for the trip information;
- The CPO representative will give the carrier verbal permission (including any applicable requirements and restrictions) and a confirmation number; and
- An approved permit will be sent to the carrier the next business day.

Oversize Boat Movement - NYSDOT does not issue a specific permit for oversize boats. Those wishing to haul boats above legal limitations are required to either purchase a trip permit each time they wish to move the boat or purchase one of the monthly or annual permits available. NYSDOT does, however, have an exception in law for those hauling boats for personal use only. For boats below 10' in width, and being hauled for personal use only, certain time restrictions are waived.

Overweight Shipping Containers – NYSDOT issues both single and annual permits for overweight shipping containers. The containers must be sealed and be involved in international maritime. Permits of this type authorize travel for weights up to 125% of calculated legal weight and allow 24/7 continuous travel.

Weekday, Weekend, Evening, and Holiday Movement - Travel under an OS/OW permit is typically limited to Monday through Friday, during the daylight hours between one-half hour before sunrise and one-half hour after sunset, when weather conditions are favorable. Loads that are within 12 feet in width, 85 feet in length, legal height, and which can maintain normal highway speeds may be authorized by permit to move from ½ hour before sunrise until 12 noon on Saturday. Sunday travel is not permitted. Travel is also restricted on and around various holidays throughout the year.

Permits exceeding certain dimensions receive additional peak hour restrictions in addition to the standard time restrictions previously stated; these additional restrictions are as follows:

No travel in business districts from 7am to 9am and 4pm to 6pm for loads exceeding:

- 13'11" in width
- 13'11" in height
- 89'11" in length

No travel in New York State from 7am to 9am and 4pm to 6pm for loads exceeding:

- 15'11" in width
- 14'11" in height
- 99'11" in length

Night travel (defined as from ½ hour after sunset to ½ hour before sunrise) will not be allowed in most instances with the exception being Superload moves which are almost always required to move at night so as not to disrupt regular traffic flow. Current Department policy requires police escort for all moves taking place at night. An exception to this policy is for night moves on Long Island (NYSDOT, Region 10). Long Island has a significant volume of oversize night moves due to the fact that New York City requires most oversize loads move through the city at night. A pilot program was implemented in 2006 which allowed night travel within this region without the presence of police escorts for moves up to 14'-0" high and 14'-0" wide. Two Certified Escorts were allowed to take the place of the police escort. This program was successful, and the pilot program requirements were made permanent policy in 2007.

Conditions in the lower counties of New York are similar to conditions on Long Island, and due to the proximity to New York City there are more night moves taking place than in other areas of the state. The high frequency of these moves resulted in the Department implementing a pilot study in early 2010 similar to the successful 2006 pilot on Long Island. Currently this second pilot program is active but has not yet been formally adopted into policy.

### ***Pennsylvania***

Oversize and Overweight permits for travel in Pennsylvania are issued by Pennsylvania Department of Transportation (PennDOT). PennDOT issues three categories of permit types and several subtypes within these categories. PennDOT issues single trip for non-divisible loads and multi-trip permits for certain commodities, both divisible and non-divisible in nature. Single trip permits have a duration of five days, with a couple of exceptions. Multi-trip permit types are valid for a period of one year. Permit type descriptions and permit limitations are provided for each of PennDOT's permit types in Table 5.

Table 5 – Pennsylvania permits issued

Permit	Type	Description	Limitations
Single	Trip		No Set Limits
Commodity Specific	Seasonal	Authorizes the oversize/overweight movement of the following commodities for a specified period of time: Implements of Husbandry, Building Structural Components, Utility Construction Equipment and Self Propelled Cranes	Limits vary by commodity
Commodity	Annual	Authorizes the oversize/overweight movement of the	Limits vary by



Specific		following commodities for a period of up to one year: Float or Flat Glass, Waste Coal, Combustion Ash, Limestone, Refined Oil, Particle Board, Construction Equipment, Wooden Structures, Live Animals, Animal Feed, Special Mobile Equipment, Quarry Equipment and Machinery, Containerized Cargo, Nonhazardous Liquid Glue, Waste Tires, and certain Commodities in the Course of Manufacture,	commodity
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Source: Interview and Pennsylvania Special Hauling Permit Manual

**Emergency Movement** - Pennsylvania issues an emergency permit that authorizes travel when movement is made in response to an event that affects public safety or convenience. Examples of emergencies for which travel would be authorized include natural disasters, train derailments, and utility or power failures. To obtain emergency authorization the carrier must obtain an emergency permit through PennDOT's automated permit system. The carrier must use the system to determine a safe route before a permit is issued. In the event that the system is down, or a carrier is unable to determine a safe route using the permit system, the carrier must contact the State Police Telecommunications Center where Pennsylvania State Police (PSP) can authorize emergency movement. The PSP will notify permit office personnel that verbal authorization has been given for an emergency movement and it is the responsibility of the carrier to apply for a permit for the move within 72 hours.

**Oversize Boat Movement** - Pennsylvania does not have a special permit for oversize boat hauling and they do not have a general blanket or other type of annual permit that addresses boat moves specifically. Due to this, all oversize boat movement is handled via the standard trip permit process.

**Overweight Shipping Containers** – Pennsylvania provides an annual permit for the movement of containerized cargo with limitations defined by the commodity being moved.

**Weekday, Weekend, Evening, and Holiday Movement** - Operation under a standard OS/OW permit is limited to Monday through Friday from sunrise to sunset and, in some cases, on Saturdays until noon. An exception to this time restriction is when a vehicle's overall dimensions are within legal limitations and the overall gross weight does not exceed 107,000 lbs. When operating under a permit that meets these criteria, travel is authorized 24 hours a day/7 days a week. Night travel, while not authorized in most situations, can be authorized for Superload and emergency movement.

### **Non-Divisible Load States**

The states reviewed in this section are not authorized to issue overweight permits for divisible loads on interstate routes within their boundaries. This limitation is only for interstate routes and some states have, in response to industry feedback or lobbying, created permit types that allow the movement of overweight divisible loads on some portion of their state highway network.

## Maryland

Maryland State Highway Administration (MDSHA) issues single trip permits for non-divisible loads and certain special vehicles which cannot be registered (similar to Farm Use designated exemptions). MDSHA also issues a few multi-trip permits including containerized cargo and exceptional hauling movements. As an example of a state which has created a permit type in lieu of having federal exemption to issue divisible load permits, the Exceptional Hauling multi-trip permit authorizes certain divisible loads to haul above legal weight on state owned highways. Travel on the interstate under this permit is not allowed as it is not authorized through the federal exemption. Permit type descriptions and permit limitations are provided for each of Maryland's permit types in Table 6.

Table 6 – Maryland permits issued

Permit	Type	Description	Limitations
Single Vehicle/ Special Vehicle	Trip	A permit that is valid for the one time movement of a non-divisible OS/OW load along the routes listed on the permit. This permit is also available for Special Vehicles that cannot be registered.	No Set Limitations
Book	Trip	A "book" of ten (10) trip permits that is purchased in advance and used as needed. Same restrictions as a single trip permit but with a shorter duration and size limitations.	13'W; 15' H; 85' L; 90,000 lbs
Blanket Hauling	Monthly/ Annual	Authorizes the movement of a specified vehicle hauling a non-divisible load on highways in Maryland.	12' W; 14' H; 75' L; 80,000 lbs
Containerized Cargo	Annual	An annual permit authorizing the overweight travel of containerized cargo going to or coming from the Port of Baltimore along specific routes listed on the permit.	Legal Dimensions; 90,000 lbs
Exceptional Hauling	Annual	Authorizes the movement of certain divisible commodities on non-interstate routes in the state of Maryland. Only valid for agriculture products as defined under Agriculture Article 10-601: "Any agricultural, horticultural, vegetable, or fruit product of the soil, including livestock, meats, marine food products, poultry, eggs, dairy products, wool, hides, feathers, nuts, honey, and every product of farm, forest, orchard, garden or water, but does not include canned, frozen, dried, or pickled products."	87,000 lbs gross; 20,000 lbs axle

Source: Interview and Maryland Statute: Title 11, Subtitle 04, Chapter 1

**Emergency Movement** - In the event of an emergency, departmental regulations outline a set of procedures to allow OS/OW response movement. Maryland regulations define an emergency to include a danger of loss of life, serious bodily injury, fire, severe property damage, hazardous material leakage, or major interruption to the flow of traffic on any part of the State highway system.

The procedure allows a carrier to move without having a permit in possession at the time of the move but still requires that the carrier go through a designated permit office

staff member to obtain approval prior to movement. The carrier is also charged a fee, as normal, for the emergency permit.

Additionally, potential permittees expecting to respond to emergency situations are to send a written request for emergency response status to the Director of the Office of Administration.

Oversize Boat Movement – Maryland does not have a specific boat permit. Transporters of oversize boats can obtain permits via the standard permit process and carriers can apply for either single trip permits or an annual blanket hauling permit.

Overweight Shipping Containers – Maryland provides an annual permit authorizing the overweight travel of containerized cargo going to or coming from the Port of Baltimore along specific routes listed on the permit. Permitted moves must be within legal dimensions and up to 90,000 lbs.

Weekday, Weekend, Evening, and Holiday Movement - Permitted travel is allowed Monday through Friday from ½ hour before sunrise until ½ hour after sunset. Travel is also permitted on Saturday from ½ hour before sunrise until noon. Sunday and travel around the holidays is restricted.

Permits for loads exceeding 45 tons gross weight, 100 feet or more in length, or 12 feet or more in width are restricted to traveling from 9 a.m. to 3:30 p.m. only. Oversize or overweight special mobile equipment that is self-propelled and cannot maintain a speed of at least 40 miles per hour is prohibited from the Capital Beltway (I-95/I-495) and Baltimore Beltway (I-695/MD 695) between the hours of 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.

Night travel is authorized under certain conditions with departmental approval. Requests for night travel are reviewed by the permit office on a case by case basis.

### ***New Jersey***

New Jersey Department of Transportation (NJDOT) issues one type of single trip permit that covers all non-divisible load movements. NJDOT also issues a number of multi-trip permits for non-divisible loads for specific commodities. New Jersey does not, to date, issue a permit that authorizes the movement of any divisible load commodities on the state highway system. Single trip permits are valid for a period of five days while the multi-trip permits are valid for either one month or one year. Permit type descriptions and permit limitations are provided for each of New Jersey's permit types in Table 7.

Table 7 – New Jersey permits issued

Permit	Type	Description	Limitations
Single	Trip	A permit that is valid for the one time movement of a non-divisible OS/OW load along the routes listed on the permit.	No Set Limits
Sealed	Annual	Authorizes the movements of sealed shipping containers	Legal

Container Permit		involved in international trade to or from a port.	Dimensions; 90,000 lbs
Code 23 Permit	Monthly	Authorizes OS/OW travel for a non-divisible load along a specific route. Issued to a single vehicle to haul a single piece of equipment	10' W; 70' L
Special Oversize Trailer	Lifelong	Code 23 Special Oversize Trailer permit is not route specific. This permit is valid with one piece of load up to 80,000 lbs.	10' W; 70' L

Source: Interview, New Jersey Statutes: Title 13, Chapter 18, Subchapter 1

**Emergency Movement** – New Jersey does not issue an OS/OW emergency permit as some other states do but New Jersey statute does state that The Chief Administrator of the New Jersey Motor Vehicle Commission may promulgate rules and regulations, including the establishment of fees, for the issuance, at his discretion and if good cause appears, of a special written permit authorizing the applicant under emergency conditions, to operate or move a type of vehicle or combination of vehicles or special mobile equipment of a size or weight, including load or contents, which exceeds the maximum size or weight limitations specified in law (NJSA 39:3-84).

**Oversize Boat Movement** – New Jersey does not issue a specific permit type for OS/OW boat movement but rather offers a carrier option to apply for a single trip permit for each move of an oversize boat.

**Overweight Shipping Containers** – New Jersey authorizes the movements of sealed shipping containers involved in international trade to or from a port through an annual sealed container permit for loads of legal dimension and up to 90,000 lbs.

**Weekday, Weekend, Evening, and Holiday Movement** – Travel under an OS/OW permit is typically limited to daytime hours though carriers can request night travel authorization when applying for a permit. These requests are reviewed by the permit office and granted as deemed appropriate. Travel on weekends is allowed under most circumstances. Travel on and around the various holidays throughout the year is restricted only for OS.

## ***Virginia***

Virginia Department of Motor Vehicles (VADMV) issues trip permits for non-divisible loads and multi-trip permits for both divisible and non-divisible loads. The permits for divisible loads are commodity specific and do not authorize travel on the interstate system; there is no fee for obtaining these permits. Single trip permits for non-divisible loads are valid for thirteen days and multi-trip permits are valid for a period of one to two years. Permit type descriptions and permit limitations are provided for each of Virginia's permit types in Table 8.

Table 8 – Virginia permits issued

Permit	Type	Description	Limitations
Single	Trip	A permit that is valid for the one time movement of a non-divisible OS/OW load along the routes listed on the permit.	15'W; 15'H; 150'L; 115,000
Superload	Trip	A permit that is valid for the one time movement of a non-divisible OS/OW load exceeding the size and weight limitations of a standard single trip permit.	No Set Limitations
Blanket Hauling	Annual	Authorizes the movement of a specified vehicle hauling a non-divisible load on highways in Virginia. No specific route is required.	14' W; 14'H; 100'L; 115,000 lbs
Superload Blanket	Annual	An annual permit issued on a case by case basis for dimensions exceeding the limitations of the normal blanket permit.	No Set Limitations
Exempted Blanket Hauling	Annual	An annual permit authorizing the overweight travel of the following commodities along non-interstate routes: Sealed Ocean Containers, Well Drillers, Fuel, Underground Pipe Cleaning Equipment, Hydroexcavating Equipment, Water Blasting Equipment, Concrete Mixers, Coal, Construction Related Excavation Materials, Solid Waste, Farm Produce, Cotton Seed,	Limitations are Commodity Specific

Source: Code of Virginia Title 46.2 Chapter 10.

Emergency Movement – Virginia DMV handles requests for emergency moves on a case-by-case basis. An emergency is defined as "a calamity, existing or imminent, caused by fire, flood, riot, windstorm, explosion, act of God, or other situation which requires immediate remedial action to protect life or property."<sup>3</sup> Waivers are issued by the appropriate state authority exempting overweight or overwidth carriers, who are responding to and supporting relief efforts, from statutory size and weight limitations. Maximum size and weight limitations are to be identified in the waiver and all requests that exceed those limitations will require application for a hauling permit in accordance with the established processes that govern the permitting process.

Oversize Boat Movement – No oversize boat-specific permit is issued by the state of Virginia. Carriers hauling oversize boats can obtain either a trip or blanket permit to gain movement authorization.

Overweight Shipping Containers – Virginia DMV issues a blanket hauling permit at no charge for haulers moving overweight sealed shipping containers coming from or going to a seaport.

Weekday, Weekend, Evening, and Holiday Movement – Normal times of travel for permitted loads are sunrise to sunset, Monday through Saturday. No permitted travel is

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<sup>3</sup> defined in 24VAC20-81-190

allowed within the corporate limits of cities/towns between the hours of 7 am to 9 am and 4 pm to 6 pm except for configurations that are overweight or over length (not exceeding 85 feet, including rear overhang) only. No travel is allowed on Sundays, except for loads that are permitted for overweight or over length (not exceeding 85 feet, including rear overhang) only. The VADMV Hauling Permit Section may modify the normal hours of travel or restrict times of travel if it is determined necessary and giving primary consideration to the safety and well-being of the traveling public.

Night travel can be requested when applying for a permit. Certain super load vehicle configurations may be required to travel during the hours of darkness so as not to disrupt normal peak traffic flow. If night travel is required/granted additional escort and other restrictions may be applied.

### **Permit Routing Practices**

This section provides an overview of the operational methods of routing OS/OW loads in the Mid-Atlantic States. Routing practice and requirements documentation is presented by two categories – 1) routing for permit types that require a specific route (e.g., trip permits); and 2) routing for permit types that do not require specific routes (e.g., blanket permits). This section also examines route survey policies currently in place as well as local municipality permitting practices for the study states.

The varied operational practice of routing permitted loads among states is due to such factors including availability of staffing resources, differing levels of automation, and varying business processes and policies. Routing practices can also vary by permit type as restrictions to physical constraints apply (bridge height and weight limitations; etc.) but all permits issued by state agencies fall into one of the following categories:

- Permit is only valid on the specific route listed on the permit; or
- Permit does not have a specific route listed on the permit and is valid on all or some set of routes under the jurisdiction of the issuing agency.

