

Overweight Vehicles— Penalties & Permits

An Inventory of State Practices
for Fiscal Year 1991

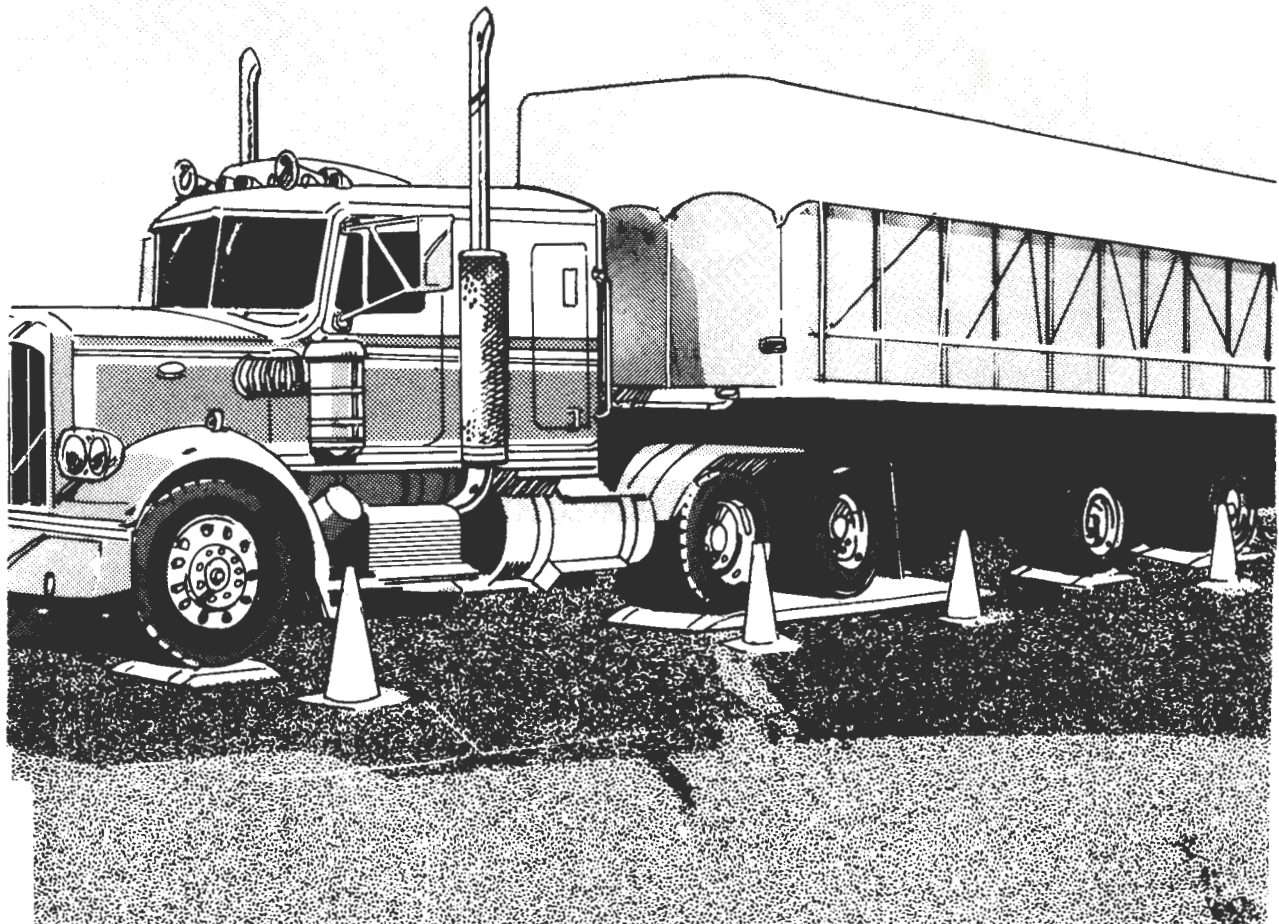
Report to Congress
from
The Secretary of
Transportation

Publication No.
FHWA-MC-93-001

April 1993



U.S. Department
of Transportation
**Federal Highway
Administration**



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OVERWEIGHT VEHICLES -- PENALTIES AND PERMITS

An Inventory of State Practices for Fiscal Year 1991

Report 13

***Report to the United States Congress
From the Secretary of Transportation
Pursuant to Section 123 of the
Surface Transportation Assistance Act of 1978***

Federal Highway Administration

U.S. Department of Transportation

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EXECUTIVE SUMMARY

This report is submitted to the Congress by the Secretary of Transportation as required by Section 123, Surface Transportation Assistance Act of 1978 (STAA- of 1978), Pub. L. 95-599, 92 Stat. 2689, 2701 (Appendix A). It covers the period from October 1990 through September 1991 (FY 1991) and summarizes the Federal Highway Administration's (FHWA) findings regarding each State's annual certification that its vehicle size and weight laws are being enforced. The number of overweight citations and overweight permits are presented. State permit fees and overweight fines in force during FY 1991 are also summarized.

The certifications are submitted in accordance with Title 23, Code of Federal Regulations, Part 657 that implements the provisions of Section 123 of the STAA of 1978 and Title 23, of the United States Code, (U.S.C.) Section 141 (Appendix B). The following is a summary of information from the certifications submitted by the States for FY 1991.

- *As required by 23, U.S.C., Section 141, all States, the District of Columbia, and Puerto Rico certified that they were enforcing their vehicle size and weight laws during FY 1991. Of these certifications, 29 were accepted.*
- *Certifications of 23 States received conditional acceptance. Fourteen States had vehicle weight laws that were found to be inconsistent with 23 U.S.C., Section 127 (Appendix C). Eleven States had significant unexplained declines in the number of vehicles weighed or the number of citations issued. States may be deficient in more than one enforcement category and each deficiency is counted.*
- *Nine States were notified that they have laws that conflict with STAA- of 1982 (size regulations). Six States allowed nonstatutory weight tolerances on the Interstate System. The grandfather rights in one State are under review regarding conflicts with Section 127.*
- *Tables 1 through 4 present: (1) the number of vehicles weighed from FY 1988 through FY 1991 and the percent of change; (2) the number of weighings by scale types; (3) the number of citations and the percent of change; and (4) the types of citations. Figures 1 and 2 present comparisons of vehicle weight enforcement activities.*

Vehicle weight enforcement increased during FY 1991 as shown by the following activities:

- *The total number of vehicles weighed increased by 1 percent to more than 150 million vehicles.*
- *Twenty-one States now use weigh-in-motion (WIM) equipment for screening vehicles for enforcement as compared to 16 States in the previous fiscal year.*
- *The total number of citations issued for overweight vehicles decreased by 1 percent. Gross weight citations increased by 2 percent, axle weight citations increased by 3 percent, and Bridge Formula citations decreased by 1 percent.*

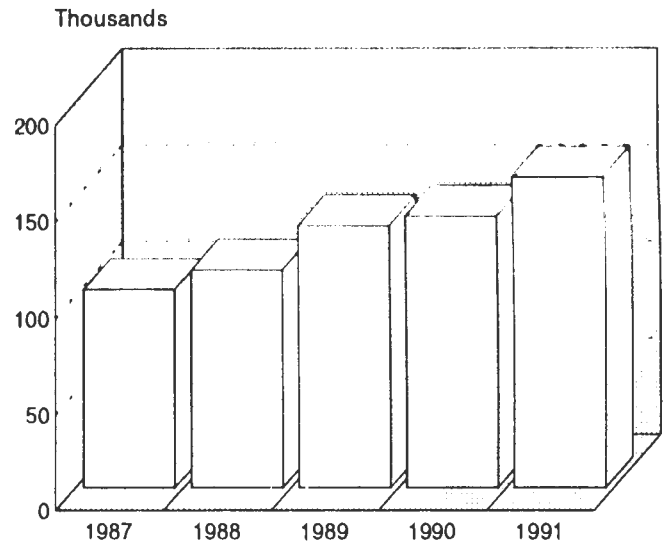
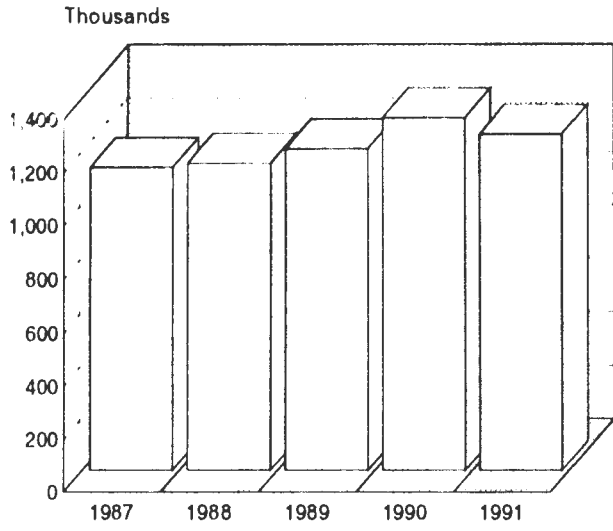
Overweight permits are issued for travel on the Interstate System and State highways for nondivisible loads and vehicles. The States may also issue permits for travel on the Interstate System for divisible loads and vehicles if the State had gross weight or axle weight limits in 1956 higher than the Federal Interstate weight limits. These States are considered to have grandfather rights if they were allowing the higher weights in 1956. The States, counties, and cities may also issue divisible load and vehicle permits for highways other than the Interstate System.

- *The number of nondivisible single trip permits decreased by 5 percent as compared to the previous fiscal year. The number of nondivisible multiple trip permits decreased by 33 percent from the previous fiscal year.*
- *The largest increase in the issuance of permits was single trip divisible load permits, an increase of 123 percent from the previous fiscal year.*
- *Multiple-trip divisible load permits increased 14 percent as compared to the previous fiscal year. Figure ES-1 shows the increased national trend to use overweight permits.*

This increase in the number of single and multiple-trip divisible load permits and the increasing trend shown in Figure ES-1 are of concern to FHWA since the number of overweight trips made on each multiple-trip permit is not known. Without this information it is impossible to estimate the highway and bridge damage costs caused by such vehicles and therefore the additional fees they should be paying.

VON-DIVISIBLE SINGLE TRIP PERMITS

DI'NON-DIVISIBLE MULTIPLE TRIP PERMITS



DIVISIBLE SINGLE TRIP PERMITS

DIVISIBLE MULTIPLE TRIP PERMITS

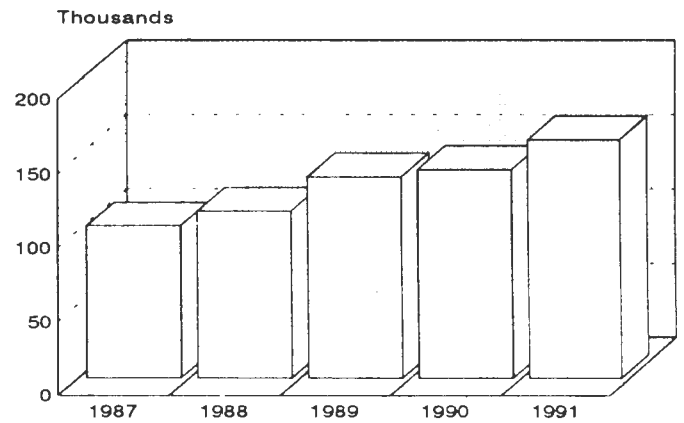
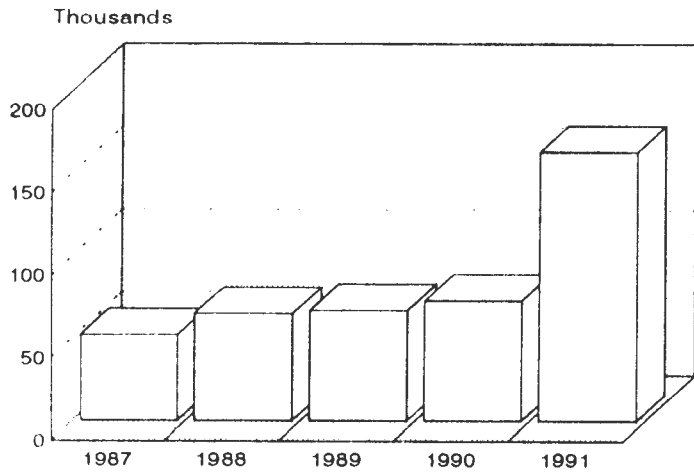


Figure ES-1. National Trends in Use of Overweight Permits

CHAPTER I

INTRODUCTION

This is the 13th annual report from the Secretary of Transportation to Congress on State vehicle weight laws and enforcement practices as required by Section 123, Surface Transportation Assistance Act of 1978 (Appendix A). It covers State weight enforcement activities during FY 1991 (October 1990 through September 1991). The FHWA oversight of State truck weight enforcement is carried out in compliance with 23 U.S.C. Sections 141 (Appendix B) and 127 (Appendix C).

BACKGROUND

Federal involvement in weight enforcement dates back to 1956 when Congress enacted weight limits for vehicles operating on Interstate highways. Allowable maximum weight limits were set at 18,000 pounds for single axles, 32,000 pounds for tandem axles, and 73,280 pounds for the maximum gross vehicle weight (GVW). The 1956 Act included a provision to grandfather State vehicle weight limits in effect on July 1, 1956, that were higher than the Federal limits. The limits on vehicle weights were deemed necessary to protect the national investment in the Interstate Highway System. In 1974, Congress allowed States to raise the maximum weight limits to 20,000 pounds for single axles, 34,000 pounds for tandem axles, and required that the allowable GVW be determined by Federal Bridge Formula B, specified in 23 U.S.C. Section 127, which determines the allowable GVW based on the number and spacing of axles, subject to a maximum GVW of 80,000 pounds. The 1974 Highway Act included a provision that continued to recognize grandfathered State GVW limits based on axle loads and spacing.