Typically, permits valid along a specific route are single trip permits of a short duration and permits that do not have a specific route are multi-trip or annual permits of a longer duration. In some cases a state agency will allow the amendment of travel dates and the routes associated with a single trip permit type, should the need arise. For permit types not requiring a specific route, there may still be routing restrictions associated with the permit (e.g., origin and destination/O&D pairs). In all cases issuing agencies have laws stating that carriers are liable for any damage to the roadway as a result of their permitted operation. The following Table 9 summarizes the routing requirements for permits issued by the states in this study.

Table 9 – State routing requirements

State	Issues Route Specific Permits	Issues General Route Permits	Allow Route Changes to Approved Permits	Allow Date Changes to Approved Permits
Connecticut	X	X	No	No
Delaware	X	X	Yes*	Yes*
Maryland	X	X	Yes	Yes*
New Jersey	X	X	No	Yes*
New York	X	X	No	No
Pennsylvania	X	X	No	Yes
Virginia	X	X	No	No

\* Only under specific circumstances (breakdown, poor weather, etc.)

Source: State Statutes/Regulations

As part of the permit routing process, some states require carriers to submit a route survey with the permit application for loads above a certain size and weight threshold. A route survey is a document stating that a given route was driven and evaluated to ensure that a load can safely operate along a requested route prior to its movement. The size and weight thresholds for the requirements of a route survey, if one is required, vary by state.

Permits for OS/OW travel on roads not under the governance of a state agency are generally, but not always, handled separately from the agency's permit process. Carriers will obtain permission to operate on these roads from the local municipalities because most state permitting agencies do not have the ability to authorize travel on local roadways. Of the states whose practices are examined as part of this study, the states of Connecticut, Delaware, Maryland, and Virginia all issue some number of permits on behalf of local and or county municipalities while New York, New Jersey and Pennsylvania do not.

## **Connecticut**

### ***Permit Routing/ Route Review***

Connecticut Department of Transportation (CTDOT) issues non-divisible trip permits that require a specific route to be listed on the permit. Generally, non-divisible loads have physical constraints dictating a particular route as approved by state engineers. CTDOT also issues multi-trip divisible load permits that do not require a specific route to be valid – the premise being the physical constraints can be accommodated safely on more route options. Carriers are responsible for ensuring they do not travel along any weight posted bridges or roadways.

For single trip permits routes are submitted by the carrier and manually reviewed by one of four permit unit staff. Permit unit staff reserves the right to designate routes for the carrier should the routes submitted be invalid. For loads exceeding 160,000 pounds in

overall gross weight an additional review by the Department's engineering staff is required prior to approval.

### ***Route Survey Requirements***

Connecticut's route survey requirements only apply to non-divisible permit types, as they are the only permit types that require a specific route. A route survey is required to be submitted with a permit application for all oversize loads whose height exceeds 14 feet. A route survey is performed by driving the requested route with a height pole and verifying that the load for which the permit is being obtained can safely pass under all overhead objects along the route. Anyone working for a trucking company or a survey company is authorized to perform a route survey.

### ***Local Municipality Permitting Practices***

CTDOT is the only permit issuing agency in the state of Connecticut. An OS/OW permit obtained from the agency is valid on all local municipality, county, and Interstate Highways in the state.

## **Delaware**

### ***Permit Routing/ Route Review***

Delaware Department of Transportation (DeIDOT) single trip permits are valid for one trip and require a specific origin, destination, and route to be requested upon submittal. Unlike some other states, trip permits issued by DeIDOT are not valid for a return trip. If the load needs to be moved back to its origin, a second permit must be obtained. Carriers are responsible for selecting and entering the desired route into the automated permit system when they apply. DeIDOT provides an updated list of restrictions for carriers to use when selecting a route for the move. After entering the vehicle and route information in the system the application is then submitted electronically to the permit staff for review. There is currently only auto-approval for one permit type but Delaware is working on increasing the number of auto-issued permits in the future. Automated routing software is expected to be implemented in FY13.

Loads exceeding 120,000 lbs in overall gross or 24,000 lbs in individual axle weight are subject to engineering review and loads exceeding 15 feet in height are subject to review by the traffic control device staff to verify the load will not harm any traffic signals.

DeIDOT has the authority to issue a number of multi-trip permits; none of which require a specific route to be issued. One multi-trip permit is only valid on interstate routes; another is valid only on specific routes from the port; and the rest are valid on any non-restricted routes which can be safely traversed. Carriers operating under a multi-trip permit are expected to check their routes for restrictions and posted bridge clearances prior to each trip. Links to current restrictions can be found on DeIDOT's website.



### ***Route Survey Requirements***

Route survey requirements associated with OS/OW movement vary depending on the permitted route in Delaware. The typical route requires a survey to be completed and submitted with an application for loads exceeding 14'6" in overall height but some exceptions exist. Currently, any survey company or trucking company representative can perform a route survey provided the survey contains the minimum elements outlined in DelDOT Policy and contains a certifying signature. DelDOT is currently conducting an internal review of their survey requirement policies and procedures and may alter these requirements in the future.

### ***Local Municipality Permitting Practices***

DelDOT currently issues permits for all Interstate, U.S. Highways, State Highways, and county roads in the state of Delaware.

## **Maryland**

### ***Permit Routing/ Route Review***

Maryland trip permits are valid for one trip along a specific route. When applying for a permit of this type, the carrier or permit service ordering the permit enters the origin, destination, and connecting route into the system with the truck and load information. The application is submitted electronically to the permit staff for review. In addition to the permit staff review, permit applications exceeding 16' in width, 16' in height or weighing greater than 120,000 lbs can be subject to an engineering review prior to approval. (for Interstate only routes the weight limit is 150,000).

For blanket hauling permits, no specific route is required to be valid. Carriers operating under a blanket permit are expected to check their routes for restrictions prior to each trip. Maryland publishes a restriction list that is updated as necessary and can be found on their website. It is the responsibility of the carrier to review the current list of travel restrictions prior to any move being made under the authority of these permits. Additionally, a carrier operating under the authority of this blanket hauling permit is not allowed to cross any bridges where the gross vehicle weight of the vehicle and load exceed the posted weight limit for that bridge.

The annual containerized cargo permit is issued with a set of approved routes. Travel under this permit is only authorized along these routes.

### ***Route Survey Requirements***

Carriers applying for permits with heights exceeding 14'6" are required to submit a route survey certifying the load's specific height clearance as part of the permit application. The route survey requirement is a policy change that was implemented due to a high number of bridge hits by over-height vehicles operating in Maryland. There are no limitations associated with who has the authority to perform a route survey.

### ***Local Municipality Permitting Practices***

In May of 2008 the Maryland State Highway Administration (MDSHA) entered into an agreement with the City of Baltimore to issue OS/OW permits on behalf of the city. This agreement was developed in order to facilitate improved access to and from the Port of Baltimore and improve the level of customer service to industry. Fees collected by MDSHA for city permits are transferred to the City of Baltimore on a monthly basis less a \$2 processing fee per permit.

Permits issued by MDSHA on behalf of the City of Baltimore generally do not exceed 12' in width, 14' in height, and weigh no more than 120,000 lbs. Loads larger than this must obtain a permit directly from the city unless an exception has been made.

All other local jurisdictions in Maryland are authorized to issue their own OS/OW permits; MDSHA does not issue permits on their behalf.

### **New Jersey**

#### ***Permit Routing/Route Review***

New Jersey issues single trip permits and an annual permit for ocean borne containerized cargo. For single trip permits the carrier has choice of selecting their own route or having the online automated system find one for them. In either case, the route selected is analyzed by the automated system and checked for height clearance issues as well as bridge loading failures. The annual ocean borne container permit does not require a route on the application but does have route restrictions. Routes not eligible to be used under this permit are attached to the approved permit for carrier reference.

#### ***Route Survey Requirements***

New Jersey does not currently have a route survey requirement for length, width or height. The automated permit system contains a "Clearance Analysis Override" feature that allows carriers to check off a box and accept all liability for load clearance along their route if they have sufficient knowledge and experience with the clearances along that route. The clearance analysis override feature is an electronic version of a route survey. This feature was implemented to combat limitations in New Jersey's bridge clearance data. The system contains minimum clearance in one direction and given the different vertical profiles of the roadways, a bridge could have a higher clearance the other direction. This feature allows carriers to override route errors received during the application process should they have a greater knowledge of route clearance and accept liability for movement along the route. There are no limitations on who can perform a route survey in the State of New Jersey.

### ***Local Municipality Permitting Practices***

New Jersey does not issue permits on behalf of local municipality owned roadways or on toll highways. State regulations state that permits issued by the state of New Jersey are only valid on roads under the jurisdiction of the NJDOT. Travel authorization for all other roads must come from the agency that has jurisdiction over the road.

## **New York**

### ***Permit Routing/Route Review***

New York State issues both single trip permits that are valid along a specific route only and they also issue annual and monthly permits that are valid on all state owned highways. Carriers operating under an annual permit are expected to check their routes for construction and other restrictions prior to each trip using New York State's Oversize/Overweight Routing Map under the authority of the permit.

All single trip permits require a route to be approved and the load is required to stay on this route for the entirety of the trip. It is the responsibility of the carrier to submit a route with their permit application. New York State DOT provides an interactive routing map that displays current construction restrictions and load posted bridge restrictions in the state. Additionally, the tool displays all of the bridge height clearances in the state. The bridge and clearance data is updated as part of the State's periodic bridge inspection process. Construction restrictions are updated by regional staff as projects begin or end.

Once an application is submitted to the permit office, a permit technician will use an internal version of the routing map to check the route for issues. A permit technician will not give the carrier a new route if the route submitted is going through a restricted area or over a posted load bridge. The permit application will be rejected and the carrier will be required to submit a new route for review. If everything on the application is approved, including the route, the permit will be issued with the appropriate restrictions.

For loads exceeding 140,000 pounds in overall gross weight a structural analysis is required. Trip permits are required to have axle weight and spacing information and this data is used by the Structures Division to analyze the routes on a permit application for loads exceeding this weight threshold. The New York State DOT maintains bridge data for all bridges in the state whether they own the bridge or not. The Structures Division can deny a permit with a certain route, place speed restrictions for certain bridge crossings along a route, and/or require the carrier to submit a permit from the municipality who owns the bridge with the application prior to approval.

### ***Route Survey Requirements***

For loads exceeding size of 15'11" wide, 13'11" high, and 99'11" long a route survey is required to be submitted along with the requested route on an application. A route survey is performed by physically driving a route and checking for any potential issues that would affect the safe passage of the load for the route being surveyed. If the route survey is being performed due to height in excess of 13'11" then the route survey must be driven with a height pole set 3" to 6" higher than the overall load height to check for appropriate vertical clearance along the route. A route survey can only be performed by a New York State certified escort and they are responsible for the accuracy of the survey.

### ***Local Municipality Permitting Practices***

In New York State the Department of Transportation does not have permitting authority over locally owned and maintained roadways. This includes some state highways that are under local jurisdiction. While a NYSDOT issued permit may include local roads, there is language on the permit itself which states the permit is not valid on local roads and it is the responsibility of the carrier to obtain all of the required municipal permits along the route the load is traveling. Additionally, state law declares that municipalities shall not have less than fifteen days to comment in situations where the state issues a permit that travels on local roads. It should be noted, though the law states they have 15 days to comment, no municipality has exercised that right to date.

Though some municipalities have a permit process the overwhelming majority of municipalities in the state do not require a permit and they honor the NYSDOT issued permit on their roadways. Some local agencies perform an analysis on the roads within their jurisdiction on which the load is traveling and other agencies just collect a fee for traveling on their road. To assist carriers with the local permitting process the state has provided a listing, by region, of the counties in the state and their permit office contact information for those which do in fact issue permits. In addition to the county permits that may be required, there are some cities and towns that issue permits as well. At this time there is no list that identifies all of these municipalities.

Additionally the Department of Transportation does not have the authority to permit vehicles to travel on the New York State Thruway or within New York City. Carriers must apply for permits through these agencies to obtain permission to travel. Because the state permitting process is separate from local and other agencies' permit process there is no revenue sharing. Each agency collects their own fee and directs the funds as desired.

## **Pennsylvania**

### ***Permit Routing/Route Review***

PennDOT issues single trip and multi-trip permit types. Single trip permits are valid only along the route listed on the permit. There are several different types of annual permits issued by PennDOT with some requiring a specific route for validity and others allowing greater degrees of freedom in route selection. These annual permit types authorize travel on all routes under state jurisdiction or some subset thereof based on the limitations for that specific permit type. Route specific annual permits are subject to periodic analysis throughout the duration of the permit and are subject to revocation should it be determined that a route is no longer feasible for movement of the permitted load. Route selection for all single trip permits are performed by the carrier through PennDOT's automated permit system. The system reviews the route submitted by the carrier and checks the route against a restriction database. If there are no restrictions along the route than the permit is auto-issued and sent to the carrier. Should there be a restriction along the route than the region in which the restriction is present is notified that a manual review of the application is required. That region then reviews the section

of the route with the restriction and modifies the route, or rejects the application as appropriate.

In some cases a load may exceed a certain dimension or weight threshold and require additional engineering review prior to approval. For example, a load that is within three inches of a bridge overpass or one with an axle weight above 200,000 lbs would require manual engineering approval.

### ***Route Survey Requirements***

PennDOT requires that a route survey be submitted with permit applications for all Superloads (loads exceeding 16' in width, 160' in length, or 201,000 lbs) and for all loads greater than 14'6" in height. There are currently no limitations on who is authorized to perform a route survey. Typically, surveys are performed by a survey company or a representative of the trucking company hauling the load.

### ***Local Municipality Permitting Practices***

Oversize and Overweight permits issued by the State of Pennsylvania do not provide authority to travel on locally owned roads or roads under the jurisdiction of the Turnpike Authority. Local routes, when included on a State permit, are shown in brackets [ ]. Additionally, a permit restriction states that the carrier is required to contact the local municipality 24 hours prior to movement and obtain permission. Carriers traveling on turnpike routes must obtain permission from the Turnpike Authority and denote their turnpike hauling permit number as well as their posted road bond permit number.

## **Virginia**

### ***Permit Routing/Route Review***

The state of Virginia issues both route specific single trip permits and non-route specific multi-trip permits. Single trip permits require a specific origin, destination, and route. Virginia has an automated routing system to assist with the routing of OS/OW trip permits. It allows for the self issuance of certain permit types and routes and increases the turnaround time of the other permits. Permits that are not self issued are reviewed by permit staff. For example, Superload trip permits are subject to additional requirements that can include the addition of travel plans and extensive route analysis before permit approval for travel will be given.

Virginia's multi-trip permits are not issued with a specific route. These permit configurations are reviewed by permit unit staff and given a list of structures that they cannot cross while operating under the authority of their permit. The carrier is then responsible for avoiding those structures while operating under the permit.

### ***Route Survey Requirements***

No information available at this time

## ***Local Municipality Permitting Practices***

Local municipalities have the authority to issue permits for travel on roads that they own and maintain. There are ten municipalities that currently issue permits to travel on their roads. Virginia DMV also issues permits on behalf of several municipalities in their state.

### **Permit Fees**

This section examines the fees associated with the permit types identified previously. To ensure effective comparison, permit fees have been placed in the same classification structure as the permit types. Fee structures that attempt to recover infrastructure damage by “scaling up” with permitted weight are outlined to include specific information used and steps taken in the development and implementation of this fee structure. Just as the states are free to create permit types to fit the needs of industry within their borders they are also free to set the fees associated with these permit types. Fees associated with single trip permits are generally more expensive than those associated with multi-trip permit types with a few exceptions. Some states have taken the approach of assigning flat rate fees to permit operations while other states have adopted fees that scale by weight or distance in an effort to recover some of the cost of OS/OW travel on their roadways.

The states in this study with scaling weight fees are:

- New Jersey: \$5 for every 2,000 lbs above legal weight
- Delaware: \$5 for every 8,000 lbs above legal weight
- Maryland: \$5 for every 2,000 lbs over 90,000 lbs
- Virginia: \$0.10 per mile when above legal weight

It should be noted that a permit issuing agency’s primary function is to ensure the safe travel of these loads on state highways, so permit fees rarely account completely for the damage done to the infrastructure from permitted vehicle travel. Also notable, fee increases are not common with most states in the study area. Required legislative changes and associated timeline for fee increases are cited as reasoning for no changes. Given recent economic conditions the perception of an additional cost to the carriers is possibly another reason fees remain unchanged.

### **Connecticut**

Connecticut has two different fee structures, one for each of the permit types that it issues. For their non-divisible trip permits, they have a flat fee of \$23 plus an electronic transmission fee of \$3. For their divisible load monthly/annual permits they have a multiplier fee of \$7 for every 1,000 pounds of weight authorized by the permit. Neither of the fee structures is directly related to the infrastructure cost of operating above legal weight.

## Delaware

Delaware issues single trip and multi-trip permits with each individual permit type having its own fee. Fees are assigned as follows:

Table 10 – Delaware OS/OW permit fees

Permit Type	Permit Fee
Single Trip	\$10 plus \$5 per 8,000 lbs, or fraction thereof, over legal weight
Superload Trip	\$30 plus \$5 per 8,000 lbs, or fraction thereof, over legal weight
Interstate Divisible	\$1 per trip
Multi-Trip Permits	\$30

Source: Delaware Regulations

Though the Delaware permit fees scale by weight, they are not related to the infrastructure costs associated with operation above legal weight limits.

## Maryland

Maryland has two different fee structures, one for single trip permits and one for multi-trip permits. Trip permits for non-divisible loads are charged a fee of \$30 plus \$5 for every 2,000 lbs above 90,000 lbs. There is also an additional fee of \$8 for every structure that is analyzed by the department during the permit review process. For multi-trip permits, the fee is \$500 per year and \$50 a month for the permit types that can be obtained monthly. The exception to this fee structure for annual permits is the sealed shipping container permit. Maryland issues permits for the overweight travel of sealed shipping containers moving to and from the port of Baltimore at no charge. Maryland's permit fees are not associated with cost of infrastructure use.

## New Jersey

New Jersey's OS/OW permit fee structure is a combination of flat and scaling fees with additional fees for various attributes. The following table outlines New Jersey's fees by permit type.

Table 11 – New Jersey OS/OW permit fees

Permit Type	Base Fee	Transaction Fee	Service Charge	Size Fee	Weight Fee
Single Trip-Oversize	\$10	\$12.00	5% of Total Fee	\$1 per foot, or fraction thereof, in excess of 14' in width and 63' in length.	N/A
Single Trip-Overweight	\$10	\$12.00	5% of Total Fee	N/A	\$5 per ton, or fraction thereof, in excess of calculated legal weight
Single Trip-	\$20	\$12.00	5% of Total	\$1 per foot, or fraction thereof,	\$5 per ton, or fraction thereof, in

Oversize and Overweight			Fee	in excess of 14' in width and 63' in length.	excess of calculated legal weight
Sealed Ocean Borne Container	\$100	\$12.00	5% of Total Fee	N/A	N/A
Code 23 Permit	\$0	\$12.00	5% of Total Fee	\$1 per foot, or fraction thereof, in excess of 14' in width and 63' in length.	None
Code 23 Special Oversize Trailer	\$0 with Code 23 Registration	\$12.00	5% of Total Fee	N/A	N/A

Source: New Jersey Regulations

**New York**

New York State charges a flat rate for all of their non-divisible load trip permits and some of their multi-trip permits. A few multi-trip permit fees scale based on the weight authorized by a particular permit. Additional fees for adding trailers to all types of annual permits are assessed based on the number of configurations to be associated with each permit. For non-divisible load trip permits, a flat fee of \$40 is assessed regardless of the size, weight, or route. State statute does allow the state to charge an additional administrative fee on top of the permit fee but currently this right is not exercised.

For most non-divisible load monthly and annual permits a flat fee of \$50 per month or \$360 for a year is assessed to the carrier with an additional \$20 fee for each trailer configuration beyond the first that is authorized to travel under the permit. A different trailer configuration is defined as a trailer having different axle spacing(s) or axle weight ratings than those of the trailer listed on the permit. For trailers with the same spacing(s) and ratings there is no additional charge for adding these trailers to a permit.

Non-divisible annual permits that are not charged a single flat fee include the 12' wide blanket permit and the annual crane permit. The fee for the 12' wide blanket permit varies from \$360 to \$900 depending on the amount of weight authorized by the permit; the trailer fee is the same as the other annual permits noted above. The annual crane permit can be obtained for contiguous counties; when this occurs the fee is \$120 per county, up to 9 counties.

For divisible load annual permits the fee structure is slightly different from that of the non-divisible load annual permits. There are several different divisible load permit types that can be obtained, each having a different allowed weight, axle configuration requirement, and associated fee. The following table outlines the allowed weights and fees of the divisible load permit types

Table 12 – New York divisible load permit fees

Permit Type	Minimum Axles	Maximum Axles	Minimum Wheelbase	Maximum Gross Weight	Fee
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Type 1	3	4	16 ft	97,400 lbs	\$360
Type 1A	5	N/A	16 ft	102,000 lbs	\$750- 5 or 6 axles; \$900- 7 or more axles
Type 7	6	N/A	36 ½ ft	107,000 lbs	\$750- 6 axles; \$900- 7 or more axles
Type 9	7	N/A	43 ft	117,000 lbs	\$900

Source: NY 385 V&TL

Carriers obtaining divisible load permits can apply for multiple permit types, allowing for greater flexibility in configurations when hauling various commodity types under the permit. For example, a carrier who has a Type 9 permit may wish to haul a commodity at a weight of 100,000 lbs instead of 117,000 lbs. If the carrier only has the Type 9 permit he is required to use a configuration that has seven axles or he would be operating illegally. While using a configuration with 7 axles is possible, it may not be the most efficient. If the carrier also has a Type 1A permit in addition to the Type 9 he would be able to haul 100,000 lbs on 5 axles instead of 7.

For carriers obtaining multiple permit types, they pay the fee associated with the most expensive permit type requested and \$65 for each additional permit added to the permit. Permits are assigned to individual trucks and the fee authorizes the use of one trailer for the truck. An unlimited number of additional trailers can be added to a permit though there are fees associated with doing so. Trailers of identical specifications as the one listed on the permit can be added for a fee of \$10 per trailer. Trailers with different specifications than the trailer listed on the permit can be added for a fee of \$20 per trailer.

In addition to the above statewide divisible load permits, NYSDOT also issues a small number of “Downstate” permit types. These permits are valid only in the lower 8 counties of New York State and allow higher weights. These permits are issued in limited quantities and only to vehicles that have a special grandfathered certificate (which is no longer issued). Over time, as the vehicles with these certificates are removed from service, these permit types will be issued less frequently and will eventually cease to be issued.

Fees assessed for obtaining OS/OW permits in New York are not related to cost of infrastructure use.

### **Pennsylvania**

Pennsylvania has two types of OS/OW permit fee structures; one for trip permits and one for annual permits. Trip permit fees are a combination of a flat fee based on width and a ton/mile fee with an additional electronic processing fee of \$1. Trip permits for OS/OW loads up to and including 14’ in width are charged a flat fee of \$25 and loads exceeding 14’ in width are charged a flat fee of \$50. If the load exceeds legal weight a fee of \$.03 per ton, per mile is added to the flat fee and is assessed from 80,000 lbs.

For applications of greater complexity, typically loads of extreme size and/or weight, PennDOT will assess an additional fee to account for review costs in excess of the standard review process.

For annual permits, the fee assessed varies by commodity type. The following table outlines the various annual permit fees:

Table 13 – Pennsylvania annual OS/OW permit fees

Permit Type	Permit Fee
Crane (<=100,000 lbs)	\$400 per year
Crane (> 100,000 lbs)	\$100 per year plus \$50 per mile
Float/Flat Glass	\$800 per year
Waste Coal	\$400 per year
Beneficial Combustion Ash	\$400 per year
Limestone	\$400 per year
Refined Oil (Bulk)	\$800 per year
Construction Equipment	\$400 per year
Particle Board/ Fiberboard	\$800 per year
Building Structural Components	\$100 per year
Wooden Structures	\$1,000 per year
Live Domestic Animals/ Animal Feed	\$400 per year
Special Mobile Equipment (Oversize)	\$200 per year
Special Mobile Equipment (Overweight)	\$300 per year
Implements of Husbandry (<= 11' W)	\$25 per year
Implements of Husbandry ( 14'6" – 16' W)	\$50 per year
Raw Milk	\$400 per year
Hot Ingot/Hot Box	\$500 per year plus \$100 per mile
Steel Coils or Slabs	\$400 per year
Road Tested Crane (up to 100,000 lbs)	\$400 per year
Road Tested Crane (>100,000 lbs)	\$500 per year plus \$100 per mile
Raw Coal	\$400 per year
Raw Water	\$400 per year
Pulpwood/Chips (5 axles)	\$400 per year
Pulpwood/Chips (6 axles)	\$500 per year plus 100 \$per mile
Oversize Course of Manufacture Items	\$100- 1000 per year
Special Mobile Equipment – Highway Crossing	\$300 per year

Quarry Equipment – Highway Crossing	\$500 per year
Utility Equipment	\$100 per month
Containerized Cargo	\$100- \$400 per year
Refrigerated Meat	\$100 per year
Military/ Government Movement	\$0
PennDOT Contractor	\$25/\$50 per contract duration

Source: Pennsylvania Code

## **Virginia**

Virginia's fees vary by permit type as they have numerous "exemption" permits. The cost of these permits range from \$0 to \$365 depending on the commodity. Virginia also has two tiers of single trip permit fees to go with annual blanket fees; these fees are outlined in the following table:

Table 14 – Virginia OS/OW permit fees

<b>Permit Type</b>	<b>Permit Fee</b>
Single Trip	\$20 plus \$.10 per ton-mile
Superload Trip	\$30 plus \$.10 per ton-mile and \$4 per structure analyzed
Blanket Permits	\$100 per year plus \$40 per year if above legal weight
Exemption - <i>Coal</i>	\$0
Exemption – <i>Concrete Hauler</i>	\$0
Exemption – <i>Tank Wagons</i>	\$365
Exemption – <i>Underground Pipe Cleaning, Blasting and Hydroexcavating and Water Blasting Equipment</i>	\$140 per year
Exemption – <i>Containerized Cargo</i>	\$0
Exemption – <i>Cotton Module</i>	\$0
Exemption – <i>Excavated Material</i>	\$0
Exemption – <i>Specialized Equipment</i>	\$0
Exemption – <i>Solid Waste</i>	\$0
Exemption – <i>Virginia Grown Farm Products</i>	\$0

Source: Virginia Code

## **Permit Fee Analysis**

### ***Methodology***

As part of our OS/OW permitting practices review, an analysis of the Mid-Atlantic states' OS/OW trip permit fee structures was conducted. In order to properly analyze New

Jersey's fees, they must first be understood in context to other state fees within the region. Given the variances both in how each state assigns fees for a particular type of permitted load, and types of permits issued by each state, a direct comparison of fees by permit type is not an equitable method for comparison; the same load type could potentially be categorized under different permit types in each state, causing the fee comparison to be inaccurate.

Understanding that this process is more complex than a direct fee comparison among the states, the technical team has worked with NJDOT to identify four (consistent) vehicle configurations that represent a range of potential fees depending on the fee structure that is applied per states analyzed. Table 3.6 depicts the vehicles developed to invoke certain permit fee thresholds and examine how the different dimensions and weights changed fees amongst the study states.

Table 15 – Permit fee analysis vehicle configurations

Vehicle Configurations	Description	Width	Height	Length	Weight
1	Overweight Only	8'6"	13'6"	60'	115,000 lbs
2	Over-dimension and Overweight	12'	14'	75'	115,000 lbs
3	Over-dimension Only	12'	14'	75'	80,000 lbs
4	Extreme dimensions and weight	18'	18'	250'	325,000 lbs

Using these four configurations, the permit fees associated with moving a non-divisible load of these size and dimensions within each of the region's states, under a trip permit, was calculated. Only fees for non-divisible load movement was calculated as New Jersey is not authorized to issue divisible load permits deeming no basis for a fee comparison for permitted loads of this type. All permit fees were calculated using a 100 mile trip length to ensure that states employing a ton/mile fee structure were given equal consideration as those that do not.

## Results

The following table contains the results of the fee analysis with the largest fee for each configuration highlighted.

Table 16 – Permit fee analysis results

State	Configuration 1	Configuration 2	Configuration 3	Configuration 4
Connecticut	\$26	\$26	\$26	\$26
Delaware	\$35	\$35	\$10	\$185
Maryland	\$90	\$90	\$30	\$585
New Jersey	\$100	\$122	\$22	\$826

New York	\$40	\$40	<b>\$40</b>	\$40
Pennsylvania	\$77	\$77	\$26	\$417
Virginia	<b>\$190</b>	<b>\$190</b>	\$20	<b>\$1250</b>

The fees calculated in this table represent the base fees for obtaining permits for loads matching the configurations and within the assumption parameters in Table 15. In addition to the fees listed in the table there are three states in the Mid-Atlantic Region that can and/or will add additional fees to those represented in the table: Maryland, Pennsylvania, and Virginia. Pennsylvania has the ability to add fees for time spent by staff analyzing a permit that is in excess of a normal permit request. Thus, in the case of Configuration 4, it is possible that the fee charged by Pennsylvania DOT could exceed what is listed in the table should the Department spend an extensive amount of time performing extra analysis.

The states of Maryland and Virginia both have a fee that is assigned for each structure analyzed along a route during the permit review process. In Maryland the fee is \$8 per structure and in Virginia the fee is \$4 per structure and applies only to "Superloads." The existence of these charges could cause the overall fees for the permit configurations in this analysis to be slightly higher than those indicated in the results table depending upon the number of bridges along the desired route that need to be analyzed during the permit review process.

Excluding any extra fees that may be added in these instances, New Jersey currently has the second highest fees in the Mid-Atlantic for the OS/OW configurations in excess of legal weight. For the configuration that was oversize only, New Jersey's permit fee is relatively average when compared to the other states.

## Permit Automation

This section outlines the different types of OS/OW automation systems employed by each of the states in the Mid-Atlantic region. Different features are identified and compared according to business processes surrounding the use of these systems. For state agencies employing a Bentley system, similar to that of New Jersey's, "best practices" are identified by state.

All of the states in the Mid-Atlantic Region currently have some form of automated permit issuance. Automation solutions vary by state and are either internally developed, vendor developed, or are some combination of the two. Given the differences in permit types and limitations among the states, each system is unique on some level. Despite the differences, all permit systems have some functionality for two basic steps - application submission, and permit review. Depending upon the permit system, one or both of these steps may be completely automated. New Jersey currently employs a Bentley Permit system. Connecticut and Maryland are the only other states with this type of permit system in the region analyzed.

## **Connecticut**

Connecticut DOT currently uses a Bentley Permit system to support its OS/OW permit operations. The system features online permit application submittal for carriers and permit service companies. At this time CTDOT's permit system does not possess any automated routing capabilities and all permits requiring routes must be manually reviewed by permit office staff.

## **Delaware**

Delaware DOT currently employs an internally developed automated permit system to support their OS/OW permit operations. Online application submittal is available but at this time there is no automated routing component linked to the system. DelDOT expects to implement an automated routing module in 2013.

## **Maryland**

Maryland State Highways Administration uses a Bentley system to issue their OS/OW permits. The current system contains functionality for automated permit application submittal but MDSHA expects to implement a GIS based automated routing feature in the near future. Lacking the GIS routing component, the only permit that can be approved without a manual review is the "Blanket Permit." This permit type does not require a route to be valid and, thus, can be auto approved.

## **New Jersey**

New Jersey DOT currently operates a Bentley Superload Permitting system to issue OS/OW permits. The system features both online permit application and automated route review. The automated routing feature can be used to check a desired route for height and weight related issues or provide a route for a load to move from origin to destination. New Jersey reports approximately 80% of permits are issued with automated routing functionality selecting the permitted route.

## **New York**

New York State has developed their automated permit system internally and in phases. The initial automation phase was designed strictly to handle permits for OS/OW vehicles requesting travel along I-84 from Pennsylvania to Connecticut. This iteration of the system automatically approved permit applications for vehicles up to a certain dimensional threshold set forth by the Department.

The second phase of the automation system added the ability to apply for all other trip permits through the online system. This phase did not contain an automated routing component and all permit routes must be manually reviewed by permit staff. During this phase functionality to send required permit data to the New York City Department of Transportation for loads originating in New York State jurisdiction but traveling through both jurisdictions was also added. Though this functionality does not eliminate the need

to obtain both permits, it simplifies the application process by reducing duplicate entry of information for industry.

Phase three of the automated system development added functionality to address the issuance of multi-trip permit types. Many of the permit types and associated configurations were auto-issued after the implementation of this iteration. Those that cannot be automatically approved are sent in for manual review, like the single trip permits.

## **Pennsylvania**

Pennsylvania currently operates an internally developed system called APRAS (Automated Permit Routing / Analysis System). This system features online permit submittal and a route review feature which automatically approves approximately 70% of their single trip permit volume. If the system identifies a problem with the route during review it notifies the region in which the restriction is located and sends the application to that region for manual review. If the route does not contain any restrictions than it is automatically issued and sent to the applicant.

## **Virginia**

Virginia developed an online permitting application “in-house” which supports permit application; processing; routing; permit approval; and permit issuance. Virginia also allows permits to be requested via in-person, mail, fax, phone, and internet.

## **Escort Practices and Policies**

This section presents the varying OS/OW escort vehicle requirements employed among the Mid-Atlantic States. States are identified according to which currently require certification and those which are planning to implement certification requirements. The criteria for assigning escorts to permitted loads among the Mid-Atlantic States is examined as well as any fees associated with these escorts and where the burden of cost lies.