In the Surface Transportation Assistance Act of 1982 (STAA of 1982), Congress provided that the Federal Interstate System axle, gross, and bridge formula maximum weight limits were also to be the minimum weight limits. This eliminated the lower weight limits established by several Mississippi Valley States which constituted a "barrier" to transcontinental travel by trucks loaded to the Interstate System maximum weight limits. The weight provisions apply only to vehicles using the Interstate Highway System, except the States must allow vehicles loaded to Interstate weight limits to have reasonable access between the Interstates and terminals and facilities for food, fuel, repairs, and rest. State weight limits apply to all other highways.

The STAA of 1982, also brought about greater uniformity in vehicle size limits applicable to the National Network (NN) which includes the Interstate Highway System and Federally-designated primary highways. States were preempted from restricting overall combination vehicle length on the NN when in truck tractor-semitrailer or truck tractor-semitrailer-trailer combinations. States were also prohibited

from restricting semitrailers in a truck tractor-semitrailer combination to less than 48 feet or the grandfathered length and were prohibited from restricting the length of each trailer in a truck tractor-semitrailer-trailer combination to less than 28 feet (or 28 1/2 feet if the trailer was in use on December 1, 1982).

Section 127 allows the operation of vehicles weighing in excess of 80,000 pounds on an Interstate highway if the vehicle or its load is nondivisible, i.e., it cannot be easily dismantled or divided, and it is operated under a State-issued permit. The regulation that includes the Federal weight limits is codified at 23 CFR 658 (Appendix D).

Regulations implementing the Section 141 provisions on vehicle weight enforcement, 23 CFR 657 (Appendix E), require that each State annually does the following:

- *Update its vehicle size and weight enforcement plan by July 1 so that FHWA can approve the plan for implementation on October 1.*
- *Certify to FHWA by January 1 that it is enforcing its vehicle size and weight laws.*
- *Report the number of vehicles weighed, the type of weighing equipment used, the number of citations issued for overweight violations, and the number of permits issued for exemptions to the weight regulations.*

Size and weight enforcement practices are described in Chapter II including:

(1) Findings from the review of State certifications; (2) State enforcement activities; (3) Number of special permits issued by States exempting loads and vehicles from the maximum weight limitations; and (4) Penalties for violating State size and weight regulations. Significant report findings and conclusions are presented in Chapter III.

CHAPTER II

SIZE AND WEIGHT ENFORCEMENT PRACTICES AND PROCEDURES

This chapter presents findings from the FHWA review of State vehicle size and weight certifications for FY 1991. States that failed to meet certification requirements are identified, as are States that had size and weight laws apparently in conflict with Federal laws. This chapter shows the number of loads and vehicles weighed by scale type, the number and type of weight violations, and the number of special permits issued by each State.

STATE CERTIFICATIONS

The FHWA reviews and analyzes the supplemental data that accompany each certification in assessing the adequacy of each State's size and weight enforcement efforts. Prior to accepting the State certifications, FHWA ensures that the size and weight enforcement practices are satisfactory and that State size and weight laws and regulations for vehicles operating on the Interstate highways fully comply with Section 127, and the STAA of 1982.

All States, the District of Columbia, and Puerto Rico certified that they were enforcing size and weight laws during FY 1991 as required by 23 U.S.C., Section 141. Based on a review of the information submitted with these certifications, 29 States were found to be adequately enforcing their vehicle size and weight laws. Certifications for 23 States received conditional acceptance.

Alabama, Connecticut, Oklahoma, New Hampshire, Puerto Rico, and Vermont were conditionally accepted due to unexplained declines in the numbers of trucks weighed and/or citations issued. Acceptance of their certifications was conditioned on these States showing significant improvement in their enforcement programs as reflected in their FY 1993 certifications and FHWA's annual review.

Colorado, Georgia, Idaho, Minnesota, Oregon, and South Carolina certifications were conditionally accepted due to allowing vehicles to operate on the Interstate system with weight limits which exceeded the Federal weight limits. Failure to satisfactorily address the noted deficiencies will result in the FHWA initiating sanction procedures against the State. Federal law requires withholding 10 percent of the Federal-aid funds apportioned to a State under 23 U.S.C. 104, for failing to adequately enforce vehicle size and weight laws.

The FHWA reviewed existing and new State laws for consistency with 23 U.S.C. Section 127, and the STAA of 1982. California, Hawaii, Indiana, Iowa, Kansas,

Louisiana, Maryland, Minnesota, Mississippi, Oklahoma, Oregon, Utah, Washington, and Wisconsin have laws that appear to conflict with Section 127.

The grandfather rights in Delaware are under review for a possible conflict with Section 127.

These 15 States have been advised to review and amend their laws unless they can satisfactorily explain the apparent inconsistencies. If necessary changes are not made to laws found in conflict with Section 127, the FHWA is authorized to withhold Interstate construction apportionments beginning October 1, 1993.

Nine States (Idaho, Illinois, Louisiana, Maine, New Jersey, Ohio, Oklahoma, South Carolina, and West Virginia) were notified that they have laws that appear to conflict with the STAA of 1982. For STAA of 1982 violations, injunctive relief is the ultimate enforcement tool. The violations are considered minor and as a result, injunctive action was not taken. Office of Motor Carrier Program Managers were asked to contact the States and seek resolution or correction of the regulation or statute in question.

STATE VEHICLE WEIGHT ENFORCEMENT ACTIVITY

The information supplied by the States to the FHWA, as part of their certification packages, documents significant differences in vehicle weight enforcement programs from State-to-State. The number and types of weight-measuring equipment vary widely among the States. Some States provide for a large contingent of enforcement personnel while other States operate with a relatively small force. Weight enforcement responsibilities are assigned to various departments of the State government such as the State Police, the Department of Revenue, and the Public Service Commission, or joint efforts between the State Police and the Department of Transportation. A listing of enforcement agencies for each State is provided in Appendix F.

Tables 1 through 4 present: (1) the number of vehicles weighed from FY 1988 through FY 1991 and the percent of change; (2) the number of weighings by scale types; (3) the number of citations and the percent of change; and (4) the types of citations. Figures 1 and 2 present comparisons of vehicle weight enforcement activities.

Truck Weigh Scales

Table 2 presents the number of trucks weighed for enforcement purposes in each State during FY 1991, broken down by the types of scales used. There are two categories of scales for weighing loads and vehicles, static and weigh-in-motion (WIM). The types of static scales are fixed (or platform), semi-portable, and portable.

These scales require that the vehicles be stopped for weighing. States weigh loads and vehicles not only to assure compliance with highway weight laws, but also to assure that they do not exceed their registered weight.

Platform scales are the permanent scale installations found along major highways. Depending on their length, these platform scales can weigh individual axles, groups of axles, or the entire vehicle. Normally all vehicles over 10,000 pounds GVW passing an operating fixed-scale location must stop and be weighed.

Semi-portable scales require personnel and equipment to install them temporarily at various locations for weighing operations. These scales normally measure individual and axle group weights. States usually require all vehicles over 10,000 pounds GVW to be weighed when passing a semi-portable scale site.

Portable scales are sufficiently light and compact so they can be moved by one person. Wheels are weighed individually and their weights are added to provide axle and gross weights. These scales are normally used in pairs or multiple pair sets to minimize the delay of a vehicle being weighed. Only selected vehicles are weighed at these locations. The selection may be either random or based on the enforcement officer's judgment.

The WIM equipment weighs vehicles as they move over sensing devices on, or embedded in, a pavement. The sensing devices include strain gauges, load cells, capacitance pads, bending plates, and piezoelectric cables. The dynamic weight of a moving vehicle can be either more or less than the static weight depending on whether the vehicle is bouncing up or down at the time the weight is measured. Static weights are approximated from dynamic weights by applying a calibration factor.

The WIM equipment is used to screen vehicles. Vehicles showing a WIM reading close to or above the weight limits are directed to the static scales. The numbers reported under WIM in Table 2 represent the number of trucks weighed using WIM, but not subsequently weighed on static scales. The number of vehicles weighed using WIM equipment increased from 18.6 million in 1988 to 33.7 million in 1991, an 81 percent increase. In addition to screening, WIM equipment is also used to gather information for transportation planning, pavement and bridge design, and related research. While the report indicates that 21 States are using WIM for screening, every State now uses WIM equipment in some aspect of its transportation program.

While WIM equipment can accurately measure dynamic forces applied to the pavement, State enforcement agencies cannot enforce weight laws or write citations based on dynamic forces. WIM devices are excellent tools for developing enforcement plans that use semiportable and portable scales. The plan should include

the time of day, the day of the week, and locations of the operation of the semiportable and portable scales.

For some or all of these reasons, some States are cautious in pursuing WIM technology for enforcement purposes. WIM equipment can weigh an almost unlimited number of vehicles but weigh data indicates that less than one percent of the vehicles will be overweight. On the other hand, selective weighing using portable scales produces fewer vehicles weighed but gives a higher number of overweight citations.

In an effort to overcome some of the operational problems, the FHWA assisted the American Society for Testing and Materials in developing a "Standard Specification for Highway Weigh-in-Motion (WIM) Systems with User Requirements and Test Method." Designation E 1318-90, Annual Book of ASTM Standards, Volume 04.03. The FHWA is also working with the National Institute of Standards and Technology to develop a WIM standard for calibration and accuracy.

Table 3 shows the number of citations issued by each State for overweight violations for fiscal years 1988 through 1991 and the percentage change from one year to the next. Twenty eight States, the District of Columbia, and Puerto Rico had a decrease in the number of citations issued from 1990 to 1991.

Figure 1 illustrates the percentage of increase or decrease for each State from FY 1990 to FY 1991 in the number of vehicles weighed and citations issued. It shows at a glance the States that had a significant increase or decrease in weight enforcement activity. There were two States where the decrease in the number of trucks weighed exceeded 20 percent and nine States where the decrease in the number of citations issued exceeded 20 percent.

Table 4 presents the number of citations issued by each State during FY 1991, broken down by the types of violations, i.e., exceeding axle weight limits, gross weight limits, or bridge formula weight limits. Table 4 shows that the total number of bridge formula and gross weight citations issued went up and the number of axle weight citations issued went down.

Figure 2 shows the national trends from FY 1987 through FY 1991 for: (1) the total number of vehicles weighed; (2) number of vehicles weighed using WIM equipment; (3) number of registered truck tractors; (4) total number of citations issued; and (5) number of citations issued for bridge formula violations. The number of truck tractor registrations is included to show how weight enforcement activity compares with the changing truck population. With the exception of the total number of overweight citations issued from FY 1989 to FY 1991, Figure 2 shows an increasing trend for each enforcement activity.

Table 1

NUMBER OF VEHICLES WEIGHED AND CHANGE (IN PERCENT)
FROM PREVIOUS YEARS

State	FY 1988	FY 1989	FY 1990	FY 1991	Change (%) FY 88 to FY 89	Change (%) FY 89 to FY 90	Change (%) FY 90 to FY 91
Alabama	81,958	69,810	119,690	94,724	-15	71	-21
Alaska	106,939	141,344	148,558	125,549	32	5	-15
Arizona	2,184,734	2,832,178	2,355,710	2,465,018	30	-17	5
Arkansas	8,543,522	9,370,123	7,867,754	7,227,721	10	-16	-8
California	11,628,610	12,542,932	12,199,179	11,885,250	8	-3	-3
Colorado	3,349,779	3,319,577	3,322,965	3,436,056	-1	0	3
Connecticut	135,481	92,526	79,643	116,178	-32	-14	46
Delaware	23,774	114,671	186,282	192,310	382	62	3
Dist of Col.	1,468	1,199	1,069	1,768	-18	-11	65
Florida	3,135,917	3,560,905	3,920,817	4,031,634	14	10	3
Georgia	14,820,945	16,170,573	16,604,086	13,463,773	9	3	-19
Hawaii	36,663	41,789	43,183	51,369	14	3	19
Idaho	959,703	1,157,929	1,218,359	1,220,686	21	5	0
Illinois	7,065,474	6,675,413	7,614,834	7,566,620	-6	14	-1
Indiana	929,987	1,615,987	692,949	1,146,799	74	-57	65
Iowa	623,694	676,038	764,505	813,766	8	13	6
Kansas	541,744	657,730	454,290	965,147	21	-31	112
Kentucky	1,997,779	6,604,513	10,659,756	12,512,642	231	61	17
Louisiana	7,165,027	7,940,287	9,211,203	8,827,829	11	16	-4
Maine	52,305	77,505	85,600	89,770	48	10	5
Maryland	1,558,910	1,670,076	1,484,751	1,775,671	7	-11	20
Massachusetts	42,260	50,435	48,710	81,754	19	-3	68
Michigan	3,304,275	2,989,659	2,840,407	4,171,249	-10	-5	47
Minnesota	1,845,152	1,901,870	1,970,016	1,996,266	3	4	1
Mississippi	8,012,790	7,904,722	7,694,348	8,694,411	-1	-3	13
Missouri	2,205,798	2,589,756	3,039,740	3,032,536	17	17	-0
Montana	804,818	899,956	902,383	836,872	12	0	-7
Nebraska	1,461,650	1,605,934	1,527,670	1,462,541	10	-5	-4
Nevada	83,171	81,730	87,450	96,092	-2	7	10
New Hampshire	31,780	34,045	9,297	12,172	7	-73	31
New Jersey	404,340	472,130	395,168	399,656	17	-16	1
New Mexico	2,523,998	2,945,447	3,254,006	3,017,465	17	10	-7
New York	280,318	285,181	218,593	207,791	2	-23	-5
North Carolina	9,616,496	9,355,967	9,179,992	8,490,292	-3	-2	-8
North Dakota	659,387	663,593	676,592	664,314	1	2	-2
Ohio	7,497,930	6,340,361	5,510,627	5,747,051	-15	-13	4
Oklahoma	1,676,699	1,755,755	1,542,732	1,474,648	5	-12	-4
Oregon	2,654,463	2,799,335	3,053,052	3,291,781	5	9	8
Pennsylvania	303,296	418,824	363,182	382,515	38	-13	5
Puerto Rico	3,854	4,752	4,408	2,931	23	-7	-34
Rhode Island	17,968	7,472	7,662	18,341	-58	3	139
South Carolina	427,801	204,267	246,284	240,678	-52	21	-2
South Dakota	498,828	568,108	557,590	522,966	14	-2	-6
Tennessee	3,691,009	9,759,496	9,680,851	9,174,071	164	-1	-5
Texas	184,111	223,478	155,331	181,938	21	-30	17
Utah	3,084,947	2,850,451	2,277,247	2,284,513	-8	-20	0
Vermont	21,862	11,727	5,795	7,463	-46	-51	29
Virginia	10,160,384	11,402,879	11,236,985	11,313,889	12	-1	1
Washington	1,637,446	1,549,576	2,102,470	1,945,191	-5	36	-7
West Virginia	505,334	418,210	579,885	620,302	-17	39	7
Wisconsin	1,171,755	1,127,222	771,789	1,423,747	-4	-32	84
Wyoming	429,712	395,457	211,149	621,902	-8	-47	195
Total	130,188,045	146,950,900	149,186,594	150,427,618	13	2	1

Table 2

ENFORCEMENT WEIGHINGS BY SCALE TYPE FOR FISCAL YEAR 1991

State	Fixed	Semiportable	Portable	WIM	Total
Alabama	0	0	23,184	71,540	94,724
Alaska	125,449	0	100	0	125,549
Arizona	2,425,152	34,779	5,087	0	2,465,018
Arkansas	6,251,001	0	29,390	947,330	7,227,721
California	11,850,291	0	34,959	0	11,885,250
Colorado	3,336,990	99,066	0	0	3,436,056
Connecticut	96,067	7,150	9,896	3,065	116,178
Delaware	2,899	0	1,994	187,417	192,310
Dist. of Col.	54	0	1,714	0	1,768
Florida	3,993,569	0	38,065	0	4,031,634
Georgia	1,949,894	418,847	108,120	10,986,912	13,463,773
Hawaii	32,635	18,734	0	0	51,369
Idaho	1,210,456	1,844	8,386	0	1,220,686
Illinois	6,346,700	109,800	0	1,110,120	7,566,620
Indiana	1,136,959	0	9,840	0	1,146,799
Iowa	801,303	0	12,463	0	813,766
Kansas	912,305	12,307	40,535	0	965,147
Kentucky	78,214	0	19,480	12,414,948	12,512,642
Louisiana	8,812,819	0	15,010	0	8,827,829
Maine	0	71,532	18,238	0	89,770
Maryland	926,932	14,479	6,569	827,691	1,775,671
Massachusetts	0	52,364	29,390	0	81,754
Michigan	1,983,896	0	5,363	2,181,990	4,171,249
Minnesota	1,201,813	0	42,453	752,000	1,996,266
Mississippi	7,424,613	278	36,254	1,233,266	8,694,411
Missouri	3,030,556	0	1,980	0	3,032,536
Montana	819,554	5,809	11,509	0	836,872
Nebraska	1,433,447	2,430	26,664	0	1,462,541
Nevada	2,846	42,127	28,209	22,910	96,092
New Hampshire	241	100	11,831	0	12,172
New Jersey	385,588	0	14,068	0	399,656
New Mexico	2,990,946	1,208	9,373	15,938	3,017,465
New York	0	186,886	20,132	773	207,791
North Carolina	8,416,168	0	74,124	0	8,490,292
North Dakota	657,471	0	6,843	0	664,314
Ohio	4,895,257	0	8,395	843,399	5,747,051
Oklahoma	1,185,025	0	289,623	0	1,474,648
Oregon	2,370,459	5,120	16,978	899,224	3,291,781
Pennsylvania	153,910	0	11,992	216,613	382,515
Puerto Rico	0	2,931	0	0	2,931
Rhode Island	0	18,241	100	0	18,341
South Carolina	205,074	0	35,604	0	240,678
South Dakota	465,012	57,954	0	0	522,966
Tennessee	9,170,166	0	3,905	0	9,174,071
Texas	100,280	48,855	32,803	0	181,938
Utah	2,271,150	4,000	9,363	0	2,284,513
Vermont	3,173	2	4,288	0	7,463
Virginia	11,237,998	0	11,776	64,115	11,313,889
Washington	1,922,072	6,933	16,186	0	1,945,191
West Virginia	425,477	0	107,593	87,232	620,302
Wisconsin	1,000,441	0	4,183	419,123	1,423,747
Wyoming	229,104	9,363	520	382,915	621,902
Total	114,271,426	1,233,139	1,254,532	33,668,521	150,427,618
1990 Totals	113,240,574	1,174,532	1,153,196	33,618,292	149,186,594
1989 Totals	115,677,884	1,312,059	1,187,339	28,773,618	146,950,900
1988 Totals	108,881,496	1,439,016	1,211,625	18,655,908	130,188,045

Vehicle Weighing

Figure 2, shows that the number of vehicles weighed in FY 1991 increased by one percent from the previous fiscal year. This compares to a 13 percent increase from FY 1988 to FY 1989 and a two percent increase from FY 1989 to FY 1990. While an increase in the number of vehicles weighed does not constitute an effective weight enforcement program, it is an indication that the States are increasing their monitoring of motor carrier activities. Information on the number of vehicles weighed, when combined with citations, permits issued, and other information presented in this report, gives an indication of the effectiveness of the national size and weight enforcement program as discussed in Chapter III.

Citations for Overweight Violations

Overweight citations include those for single or multiple axle, gross weight, and bridge formula violations. Figure 2 shows that there were more than 663,000 overweight citations issued in FY 1991. The number of overweight citations decreased one percent from FY 1990, continuing the downward trend shown in the recent years. From FY 1989 to FY 1990 a four percent decrease was recorded which followed a one percent decrease between FY 1988 and FY 1989.

There were more than 143,000 gross weight citations issued in FY 1991, an increase of more than eight percent from FY 1990. The increase represents a continuation of the fluctuating trend for this type of violation. From FY 1989 to FY 1990, a five percent decrease was recorded which followed a six percent increase from FY 1988 to FY 1989.

Figure 2 shows that bridge formula citations in FY 1991 (over 191,000) remained virtually unchanged from FY 1990. This follows a five percent increase between FY 1989 and FY 1990 and virtually no change from FY 1988 to FY 1989. Citations issued as a percentage of vehicles weighed declined from 0.45 percent in FY 1990 to 0.44 percent in FY 1991. In FY 1988, 0.54 percent of the vehicles weighed received citations; while in FY 1989, 0.48 percent received citations. The number of States with year-to-year declines in the number of citations issued remained the same at 26 from FY 1990 to FY 1991.

Studies done in Wisconsin in 1988 and in Florida in 1990 using WIM equipment suggest that the percentage of overweight trucks operating on the Nation's highways is much higher than indicated above. As high as 19 percent of the trucks in the Wisconsin study were overweight, and 13 percent were estimated to be overweight in the Florida study. The Wisconsin results also showed that from 15 to 18 percent of all trucks bypassed the weigh station used in the study.

There are several possible reasons for the decline in citations issued as a percentage of vehicles weighed. Increased compliance and increased use of overweight permits could be the reason. Some States are using new enforcement techniques such as auditing shipper records and providing transportation-related public education programs to achieve increased compliance. Increased weighing with WIM equipment could also help explain the decline in citations issued as a percentage of trucks weighed.

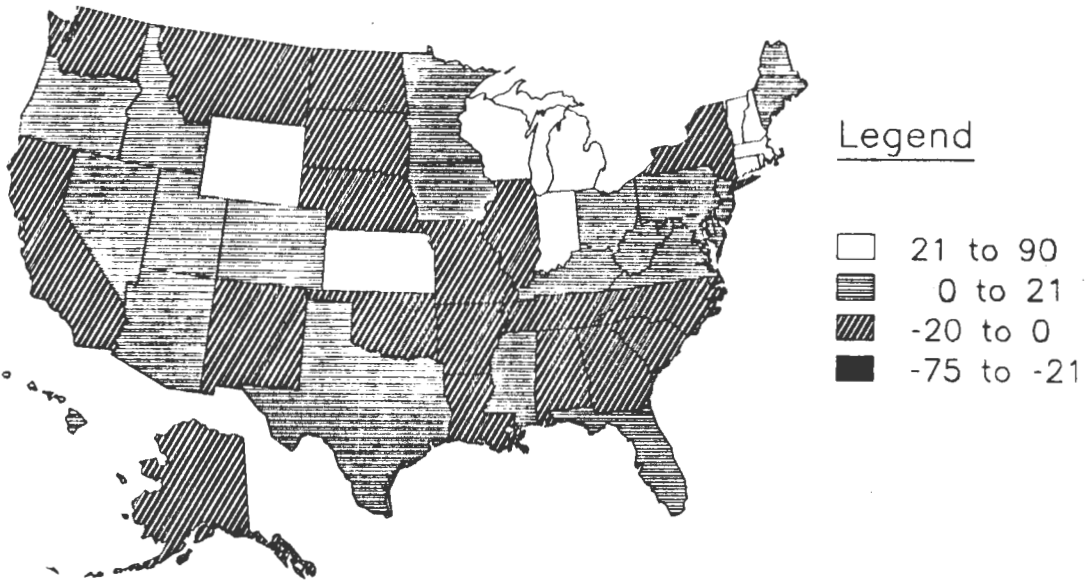
Note that all vehicles weighed using the sorter WIM equipment will be of legal weight since the overweight vehicles detected by the WIM are sent on to the fixed scales to be weighed and cited. The remainder of the vehicles are returned to the mainline after passing the WIM sorter.

Table 3

NUMBER OF CITATIONS ISSUED AND CHANGE (IN PERCENT)
FROM PREVIOUS YEARS

State	FY 1988	FY 1989	FY 1990	FY 1991	Change (%) FY88 to FY89	Change (%) FY89 to FY90	Change (%) FY90 to FY91
Alabama	3,923	3,240	3,316	2,892	-17	2	-13
Alaska	242	422	476	415	74	13	-13
Arizona	1,209	1,871	2,827	2,881	55	51	2
Arkansas	17,950	6,768	6,493	14,721	-62	-4	127
California	74,330	81,857	56,418	57,352	10	-31	2
Colorado	10,595	10,668	11,379	10,823	1	7	-5
Connecticut	4,950	3,867	3,314	3,186	-22	-14	-4
Delaware	24	104	230	204	333	121	-11
Dist. of Col.	1,217	1,021	890	710	-16	-13	-20
Florida	36,623	34,824	39,650	40,215	-5	14	1
Georgia	114,086	115,752	117,600	118,854	1	2	1
Hawaii	93	81	298	761	-13	268	155
Idaho	5,544	4,665	5,038	4,387	-16	8	-13
Illinois	16,422	13,747	15,031	14,381	-16	9	-4
Indiana	7,337	13,371	16,204	10,302	82	21	-36
Iowa	9,913	10,992	12,312	11,194	11	12	-9
Kansas	4,699	5,953	5,164	5,164	27	-13	0
Kentucky	15,394	8,076	7,993	12,883	-48	-1	61
Louisiana	26,554	28,757	28,362	28,176	8	-1	-1
Maine	2,554	4,874	4,197	4,030	91	-14	-4
Maryland	16,106	14,753	14,092	11,985	-8	-4	-15
Massachusetts	4,515	5,514	4,957	5,526	22	-10	11
Michigan	4,609	4,593	4,250	5,343	-0	-7	26
Minnesota	5,298	5,207	5,113	3,650	-2	-2	-29
Mississippi	4,914	5,613	6,187	6,384	14	10	3
Missouri	15,575	13,169	11,801	11,940	-15	-10	1
Montana	4,425	3,153	2,611	2,283	-29	-17	-13
Nebraska	11,651	9,327	8,543	8,371	-20	-8	-2
Nevada	611	635	1,300	848	4	105	-35
New Hampshire	2,332	2,696	1,460	1,697	16	-46	16
New Jersey	9,925	10,046	8,677	5,867	1	-14	-32
New Mexico	1,594	685	820	1,684	-57	20	105
New York	12,277	10,309	10,659	13,227	-16	3	24
North Carolina	29,949	37,481	45,065	52,050	25	20	15
North Dakota	3,634	2,122	2,877	2,329	-42	36	-19
Ohio	14,204	15,432	14,871	16,687	9	-4	12
Oklahoma	3,491	3,226	3,623	3,940	-8	12	9
Oregon	29,190	27,440	27,057	22,691	-6	-1	-16
Pennsylvania	4,206	3,879	3,990	3,482	-8	3	-13
Puerto Rico	38	71	70	34	87	-1	-51
Rhode Island	325	277	413	316	-15	49	-23
South Carolina	13,248	11,046	15,712	13,102	-17	42	-17
South Dakota	3,735	3,132	3,245	3,012	-16	4	-7
Tennessee	22,767	24,548	21,372	16,387	8	-13	-23
Texas	24,287	25,045	13,358	14,214	3	-47	6
Utah	5,832	6,332	7,284	5,998	9	15	-18
Vermont	1,049	1,085	835	546	3	-23	-35
Virginia	71,005	70,283	67,106	61,864	-1	-5	-8
Washington	13,346	12,173	12,391	9,713	-9	2	-22
West Virginia	2,041	2,160	3,182	3,469	6	47	9
Wisconsin	10,110	9,431	7,013	9,948	-7	-26	42
Wyoming	980	900	828	1,086	-8	-8	31
Total	700,928	692,673	667,954	663,204	-1	-4	-1