Escorts are assigned to OS/OW vehicles by permit issuing agencies in order to preserve the safety of the motoring public during load movement. There are two different types of escorts commonly assigned to OS/OW moves - private, and police escorts. While many states allow anyone with the proper equipment to act as escorts for oversize loads, some states require certification in their state prior to allowing an individual to escort a load. Certification requirements vary by state and range anywhere from a multiple choice test based on an escort manual to an extensive educational workshop or formal course curriculum.

The cost of escorts is borne by the carrier and is typically paid directly to the escorts/escorting agency without involving the permit issuing agency. The fees for police escorts are generally limited to the cost of expenses incurred for their service while the cost for private escorts vary greatly depending on the company used. The following table summarizes the types of escorts assigned by states in this study.

Table 17 – Escorts assigned by state

State	Non-Certified (Private)	Certified (Private)	Police
Connecticut	X		X
Delaware	X		X
New Jersey	X		Available upon request
New York	X	X	X
Maryland	X		X
Pennsylvania	X		X
Virginia		X	Unavailable

Source: State Regulations

**Connecticut**

Connecticut assigns private and police escorts for OS/OW travel above certain dimensional thresholds. There is currently no certification process required to act as an escort in the state of Connecticut. The only requirement is that the person acting as an escort must have the proper equipment to do so. It is the responsibility of the carrier to make their own escort arrangements for all moves; this includes both private escorts and police escorts.

***Non-Certified Private Escorts***

Non-certified escorts are the most common escort assigned to OS/OW loads in Connecticut. The following table outlines how escorts are assigned to permitted moves for general commodities:

Table 18 – Connecticut private escort requirements (general commodities)

Dimension	Multi-Lane Highways		Two-Lane Highways	
	Front	Rear	Front	Rear
<u>Width</u>				
Up to 12'	0	0	0	1*
12'1" to 13'6"	0	1	1	0
13'7" to 14'11"	1	1	1	1
15' and greater	1	2	1	2
<u>Height</u>				
14' and greater	1	0	1	0
<u>Length</u>				
80'1" to 100'	0	0	0	1
100'1" to 119'	0	1	1	1



119'1" and greater	1	1	1	1
<u>Overhang</u>				
25'1" and greater- Front	1	0	1	0
25'1" and greater- Rear	0	1	0	1

\* If load exceeds lane width

Source: Connecticut Regulations

Connecticut, like many states, has slightly different escort requirements for modular and mobile home moves operating within the state. Escort requirements applied to this type of permit are outlined in Table 19 below:

Table 19 – Connecticut private escort requirements (modular/mobile homes)

Dimension	Multi-Lane Highways		Two-Lane Highways	
	Front	Rear	Front	Rear
<u>Width</u>				
Up to 10'	0	0	0	1*
10'1" to 13'6"	0	1	1	0
13'7" and greater	1	1	1	1
<u>Length</u>				
80'1" to 85'	0	0	0	1
85'1" and greater	1	1	1	1

\*If load exceeds lane width

Source: Connecticut Regulations

For loads exceeding multiple legal dimensions, escorts are assigned concurrently, so if both the length and the width of a load would require a rear escort, than only one rear escort will be assigned for that permit.

Connecticut also reserves the right to require private escorts for loads where any part of the vehicle or load will be expected to encroach on opposing traffic lanes due to alignment, lane width, traffic density, if assistance is needed at on or off ramps in interchange areas or for any other reason it deems necessary in order to preserve the safety of the traveling public.

### ***Police Escorts***

Police escorts are assigned to permitted loads by the Department for loads of exceptional size that present a higher potential for safety impacts or that could result in the need for traffic control along the permitted route. In most cases this role is filled by State Patrol but in some cases officers from local municipalities will act as escorts. Police escorts are assigned to supplement private escorts in the following instances:

### General Commodities

- Overall width exceeds 13'5" and overall height exceeds 15'
- Overall height exceeds 15'3"

### Modular/Mobile Homes

- Overall width exceeds 14' and moving at night
- Overall length exceeds 90'

Police escorts can also be assigned to loads under additional circumstances where the Department feels it necessary to promote safe travel.

### **Delaware**

Delaware is currently undergoing an internal review of their OS/OW escorting requirements. To date, Delaware assigns non-certified and/or police escorts to their permitted loads when dimensions or conditions warrant it. Delaware does not have a certification process in place and do not have any special requirements for operating as a private escort. It is the responsibility of the carrier to schedule and pay for all private and police escorts.

### ***Non-Certified Private Escorts***

Delaware assigns non-certified private escorts as follows:

Table 20 – Delaware escort requirements

Dimension	Multi- Lane Highways		Two-Lane Highways	
	Front	Rear	Front	Rear
<u>Width</u>				
12'1" to 14'	0	1	1	0
14'1" and greater	1	1	1	1
<u>Height</u>				
15' and greater	1	1	1	1
<u>Length</u>				
85' to 99'11"	0	1	1	0
100' and greater	1	1	1	1
<u>Overhang</u>				
15' and greater		1		1
<u>Weight</u>				
120,001 lbs and greater	1	1	1	1

Source: Delaware Regulations

All escorts are assigned concurrently and a load will not be assigned more than one front or rear escort except in special circumstances. More restrictive escort conditions may be required on high volume highways or when the lane width is less than twelve feet.

### ***Police Escorts***

Delaware assigns police escorts to loads of exceptional size and weight or loads that present an abnormal safety hazard for the traveling public. Police escorts are typically assigned as a third escort after a load has already been assigned two private escorts. The positioning of the police escort during the move is at the discretion of the officer. Only a Delaware State Trooper is authorized to act as a police escort for OS/OW vehicles. A police escort is assigned when a vehicle/load meets one of the following conditions:

- Vehicle/load width exceeds 15 feet;
- Vehicle/load height is 17 feet 6 inches or greater;
- Vehicle/load length is 120 feet or greater; and/or
- Overall gross weight exceeds 120,000 lbs.

### **Maryland**

Maryland assigns both private and police escorts to their OS/OW permits. Currently no certification is required to function as a private escort for an OS/OW load. The costs of all escorting services are borne by the carrier and they are also responsible for scheduling their own escorts.

### ***Non-Certified Private Escorts***

As seen in the table below non-certified escorts are assigned as follows:

Table 21 – Maryland private escort requirements

Dimension	Multi-Lane Highways		Two Lane Highways	
	Front	Rear	Front	Rear
<u>Width</u>				
13'1" to 14'	0	1	1	0
14'1" and greater	1	1	1	1
<u>Height</u>				
14'6" and greater	1	0	1	0
<u>Length</u>				
85'1" to 140'	0	1	1	0

140'1" and greater	1	1	1	1
<u>Weight</u>				
120,001 lbs and greater	0	1	1	0

Source: Maryland Regulations

In addition to the above conditions, MDSHA also assigns escort vehicles to loads in the following scenarios:

- Construction equipment greater than 12' wide traveling non-interstate routes;
- Travel in weather or roadway conditions that justify an escort;
- Travel along a road too narrow to allow other vehicles to pass safely in either direction; and/or
- Travel against traffic that will have to be diverted or stopped.

### ***Police Escorts***

In addition to private escorts, some OS/OW loads may be assigned Maryland State Police escorts as well. Fees for police escorts are calculated by the permit unit and added to the permit fee. The cost for police escorts is based on reasonable expenses incurred while operating as an escort. These costs can include the maintenance and use of Maryland State Police vehicles and the overtime rate of Maryland State Police personnel as well as any other necessary costs. Police Escorts are assigned under the following conditions:

- Permitted load is > 16' wide or in excess of 130,000 lbs;
- Traffic will have to be diverted or stopped;
- The move will affect either two or more lanes of traffic on a highway having two or more lanes of travel in one direction;
- Travel will affect both lanes of traffic on a highway having only one lane in each direction; and/or
- Under any circumstances considered necessary for public safety.

Only Maryland State Police are assigned as escorts for OS/OW loads. Maryland is currently undergoing a review of their policies regarding the assignment of police escorts to OS/OW permitted loads.

## **New Jersey**

New Jersey assigns only private escorts to permitted loads and does not currently have a certification requirement or certification process in place. Carriers are responsible for scheduling and paying for their own escorts for each move.

### ***Non-Certified Private Escorts***

As seen in Table 22, non-certified escorts are assigned as follows:

Table 22 – New Jersey private escort requirements

Dimension	Multi-Lane Highways		Two-Lane Highways	
	Front	Rear	Front	Rear
<u>Width</u>				
14'1" to 16'	0	1	1	0
16'1" and greater	1	1	1	1
<u>Length</u>				
100'1" to 120'	0	1	1	0
120'1" and greater	1	1	1	1

Source: New Jersey Regulatory Code

When traveling under a waiver allowing travel at night from sunset to sunrise three escort vehicles are required: one will precede the load, one will follow the load and one will travel in the adjacent lane alongside the load on all highways having three or more lanes. On roadways with less than three travel lanes, the third escort will follow the load.

### ***Police Escorts***

The assignment of police escorts is not defined in either state statute or regulation. As a result, it is not currently NJDOT policy to regularly assign police escorts to permitted loads in the State of New Jersey. New Jersey has, however, expressed interest in exploring the possibility of assigning police escorts to permits with certain conditions or special procedures such as crossing a bridge at "crawl speed." This is something that will be discussed with law enforcement in the future.

## **New York**

New York State is the only state that assigns all three different types of escorts (certified private escorts; non-certified private escorts; and police escorts). Escort type required depends upon multiple factors including dimensions and load type. All costs associated with finding and hiring an escort are the responsibility of the carrier. It is also the carrier's responsibility to schedule and make all escort arrangements for their loads.

### ***Certified Private Escorts***

The first and most common type of escort assigned to OS/OW permits is the “certified escort.” The following table outlines the number and placement of escorts assigned for the movement of general OS/OW commodities:

Table 23 – New York certified escort requirements (general commodities)

Dimension	Multi-Lane Highways		Two-Lane Highways	
	Front	Rear	Front	Rear
<u>Width</u>				
12'1" to 15'11"	0	1	1	0
16'	1	1	1	1
16'1" and greater	1	1	2	1
18' and greater	2	1	2	1
<u>Height</u>				
14' and greater	1	0	1	0
<u>Length</u>				
80' to 99'11"	0	1	1	0
100' to 159'11"	1	1	2	1
160' and greater	2	1	2	1
<u>Overhang</u>				
10'1" and greater- Front*	1	0	1	0
10'1" and greater- Rear	0	1	0	1

\*Front overhang may not exceed 15 feet

Source: New York State Regulations-154

New York State has separate escort requirements for OS/OW modular and mobile home movement; seen in Table 24 below they are as follows:

Table 24 – New York certified escort requirements (modular/mobile homes)

Dimension	Multi-Lane Highways		Two-Lane Highways	
	Front	Rear	Front	Rear
<u>Width</u>				
12'1" to 14'	0	1	1	0
14'1" and greater	1	1	1	1
<u>Height</u>				
13'9" and greater	1*	0	1*	0
<u>Length</u>				

80' to 99'11"	0	1	1	0
100' to 159'11"	1	1	2	1

\*For modular/mobile homes whose width exceeds 14'

Source: New York State Regulations-154

For loads exceeding multiple legal dimensions, escorts are assigned concurrently, so if both the length and the width of a load would require a rear escort, than only one rear escort will be assigned for that permit.

In addition to dimensional escort requirements, a certified escort will be assigned to a load anytime a permit vehicle cannot maintain normal highway speeds, defined as within 20 mph of posted or statutory speed. When a permit vehicle is required to travel at less than 5 mph over bridges or culverts as determined by the structures department then a certified escort vehicle will be required to follow that load during the portion of the trip that involves crossing said particular bridge or culvert.

### Certification Requirements

In order to become a certified escort in New York you must:

- Be at least 21-years old;
- Have a valid driver's license
- Comply with all terms, conditions, requirements and/or regulations set forth by the permitting agency in the State of New York; and
- Pass the New York State Escort Drivers Certification Test which must be taken in person at a New York State Department of Motor Vehicles location.

A grade of 70% or higher is considered passing for the certification test. The test is both written entry and multiple choice. New York does not currently honor other states' certifications; you must have a New York certification to act as a certified escort in New York. Additionally, New York State may revoke your certification for any of the following reasons:

- You are convicted of violating traffic laws and safe escort procedures; or
- You become physically or mentally unable to drive; or
- You are found to have given fraudulent information on the application for certification.

There is one exception to certification requirements and it as follows:

- For military moves NYSDOT will allow military police to substitute as a certified escort on a 1:1 basis.

### ***Non-Certified Private Escorts***

The second type of escort is the “non-certified escort” and this escort is only assigned to self-propelled cranes in the following situations:

- Width of crane is greater than 11’-0”
- Length of crane is greater than 55’-0”
- Height of crane is greater than 13’-6”
- Crane has a front or rear overhang greater than 15’-0”
- Crane is unable to maintain a maximum speed of 40 MPH on Interstate Highways
- Crane is unable to maintain a maximum speed of 30 MPH on non-Interstate Highways
- If structural review requires any bridge crossings on the route to be performed at a reduced speed.

### ***Police Escorts***

The third type of escort that can be assigned to OS/OW permits in New York is the “Police Escort.” This escort is assigned in the following instances:

- Whenever a vehicle/load must cross over the center line of a bridge or highway
- Whenever a vehicle/load must travel against the flow of traffic on a one way street or ramp
- Whenever a vehicle/load is required to travel at a speed of less than 5 MPH across a bridge on an Interstate route Width of vehicle/load is greater than 16 feet
- Length of vehicle/load is greater than 160 feet
- Height of vehicle/load is greater than or equal to 16 feet
- Overall weight of vehicle and load is greater than or equal to 200,000 lbs
- Under certain circumstances where night travel is authorized

The permit office also reserves the right to assign police escorts in other situations where they deem it is necessary for the safety of the traveling public. Any type of police officer (state or local) can serve as an escort for an OS/OW load provided they have jurisdiction over the roads on which they are they are escorting. The most frequently



used police departments for escorting OS/OW loads are state troopers and county police officers due to their larger jurisdictional boundaries and more frequent availability.

## **Pennsylvania**

Pennsylvania assigns both private and police escorts to loads exceeding certain dimensional and weight thresholds. Carriers pay for all escort services directly. Pennsylvania does not currently have escort certification requirements.

### ***Non-Certified Private Escorts***

As seen in Table 25, non-certified escorts are assigned to OS/OW loads as follows:

Table 25 – Pennsylvania escort requirements

Dimension	Multi-Lane Highways		Two-Lane Highways	
	Front	Rear	Front	Rear
<u>Width</u>				
13'1" and greater	0	1	1	0
<u>Height</u>				
14'7" and greater	1	0	1	0
<u>Length</u>				
90'1" and greater	1	1	0	1

Source: Pennsylvania Regulations

In addition to the escort requirements in Table 5.9, additional escorts can be required in urban areas and anytime PennDOT deems it necessary to ensure the safety of the motoring public.

### ***Police Escorts***

Police escorts are typically only assigned to OS/OW permits for excessive dimensions and weights that could classify a move as a Superload; dimensions exceeding 16' in width, or 160' in length and an overall gross weight exceeding 200,000 lbs. Under rare circumstances police escorts can also be assigned in situations where PennDOT deems necessary for the safety of a move. Any police officer from state, county, city, or otherwise is authorized to escort an OS/OW load within the boundaries of their jurisdiction.

PennDOT is currently exploring the possibility of developing an escort certification process that would allow formally trained escorts to be used in substitute for police escorts on Superload moves. The exact details of the certification process and requirements are under discussion. Escort certification, if implemented, would not be required for escorts assigned to non-superload moves.

## **Virginia**

The state of Virginia assigns both private and police escorts to their OS/OW permits. Virginia does have a certification requirement and does not assign non-certified escorts to any of their loads. The costs and scheduling of all escorts, both private and police, are the responsibility of the carrier.

### ***Certified Private Escorts***

The escorts most frequently assigned to OS/OW permits are certified escorts and they are assigned as follows:

Table 26 – Virginia escort requirements

Dimension	Interstate Routes		Non-Interstate Routes	
	Front	Rear	Front	Rear
<u>Width</u>				
12'1" to 14'	0	1	1	1
14'1" to 16'	1	1	2	1
16'1" to 18'	1	2	2	2
18'1 and greater	Handled on a case by case basis			
<u>Height</u>				
14'6" and greater	1	0	1	0
<u>Length</u>				
85'1" to 120'	0	0	0	1
120'1" to 150'	0	1	0	1
150'1" to 200'	1	1	1	1
200'1" and greater	Handled on a cases by case basis			
<u>Overhang</u>				
10'1" and greater- Front	1	0	1	0
15'1" and greater- Rear	0	1	0	1

Source: Virginia Regulations

Virginia reserves the right to alter escort requirements on an individual basis if the width, height, length, weight, or routes are outside stated parameters.