PERCENT CHANGE IN THE NUMBER OF VEHICLES WEIGHED
FY 1990 TO FY 1991



PERCENT CHANGE IN THE NUMBER OF CITATIONS ISSUED
FY 1990 TO FY 1991

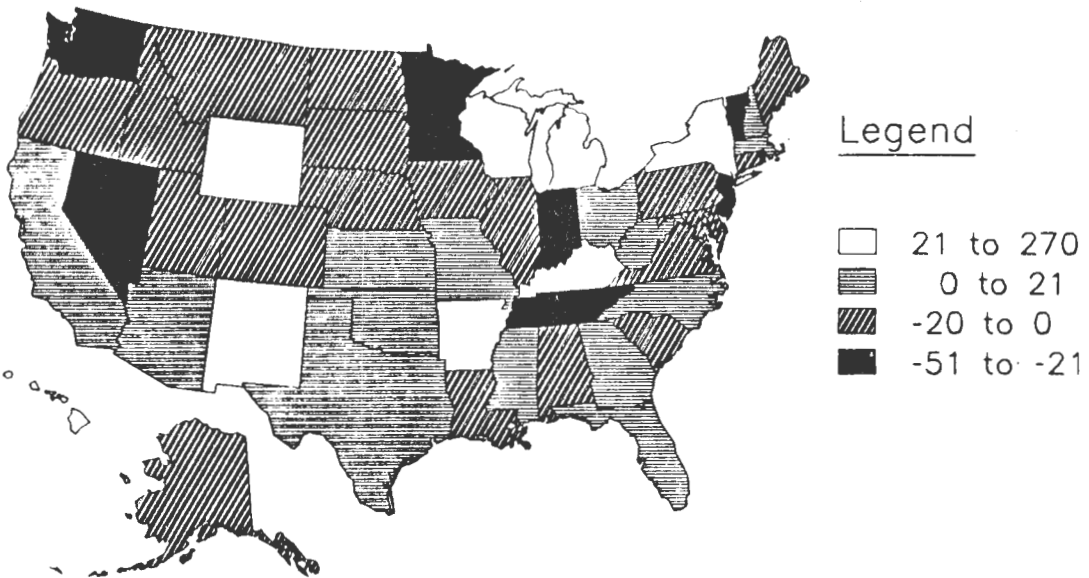


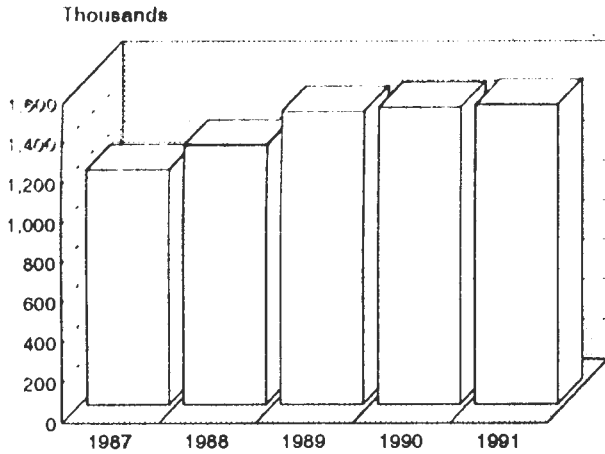
Figure 2. Comparisons of Yearly Vehicle Weight Enforcement Activity

Table 4

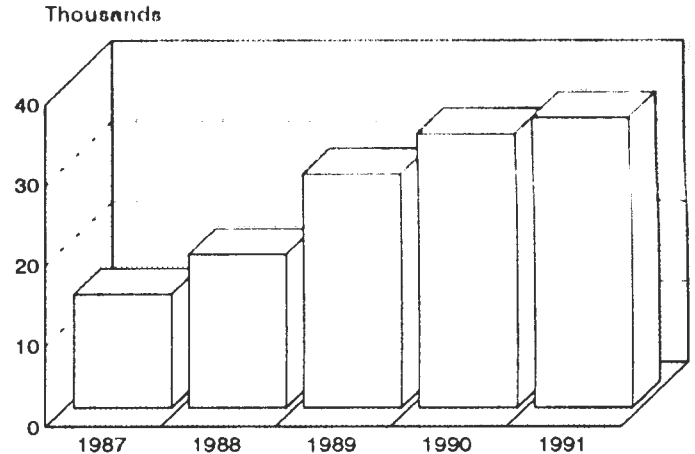
NUMBER OF OVERWEIGHT CITATIONS ISSUED BY TYPE OF VIOLATION
FOR FISCAL YEAR 1991

State	Axle Weight	Gross Weight	Bridge Formula	Total
Alabama	545	1,571	776	2,892
Alaska	329	86	0	415
Arizona	896	1,985	0	2,881
Arkansas	7,934	421	6,366	14,721
California	46,868	5,999	4,485	57,352
Colorado	5,961	3,607	1,255	10,823
Connecticut	1,390	1,641	155	3,186
Delaware	0	177	27	204
Dist. of Col.	100	610	0	710
Florida	8,495	3,587	28,133	40,215
Georgia	7,854	18,591	92,409	118,854
Hawaii	719	42	0	761
Idaho	1,750	1,192	1,445	4,387
Illinois	12,193	2,188	0	14,381
Indiana	6,078	1,133	3,091	10,302
Iowa	8,543	0	2,651	11,194
Kansas	4,535	220	409	5,164
Kentucky	5,935	3,908	3,040	12,883
Louisiana	17,688	10,488	0	28,176
Maine	2,727	1,240	63	4,030
Maryland	9,102	1,497	1,386	11,985
Massachusetts	1,249	3,350	927	5,526
Michigan	4,382	694	267	5,343
Minnesota	2,900	426	324	3,650
Mississippi	1,655	2,157	2,572	6,384
Missouri	10,275	1,219	446	11,940
Montana	1,622	0	661	2,283
Nebraska	7,195	724	452	8,371
Nevada	478	48	322	848
New Hampshire	17	1,309	371	1,697
New Jersey	4,623	1,204	40	5,867
New Mexico	965	719	0	1,684
New York	5,783	6,085	1,359	13,227
North Carolina	12,867	21,854	17,329	52,050
North Dakota	1,447	293	589	2,329
Ohio	10,628	6,059	0	16,687
Oklahoma	1,626	2,131	183	3,940
Oregon	12,856	7,341	2,494	22,691
Pennsylvania	809	1,679	994	3,482
Puerto Rico	0	34	0	34
Rhode Island	72	242	2	316
South Carolina	5,121	6,902	1,079	13,102
South Dakota	2,690	0	322	3,012
Tennessee	15,291	1,017	79	16,387
Texas	9,188	3,351	1,675	14,214
Utah	4,617	948	433	5,998
Vermont	59	435	52	546
Virginia	51,537	10,327	0	61,864
Washington	7,090	1,035	1,588	9,713
West Virginia	256	1,716	1,497	3,469
Wisconsin	643	0	9,305	9,948
Wyoming	317	143	626	1,086
Totals	327,900	143,625	191,679	663,204
1990 Totals	345,349	132,153	190,396	667,898
1989 Totals	391,714	138,837	181,290	711,841
1988 Totals	390,081	130,543	180,757	701,381

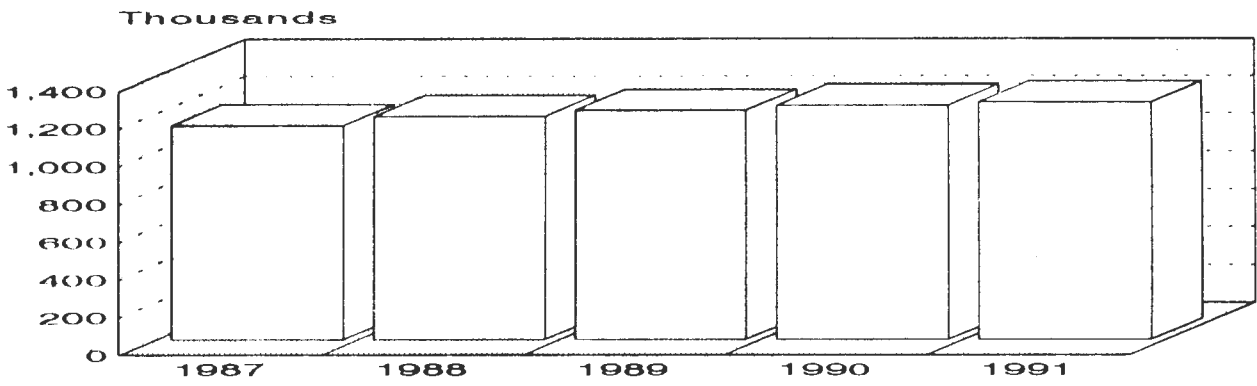
TOTAL VEHICLES WEIGHED



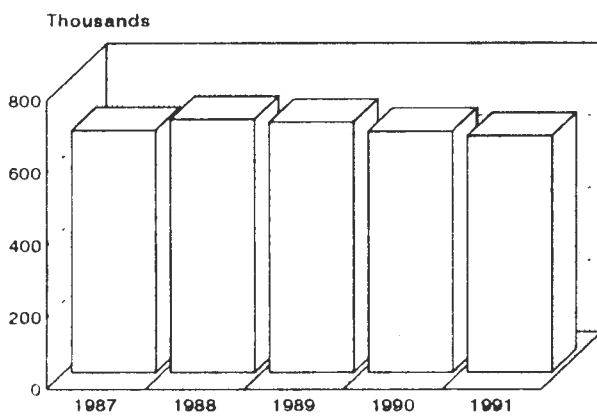
VEHICLES WEIGHED BY WIM



TRUCK TRACTOR REGISTRATIONS



TOTAL OVERWEIGHT CITATIONS



BRIDGE FORMULA CITATIONS

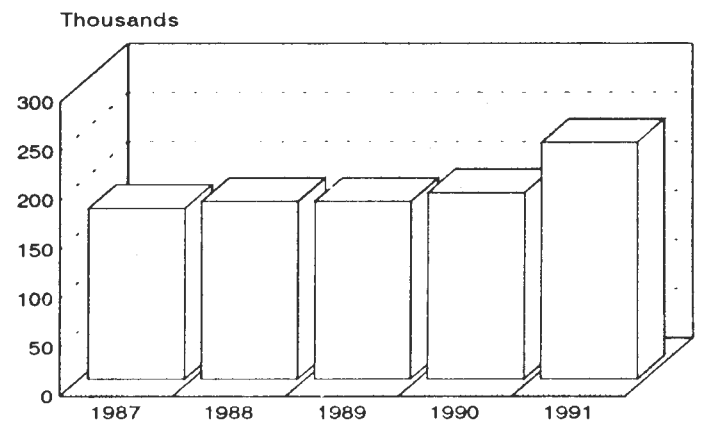


Figure 2. Comparisons of Yearly Vehicle Weight Enforcement Activity

STATE-ISSUED OVERWEIGHT PERMITS

States issue nondivisible load permits to accommodate the movement of very heavy loads, such as large power generators and aerospace equipment that cannot be easily divided to meet weight limits. The issuance of these permits ensures that the routes used for the movement of these loads can accommodate them.

Some States, using their grandfather authority, issue divisible load permits for vehicles operating on Interstate highways. Typically, this is for an industry that is critical to the State's economy, such as agriculture or forestry, or for vehicles providing a public service such as waste removal or distribution of home heating oil.

All States issue nondivisible, single-trip permits. These single-trip permits cover either a one-way or a round trip as specified in the permit. For most States these permits are valid for 3 to 5 days; some are valid for 1 or 2 weeks; and a few States issue 30-day single-trip permits.

Many States issue permits for shipments of the same type of overweight cargo over a specified time period. These multiple-trip permits may cover operations ranging from a few weeks to as long as three years.

In FY 1991, 17 States limited permits to nondivisible loads. The remaining 33 States, the District of Columbia, and Puerto Rico issue overweight operating permits for both divisible and nondivisible loads.

Advent of Regional Permitting

The Federal Highway Administration, the American Association of State Highway and Transportation Officials (AASHTO), and the transportation industry have long recognized the need to develop uniform regulations for the issuance of trip permits on a multistate basis. In 1989, a Technical Advisory Panel (TAP) was established with representatives from AASHTO, government, and several transportation industry associations. The TAP generated guidelines for a multistate permit and shared its work with the respective regional State organizations. The panel members developed the guidelines in order to reduce the red tape and economic burdens associated with the issuance of multistate permits.

It is emphasized that the uniformity effort is only for issuing nondivisible load permits. Federal law prohibits issuing divisible load permits unless the State has grandfather authority under 23 U.S.C., Section 127 to do so.

Several States have taken a leadership role in increasing the uniformity of State permit regulations. The States have grouped into four regions. Each regional group is in the process of developing or using a regional agreement to issue multistate single-trip

permits for nondivisible loads. Five of the New England States (Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont) have had a regional agreement (the New England Transportation Consortium or NETC) in effect for five years and have been issuing multistate permits for the past four years. In 1991, the NETC issued 6,397 regional permits, which is a decrease of 332 from last year. Permits issued by the NETC allow a carrier to operate on a multistate basis under common operating procedures and safety standards if the load and vehicle travel the designated routes and are within the requirements for the envelope (maximum size, weight, height, and length) vehicle. Other Northeastern States have been invited to join the NETC in forming a new agreement to expand multistate permitting in the Northeast.

Three States in the Northwest (Washington, Oregon, and Idaho) developed a multistate agreement (Western Regional Agreement) in 1989 and have been issuing permits since April of 1990. A total of 840 permits were issued in 1991, which is an increase of 523 over 1990. Montana, Arizona, and Utah joined the Western Regional Agreement in 1991.

Ten States in the Midwest have developed Multistate Oversize/Overweight Permit Guidelines. They are Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin. These States are testing their computer data transmission program and hope to be operational in early 1992.

Twelve States in the Southeastern Association of State Highway and Transportation Officials (SASHTO) which include Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia have developed a regional agreement. The SASHTO Board of Directors unanimously adopted a regional agreement at their last director's meeting. Administrative and financial details are yet to be worked out.

Permit Activity

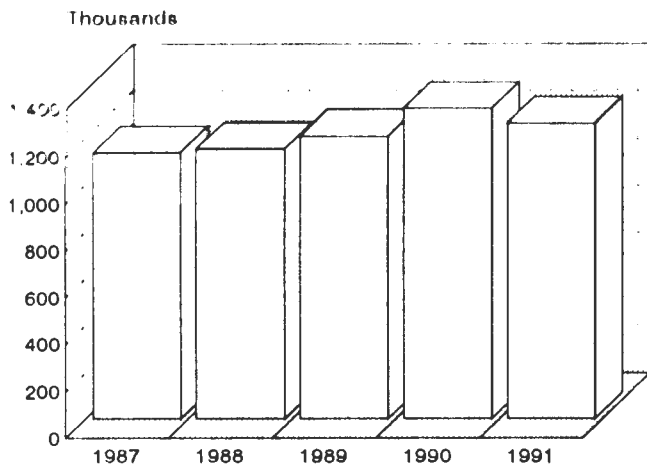
Table 5 summarizes the State-by-State permit activity for FY 1991. Figure 3 shows the trends in the numbers of single-trip and multiple-trip permits issued for both divisible and nondivisible loads. Total divisible load permits increased more than 51 percent from approximately 214,000 in FY 1990 to more than 324,000 in FY 1991. It should be noted that Delaware accounted for 64,000 of this increase by allowing sand and gravel trucks to operate under a divisible load permit. Delaware's grandfather authority to issue divisible load permits on Interstate highways is under review. Nondivisible load permits decreased from more than 1.4 million in FY 1990 to 1.3 million in FY 1991. The number issued remained constant at about 1.2 million from FY 1986 through FY 1988 before increasing to about 1.3 million in FY 1989.

Table 5

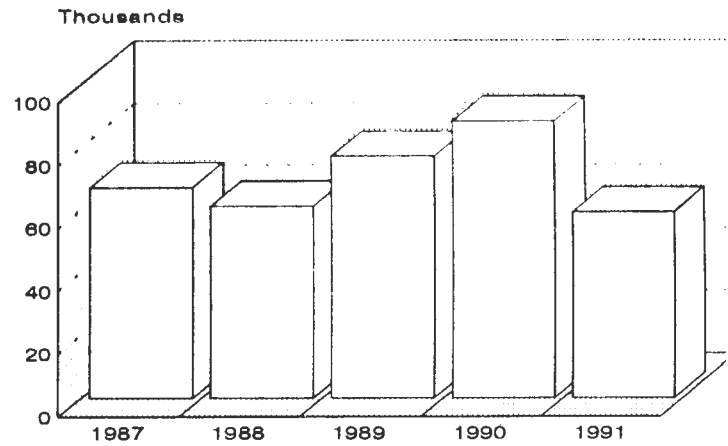
NUMBER OF PERMITS ISSUED FOR OVERWEIGHT VEHICLES
FOR FISCAL YEAR 1991

State	Nondivisible Single Trip	Nondivisible Multiple Trip	Divisible Single Trip	Divisible Multiple Trip	Divisible Overwidth
Alabama	7,941	1,894	0	0	0
Alaska	5,305	38	20	46	5,409
Arizona	13,468	171	0	0	200
Arkansas	25,863	0	0	0	0
California	66,043	4,879	0	0	0
Colorado	6,819	1,697	6	1,139	0
Connecticut	26,824	0	0	1,780	0
Delaware	10,772	0	64,540	0	0
Dist. of Col.	1,060	290	0	997	0
Florida	72,350	2,650	0	0	0
Georgia	29,980	2,883	31,052	694	0
Hawaii	5,572	159	18	42	56
Idaho	5,002	1,618	0	10,317	57
Illinois	78,361	0	313	0	0
Indiana	4,277	0	23,619	9,799	0
Iowa	19,600	0	0	186	0
Kansas	18,649	0	0	0	0
Kentucky	25,788	2,084	0	3,181	0
Louisiana	45,895	31	0	0	113
Maine	9,523	0	0	0	0
Maryland	38,335	9,167	0	0	0
Massachusetts	6,300	343	0	12,188	0
Michigan	21,668	4,768	0	995	24
Minnesota	7,365	742	0	2,249	135
Mississippi	30,659	316	0	0	0
Missouri	14,940	81	0	0	50
Montana	17,459	0	6,328	4,743	933
Nebraska	6,967	0	7,786	1,724	0
Nevada	7,644	932	23	2,108	0
New Hampshire	5,222	51	0	0	0
New Jersey	7,068	0	0	0	0
New Mexico	22,782	4,511	0	0	0
New York	53,277	2,878	0	32,984	17,330
North Carolina	59,138	5,764	0	0	0
North Dakota	9,976	0	25,914	0	212
Ohio	45,542	1,424	0	3,906	0
Oklahoma	26,892	0	0	3,349	0
Oregon	18,490	5,323	30	16,973	39
Pennsylvania	52,826	0	379	0	0
Puerto Rico	1	1	0	1	0
Rhode Island	5,804	94	0	4,160	0
South Carolina	17,892	0	441	705	319
South Dakota	6,658	11	195	0	282
Tennessee	14,143	1,525	0	0	0
Texas	143,734	0	0	6,065	0
Utah	8,984	149	2,507	8,170	0
Vermont	7,535	1,476	0	1,786	0
Virginia	19,303	6,406	0	24,422	0
Washington	36,213	0	0	3,170	355
West Virginia	26,491	0	0	0	0
Wisconsin	8,176	2,492	0	3,035	0
Wyoming	32,600	0	57	0	270
Totals	1,259,176	66,848	163,228	160,914	25,784
1990 Totals	1,321,261	88,362	73,270	140,697	20,277
1989 Totals	1,205,394	76,687	67,196	136,267	2,850
1988 Totals	1,151,732	61,222	64,955	112,801	3,610

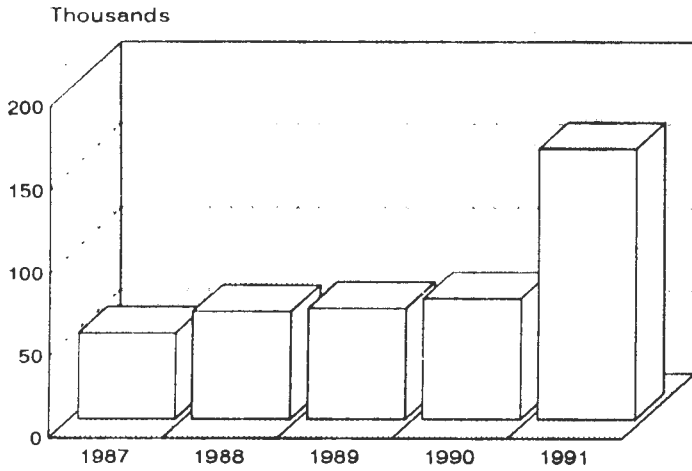
NON-DIVISIBLE SINGLE TRIP PERMITS



NON-DIVISIBLE MULTIPLE TRIP PERMITS



DIVISIBLE SINGLE TRIP PERMITS



DIVISIBLE MULTIPLE TRIP PERMITS

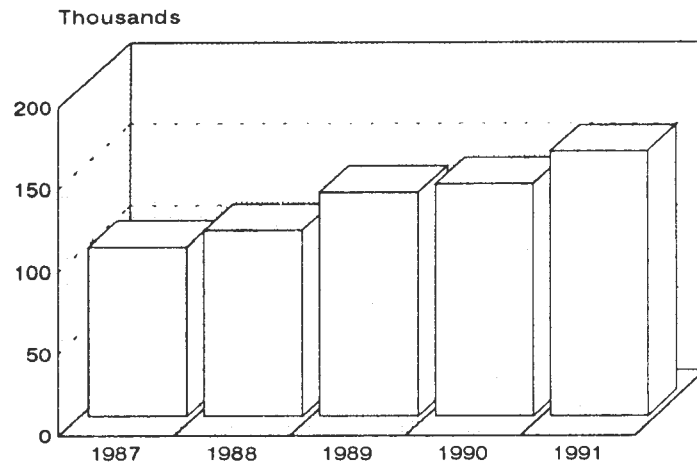


Figure 3. National Trends in Use of Overweight Permits

Overweight loads moving under nondivisible single-trip permits are usually closely monitored by State highway and enforcement officials. These officials often specify both the routes and hours of operation. Single-trip permits for nondivisible loads decreased 5 percent from FY 1990 to FY 1991, following an increase of 10 percent from FY 1989 to FY 1990 and 5 percent from FY 1988 to FY 1989.

The number of multiple-trip, nondivisible load permits decreased from about 88,000 in FY 1990 to 59,000 in FY 1991, for a 33 percent decrease. Multiple-trip permits for nondivisible loads are usually granted to high-volume shippers that make many trips under the same permit. Of concern to the FHWA is the fact that they are usually subject to less control than vehicles operating under single-trip permits. Vehicles operating under multiple-trip permits are also of concern to the FHWA since owners and operators may not be paying their fair share of road wear.

The number of single-trip divisible load permits increased by 123 percent from FY 1990 to FY 1991. At first glance, the bulk of this increase can be attributed to the initiation of a single-trip divisible load permit program for sand and gravel haulers in Delaware, which resulted in 64,540 such permits being issued. In previous years, Delaware reported no permits issued in this category. As noted earlier, Delaware's grandfather rights to issue divisible load permits is under review. Even without Delaware's permit numbers, the issuance of single-trip divisible load permits displayed an alarming increase. Excluding Delaware, the national total of these permits issued still increased by 35 percent over FY 1990. This increase represents a significant jump in the rate of increase from the 3.5 percent increase recorded from FY 1988 to FY 1989 and the 9 percent increase between FY 1989 and FY 1990.

As shown in Figure 3, there was a 10 percent increase in multiple-trip, divisible load permits from FY 1987 to FY 1988, a 21 percent increase from FY 1988 to FY 1989, a 3 percent increase from FY 1989 to FY 1990, and a 14 percent increase from FY 1990 to FY 1991. Multiple-trip divisible load permits have increased at an average rate of about 14 percent per year between FY 1987 and FY 1991. This is of particular concern as the increase in the number of multiple-trip permits means that many more trips are being made at axle or gross weights that are above the established State or Federal limits. For the most part, States do not collect information on use of these multiple-trip permits and, therefore, do not know how much pavement and bridge damage can be attributed to these vehicles. The rapid growth in multiple-trip permits makes it more difficult for States to assess the damage being done to bridges and pavements by overweight trucks. Further, depending on the fees charged for these permits, their use generally results in other highway users subsidizing vehicles that routinely operate at weights above the established limits.

The FHWA will initiate a rulemaking in FY 1993 that will allow the agency to better assess the damage to bridges and pavements caused by travel under multiple-trip overweight load permits.

Changes in Permit Laws

The number of States issuing multiple-trip divisible load permits increased from 22 in 1988 to 27 in 1991. The FHWA's Office of Chief Counsel is reviewing permit practices of some States to determine their legal authority to issue such permits. The District of Columbia and Puerto Rico also issue multiple-trip divisible load permits.

Permit Fees

Appendix G shows an inventory of State fees for overweight permits. It reveals that \$5, charged by four States, is the minimum. Two of the four States assess an additional charge per ton or per ton-mile. Although practically all the States have graduated fine schedules as shown in Appendix H, only half have graduated fee schedules for overweight permits.

The FHWA is quite concerned that low permit fees may not even cover administrative costs much less damage to pavements and bridges. It is the Department of Transportation's policy that user charges recover proportional costs of damage caused by the vehicle. In Figure 4, the costs of permits and fines for a 4,000-pound overload are compared. This figure illustrates not only the diversity of fees, but also shows that in some cases it may be cheaper to run the risk of a fine rather than to buy a permit. Also, because no accounting is made of the number of trips made under multiple-trip permits, these vehicle operators are very likely to be paying permit fees that are substantially below the highway and bridge system costs occasioned by their use.

Many States do not charge a permit fee for transporting products important to the State's economy. These typically include haulers of agricultural products, natural resources, garbage and trash, concrete, and ocean transport containers. Again, such practices are of concern to the FHWA since operators are not paying their fair share of highway costs, unfair competition is promoted, and the resulting, nonuniform permit practices are contrary to established goals.

PENALTIES FOR VIOLATING STATE WEIGHT REGULATIONS

Fines, as shown in Appendix H, range from minimal to substantial and from fixed assessments to those graduated by the magnitude of the overweight violations. These differences illustrate the wide variation in State approaches to discouraging truck weight violations.

Minnesota is employing an excellent deterrent to overloads. The State's relevant evidence law allowing State auditors to examine bills of lading, weight tickets, or other records at the shipper's place of business has become an effective tool to reduce overweight loads. Using the Minnesota procedure, fewer people can examine more vehicle weights in less time and with less cost than is possible at vehicle weigh stations. Gross weights of 90,000 pounds to 100,000 pounds were common before the law was enacted. During the 1991 fiscal year, a review of nearly 428,000 bills of lading produced 529 overweight invoices. The average overweight detected was about 7,100 pounds. These statistics indicate a high level of compliance which the State attributes to a new awareness of weight limits by the shipping and motor carrier industries.