### ***Certification Requirements***

In order to become certified to act as an escort for OS/OW loads in Virginia one must fill out an application and pass a certification test. The test is given by the Virginia DMV through Virginia DMV's Knowledge Automated Testing System at any Virginia DMV Customer Service Center. The cost of certification is \$25 and it is valid for five years

before renewal is required. Virginia does not recognize any other state escort certifications; however, applicants residing outside Virginia can arrange to take the Virginia certification test in their state of residence.

### ***Police Escorts***

No information available.

### **Escorting Best Practices**

In October of 2004 the Specialized Carriers and Rigging Association (SC&RA), in conjunction with the Federal Highway Administration (FHWA), and the Commercial Vehicle Safety Alliance (CVSA), published best practice guidelines for oversize and overweight escorts. This guide was developed through analysis on existing escort training materials and federal and state regulations, and supplemented with interviews with subject matter experts across the nation. The guide covers everything from the pre-trip planning process through the post-trip move evaluation and provides recommended best practices in key areas. This section highlights the best practices relevant to this Mid-Atlantic regional analysis.

### ***Number and Placement of Escort Vehicles***

The afore mentioned guide addresses the topic of the minimum number of escorts which should be required for OS/OW movement as well as the most effective location of these escorts based on the overall dimensions of a load. The following table outlines the “best practice” escort recommendations:

Table 27 – Escort requirement best practices

Dimension	Multi-Lane Highways		Two-Lane Highways	
	Front	Rear	Front	Rear
<u>Width</u>				
12'1" to 14'	0	1	1	0
14'1" and greater	1	1	1	1
<u>Height</u>				
14'7" and greater	1	0	1	0
<u>Length</u>				
90'1" to 150'	0	1	0	1
150'1" and greater	1	1	1	1

Source: SC&RA Pilot Car Escort Training Manual- Best Practice Guidelines

The guide also recommends that all loads of “superload” and greater size be assigned two escorts and one law enforcement officer, at a minimum. Loads of extreme size and weight would warrant more escort support.

The number and placement of these escort recommendations are independent of any unique roadway conditions which alter the way escorts are assigned in order to preserve the safety of both the vehicle itself and the motoring public. Some examples of roadway conditions that would warrant differing escort assignments could be narrow roads and bridges or areas of high traffic volume. Additionally, a state may have geographic attributes that could require the dimensions at which escorts are assigned, or the placement of these escorts to vary from the guidelines outlined in the best practice manual.

### ***Route Survey Requirements***

The manual outlines guidance for best practices for requiring and performing route surveys for OS/OW loads of greater dimensions. A consensus best practice for those escorting OS/OW loads is that, should a route survey be required, the escort who is assigned to move with the load should be the one performing the route survey. This would ensure that the escorts assigned to the load movement would have the maximum possible familiarity with the route and their ability to perform their escorting duties would be greater than if they had simply gone off someone else's route survey. This also allows for the escort to develop a more effective plan of action in the event that an event or emergency that affects the safety of the move should occur during load movement.

In addition to the standard route and load information that is typically required to be listed on a route survey, additional route characteristic criteria is identified as a minimum criteria for a route survey. These characteristics include:

- Setting of the height pole if the survey was performed for a high load;
- Notations regarding areas where a specific lane of travel is required;
- All encountered obstacles and notes associated with clearing the obstacle;
- Truck stops and other pull off locations for emergency stops;
- Locations of bridges, at grade railroad crossings, construction areas, and scale houses; and
- Notations for highway exits, ramps, as well as any noteworthy turns along the route.

### ***Certification Requirements***

Though there are no best practices for certification requirements identified in the guide, the guide itself is a component of a larger training program focused on proper escort training. The training program is designed to provide future escorts with a comprehensive understanding of all of the components of escorting OS/OW loads while setting ethical and technical standards for the pilot car industry. The guide states "An untrained, inexperienced, or fatigued pilot car escort can create hazardous situations,

and as such, training in the industry's "Best Practices" is critical to ensuring that oversize/overweight loads are transported safely.

Given the stance presented in this guide, it may be safe to assume that, while certification is not a requirement; some standard of training should be considered and possibly required for operations as an effective OS/OW escort.

## **Size and Weight Fines**

This section outlines the various OS/OW fine structures as written in the Mid-Atlantic state statutes. Fines may be calculated on infractions of weight and/or infractions of size (dimensions) depending upon the violation scenario. States calculate and apply fines differently. For example, in cases of multiple infractions some states allow multiple fines be levied/accrued while others allow only one (the highest) fine cited. Insights and anecdotal information is provided in this section when additional information has been made available through state-specific interviews regarding the operational application of fines.

### **Fine Structures**

#### ***Connecticut***

Fines for exceeding weights on a permit are assessed from the weight written on the permit as opposed to the legal weight of the vehicle. The amount fined is \$15 for every 100 pounds or fraction thereof overweight.

Fines for exceeding permitted or legal size limitations are as follows:

- Width: Minimum of \$300;
- Length: Minimum of \$300; and
- Height: Minimum of \$1000.

As seen in section 14-267a of the state code, a person operating a vehicle with a permit issued on routes not specified in such permit, shall be fined (A) \$1500 for each violation of the statutory limit for length, width, height or weight, and (B) shall be subject to a penalty calculated by subtracting the statutory weight limit of subsection (b) of section 14-267a from the actual vehicle weight and such weight difference shall be fined at the rate provided for in subparagraph (G) of subdivision (2) of subsection (f) of section 14-267a; these fines are calculated using the following metrics:

- Up to 5% overweight \$3.00/100 lbs;
- from 5% to 10% overweight \$5.00/100 lbs or \$50 minimum;
- from 10% to 15% overweight \$6.00/100 lbs or \$100 minimum;

- from 15% to 20% overweight \$7.00/100 lbs or \$200 minimum;
- from 20% to 25% overweight \$10.00/100 lbs or \$300 minimum;
- from 25% to 30% overweight \$12.00/100 lbs or \$500 minimum; and
- over 30% overweight \$15.00/100 lbs or \$1,000 minimum.

Additionally, if the origin, destination, load description, tractor registration, trailer registration, hours of travel, number of escorts, signs or flags of a vehicle with a permit issued under this section differ from those stated on such permit or required by regulations adopted pursuant to this section, a minimum fine of \$200 shall be assessed for each such violation.

If the days of travel of a vehicle with a permit issued under this section differ from those stated on such permit or the vehicle is operated under a false or fraudulent permit, a minimum fine of \$1500 shall be assessed for such violation in addition to any other penalties assessed.

### ***Delaware***

As seen in Delaware's state code, Title 21, Chapter 45, Section 4508 fines for operating over allowed size and weight in the state of Delaware are as follows:

Operating over legal or permitted size:

- A first offense shall be punishable by a fine of not less than \$28.75 nor more than \$230 or by a term of imprisonment of not more than 30 days or both; and
- A subsequent like offense shall be punishable by a fine of not less than \$115 nor more than \$575 or by a term of imprisonment of not more than 60 days or both.

Operating over legal or permitted weight:

- A first offense shall be punishable by a fine for all excess weight up to and including 5,000 pounds in the amount of 2.3 cents per pound and a fine for all excess weight over 5,000 pounds in the amount of 5.75 cents per pound or by a term of imprisonment not to exceed 30 days, or both; and
- Each subsequent offense shall be punishable by a fine for all excess weight up to and including 5,000 pounds in the amount of 5.75 cents per pound and a fine for all excess weight over 5,000 pounds in the amount of 11.5 cents per pound or by a term of imprisonment not to exceed 60 days, or both.

All overweight fines are assessed from legal weight, not from permitted weight.

## ***Maryland***

In Maryland, overweight fines for vehicles are generally assessed from the weight written on the permit, not from legal weight for that vehicle. Multiple overweight fines will not be issued, only the fine for the greatest infraction will be assessed. The fine schedule for exceeding permitted weight is as follows:

- 1 cent for each pound for the first 1,000 pounds of weight over any allowable weight;
- 5 cents for each pound of excess weight over 1,000 pounds, but less than 5,001 pounds;
- 12 cents for each additional pound of excess weight over 5,000 pounds and less than 10,001 pounds;
- 20 cents for each additional pound of excess weight over 10,000 pounds but less than 20,001 pounds; or
- 40 cents for each additional pound of excess weight over 20,000 pounds.

Fines for exceeding the dimensions on an Oversize Permit are as follows:

A person violating a MDSHA permit condition that allows the oversize vehicle on the highway:

- 1st offense \$1020.00;
- 2nd offense \$1520.00; and
- 3rd offense \$2020.00.

A person failing to obtain and possess a required permit before moving an (oversized, overweight) load:

- 1st offense \$1020.00;
- 2nd offense \$1520.00; and
- 3rd offense \$2020.00.

## ***New Jersey***

New Jersey DOT fines are defined in state code section 39:3-84.3 and are as follows:

- NJ law enforcement personnel can issue fines ranging from \$150 to \$500 for operating above legal dimensions or the dimensions on their permit.

- For operating above legal weight or operating above permitted weight a carrier is fined 2 cents per pound up to 10,000 lbs. overweight and 3 cents per pound over 10,000 lbs. The minimum fine is \$50. Fines for operating above permitted weight are assessed from the allowed weight on the permit. If a vehicle is found to be in violation of multiple weight limitations they are assigned only one fine. This fine would be for the greatest violation of weight limitations.
- Any driver of a vehicle or combination of vehicles who fails or refuses to stop and submit the vehicle or combination of vehicles, including load or contents, to measurement or weighing, as provided in this Title, or otherwise fails to comply with the provisions of this section, shall be subject to a fine not exceeding \$200.00.

### **New York**

New York State issues fines in accordance with section 385 of the Vehicle and Traffic Law. The fine for operating above legal or permitted dimensions is \$200 for each dimension exceeded.

For overweight violations fines are calculated based on the percentage over legal weight that a truck is when stopped by enforcement. Where the excess axle or overall weight is greater than the limits specified by a permit, the permit shall be deemed voided and the amount of fine shall be determined in accordance with the maximum weight which would have been in effect for the operation of such vehicle if the permit to exceed such maximum weight had not been issued.

In calculating fines for overweight axle violations the following metrics in Table 28 are used:

Table 28 – New York overweight fines (axle weights)

<b>Weight in Excess of Legal</b>		
<i>Greater Than (%)</i>	<i>Less than or Equal to (%)</i>	<i>Fine Amount (\$)</i>
0	5	100
5	10	200
10	15	350
15	20	600
20	25	1,000
25	30	1,600
30	35	2,450
35	40	3,600
40	45	5,100
45		7,000



Source: NYS Vehicle and Traffic Law: Section 385

Fines issued for exceeding overall gross vehicle weight limits are calculated per the table below.

Table 29 – New York overweight fines (gross weights)

<b>Weight in Excess of Legal</b>		
<i>Greater Than (%)</i>	<i>Less Than or Equal to (%)</i>	<i>Fine Amount (\$)</i>
0	2	150
2	4	300
4	6	450
6	7	525
7	8	600
8	10	750
10	12	950
12	14	1150
14	16	1350
16	18	1550
18	20	1750
20	22	1950
22	24	2150
24	26	2350
26	28	2550
28	30	2750
30	32	2950
32	34	3150
34	36	3350
36	38	3550
38	40	3750
40		3750 plus an additional \$125 for each % over 40

Source: NYS Vehicle and Traffic Law: Section 385

For carriers found to be in violation of their overall gross weight and individual axle weight a single fine is imposed and the maximum amount of the fine shall not exceed the higher of the two calculated fines. There is also a \$30 surcharge added to all fines that accounts for processing fees.

In addition to the fines outlined above, the department also has the right, by law, to issue an additional civil penalty of up to \$5,000 to those violating size and weight limitations. The existence of this authority led to the creation of NYSDOT's compliance program. The program was developed as a tool for increasing participation in the department's Oversize and Overweight Permit Program for those wanting to operate above legal limits by further discouraging illegal OS/OW operations. This helps protect the state's roadways and works to create a level playing field for industry. The basic workflow for the NYSDOT compliance program is as follows:

- Carrier is issued a ticket for exceeding a permit for OS, OW, or both. They may also be cited for being overweight without a permit at all.
- The roadside violations are entered into the ASPEN system that is used by the New York State Police and other local agencies that have undergone certification training.
- Staff at NYSDOT are assigned to monitor Safetynet, a program to which officers and NYSDOT Truck inspectors (they cannot issue UTT's - Uniform Traffic Tickets) upload all of their road side inspections and violations. Assigned NYSDOT staff use inspection codes to pull out the violations that are related to OS/OW violations.
- The violation reports are printed and the specific OS/OW violations are then entered into a program designed to track violation information by carrier.
- The entered information is printed out and reviewed by the Permit Program Manager who reviews the violations and recommends a civil penalty; the civil penalty is separate from any legal penalty the carrier/company may have paid in court.
- The carrier is sent a letter that explains the violation(s) and provides the amount of any civil penalty as well as affords them an opportunity to contact the Department to request a hearing (required by New York State Vehicle and Traffic Law) or to contact the Department's Office of Legal Affairs.
- If the carrier contacts Legal Affairs they will often work with the carriers to obtain a permit or renew their permit if they had one. In these cases the civil penalty is often reduced since the carrier must provide proof that they have received the permit. In some instances the carriers do not fight the civil penalties and simply pay the penalty. The Legal Affairs Department tracks all the carriers with whom they have worked and will increase the penalties with repeat offenders.

### ***Pennsylvania***

Pennsylvania statute, Title 75, chapter 49, have separate fines for gross weight violations and axle weight violations as follows:

- For axle weight violations a penalty of \$100 plus an additional \$100 for every 500 pounds, or part thereof, exceeding 2,000 pounds over the maximum legal axle limitations; or
- For gross weight violations a penalty of \$75 plus an additional \$75 for every 500 pounds, or part thereof, in excess of 3,000 pounds over maximum legal gross weight.

In cases where there is a violation of both the axle and gross weight limits, only the greater of the two fines shall be assessed. Violations for exceeding legal size limitations are assigned as follows:

- Width and length violations: \$300; and
- Height violations: \$500.

Pennsylvania regulations outline an additional penalty for permit specific violations. Carriers found to be operating in violation of their OS/OW permit are subject to a fine of \$500 for each violation. For those carriers found to be operating under an expired, void, invalidated, or falsified permit a fine of \$1,000 will be assessed. These penalties are all assessed in addition to penalties assessed for size and weight violations.

### ***Virginia***

According to Virginia code section 46.2-1135, the state has separate fines for vehicles operating above axle weight limits than those operating above gross weight limits. The following table outlines the fines for operating above statutory weight limits in the state of Virginia.

Table 30 – Virginia overweight fines

<b>Weight in Excess of Legal or Permitted Axle Weight Limits</b>	<b>\$/lb</b>	<b>Weight in Excess of Legal Gross Weight Limits</b>	<b>\$/lb</b>
2,000 lbs or less	.01	2,000 lbs or less	.01
2,001 – 4,000 lbs	.03	2,001 – 4,000 lbs	.03
4,001 – 8,000 lbs	.12	4,001 – 8,000 lbs	.07
8,001 – 12,000 lbs	.22	8,001 – 12,000 lbs	.12
12,001 lbs or more	.35	12,001 lbs or more	.20

Source: Virginia Code Section 46.2-1135

All fines for operating above permitted gross weight will be assessed at 20 cents per pound. In addition, the owner, operator, or other person responsible for the overweight violation will be charged a \$25 civil penalty, a \$20 processing fee, a \$2 weighing fee, plus additional liquidated damages of \$20.

If the gross weight of the vehicle exceeds lawful limits by at least 25 percent but no more than 50 percent, the amount of the liquidated damages shall be two times the amount provided for in the foregoing provisions of this section; if the gross weight of the vehicle exceeds lawful limits by more than 50 percent, the amount of the liquidated damages shall be three times the amount provided for in the foregoing provisions of this section.

### **Conclusion**

Every state has its own fine structure for vehicles found to be operating above legal size and weight limits as set in their state statutes. Some issue a flat fee, others scale the fines based on the severity of the infraction.

The following table provides a high level comparison of fines for the states in the study as compared to New Jersey.

Table 31 – Mid-Atlantic vs. New Jersey fine comparison

State	Fine for Exceeding Legal Size	Fine For Exceeding Legal Weight	Assessed from Legal or Permitted Size/Weight
Connecticut	Higher	Higher	Permitted
Delaware	Lower	Higher	Legal
Maryland	Higher	Higher	Permitted
New York*	Equivalent	Higher	Legal
Pennsylvania	Higher	Higher	Varies
Virginia	TBD	Higher	TBD

\* In addition to the fines assessed in law, NYS has a compliance program in place that levies additional civil penalties for size and weight violations.