The relevant evidence approach gives a State greater enforcement flexibility than is normally available. Some violations are caused by shippers who knowingly overload a trailer and then give drivers or carriers the bleak options of taking the load and risking a fine, or losing the business to a less scrupulous competitor. Minnesota can act against shippers to halt such coercive practices. Other violations, of course, are legitimately attributable to the carrier. A relevant evidence law allows a State to pursue either party, or both, as appropriate.

In addition to fines and statutes like Minnesota's relevant evidence law, off-loading and load shifting also discourage overweight violations. Off-loading to a legal weight is a major deterrent to overweight trucking operations. Off-loading involves either the removal of excess materials and on-site storage or transfer to another vehicle to haul the excess. In FY 1991, 38 States reported nearly 86,000 off-loadings. Off-loading practices vary among States. Some require the violator to off-load on the spot while others require the violator to unload at the nearest location that will not endanger traffic and where the dropped portion of the load will be secure. Another enforcement action is to require that a load be shifted. When a truck has an axle load above the allowable limit but the weight of the entire vehicle is below the allowable GVW, distributing the load more evenly among the axles may bring the vehicle into compliance. Thirty-one States allowed "load shifting." As shown in Table 6, this practice in 1991 was used nearly 397,000 times, a 7 percent decrease from 1990.

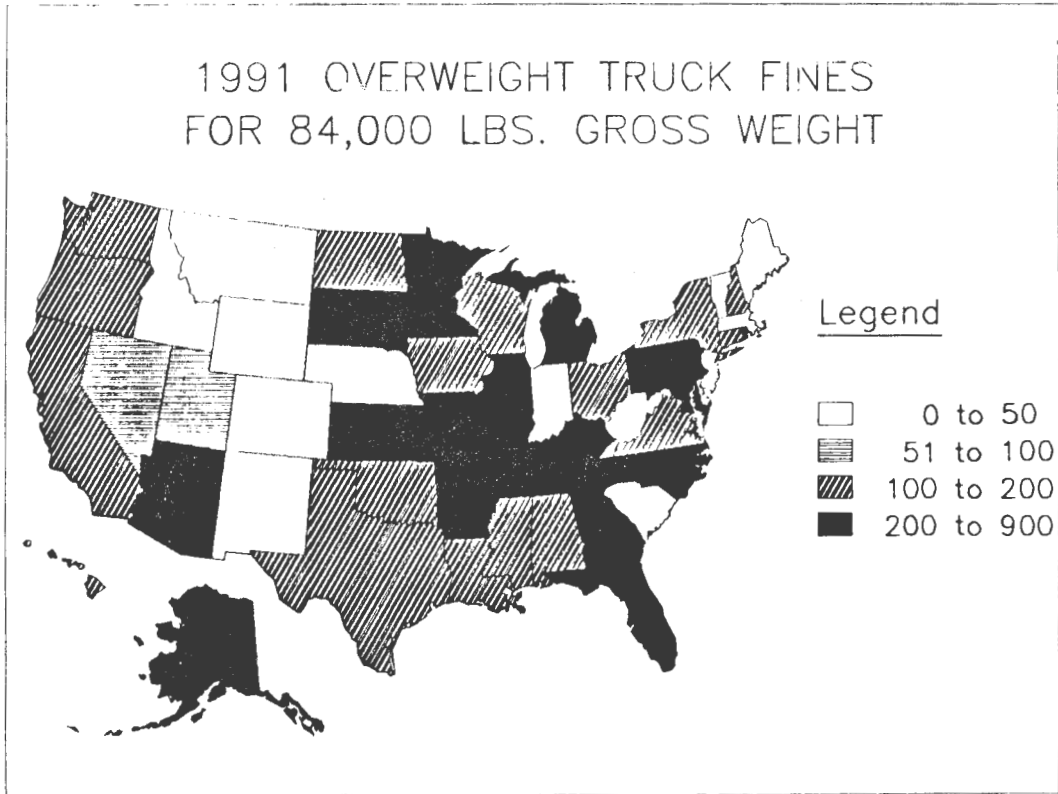
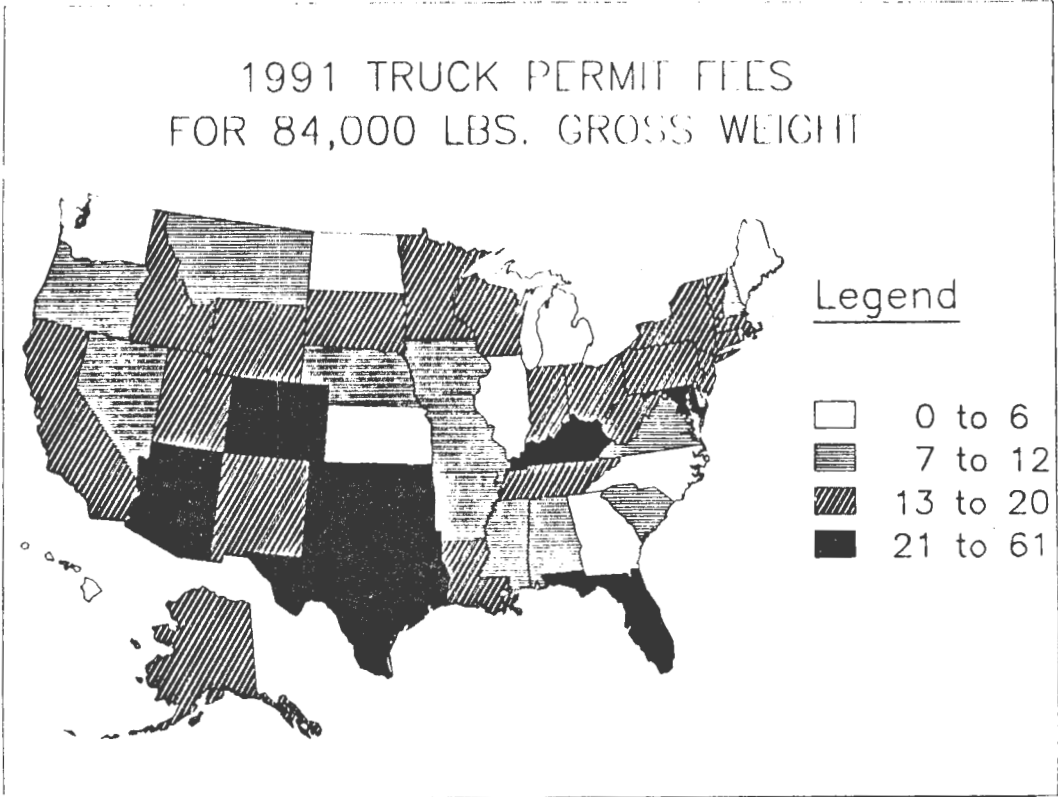


Figure 4. Comparisons of State Permit Fees and Overweight Fines for 84,000-Pound Gross Weight Trucks

Table 6

NUMBER OF OTHER ENFORCEMENT ACTIONS FOR FISCAL YEAR 1991

State	Load Shifts Required	Off-Loadings Required	Total
Alabama	0	1,333	1,333
Alaska	1,312	541	1,853
Arizona	25,385	2,606	27,991
Arkansas	0	7,643	7,643
California	0	0	0
Colorado	5,890	3,615	9,505
Connecticut	0	407	407
Delaware	0	7	7
Dist. of Col.	0	0	0
Florida	6,162	729	6,891
Georgia	6,341	2,813	9,154
Hawaii	0	2,396	2,396
Idaho	5,752	294	6,046
Illinois	55,961	3,959	59,920
Indiana	2,293	114	2,407
Iowa	0	2,906	2,906
Kansas	3,168	1,699	4,867
Kentucky	0	41	41
Louisiana	41,297	0	41,297
Maine	3,400	2,835	6,235
Maryland	0	1,461	1,461
Massachusetts	0	0	0
Michigan	1,965	984	2,949
Minnesota	664	93	757
Mississippi	6,914	1,298	8,212
Missouri	15,447	11,940	27,387
Montana	19,403	3,754	23,157
Nebraska	14,275	2,889	17,164
Nevada	0	840	840
New Hampshire	0	0	0
New Jersey	4,751	0	4,751
New Mexico	1,955	340	2,295
New York	0	0	0
North Carolina	401	1,466	1,867
North Dakota	23,485	15,566	39,051
Ohio	0	0	0
Oklahoma	1,451	524	1,975
Oregon	3,426	1,536	4,962
Pennsylvania	0	0	0
Puerto Rico	0	0	0
Rhode Island	0	0	0
South Carolina	1,253	250	1,503
South Dakota	2,015	474	2,489
Tennessee	47	39	86
Texas	2,814	4,246	7,060
Utah	6,697	2,011	8,708
Vermont	0	0	0
Virginia	127,440	0	127,440
Washington	5,310	1,582	6,892
West Virginia	0	42	42
Wisconsin	0	0	0
Wyoming	239	662	901
Totals	396,913	85,935	482,848
1990 Totals	425,298	76,769	512,026
1989 Totals	439,491	80,047	531,579
1988 Totals	453,841	89,033	558,088

CHAPTER III

SIGNIFICANT FINDINGS AND CONCLUSIONS

This chapter summarizes significant findings from the FHWA's review of State certifications for FY 1991 and reports conclusions regarding efforts to improve the States' size and weight enforcement programs.

STATE CERTIFICATIONS

Of the 52 certifications reviewed 23 States received conditional acceptance. Fourteen States had vehicle weight laws that were found to be inconsistent with 23 U.S.C., Section 127 (Appendix C). Eleven States had significant unexplained declines in the number of vehicles weighed or the number of citations issued. States may be deficient in more than one enforcement category and each deficiency is counted.

Nine States were notified that they have laws that conflict with STAA of 1982 (size regulations). Six States allowed nonstatutory weight tolerances on the interstate System. The grandfather rights in one State are under review regarding conflicts with Section 127. Final acceptance of these certifications has been delayed pending significant improvement in each State's 1993 vehicle weight enforcement program. The certifications by Colorado, Georgia, Idaho, Minnesota, Oregon, and South Carolina were conditionally accepted due to non-statutory weight tolerances allowed on the Interstate System. Acceptance of these certifications is conditioned on this practice being eliminated. Failure to satisfactorily address the deficiencies noted for these States and Puerto Rico will result in the FHWA initiating procedures to withhold 10 percent of the Federal-aid funds to be apportioned to the State under 23 U.S.C. 104, on October 1, 1993, due to inadequate enforcement.

Ten States and the District of Columbia received conditional acceptance of their certifications in 1990 with regard to adequacy of enforcement.

As of October 1, 1991, Federal responsibility for oversight of State vehicle size and weight enforcement in the FHWA field offices was transferred from the Federal-aid office to the Office of Motor Carriers. Detailed training has been provided to the Motor Carrier field offices to enable the vehicle size and weight program managers to assume their new responsibilities. The FHWA field offices are working with State personnel to develop and implement vehicle size and weight enforcement plans, resolve problems identified in last year's certifications, and improve communication between the FHWA and the States over these issues.

The FHWA strongly supports the concept of States holding annual regional truck weight and safety conferences. The States in FHWA Region 3 (Delaware, the District of Columbia, Maryland, Pennsylvania, Virginia, and West Virginia), for example, have held such conferences for a number of years. The conferences have been very successful in providing an exchange of information among FHWA, State, and motor carrier industry personnel. Vehicle safety conferences are also consistent with the National Transportation Policy, which encourages cooperation between industry and Government agencies to resolve problems which hinder the smooth movement of goods and services.

The FHWA continues to support the use of WIM equipment because it offers significant potential for increasing the number of trucks weighed. With the use of WIM, more trucks can be weighed at less cost and with less delay to the driver than if only static scales are used. The WIM equipment can be used on both mainline and bypass routes to quickly sort overweight trucks from legally loaded trucks. Only trucks close to the limit are stopped for weighing at the static scales.

The FHWA has, for several years, been offering a demonstration project to show States the latest WIM technology and to explain equipment operation, benefits, and limitations. Upon its conclusion in October 1992, the formal demonstration project will have familiarized personnel in 40 States with the latest in WIM technology.

The FHWA is also participating in Intelligent Vehicle Highway System programs such as Heavy Vehicle Electronic License Plate and Advantage I-75. These programs promote increased trucking industry productivity through advances in vehicle weighing, identification, and classification technology.

STATE VEHICLE SIZE AND WEIGHT LAWS

The FHWA review of the 1991 certifications revealed that 14 States (California, Hawaii, Indiana, Iowa, Kansas, Louisiana, Maryland, Minnesota, Mississippi, Oklahoma, Oregon, Utah, Washington, and Wisconsin) have vehicle weight laws that appear to conflict with 23 U.S.C., Section 127. Certifications for these States have been conditionally accepted pending review and amendment of the inconsistent laws during the next legislative session. Failure to do so will result in the FHWA initiating sanction proceedings in 1993.

In addition, grandfather rights in Delaware and State laws in California, Minnesota, and Oklahoma are under review regarding conflicts with Section 127. Acceptance of these certifications is also conditioned on satisfactory corrective action.

STATE VEHICLE WEIGHT ENFORCEMENT ACTIVITIES

The number of trucks being weighed by the States has increased about 5 percent per year over the last three years. The average number of citations issued has been about 680,000 per year over the same period. Because the ratio of citations issued to number of vehicles weighed has been declining, some may conclude there is increased compliance with vehicle size and weight laws. Others may conclude the data show a decline in the State enforcement effort.

Because adequate information is not being collected to assess the trend in compliance, the FHWA will be proposing a revision of its regulations to further encourage States to expand use of WIM equipment in an attempt to improve compliance estimates. WIM is less obtrusive, less costly to operate for extended periods, and can be used as permanent or portable equipment. Truckers find WIM more difficult to detect and thus more difficult to avoid. Vehicle weight data collected with WIM provides the number and location of overweight vehicles.