### **Regional Permitting**

This section examines the evolution and current practice of regional OS/OW permitting in the United States over the years. Provided is a detailed depiction of the operational characteristics and goals of regional organizations; including those who have active regional permitting compacts currently in use.

#### **American Association of State Highway and Transportation Officials (AASHTO)**

The American Association of State Highway and Transportation Officials (AASHTO) is a collection of transportation officials throughout the United States. AASHTO works to educate the public on transportation issues, advocates for transportation friendly government policies, and looks to provide assistance to states in improving the efficiency and safety of the movement of people and goods within their states. AASHTO is comprised of four sub-regions: Northeast Association of State Transportation Officials (NASTO), Southeast Association of State Highway Transportation Officials (SASHTO),

Mid-America Association of State Transportation Officials (MAASTO), and Western Association of State Highway Transportation Officials (WASHTO).

***Northeast Association of State Transportation Officials (NASTO)***

The states that make up the NASTO region include: Connecticut, Maine, Maryland, New Jersey, New York, Delaware, Rhode Island, New Hampshire, Vermont, Massachusetts, District of Columbia, and Pennsylvania. This region does not currently perform permitting as a region and, after a period of dormancy, has only recently begun meeting to discuss the future direction of this subcommittee.

Separate from NASTO, but located within this region, is the Northeast Transportation Consortium. NETC is a group of states who issue joint permit authorizing travel within its member states. The states included in this group are Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont. These states agreed up an acceptable envelope vehicle and issue permits for the interstate travel of vehicles within the agreed upon limits. Permits are valid only along a pre-designated “regional route network” that each state is responsible for updating for roadways within their jurisdiction.

Table 32 – NETC envelope vehicle limits

Dimension	Maximum Value
Width	14'
Height	13'6"
Length	90'
Gross Weight (5 axles)	108,000 lbs
Gross Weight (6 axles)	120,000 lbs

Source: New England Transportation Consortium Handbook (1995)

While not an activity undertaken as part of NASTO, NYSDOT was involved in an effort to joint permit with New York City. The parties were discussing integrating both agencies into one system with each agency maintaining sole issuance authority. Instead they completed Phase I of this project by allowing permit agencies to utilize the NYSDOT on-line system to apply for both NYSDOT and NYC oversize permits. This helped by removing some duplicate data entry, however carriers still had to work with each agency individually once the permits were submitted.

***Southeast Association of State Highway Transportation Officials (SASHTO)***

The states/territories included in the SASHTO region are: Virginia, Arkansas, Tennessee, Mississippi, North Carolina, Georgia, Kentucky, Alabama, Florida, South Carolina, West Virginia, Louisiana, and Puerto Rico. This region is currently examining harmonization within the region but does not currently perform any regional permitting.

***Mid-America Association of State Transportation Officials (MAASTO)***

The states/territories that are a part of MAASTO are: Ontario, Missouri, Minnesota, Iowa, Ohio, Illinois, Wisconsin, Michigan, Kansas, and Indiana. The region is working towards harmonization of escort and other requirements but does not, at this time, perform any regional permitting.

### ***Western Association of State Highway Transportation Officials (WASHTO)***

The WASHTO region is comprised of the following states: California, Nevada, New Mexico, Oregon, South Dakota, North Dakota, Utah, Idaho, Texas, Oklahoma, Colorado, Washington, Montana, Arizona, Wyoming, Alaska, Hawaii, and Nebraska. This region, like the others, is working towards regulatory harmonization in order to make OS/OW movement easier for industry. WASHTO currently issues the only regional permit available in the United States. This permit is supported by 11 states within the WASHTO region (Nevada, New Mexico, Oregon, Utah, Idaho, Texas, Oklahoma, Colorado, Washington, Montana, and Arizona) and one (Louisiana) from SASHTO.

In order to facilitate the issuance of a regional permit, permit officials from each of the participating member states first developed a regional route network. The routes on this network are the highways for which a regional permit can authorize travel outside of the issuing state's borders.

The next step in the creation of a regional permit was to develop the size parameters for truck configuration which a regional permit could be issued. This was done through the creation of an "envelope vehicle" that could be safely authorized for travel on the previously designated route network. The following table outlines the size and weight allowances under the WASHTO regional permit.

Table 33 – WASHTO permit size and weight allowances

<b>Attribute</b>	<b>Gross</b>	<b>Single</b>	<b>Tandem</b>	<b>Tridem</b>	<b>Tire</b>
<i>Weight (lbs)</i>	160,000	21,500	43,000	53,000	600 / in
<b>Attribute</b>	<b>Regional Permit Allowance</b>				
<i>Width</i>	14'				
<i>Height</i>	14'				
<i>Length</i>	110'				

Source: Western Regional Permit Desk Guide- WSDOT: January 2012

Once the regional roadway network and envelope vehicle was determined an agreement was developed that authorizes participating states to issue permits and collect fees on behalf of other member states. While the fees paid for the WASHTO permit are equal to the fees that would be charged if permits were ordered from each state individually, the regional permit allows carriers traveling through multiple WASHTO

states to obtain all the necessary permits through one state thereby reducing the time and effort required to obtain an OS/OW permit for both the carrier and the states.

## **CONCLUSIONS AND RECOMMENDATIONS**

One way for a state to maximize the efficient flow of goods via the trucking industry is to have similar rules and regulations to the states that neighbor them allowing for more seamless interstate travel. For carriers operating within legal limitations this is typically less of an issue as Federal Statutes outline weight and width limitations for the National Highway Network.

The area where there is likely to be disparity in hauling regulations among the states is that of oversize and overweight (OS/OW) permitting as each state is authorized to develop its own permit limitations within their jurisdictional boundaries. Among other factors, the differing needs of industry, existence of federal permitting exemptions (divisible and non-divisible load states), roadside enforcement operations, and variance in approach to infrastructure management can lead to large gaps in permit limitations between neighboring states. When regulations vary substantially from state to state, haulers are forced to make difficult decisions about their operating model, oftentimes making a choice between compliance and profitability.

New Jersey Department of Transportation seeks more information regarding how neighboring states are addressing complex issues related to over dimensional permitting. Within this study we have examined various characteristics of the Mid-Atlantic States permitting practices and policies to see how New Jersey's compare. This section summarizes our findings and provides a series of recommended actions and implementation steps to assist New Jersey DOT in more closely aligning their regulations and operations to those of the surrounding states in an effort to support industry needs while continuing to prioritize safety in the state of New Jersey.

### **Permit Types and Categories**

#### **Research Area Question & Context**

New Jersey DOT's pointed research items in this subject category were related to a number of inter-related "permit-type" questions regarding what other states are doing to permit specific kinds of commodities and truck/trailer/axle configurations, at what duration (single trip; multi-trip; blanket/annual), and at what threshold a permit is required. Understanding how other states define and process permit types in both divisible and non-divisible load states was an important research nuance. As a non-divisible load state New Jersey was also interested in whether other non-divisible states were able to create new permit types to accommodate interstate moves from neighboring divisible load states as well as high volume commodities originating in New Jersey and proceeding to divisible load states. Phase I results revealed that Maryland (a neighboring non-divisible load state) had created a new permit type, the Exceptional Hauling Permit, to accommodate frequent higher weight/larger configuration moves of

certain agricultural commodities and NJDOT was interested in learning more about the permit and the process by which they created it.

The following are the specific topic areas and ancillary questions researched in this category:

### ***Definition of Permit Types/Categories***

Review neighboring states' practices for availability of and terms (cost/time) for the following permit types and related inquiries:

- Emergency Permits – how do they handle need for permits in event of emergency?
- Boat Permits – do other states issue a special permit for transport of boats?
- Multi-Trip Permits – do other states allow for multi-trip permits to accommodate certain industries, like the movement of construction equipment? How do other states define what is considered multi-trip/annual/blanket (ex.: is frequent movement of a boat in DE considered separate over-dimensional permits for each move or is there a blanket permit)?
- General Blanket Permit – do other states offer a blanket OW or OD permit?

### ***Creation of New Permits***

How are other states permitting particular loads (difference between divisible load and non-divisible states), how are they defined, and have other states created new permit types to accommodate particular freight movements?

### ***Exceptional Hauling Permits***

Understanding that New Jersey is not a “Divisible Load” state, questions have arisen concerning the potential ability for New Jersey to permit certain types of commodities that are considered “divisible” along non-interstate or non-National Highway System roadways.

### **Conclusion**

As seen in the Permit Types and Categories section presented prior, each of the specific permit types has been researched, defined, and compared by each state in the study region including single trip; multi-trip; divisible and non-divisible states; emergency movements; oversize boat movements; overweight shipping containers; and weekday/weekend/holiday movement restrictions.

As a tool by which New Jersey can gauge permit coverage and/or gaps, Appendix (x) provides a per-state comparison of permit types including description; permit category; cost; duration; permit limits and how New Jersey DOT currently handles permitting each of these permits issued in states in the study region.



### ***Permit Types and Category***

New Jersey currently offers fewer options regarding different permit types issued among states in the study area. Most commodities are permitted under the standard single trip permit and this allows New Jersey to account for OS/OW travel as needed on an individual trip basis. New Jersey is at an operational disadvantage when compared to the other states in the study region specifically in the area of multi-trip permit types. New Jersey issues a multi-trip permit for overweight travel of sealed ocean containers, and a limited multi-trip permit for certain trailer types, but currently does not issue any other multi-trip permit types.

While these multi-trip permit types allow for flexibility in the travel of a small percentage of OS/OW traffic, there is no similar ease offered to the vast majority of the OS/OW industry in the state. Most states in the study region, and across the country, issue either an annual general blanket multi-trip permit type for non-divisible loads or issue an annual permit for the movement of commodities related to key economic industries within their state. While states reserve the right to structure these individually, generally these blanket permits have predetermined dimensional and weight limits, and the durations are often designated for increments such as one month, two months, or annual; and some states opt to tie this permit type to a specific truck. Additionally, states may opt to tie the permit to a commodity or load description (e.g., roof trusses) which may allow for an over width but not overweight metric.

The lack of a general blanket type of permit in New Jersey increases the amount of time industry must spend waiting to move as well as the amount of time permit staff must spend reviewing permits.

### ***New Permit Type/Exceptional Hauling Permit***

There is lack of evidence of specific industry need for this type of new, exceptional permit which would only be valid on non-Interstate roads.

## **Recommendation**

### ***Permit Types and Category***

It is recommended that New Jersey explore the creation of a general non-divisible load blanket permit type to be added to their current list of permit types which would allow industry greater flexibility in OS/OW travel as well as potentially reduce the burden on staff in relation to individual trip permit reviews. This reduced burden could lead to quicker turnaround times for permit approval and provide an opportunity to focus existing resources on other areas of need or desired improvement.

### ***New Permit Type/Exceptional Hauling Permit***

The New Jersey Department of Justice advised against the creation of a new permit at this time in light of the fact that such a move would be valid on non-Interstate roads only and coupled with a current lack of industry-specific need for such a specific permit. Additionally, legislative changes would be necessary requiring specific data to support

creating the permit and requiring a level of effort and timeframe not justifiable upon analysis.

## **Permit Routing Practices**

### **Research Area Question & Context**

New Jersey DOT's pointed research items in this subject category were related to the methods other states employ to apply routing to approval and issuance of OS/OW permits. Inquiries included the difference between manual (agency staff) and permit system (automated) routing processes; how pre-approved routes are determined; whether exceptions are made in duration or origin/destination; other conditions of travel including escorts; and routing practices involving local/county roads.

The following are the specific topic areas and ancillary questions researched in this category:

#### ***Routing***

How do other states handle routing their over-dimensional loads? Do they route them or issue a blanket permit? If route specific, do they use the minimum clearance in one direction or allow the carrier to submit a route and accept the liability that their load can clear the route? If they allow the carrier to accept liability for a route, do they require escort(s)? If route specific, do they allow the carrier to revise the approved route after the permit has been issued but prior to travel dates? Do they allow extensions to the permit end date? What other conditions apply when states allow changes to approved permits prior to travel dates?

#### ***Local Municipality Permitting***

How do other states handle permitting of local/county roads – do other agencies/entities perform this function nationally or within the region? How is revenue accounted for and/or split?

### **Conclusion**

As seen in the Permit Routing section presented prior, a state by state comparison is provided which addresses, in detail, each of the specific research topics and questions related to routing as well as the practice of permitting in local jurisdictions.

#### ***Routing***

New Jersey requires route surveys for lengths exceeding 100', which is in line with other states in the study region.

#### ***Local Municipality Permitting***

New Jersey does not issue permits for travel on roads outside of state jurisdiction, local municipality approval is required for travel on roadways not under the jurisdiction of the department. While this is generally standard practice among permitting agencies, there

are a number of states within the study area that issue permits for local municipalities. These states issue local permits in order to increase efficiency in the permitting process to benefit both the state and local agencies as well as the trucking industry. In these instances the cost to issue permits on behalf of local agencies is either recovered via a fee or is believed to be offset by the operational savings provided to industry.

## **Recommendation**

### ***Routing***

No operational recommendations at this time; remain abreast of successful routing features implemented by other Bentley (automated permitting) states. While New Jersey has not indicated a significant issue with bridge hits for over height vehicles the state may wish to review current rule language to determine whether clarification may better carrier compliance and enforcement parameters toward both safety and infrastructure preservation.

### ***Local Municipality Permitting***

While an expressed interest was raised regarding the permitting and enforcement process for these “gap” areas which fall into any of the 21 counties of New Jersey, at this time it is not recommended that New Jersey pursue local permit issuing authority as the creation of these agreements can be time consuming and could potentially extend DOT’s liabilities. Some of these counties have bridge data in the state permitting system but there would be requirements to verify the timeliness of data and the onus on which this would be established and maintained. Local municipalities are often understaffed and may not meet additional process or enforcement obligations. If a situation were to arise where joint permitting would provide a significant benefit to the motor carrier industry than it may be worth exploring the feasibility of such an arrangement.

The state may wish to review enforcement practices and carrier liability in these areas as most local municipalities generally defer to the permitting governance of the state yet New Jersey’s permit is only valid on roads under the jurisdiction of the state. Pursuant to this review, formal agreements with the counties and subsequent change in the permit language may be prudent.

## **Permit Fees**

### **Research Area Question & Context**

New Jersey DOT’s pointed research items in this subject category were related to the fees and any associated surcharges associated with the permit types issued in the study states, and how these charges compared to that of NJDOT’s. While there also was expressed interest in determining a breakdown of the charges and where, specifically, the revenue was recognized, this was not information made available nor was it accessible through readily available public research. In general, states indicate that less fees (e.g., automation service and processing charges) and operational considerations the permit cost is deposited into the state’s General Fund with implied

applicability to infrastructure maintenance. No evidence was found to relate maintenance funding is tied directly to permit issuance. Phase I and II of the study report permit fees in the study states have remain unchanged in some cases for decades. While some states charge a scaled weight fee, which implies consideration of increased pavement wear, only one state, Pennsylvania, reports calculating fees for infrastructure damage through their ton/mile (weight and distance factored) multiplier. New Jersey is awaiting results of a separate effort studying pavement and bridge impacts. Results of this effort will be used to further inform future analysis needs related to OS/OW permitting and infrastructure damage costs.

The states in this study with scaling weight fees are:

- New Jersey: \$5 for every 2,000 lbs above legal weight
- Delaware: \$5 for every 8,000 lbs above legal weight
- Maryland: \$5 for every 2,000 lbs over 90,000 lbs
- Virginia: \$0.10 per mile when above legal weight

The following are the specific topic area and ancillary questions researched in this category:

### ***Fee Comparison***

How are revenues from permit fees collected and allocated (i.e., what is the money trail)? Where does money collected from permit fees go (General Fund; Highway Maintenance; Enforcement)?

### ***Relationship of Freight Movements and Infrastructure Damage***

How did Pennsylvania's ton per mile fee system get developed and how does it work? Is it a statute or a regulation? Did this approach provide a means to justify permit fee increase(s)?

### **Conclusion**

#### ***Fee Comparison***

Based on Phase II fee analysis detailed in Section 4, New Jersey's OS/OW trip permit fees are currently the second highest, after Virginia, for permit types that involve an overweight vehicle. For OS/OW vehicles that just exceed legal dimensions the current permit fee is average among the Mid-Atlantic States.

In order to normalize the analysis, the permit fee analysis was based on the Single Trip Permit type and tiers for fee assignment were selected to indicate "triggers" for each fee tier. A standard 100 mile trip was applied to each analysis.

### ***Relationship of Freight Movements and Infrastructure Damage***

New Jersey's approach is consistent with a majority of the practices employed in the study area. Of the six study states, New Jersey is one of five which employs a scaled weight fee for permits and is one of four within that subset which applies this scaled weight fee once legal weight is exceeded (Maryland applies the scaled weight fee in excess of 90,000 lbs.).

### **Recommendation**

#### ***Fee Comparison***

It is recommended that New Jersey does not alter their fees at this time. The fees being charged for permits currently are in line with the surrounding states.

As a result of this analysis, New Jersey expressed an interest in better understanding the specific fee (and overall revenue) implications of their Code 23 permit, which pays a \$200.00 registration fee but which does not require an excess weight fee and is reported to represent approximately 40% of current permit volume (20% of which are interstate permits). Other states typically permit this type of move as "Single Trip". New Jersey may wish to conduct a detailed analysis of the Code 23 permits to include a volume review over a statistically valid sample of annual data to gauge the annual volume of this permit type as well as conduct a fee analysis (similar to that conducted for this study) which reviews blanket permits for an envelope vehicle for NJ, NY, and PA which would trigger fee tiers for permit definitions:

- Within a Blanket vehicle;
- Above a Blanket vehicle;
- Construction vehicle; and
- Non-Construction vehicle.

### ***Relationship of Freight Movements and Infrastructure Damage***

In the interim, as New Jersey awaits the results of the separate pavement and bridge wear research findings it should be noted that while Pennsylvania applies a ton/mile factor in consideration of infrastructure damage, New Jersey actually has a higher weight fee (PA has a lower ton/mile fee) so New Jersey is actually charging more. Upon receipt of additional research findings New Jersey can revisit permitting approaches to address recouping infrastructure damage through over-dimensional permit fees.

## **Permit Automation**

### **Research Area Question & Context**

New Jersey DOT's pointed research items in this subject category were related to the different types of OS/OW automation systems employed by each of the states in the Mid-Atlantic region including differences in functionality and comparisons of business processes surrounding the use of these systems. Particularly, for state agencies employing a Bentley system, similar to that of New Jersey's, "best practices" are of interest to NJDOT. Phase I identified the very high level segments of automation (e.g., application; approval; issuance) and Phase II reveals that all of the states in the Mid-Atlantic Region currently have some form of automated permit issuance. Automation solutions vary by state and are either internally developed, vendor developed, or are some combination of the two. Given the differences in permit types and limitations among the states, each system is unique on some level. Despite the differences, all permit systems have some functionality for two basic steps - application submission, and permit review. Depending upon the permit system, one or both of these steps may be completely automated. Best practices are challenging to identify per the many variations in both systems and business processes and further differentiated based on state priorities in how they deploy and operate additional functionality to their permit systems.

The following is the specific topic area and ancillary questions researched in this category:

#### ***E-permitting System Best Practices***

What are practical lessons learned from other Bentley system user states related to streamlining processes and coordinating with neighboring states?

### **Conclusion**

#### ***E-permitting System Best Practices***

New Jersey's automated permit system functionality is on par (functionality deployed) in comparison to the states within the study region. New Jersey's system deploys primary functionality and also auto-issues approximately 80% of permits with automated routing analysis. Maryland is currently implementing a GIS routing module for their system and Maryland is also a Bentley automated system user.

### **Recommendation**

#### ***E-permitting System Best Practices***

New Jersey has expressed interest in further expanding automated routing functionality as well as sharing Best Practices with other automated states (regional and/or Bentley users); further exploration is recommended in both cases. In an effort to better

understand user needs New Jersey may wish to consider creation of a Motor Carrier Advisory Committee (potentially from NJDOT's on-line users and to be expanded) and convene this group to gain invaluable industry input and feedback on permitting practices, additional services (e.g., permit type; routes; exceptions), and operational efficiencies from the carrier perspective.

## **Permit Escort Policies**

### **Research Area Question & Context**

New Jersey DOT's pointed research items in this subject category were related to escort vehicle requirements employed among the Mid-Atlantic States. Research included identifying which of the study states currently require certification and those which are planning to implement certification requirements. The criteria for assigning escorts to permitted loads among the Mid-Atlantic States were examined as well as any fees associated with these escorts and where the burden of cost lies.

Escorts are assigned to OS/OW vehicles by permit issuing agencies in order to preserve the safety of the motoring public during load movement. There are two different types of escorts commonly assigned to OS/OW moves - private, and police escorts. While many states allow anyone with the proper equipment to act as escorts for oversize loads, some states require certification in their state prior to allowing an individual to escort a load.

The cost of escorts is borne by the carrier and is typically paid directly to the escorts/escorting agency without involving the permit issuing agency. The fees for police escorts are generally limited to the cost of expenses incurred for their service while the cost for private escorts vary greatly depending on the company used.

The following is the specific topic area and ancillary questions researched in this category:

### ***Escort Policy and Fees***

How do other states approach the need for and cost of escorting overweight or over-dimensional loads? What are the escort requirements for neighboring states? How do they compare to New Jersey? Who can provide escorts (State Police; Local Police; Private escort service)? Do these states reimburse police for their escorting services? If so, what is the cost? Is the cost born by the carrier or the state?

### **Conclusion**

### ***Escort Policy and Fees***

New Jersey's escort policies are the least stringent of any of the states within the study region. New Jersey does not require private escorts until a width of 14' or a length of 100' (which is 1' wider and 10' longer than any other state researched). Additionally, New Jersey does not currently have an escort certification policy in place and, while this is not uncommon, many states are beginning to examine ways to implement a

certification process. States within the study region currently requiring certification are Virginia and New York. States currently exploring possible implementation of a certification procedure include Pennsylvania and Delaware.

Section 6 provides detailed tables of each study state's requirements for when an escort policy is "triggered" by state code.

## **Recommendation**

### ***Escort Policy and Fees***

It is recommended that New Jersey explore the need for an escort certification policy that aligns with previously developed best practices. Additionally it is recommended that New Jersey review the origins of its existing escort dimensional limits to ensure that the safety of the motoring public is being preserved. The previously referenced best practice guide identifies widths exceeding 12' and lengths exceeding 90' as best practice dimensions for initial escort assignment. NJ current requirements mean that a tractor trailer can be in another vehicle's lane on a freeway and not need an escort. Non-freeway lanes are sometimes 10' in width so at 13' the vehicle would be 3 feet into another driver's lane with no escort.

### **Permit Fines**

## **Research Area Question & Context**

New Jersey DOT's pointed research items in this subject category were related to fine structures as written in the Mid-Atlantic state statutes. Fines may be calculated on infractions of weight (Gross Vehicle Weight and axle weight) and/or infractions of size (dimensions – height; width) depending upon the violation scenario. States calculate and apply fines differently. For example, in cases of multiple infractions some states allow multiple fines be levied/accrued while others allow only one (the highest) fine cited. Additionally, some states begin to apply fines in excess of the legal weight and some in excess of the permitted weight. While interest has been expressed on the part of NJDOT to understand the "money trail" of fines paid, specific information from study states was not available. Anecdotally, fines as written on citations may be pleaded down to reflect different infractions and fines recouped in local jurisdictions would not be directly recognized at the NJDOT level in correlation to the permit and infraction(s). Fines may be thought of as a deterrent to noncompliance however, the reality of both a lack of enforcement resources coupled with (in some cases) a fine which is less than the value to the carrier in delivering a load may influence a carrier's decision to take their chances either without a permit or exceeding the limits/conditions of the permit.

The following is the specific topic area and ancillary questions researched in this category:

### ***Fine Comparison***

How do New Jersey's current fines compare to neighboring states? How do Gross Vehicle Weight (GVW) fines and axle weight fines compare to neighboring states?



## **Conclusion**

### ***Fine Comparison***

New Jersey's fines for violating either legal or permitted weight are both higher than those of the other states within the study. New Jersey's fines for violating legal or permitted size limits are also higher than or equal to all other states within the study with the exception of Delaware.

As evidenced in the Fine Comparison exercise in Section 7.2, a comparison of fines was based on three metrics - 2,000; 5,000; and 10,000 lbs overweight – and was performed “averaging-out” whether fines among the study states were higher or lower than that of New Jersey.

## **Recommendation**

### ***Fine Comparison***

It is recommended that the current fine structure remain the same unless the state wishes to use this vehicle as a means by which to recoup revenue specific to roadway/infrastructure damage. As recommended in the Fee Structure analysis, upon receipt of additional research findings related to pavement and bridge wear, New Jersey can revisit permitting approaches to address recouping infrastructure damage through over-dimensional permits (e.g., fees; fines; etc.).

## **Regional Permitting**

### **Research Area Question & Context**

New Jersey DOT's pointed research items in this subject category were related to the current practice of regional OS/OW permitting in the United States, and its history over the recent years. It should be noted, one of the greatest impediments to multi-state permitting is typically the difference in regulations between the states and the liability associated with having another state issue a permit for a given state with most states wishing sole control over the permits issued on their highways. The American Association of State Highway and Transportation Officials (AASHTO) is a collection of transportation officials throughout the United States. AASHTO works to educate the public on transportation issues, advocates for transportation friendly government policies, and looks to provide assistance to states in improving the efficiency and safety of the movement of people and goods within their states. AASHTO is comprised of four sub-regions: Northeast Association of State Transportation Officials (NASTO), Southeast Association of State Highway Transportation Officials (SASHTO), Mid-America Association of State Transportation Officials (MAASTO), and Western Association of State Highway Transportation Officials (WASHTO). Each of these sub-regions has explored the ability to deploy regional permitting solutions. Additionally, the New England Transportation Consortium (NETC), which includes Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont also continues to pursue permitting efficiencies in the New England region.

A depiction of the operational characteristics of WASHTO (the largest active regional permitting compact currently used in the United States) is provided in Section 8.0 Regional Permitting.

The following is the specific topic areas and ancillary questions researched in this category:

### ***Permitting Compacts***

What regional compacts exist, which states participate in each, do they issue permits on behalf of other compact states for envelope vehicles, and how are fees collected and dispersed among states? What are some examples of best practices among compact states and efficiencies (e.g., operationally and carrier recognized) achieved through these arrangements?

### **Conclusion**

#### ***Permitting Compacts***

At this time there are two active regional permitting compacts in the United States, WASHTO and NETC. If New Jersey wishes to be participate in regional permitting it is recommended that New Jersey reach out to other NASTO states to both gauge interest and willingness to pursue issuance of a regional permit(s). In the event interest in developing a regional permitting compact among adjacent states is desired, the next step may be the development of an envelope vehicle which could be permitted to move amongst the states\*.

\* NASTO is convening its member states October 2 – 4, 2012 in Rhode Island to discuss, among other agenda items, harmonization of particular operational issues including signage; escorts; lighting. Results of this meeting will be an indicator of the interest of NASTO to pursue the envelope vehicle concept, which they have visited in the past.

### **Recommendation**

#### ***Permitting Compacts***

It is recommended that existing regional permit models be utilized as a baseline and modified as necessary by the NASTO states. Information contained in both Phase I (database and posters) and Phase II of this research is directly applicable to the task of harmonization and identifies the quantifiable metrics which must be compared (legal limits; permit limits; GVW; axle weights; dimensions; escort practices; etc.). It is important to note that not all of the states in NASTO were a part of this effort; those states would have to provide their information separately.

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## **APPENDIX A – CONNECTICUT VS. NEW JERSEY PERMIT COMPARISON**

CT Permit Comparison

Permit Type	Description	Permit Type	Cost (\$)	Duration	Permit Limits	NJ Handling
Single Trip	Unless specifically stated on the permit, the permit is valid for three days and for one trip between the points designated. A single trip consists of a vehicle leaving the terminal, loading the vehicle, delivering the load and returning to the terminal in one continuous move, or in the case of thru state moves, from state line to state line.	Trip	\$26	3 d	16’ W; 160,000 lbs	Handled via the OSOW trip permit process
Blanket Permit	Appears that they are not currently issuing these at this time.	Annual	\$500 +	1 yr	Unknown, does not appear to be actively issued.	New Jersey does not currently have a permit type that resembles this permit. OSOW carriers must obtain trip permits
Divisible Load Permit	Authorizes the movement of divisible loads related to construction projects over legal weight limits on all state highways	Annual	\$7 per 1,000 lbs	1 yr	Legal Dimensions; 25,000 lbs per axle	New Jersey does not currently have any permit types that allow the overweight movement of divisible loads .NJ is NOT a divisible load authorized state and therefore cannot authorize this travel on the interstate

## **APPENDIX B – DELAWARE VS. NEW JERSEY PERMIT COMPARISON**

DE Permit Comparison

Permit Type	Description	Permit Type	Cost (\$)	Duration	Permit Limits	NJ Handling
Single Trip	A permit that is valid for the one time movement of a non-divisible OSOW load along the routes listed on the permit.	Trip	\$10 + \$5 each 8,000 lbs over legal weight (\$1 if interstate routes only)	3 d	15’W;15’H; 120’L; 120,000 lbs	Handled via the OSOW trip permit process.
Superload Trip	A permit that is valid for the one time movement of a non-divisible OSOW load that exceeds regular trip permit limits	Trip	\$30 + \$2 for each 8,000 lbs over legal weight	3 d	No set limitations	Handled via the OSOW trip permit process.
Multi-Trip Permits	(1) Utility companies may be issued a permit for piling and pole trailers. Each permit may be valid for up to four designated trailers at the time of issue.  (2) Utility companies and governmental agencies may be issued a permit for a manned and/or unmanned aerial type single motor vehicle up to 50 feet long. Each permit shall be valid for an individual vehicle only.  (3) Pole, piling, and mill stock haulers may be issued a permit for pole, piling, and mill stock movements. Each permit shall be valid for an individual tractor only.	Monthly	\$30	1 month		New Jersey does not currently have a permit type that resembles this permit. OSOW carriers must obtain trip permits
Ship Offloading Permits	Ship permits may be issued for oversize and/or overweight vehicles engaged in ship offloading operations conducted at the Port of Wilmington to designated locations on designated state-maintained routes exclusive of Interstate routes within two (2) miles from the property limits of the Port of Wilmington.	Special	\$900 / ship	5 d		Handled via the OSOW trip permit process.
Blanket Crane Permit	Authorizes the annual movement of an oversize self propelled crane along designated or all unrestricted routes	Annual	\$1,500 (under 24,000 lbs) \$2,500 (over 24,000 lbs) + weight fee for both	1 yr	12’W; 13’6’’H; 70’L; 120,000 lbs	New Jersey does not currently have a permit type that resembles this permit. OSOW carriers must obtain trip permits

## **APPENDIX C – MARYLAND VS. NEW JERSEY PERMIT COMPARISON**



MD Permit Comparison

Permit Type	Description	Permit Type	Cost (\$)	Duration	Permit Limits	NJ Handling
Single Trip / Special Vehicle Trip	A permit that is valid for the one time movement of a non-divisible OSOW load along the routes listed on the permit. This permit is also available for Special Vehicles that cannot be registered.	Trip	\$30 + \$5 each ton over 45 tons	5 d	No Set Limits; above certain thresholds engineering review is required	Handled via the OSOW trip permit process
Book Permits	A “book” of ten (10) trip permits that is purchased in advance and used as needed. Same restrictions as a single trip permit with the exception of their duration.	Trip	\$300 per book	3 d	13’W; 15’ H; 85’ L; 90,000 lbs	Handled via the OSOW trip permit process
Blanket Hauling Permit	Authorizes the movement of a specified vehicle hauling a non-divisible load on highways in Maryland. No specific route is required.	Annual	\$50(m) \$500(yr)	1m; 1 yr	12’ W; 14’ H; 75’ L; 80,000 lbs	New Jersey does not currently have a permit type that resembles this permit. OSOW carriers must obtain trip permits
Containerized Cargo Permits	An annual permit authorizing the overweight travel of containerized cargo going to or coming from the Port of Baltimore along specific routes listed on the permit.	Annual	\$0	1 yr	Legal Dimensions; 90,000 lbs gross weight	NJ handles this type of commodity via its annual ocean borne container permit.
Exceptional Hauling Permits	Authorizes the movement of certain divisible commodities on non-interstate routes in the state of Maryland. Only valid for agriculture products as defined under Agriculture Article 10-601: “Any agricultural, horticultural, vegetable, or fruit product of the soil, including livestock, meats, marine food products, poultry, eggs, dairy products, wool, hides, feathers, nuts, honey, and every product of farm, forest, orchard, garden or water, but does not include canned, frozen, dried, or pickled products.”	Annual	\$500	1 yr	87,000 lbs gross; 20,000 lbs axle	New Jersey does not currently have any permit types that allow the overweight movement of divisible loads .