States may use Federal-aid planning and research and construction funds for purchase of WIM equipment and construction of weigh stations. Portable scales used in State weight enforcement operations are also eligible for funding under the Motor Carrier Safety Assistance Program.

Minnesota once again demonstrated the benefits of its relevant evidence procedures. Enforcement officers were able to review nearly 428,000 bills of lading resulting in 529 overweight loads being detected.

OVERWEIGHT PERMITS

Over the last three years, there has been a 4 percent decrease in the number of nondivisible multiple-trip overweight permits issued; however, there has been nearly a 43 percent increase in the number of divisible load multiple-trip permits issued. This increase is of considerable concern to the FHWA because the number of trips made under each permit is unknown and thus the damage to pavements and bridges is unknown. The FHWA will initiate a notice of proposed rulemaking in 1993 to better assess the damage to bridges and pavements caused by travel under multiple-trip overweight load permits.

In order to preserve the Federal and State investment in highways and ensure pavements are protected from illegally loaded vehicles, a proposed rulemaking is being developed. The FHWA is also assisting regional organizations in promoting uniformity in permit operations to enhance enforcement operations as well as to benefit motor carriers through a reduction in permit paperwork.

Appendix A

Section 123, Surface Transportation Assistance Act Of 1978

(Pub. L. 95-599, 92 Stat. 2689, 2701)

Sec. 123. Enforcement Of Vehicle Size And Weight Limitations

(a) Not later than the one-hundred-eightieth day after the date of enactment of this section, the Secretary of Transportation, hereunder referred to as the "Secretary", in consultation with each State shall inventory the existing system of penalties for violations of vehicle weight laws, rules, and regulations on any portion of any Federal-aid system in such State. Each State shall annually thereafter report to the Secretary its current inventory.

(b)(1) Not later than the one-hundred-eightieth day after the date of enactment of this section, the Secretary, in consultation with each State shall inventory the existing system in such State for the issuance of special permits. Each State shall annually thereafter report to the Secretary its current inventory.

(2) For purposes of this subsection, the term "special permit" means a license or permit issued pursuant to State law, rule, or regulation which authorizes a vehicle to exceed the weight limitation for such vehicle established under State law, rule, or regulation.

(c) Not later than January 1 of the second calendar year which begins after the date of enactment of this section and each calendar year thereafter the Secretary shall submit to Congress an annual report together with such recommendations as the Secretary deems necessary on (1) the latest annual inventory of State systems of penalties required by subsection (a) of this section; (2) the latest annual inventory of State systems for the issuance of special permits required by subsection (b) of this section; (3) the annual certification submitted by each State required by section 141(b) of title 23, United State Code.

APPENDIX B

*Title 23, U. S. C. Section 141 *
as amended by
Section 1023 of the Intermodal Surface
Transportation Efficiency Act of 1991*

Sec. 141. Enforcement of requirements

(a) Each State shall certify to the Secretary before January 1 of each year that it is enforcing all speed limits on public highways in accordance with section 154 of this title. The Secretary shall not approve any project under section 106 of this title in any State which has failed to certify in accordance with this subsection.

(b) Each State shall certify to the Secretary before January 1 of each year that it is enforcing all State laws respecting maximum vehicle size and weights permitted on the Federal-aid primary system, the Federal-aid urban system, and the Federal-aid secondary system, including the Interstate System in accordance with section 127 of this title. Each State shall also certify that it is enforcing and complying with the provisions of section 127(d) of this title and section 411(j) of the Surface Transportation Assistance Act of 1982 (49 U. S. C. App. 2311(j)).

(c)(1) Each State shall submit to the Secretary such information as the Secretary shall, by regulation, require as necessary, in his opinion, to verify the certification of such State under subsection (b) of this section.

(2) If a State fails to certify as required by subsection (b) of this section or if the Secretary determines that a State is not adequately enforcing all State laws respecting such maximum vehicle size and weights, notwithstanding such a certification, then Federal-aid highway funds apportioned to such State for such fiscal year shall be reduced by amounts equal to 10 per centum of the amount which would otherwise be apportioned to such State under section 104 of this title.

(3) If within one year from the date that the apportionment for any State is reduced in accordance with paragraph (2) of this subsection the Secretary determines that such State is enforcing all State laws respecting maximum size and weights, the apportionment of such State shall be increased by an amount equal to such reduction. If the Secretary does not make such a determination within such one-year period, the amounts so withheld shall be reapportioned to all other eligible States.

** Note: 23 U.S.C. 141 was amended by section 1023 of Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240 105 Stat. 1914). However, the amendments to section 141 do not affect the period covered by this report nor its contents.*

APPENDIX C

TITLE 23, U.S.C. Section 127*

Sec. 127. Vehicle weight limitations--Interstate System

(a) In General--No funds authorized to be appropriated for any fiscal year under provisions of the Federal-Aid Highway Act of 1956 shall be apportioned to any State which does not permit the use of the National System of Interstate and Defense Highways within its boundaries by vehicles with a weight of twenty thousand pounds carried on any one axle, including enforcement tolerances, or with a tandem axle weight of thirty-four thousand pounds, including enforcement tolerances, or a gross weight of at least eighty thousand pounds for vehicle combinations of five axles or more. However, the maximum gross weight to be allowed by any State for vehicles using the National System of Interstate and Defense Highways shall be twenty thousand pounds carried on one axle, including enforcement tolerances, and a tandem axle weight of thirty-four thousand pounds, including enforcement tolerances and with an overall maximum gross weight, including enforcement tolerances on a group of two or more consecutive axles produced by application of the following formula:

$$W = 500(LN/(N-1) + 12N + 36)$$

where W equals overall gross weight on any group of two or more consecutive axles to the nearest five hundred pounds, L equals distance in feet between the extreme of any group of two or more consecutive axles, and N equals number of axles in group under consideration, except that two consecutive sets of tandem axles may carry a gross load of thirty-four thousand pounds each providing the overall distance between the first and last axles of such consecutive sets of tandem axles (1) is thirty-six feet or more, or (2) in the case of a motor vehicle hauling any tank trailer, dump trailer, or ocean transport container before September 1, 1989, is 30 feet or more: Provided, That such overall gross weight may not exceed eighty thousand pounds including all enforcement tolerances, except for those vehicles and loads which cannot be easily dismantled or divided and which have been issued special permits in accordance with applicable State laws, or the corresponding maximum weights permitted for vehicles using the

** Note: 23 U.S.C 127 was amended by section 1023 of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240). However, the amendments to section 127 do not affect the period covered by this report nor its contents.*

public highways of such State under laws or regulations established by appropriate State authority in effect on July 1, 1956, except in the case of the overall gross weight of any group of two or more consecutive axles on any vehicle (other than a vehicle comprised of a motor vehicle hauling any tank trailer, dump trailer, or ocean transport container on or after September 1, 1989) on the date of enactment of the Federal-Aid Highway Amendments of 1974, whichever is the greater. Any amount which is withheld from apportionment to any State pursuant to the foregoing provisions shall lapse if not released and obligated within the availability period specified in section 118(b)(1) of this title. This section shall not be construed to deny apportionment to any State allowing the operation within such State of any vehicles or combinations thereof which the State determines could be lawfully operated within such State on July 1, 1956, except in the case of the overall gross weight of any group of two or more consecutive axles, on the date of enactment of the Federal-Aid Highway Amendments of 1974. With respect to the State of Hawaii, laws or regulations in effect on February 1, 1960, shall be applicable for the purposes of this section in lieu of those in effect on July 1, 1956. With respect to the State of Michigan, laws or regulations in effect on May 1, 1982, shall be applicable for the purposes of this subsection.

(b) Reasonable Access--No State may enact or enforce any law denying reasonable access to motor vehicles subject to this title to and from the Interstate Highway System to terminals and facilities for food, fuel, repairs, and rest.

(c) Ocean Transport Container Defined--For purposes of this section, the term "ocean transport container" has the meaning given the term "freight container" by the International Standards Organization in Series 1, Freight Containers, 3rd Edition (reference number ISO668-1979(E)) as in effect on the date of the enactment of this subsection.

APPENDIX D

Title 23, CFR Part 658

Part 658--TRUCK SIZE AND WEIGHT, ROUTE DESIGNATIONS--LENGTH, WIDTH AND WEIGHT LIMITATIONS

Sec.

658.1 Purpose.

658.3 Policy statement.

658.5 Definitions.

658.7 Applicability.

658.9 National Network criteria.

658.11 Additions, deletions, exceptions, and restrictions.

658.13 Length.

658.15 Width.

658.17 Weight.

658.19 Reasonable access.

658.21 Identification of National Network.

Appendix A--The National Network (Not included in this copy)

Appendix B--Grandfathered Semitrailer Lengths (Not included in this copy)

Authority: Secs. 133, 411, 412, 413, and 416 of Pub. L. 97-424, 96 Stat. 2097 (23 U.S.C. 127; 49 U.S.C. 2311, 2312, 2313; and App. 2316), as amended by Pub. L. 98-17, 97 Stat. 59 and Pub. L. 98-554, 98 Stat. 2829; 23 U.S.C. 315; and 49 CFR 1.48.

[53 FR 48634, December 2, 1988]

Source: 49 FR 23315, June 5, 1984, unless otherwise noted.

Sec. 658.1 Purpose.

The purpose of this part is to identify a National Network of highways available to vehicles authorized by provisions of the Surface Transportation Assistance Act of 1982 (STAA) (Pub. L. 97-424, 96 Stat. 2097), as amended by Pub. L. 98-17, 97 Stat. 59, and Pub. L. 98-554, 98 Stat. 2829, and to prescribe national policies that govern truck size and weight.

[53 FR 12145, April 13, 1988]

Sec. 658.3 Policy statement.

The Federal Highway Administration's (FHWA) policy is to provide a safe and efficient National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the STAA. This network includes the Interstate System plus other qualifying Federal-aid Primary System Highways.

Sec. 658.5 Definitions.

(a) Bridge Gross Weight Formula. The standard specifying the relationship between axle (or groups of axles) spacing and the gross weight that (those) axle(s) may carry expressed by the formula:

$$W = 500((LN/N - 1) + 12N + 36)$$

where W = overall gross weight on any group of two or more consecutive axles to the nearest 500 pounds, L = distance in feet between the extreme of any group of two or more consecutive axles, and N = number of axles in the group under consideration.

(b) Commercial Motor Vehicle. For purposes of this regulation a motor vehicle designed or regularly used for carrying freight, merchandise, or more than ten passengers, whether loaded or empty, including buses, but not including vehicles used for vanpools.

(c) Federal-Aid Primary System. The Federal-aid Highway System of rural arterials and their extensions into or through urban areas as described in subsection (b) of section 103 of Title 23, U.S.C.

(d) Interstate System. The National System of Interstate and Defense Highways described in sections 103(e) and 139(a) of Title 23, U.S.C. For the purpose of this regulation this system includes toll roads designated as Interstate.

(e) Length Exclusive Devices. For purposes of this regulation all appurtenances at the front or rear of a commercial motor vehicle semitrailer, or trailer, whose function is related to the safe and efficient operation of the semitrailer or trailer. No device excluded from length determination shall be designed or used for carrying cargo.

(f) National Network. The composite of the individual network of highways from each State on which vehicles authorized by the provisions of the STAA are allowed to operate. The network in each State includes the Interstate System exclusive of those portions excepted under Sec. 658.11(f) or deleted under Sec. 658.11(d), and those portions of the Federal-Aid Primary System set out by the FHWA in the Appendix to this part.

[53 FR 12145, April 13, 1988]

(g) Safety Devices--Width Exclusion. Federally approved safety devices accorded width exclusion status include rear-view mirrors, turn signal lamps, hand-holds for cab entry/egress and splash and spray suppressant devices. Although not normally considered a safety device, load-induced tire bulge is also excluded from consideration in determining vehicle width.

Editorial Note: For a notice document interpreting paragraphs (e) and (g) of Sec. 658.5 see 52 FR 7834, March 13, 1987.

(h) Single Axle Weight. The total weight transmitted to the road by all wheels whose centers may be included between two parallel transverse vertical planes 40 inches apart, extending across the full width of the vehicle. The Federal single axle weight limit on the Interstate System is 20,000 pounds.

(i) Special Mobile Equipment. Every self-propelled vehicle not designed or used primarily for the transportation of persons or property and incidentally operated or moved over the highways, including military equipment, farm equipment, implements of husbandry, road construction or maintenance machinery, and emergency apparatus which includes fire and police emergency equipment. This list is partial and not exclusive of such other vehicles as may fall within the general terms of this definition.

(j) Tandem Axle Weight. The total weight transmitted to the road by two or more consecutive axles whose centers may be included between parallel transverse vertical planes spaced more than 40 inches and not more than 96 inches apart, extending across the full width of the vehicle. The Federal tandem axle weight limit on the Interstate System is 34,000 pounds.

(k) Tractor or Truck Tractor. The noncargo carrying power unit that operates in combination with a semitrailer or trailer, except that a truck tractor and semitrailer engaged in the transportation of automobiles may transport motor vehicles on part of the power unit.

(l) Reserved.

(m) Automobile Transporters. Any vehicle combination designed and used specifically for the transport of assembled (capable of being driven) highway vehicles.

(n) Stinger-steered combination. A truck tractor semitrailer wherein the fifth wheel is located on a drop frame located behind and below the rear-most axle of the power unit.