## **APPENDIX D – NEW YORK VS. NEW JERSEY PERMIT COMPARISON**

NYS Permit Comparison

Permit Type	Description	Permit Type	Cost (\$)	Duration	Permit Limits	NJ Handling
General Trip	A permit that is valid for the one time movement of a non-divisible OSOW load along the routes listed on the permit.	Trip	40	5 d	16’ W; 15’11’’ H; 160’ L; 199,999 lbs	Handled via the OSOW trip permit process
Emergency Trip	A permit that is valid for the one time movement of a non-divisible OSOW load along the routes listed on the permit in order to meet emergency conditions.	Trip	0	1 d	No Set Limits	Handled via the Emergency Waiver Procedure
14 ft Manufactured/Mobile Home	Authorizes the movement of mobile/modular housing not over 14’ wide from one specific place to another by approved routes	Trip	40	5 d	14’ W; 14’6’’ H; 160’ L(80’ max home length); 80,000 lbs	Handled via the OSOW trip permit process
Overweight Radioactive Material	Authorizes an overweight vehicle or combination of vehicles transporting radioactive material from one specific location to other specific locations by approved routes	Trip	40	5 d	16’ W; 15’11’’ H; 160’ L; 199,999 lbs	?
Superload Trip	Authorizes the movement of an oversize and/or overweight vehicle from one specific place to another by approved routes, whose weights and/or dimensions exceeding 16’0’’ in width, 15’11’’ in height, 160’0’’ in length, or 200,000 pounds in gross weight; or any combination of the above.	Trip	40	5 d	No Set Limits	Handled via the OSOW trip permit process
25 Mile Radius	Authorizes the movement of a specified vehicles and loads within a 25 air mile radius of the boundaries of the municipality in which the business of the applicant is located.	Annual	60(m); 360(yr)	1 m or 1 yr	12’ W; 13’6’’ H; 79’11’’ L; 116,000 lbs	New Jersey does not currently have a permit type that resembles this permit. OSOW carriers must obtain trip permits
10’Wide Statewide Blanket	Authorizes the movement of a specified vehicles or loads on all New York State highways	Annual	60(m); 360(yr)	1 m or 1 yr	10’ W; 13’6’’ H; 79’11’’ L; 100,000 lbs	New Jersey does not currently have a permit type that resembles this permit. OSOW carriers must obtain trip permits.

Building Movement Single Trip	Authorizes the movement over State highways of private homes, garages, diners and similar large buildings over 14'0" wide from one specific place to another by approved routes. This permit does not include the movement of new structures or prefabricated buildings, only structures being moved from their existing foundations.	Trip	360	8 d	16' W; 15'11" H; 160' L; 199,999 lbs (RARELY IF EVER ISSUED)	Handled via the OSOW trip permit process
Emergency Blanket	Available to transporters of equipment required to meet emergency conditions. It authorizes all emergency movements, at any time, of specified vehicles or loads.	Annual	360	1 yr	13' W; 13'6" H; 79'11" L; 116,000 lbs	Handled via the Emergency Waiver Procedure
Oversize Farm Equipment – Dealers	Authorizes the movement of vehicles and implements or combinations thereof which are over legal width as prescribed by the Vehicle and Traffic Law and are used solely for farm purposes.  There are two types of permits offered: 1. Monthly/ Annual Permits (Type 7A1): Available to move vehicles/loads up to and including 15'0" in width within a 25 air mile radius of the business location. 2. Trip Permits (7A2): Available for vehicles/loads over 13'0" in width. Trip permits are required for vehicles/loads over 13'0" in width.	Special	40(5d); 60(m); 360(yr)	5 d, 1 m or 1 yr	15' W (m/yr) 16' W(5d); 15'11" H; 160' L; 199,999 lbs	Through a registration fee?
Oversize Farmer's Equipment	Authorizes the movement of farm tractors and implements or combination thereof used exclusively for agricultural purposes and which are not required to be registered with the Department of Motor Vehicles pursuant to article 14 of the Vehicle and Traffic Law. Farm vehicles, when in the possession of farmers, up to 17'0" in width and used solely for farm purposes are legally allowed to travel on State highways.	Special	20(5d); 30(yr)	5 d or 1 yr	15'11" H; 160' L; 199,999 lbs	Through a registration fee?
Oversize Snowplow Equipment – Private Contractors	Authorizes the movement of over width snow plow equipment for private contractors during "snow months." This permit is valid on State highways within a 25 air mile radius of the municipality in which the contractor's business is located.	Special	90	10/15 – 4/15	25' W; 13'6" H; 40" L; Legal Weight	Handled via the OSOW trip permit process. No special permit in place.

Special Combination Vehicles	Authorizes the movement of two or three vehicle combinations, (Steel Haulers), consisting of a tractor semi trailer or tractor semi trailer and trailer for specifically transporting steel, not to exceed length, height, and width as prescribed by the Vehicle and Traffic Law and up to 140,000 pounds maximum gross vehicle weight limited to approved routes listed on the permit in Erie County, City of Niagara Falls in Niagara County and the City of Dunkirk in Chautauqua County. Permits shall only cover the transportation over approved routes to or from Pennsylvania and Canada. OR Stinger-steered automobile transporters not to exceed 75 feet, not including a bumper overhang of not more than a total of seven feet, exclusive of an overhang of not more than three feet on the front and four feet on the rear of the vehicle and within 14 feet 6 inches in height, within width and weight limits indicated in the Vehicle and Traffic Law. Limited to approved routes as indicated on the permit, not to exceed seven miles from the State border, for the purpose of transporting vehicles to a distribution center	Special	100(wk); 200(m); 500(yr)	1 wk, 1 m, or 1yr	Legal W; Legal H; Varied L; Varied lbs  <b>MAXIMUM AXLE &amp; GROUPING WEIGHTS AXLE &amp; GROUPING SPACING</b> (FOR ALL COMBINATIONS) MIN. BETWEEN AXLES MAX. WITHIN GROUPING STEERING AXLE - 15,000 LBS. SINGLE AXLE - 25,000 LBS. TANDEM AXLE - 45,000 LBS. ..... 46 INCHES.....10 FEET TRIDEM AXL - 55,000 LBS. ..... 46 INCHES.....12 FEET QUAD AXLE - 60,000 LBS. ..... 46 INCHES..... 16 FEET <b>MAXIMUM GROSS VEHICLE WEIGHTS ALLOWED</b> 100,000 lbs. for 5 axle minimum combinations 112,000 lbs. for 6 axle minimum combinations 124,500 lbs. for 7 axle minimum combinations 130,000 lbs. for 8 axle minimum combinations 134,500 lbs. for 8 axle minimum (*DOUBLE BOTTOM COMBINATION ONLY) 140,000 lbs. for 8 axle minimum (*DOUBLE BOTTOM COMBINATION	New Jersey does not have a permit in place to handle scrap steel transport.  NJ may be unable to create a permit for this type due to its lack of authority to issue divisible load permits. We would need to check with NY to see if this is why they can issue this type of permit.  NJ does not have a permit type for stinger steered automobile transporters either.
Bulk Milk	Authorizes the transport of bulk milk . Vehicle(s) and load must be of legal dimension(s) and the all axle, grouping and gross weights must be within 125% of legal limits as specified in the New York State Vehicle and Traffic Law, Section 385 subsections 8, 9 and 10.	Annual	60(m); 360(yr)	1 m or 1 yr	8’6” W; 13’6” H; 65’ L; 100,000 lbs	New Jersey does not have a permit in place for this commodity. Currently bulk milk must travel at legal weight in NJ.  NJ may be unable to create a permit for this type due to its lack of authority to issue divisible load permits. We would need to check with NY to see if this is why they can issue this type of permit.

100 Mile Radius	Authorizes the movement of a specified vehicles or loads on state routes within a 100 air mile radius of the boundaries of the municipality in which the business of the applicant is located.	Annual	60(m); 360(yr)	1 m or 1 yr	12' W; 13'6" H; 79'11" L; 108,000 lbs	New Jersey does not currently have a permit type that resembles this permit. OSOW carriers must obtain trip permits
Sealed Container	Authorizes the movement of a sealed shipping container at weights up to 125% of legal.	Trip/ Annual	40(5d);60(m); 360(yr)	5 d , 1 m or 1 yr	8'6" W; 13'6" H; 65' L; 100,000 lbs	NJ handles this type of commodity via its annual ocean borne container permit.
16 ft Manufactured/Mobile Home	Authorizes the movement of Manufactured or Modular home units, greater than or equal to 14'0" but not greater than 16'0" wide inclusive of eave overhangs, from one specific place to another by approved routes	Trip	40	5 d	16' W; 14'6" H; 160' L(80' max home length); 80,000 lbs	Handled via the OSOW trip permit process
5 Mile Radius Self Propelled Construction Equipment	A jobsite permit for self propelled vehicles authorizing their movement on state owned highways	Special	360	1 yr	RARELY IF EVER ISSUED	New Jersey does not currently have a permit type that resembles this permit. OSOW carriers must obtain trip permits
Military Movement	Authorizes the movement of an over dimensional or overweight load by the military using Military or Commercial vehicles. While a Special Hauling permit must be obtained, there is no fee charged for Military vehicles carrying Military loads. Commercial carriers must pay all applicable fees.	Trip	0(Govt); 40(Carrier)	5 d	16' W; 15'11" H; 160' L; 199,999 lbs	Handled via the OSOW trip permit process.
12' Wide Statewide Blanket	Authorizes the movement of a specified vehicles or loads on all New York State highways	Annual	360-900(varies by weight)	1 yr	12' W; 13'6" H; 79'11" L; 117,000 lbs	New Jersey does not currently have a permit type that resembles this permit. OSOW carriers must obtain trip permits

Annual Crane Permit	Authorizes the movement of a self-propelled crane exceeding legal size/weight limitations on state owned roads within a 25 air mile radius of the boundaries of the municipality in which the business of the applicant is located.	Annual	360(25 mi radius)  360 +120 / county (contiguous)	1 yr	12' W; 13'6" H; 85' L; Weight limit determined by engineering analysis	New Jersey does not currently have a permit type that resembles this permit. OSOW carriers must obtain trip permits
	OR  Authorizes the movement of a self-propelled crane exceeding legal size/weight limitations on state owned roads within the county in which the business of the applicant is located and up to 8 additional contiguous counties.					
Divisible Load Overweight	Authorizes the movement of divisible loads over legal weight limits on all state highways	Annual	360-750	1 yr	Legal Dimensions; 117,000	New Jersey does not currently have any permit types that allow the overweight movement of divisible loads .NJ is NOT a divisible load authorized state and therefore cannot authorize this travel on the interstate

## **APPENDIX E – VIRGINIA VS. NEW JERSEY PERMIT COMPARISON**



VA Permit Comparison

Permit Type	Description	Permit Type	Cost (\$)	Duration	Permit Limits	NJ Handling
Single Trip	A permit that is valid for the one time movement of a non-divisible OSOW load along the routes listed on the permit.	Trip	\$20+ \$.10 per ton mile	13 d	15’W; 15’H; 150’L; 115,000	Handled via the OSOW trip permit process.
Superload Trip	A permit that is valid for the one time movement of a non-divisible OSOW load exceeding the size and weight limitations of a standard single trip permit.	Trip	\$30+ \$.10 per ton mile	13 d	No set limitaitons	Handled via the OSOW trip permit process.
Blanket Hauling Permit	Authorizes the movement of a specified vehicle hauling a non-divisible load on highways in Virginia. No specific route is required.	Annual	\$100 per year + \$40 per year if over legal weight	1 yr or 2 yrs	14’ W; 14’H; 100’L; 115,000 lbs	New Jersey does not currently have a permit type that resembles this permit. OSOW carriers must obtain trip permits
Superload Blanket Permit	An annual permit issued on a case by case basis for dimensions exceeding the limitations of the normal blanket permit.	Annual	\$100+ \$40 if over legal weight	1 yr	No set limitations	New Jersey does not currently have a permit type that resembles this permit. OSOW carriers must obtain trip permits
Exempted Blanket Permits	An annual permit authorizing the overweight travel of the following commodities along non-interstate routes: Sealed Ocean Containers, Well Drillers, Fuel, Underground Pipe Cleaning Equipment, Hydroexcavating Equipment, Water Blasting Equipment, Concrete Mixers, Coal, Construction Related Excavation Materials, Solid Waste, Farm Produce, Cotton Seed,	Annual	\$0- \$365 (most commodities are free, a couple have a fee associated with them)	1 yr	Limitations are commodity specific.	New Jersey handles sealed containers via its annual ocean borne container permit.  New Jersey does not currently have any permit types that allow the overweight movement of divisible loads

## **APPENDIX F – PERMIT COMPARISON POSTER 2.0**

# Permit Comparison Poster 2.0

New Jersey Table	
Connecticut Table	Delaware
Maryland Table	New York
Pennsylvania Table	Virginia Table

# New Jersey

Permit Type	Description
Trip Permit	A permit that is valid for the one time movement of a non-divisible OSOW load along the routes listed on the permit.
Annual Ocean Borne Container Permit	An annual permit that is valid for the overweight transport of ocean borne shipping containers moving to and from a port. The maximum permit weight is 90,000 lbs and the load must be of legal dimensions.

# New York

Permit Type	Description
Trip Permit	A permit that is valid for the one time movement of a non-divisible OSOW load along the routes listed on the permit.
Sealed Shipping Container Permit	An annual permit that is valid for the overweight transport of ocean borne shipping containers moving to and from a port. The maximum permit weight is 100,000 lbs and the load must be of legal dimensions.
Annual Crane Permit	An annual permit issued to a self-propelled crane that permits operation on state owned roads within a 25 mile radius of the location of the business OR on all state owned roads in the county the business is located and up to 8 additional contiguous counties.
Bulk Milk Permit	An annual permit that authorizes overweight movement of bulk milk along state owned highways. The maximum permit weight is 100,000 lbs and the vehicle must be legal dimensions.
Emergency Blanket Permit	An annual permit that authorizes the movement of non-divisible OSOW in an emergency.
Radius Permit	An annual permit for the movement of non-divisible loads within either a 25 or 100 mile radius of the location of the business.
Farm Equipment Permit	An annual permit that allows the oversize movement of OSOW farm equipment within a 25 mile radius of the farm.
Special Combination Vehicle Permit	An annual permit that authorizes the movement of vehicles hauling scrap metal above legal weight along a specific number of preselected routes. This permit can also be issued to authorizes stinger steered automobile transporters to operate above legal limits on a set of predetermined routes within 7 miles of the state border.
Statewide Blanket Permit	An annual permit for the movement of non-divisible loads OSOW loads that is valid on all state owned routes.
Divisible Load Permit	An annual permit that authorizes overweight travel for a divisible load on state owned routes.

# Maryland

Permit Type	Description
Trip Permit	A permit that is valid for the one time movement of a non-divisible OSOW load along the routes listed on the permit.
Statewide Blanket Permit	An annual permit for the movement of non-divisible loads OSOW loads that is valid on all state owned routes.
Sealed Shipping Container Permit	An annual permit that is valid for the overweight transport of ocean borne shipping containers moving to and from a port. The load must be of legal dimensions.
Exceptional Hauling Permit	An annual permit that authorizes the hauling of divisible loads of agricultural products above legal weight . This permit is not valid on interstate routes.

# Connecticut

Permit Type	Description
Trip Permit	A permit that is valid for the one time movement of a non-divisible OSOW load along the routes listed on the permit.
Divisible Load Permit	An annual permit that authorizes overweight travel for a divisible load on state owned routes.

# Pennsylvania

Permit Type	Description
Trip Permit	A permit that is valid for the one time movement of a non-divisible OSOW load along the routes listed on the permit.
Seasonal Permit	A permit that is issued for construction trucks, husbandry, and special mobile equipment (need further clarification on this permit type.)
Divisible Load Permit	An annual permit that authorizes overweight travel for a divisible load on state owned routes.



# Delaware

Permit Type	Description
Trip Permit	A permit that is valid for the one time movement of a non-divisible OSOW load along the routes listed on the permit.
Statewide Blanket Crane Permit	An annual permit issued to a self-propelled crane that permits operation on all state owned roads
Ship Offloading Permit	A monthly permit that is issued for oversize and/or overweight vehicles engaged in ship offloading operations conducted at the Port of Wilmington to designated locations on designated state-maintained routes exclusive of Interstate routes within two miles from the property limits of the Port of Wilmington.
Other Multi-Trip Permits	A monthly permit that authorizes utility companies to hauling poles, pilings, etc above legal size limits.

# Virginia

Permit Type	Description
Trip Permit	A permit that is valid for the one time movement of a non-divisible OSOW load along the routes listed on the permit.
Statewide Blanket Permit	An annual permit for the movement of non-divisible loads OSOW loads that is valid on all state owned routes.
Annual Containerized Cargo Permit	An annual permit that is valid for the overweight transport of ocean borne shipping containers moving to and from a port.
Exempt Blanket Permits	Annual permit issued for the overweight hauling of Well Drillers, Fuel, Underground Pipe Cleaning Equipment, Hydroexcavating Equipment, Water Blasting Equipment, Concrete Mixers, Coal, Construction Related Excavation Materials, Solid Waste, Farm Produce, and Cotton Seed. These permits are not valid on interstate routes.