[53 FR 48634 December 2, 1988]

(o) Truck-tractor Semitrailer-Semitrailer. In a truck-tractor semitrailer-semitrailer combination vehicle, the two trailing units are connected with a "B-train" assembly. The B-train assembly is a rigid frame extension attached to the rear frame of a first semitrailer which allows for a fifth wheel connection point for the second semitrailer. This combination has one less articulation point than the conventional "A dolly" connected truck-tractor semitrailer-trailer combination.

[53 FR 25484, July 7, 1988]

(p) Boat transporters. Any vehicle combination designed and used specifically to transport assembled boats and boat hulls. Boats may be partially disassembled to facilitate transporting.

(q) Truck-trailer boat transporter. A boat transporter combination consisting of a straight truck towing a trailer using typically a ball and socket connection. The trailer axle(s) is located substantially at the trailer center of gravity (rather than the rear of the trailer) but so as to maintain a downward force on the trailer tongue.

[53 FR 48634, December 2, 1988]

(r) Terminal. The term "terminal" as used in this regulation means, at a minimum, any location where:

- (1) Freight either originates, terminates, or is handled in the transportation process; or*
- (2) Commercial motor carriers maintain operating facilities.*

[55 FR 22762, June 1, 1990]

(s) Saddle-mount combination. A saddle-mount combination is a combination of vehicles in which a truck or truck tractor tows one or more trucks or truck tractors, each connected by a saddle to the frame or fifth wheel of the vehicle in front of it. The saddle is a mechanism that connects the front axle of the towed vehicle to the frame or fifth wheel of the vehicle in front and functions like a fifth wheel kingpin connection. When two vehicles are towed in this manner the combination is called a double saddle-mount combination. When three vehicles are towed in this manner, the combination is called a triple saddle-mount combination.

(t) Fullmount. A fullmount is a smaller vehicle mounted completely on the frame of either the first or last vehicle in a saddle-mount combination.

[55 FR 32399, August 9, 1990]

Sec. 658.7 Applicability.

Except as limited in Sec. 658.17(a) the provisions of this part are applicable to the National Network and reasonable access thereto. However, nothing in this regulation shall be construed to prevent any State from applying any weight and size limits to other highways, except when such limits would deny reasonable access to the National Network.

Sec. 658.9 National Network criteria.

(a) The National Network listed in the Appendix A to this part is available for use by commercial motor vehicles of the dimensions and configurations described in Subsec. 658.13 and 658.15.

(b) For those States with detailed lists of individual routes in the appendix, the routes have been designated on the basis of their general adherence to the following criteria.

(1) The route is a geometrically typical component of the Federal-Aid Primary System, serving to link principal cities and densely developed portions of the States.

(2) The route is a high volume route utilized extensively by large vehicles for interstate commerce.

(3) The route does not have any restrictions precluding use by conventional combination vehicles.

(4) The route has adequate geometrics to support safe operations, considering sight distance, severity and length of grades, pavement width, horizontal curvature, shoulder width, bridge clearances and load limits, traffic volumes and vehicle mix, and intersection geometry.

(5) The route consists of lanes designed to be a width of 12 feet or more or is otherwise consistent with highway safety.

[53 FR 12145, April 13, 1988]

(6) The route does not have any unusual characteristics causing current or anticipated safety problems.

(c) For those States where State law provides that STAA authorized vehicles may use all or most of the Federal-Aid Primary system, the National Network is no more restrictive than such law. The Appendix A contains a narrative summary of the National Network in those States.

Sec. 658.11 Additions, deletions, exceptions, and restrictions.

To ensure that the National Network remains substantially intact, FHWA retains

the authority to rule upon all requested additions to and deletions from the National Network as well as requests for the imposition of certain restrictions. FHWA approval or disapproval will constitute the final decision of the U.S. Department of Transportation.

(a) Additions.

(1) Requests for additions to the National Network, including justification, shall have the endorsement of the Governor or the Governor's authorized representative, and be submitted in writing to the appropriate FHWA Division Office. Proposals for addition of routes to the National Network shall be accompanied by an analysis of suitability based on the criteria in Sec. 658.9.

(2) Proposals for additions that meet the criteria of Sec. 658.9 and have the endorsement of the Governor or the Governor's authorized representative will be published in the Federal Register for public comment as a notice of proposed rulemaking (NPRM), and if found acceptable, as a final rule.

[53 FR 12145, April 13, 1988]

(b) Deletions--Federal-aid primary--other than interstate. Changed conditions or additional information may require the deletion of a designated route or a portion thereof. The deletion of any route or route segment shall require FHWA approval. Requests for deletion of routes from the National Network, including the reason(s) for the deletion, shall be submitted in writing to the appropriate FHWA Division Office. These requests shall be assessed on the basis of the criteria of Sec. 658.9. FHWA proposed deletions will be published in the Federal Register as a Notice of Proposed Rulemaking (NPRM).

(c) Requests for deletion--Federal-aid primary--other than interstate. Request for deletion should include the following information, where appropriate:

(1) Did the route segment prior to designation carry combination vehicles or 102-inch buses?

(2) Were truck restrictions in effect on the segment on January 6, 1983? If so, what types of restrictions?

(3) What is the safety record of the segment, including current or anticipated safety problems? Specifically, is the route experiencing above normal accident rates and/or accident severities? Does analysis of the accident problem indicate that the addition of larger trucks have aggravated existing accident problems?

(4) What are the geometric, structural or traffic operations features that might preclude safe, efficient operation? Specifically describe lane widths, sight distance, severity and length of grades, horizontal curvature, shoulder width, narrow bridges, bridge clearances and load limits, traffic volumes and vehicle mix, intersection geometrics and vulnerability of roadside hardware.

(5) Is there a reasonable alternate route available?

(6) Are there operational restrictions that might be implemented in lieu of deletion?

[53 FR 12145, April 13, 1988]

(d) Deletions and use restrictions--Federal-aid interstate.

(1) The deletion of, or imposition of use restrictions on any specific segment of the Interstate Highway System on the National Network, except as otherwise provided in this part, must be approved by the FHWA. Such action will be initiated on the FHWA's own initiative or on the request of the Governor or the Governor's authorized representative of the State in which the Interstate segment is located. Requests from the Governor or the Governor's authorized representative shall be submitted along with justification for the deletion or restriction, in writing, to the appropriate FHWA Division Office for transmittal to Washington Headquarters.

(2) The justification accompanying a request shall be based on the following:

(i) Analysis of evidence of safety problems supporting the deletion or restriction as identified in Sec. 658.11(c).

(ii) Analysis of the impact on interstate commerce.

(iii) Analysis and recommendation of any alternative routes that can safely accommodate commercial motor vehicles of the dimensions and configurations described in Sec. 658.13 and 658.15 and serve the area in which such segment is located.

(iv) Evidence of consultation with the local governments in which the segment is located as well as the Governor or the Governor's authorized representative of any adjacent State that might be directly affected by such a deletion or restriction.

(3) Actions to ban all commercial vehicles on portions of the Interstate System not expected under Sec. 658.11(f) are considered deletions subject to the requirements of subsection (d) of this section.

(4) Reasonable restrictions on the use of Interstate routes on the National Network by STAA-authorized vehicles related to specific travel lanes of multi-lane facilities, construction zones, adverse weather conditions or structural or clearance deficiencies are not subject to the requirements of paragraph (d) of this section.

(5) Proposed deletions or restrictions will be published in the Federal Register as an NPRM, except in the case of an emergency deletion as prescribed in Sec. 658.11(e). The FHWA will consider the factors set out in paragraph (d)(2) of this section and the comments of interested parties. Any approval of deletion or restriction will be published as a final rule. A deletion of or restriction on a segment for reasons ascribable to dimensions of commercial motor vehicles described in either Sec. 658.13 or Sec. 658.15 shall result in a deletion or restriction for the purposes of both Sec. 658.13 and 658.15.

[53 FR 12145, April 13, 1988]

(e) Emergency Deletions. FHWA has the authority to delete any route from the

National Network, on an emergency basis, for safety considerations. Emergency deletions are not considered final and will be published in the Federal Register for notice and comment.

(f) Exceptions. Those portions of the Interstate System which were open to traffic and on which all commercial motor vehicles were banned on January 6, 1983, are not included in the National Network.

(g) Restrictions--Federal-aid primary--other than interstate.

(1) Reasonable restrictions on the use of non-Interstate Federal-aid Primary routes on the National Network by STAA authorized vehicles may be imposed during certain peak hours of travel or on specific travel lanes of multi-lane facilities. Restrictions related to construction zones, seasonal operation, adverse weather conditions or structural or clearance deficiencies may be imposed.

(2) All restrictions on the use of the National Network based on hours of use by vehicles authorized by the STAA require prior FHWA approval. Requests for such restrictions on the National Network shall be submitted in writing to the appropriate FHWA Division Office. Approval of requests for restrictions will be contingent on the ability to justify significant negative impact on safety, the environment and/or operational efficiency.

[53 FR 12145, April 13, 1988]

Sec. 658.13 Length.

(a) The length provisions of the STAA apply only to the following types of vehicle combinations:

(1) Truck tractor-semitrailer

(2) Truck tractor-semitrailer-trailer. The length provisions apply only when these combinations are in use on the National Network or in transit between these highways and terminals or service locations pursuant to Sec. 658.19.

(b) The length provisions referred to in paragraph (a) of this section include the following:

(1) No State shall impose a length limitation of less than 48 feet on a semitrailer operating in a truck tractor-semitrailer combination.

(2) No State shall impose a length limitation of less than 28 feet on any semitrailer or trailer operating in a truck tractor-semitrailer-trailer combination.

(3) Except as noted in paragraph (c)(1) and (c)(2) of this section, no State shall impose an overall length limitation on commercial vehicles operating in truck tractor-semitrailer or truck tractor-semitrailer-trailer combinations.

(4) No State shall prohibit commercial motor vehicles operating in truck tractor-semitrailer-trailer combinations.

(5) No State shall prohibit the operation of semitrailers or trailers which

are 28 1/2 feet long when operating in a truck tractor-semitrailer trailer combination if such a trailer or semitrailer was in actual and lawful operation on December 1, 1982, and such combination had an overall length not exceeding 65 feet.

(c) State maximum length limits for semitrailers operating in a truck tractor-semitrailer combination and semitrailers and trailers operating in a truck tractor-semitrailer-trailer combination are subject to the following:

(1) No State shall prohibit the use of trailers or semitrailers of such dimensions as those as were in actual and lawful use in such State on December 1, 1982, as set out in Appendix B of this part.

(2) If on December 1, 1982, State length limitations on a semitrailer were described in terms of the distance from the kingpin to rearmost axle, or end of semitrailer, the operation of any semitrailer that complies with that limitation must be allowed.

[53 FR 2597, January 29, 1988]

(d) Specialized Equipment--(1) Automobile Transporters.

(i) Automobile transporters are considered to be specialized equipment. As provided in Sec. 658.5(k), automobile transporters may carry vehicles on the power unit behind the cab and on an over-cab rack. No State shall impose an overall length limitation of less than 65 feet on traditional automobile transporters (5th wheel located on tractor frame over rear axle(s)), including "low boys," or less than 75 feet on stinger-steered automobile transporters. Paragraph (c) requires the States to allow operation of vehicles with the dimensions that were legal in the State on December 1, 1982.

(ii) All length provisions regarding automobile transporters are exclusive of front and rear overhang. Further, no State shall impose a front overhang limitation of less than three (3) feet nor a rearmost overhand limitation of less than four (4) feet.

[53 FR 2597, January 29, 1988]

(iii) Drive-away saddlemount vehicle transporter combinations and driveaway saddlemount with fullmount vehicle transporter combinations are considered to be specialized equipment. No State shall impose an overall length limit of less than 75 feet on such combinations. This provision applies to saddlemount combinations with up to three saddlemount vehicles. Such combinations may include one fullmount. Saddlemount combinations must also comply with the applicable safety regulations at 49 CFR 393.71.

[55 FR 32399, August 9, 1990]

(2) Boat transporters. (i) Boat transporters are considered to be specialized equipment. As provided for automobile transporters in Sec. 658.5(k), boat transporters may carry boats on the power unit so long as the length and width restrictions of the vehicles and load are not exceeded. No State shall impose an overall length limitation of less than 65 feet on traditional boat transporters, fifth wheel located on tractor frame over rear axle(s), including "low boys," or less than 75 feet on stinger-steered boat transporters. In addition, no State shall impose an overall length limitation of less than 65 feet on truck-trailer boat transporters. Paragraph (c) of this section requires the States to allow operation of vehicles with the dimensions that were legal in the State on December 1, 1982.

(ii) All length provisions regarding boat transporters are exclusive of front and rear overhang. Further, no State shall impose a front overhang limitation of less than three (3) feet nor a rearmost overhang limitation of less than four (4) feet.

[53 FR 48634, December 2, 1988]

(3) Truck-tractor semitrailer-semitrailer. (i) Truck-tractor semitrailer-semitrailer combination vehicles are considered to be specialized equipment. No State shall impose a length limitation of less than 28 feet on any semitrailer or 28½ feet if the semitrailer was in legal operation on December 1, 1982, operating in a truck-tractor semitrailer-semitrailer combination. No State shall impose an overall length limitation on a truck-tractor semitrailer-semitrailer combination when each semitrailer length is 28 feet, or 28½ feet if grandfathered.

(ii) The B-train assembly is excluded from the measurement of trailer length when used between the first and second trailer of a truck-tractor semitrailer-semitrailer combination vehicle. However, when there is no semitrailer mounted to the B-train assembly, it will be included in the length measurement of the semitrailer, the length limitation in this case being 48 feet, or longer if grandfathered.

[53 FR 25484, July 7, 1988]

(e) The length limitations described in this section shall not include the length exclusive devices defined in Sec. 658.5(e), or which the Secretary may interpret as necessary for safe and efficient operation of commercial motor vehicles, except that no excluded device shall be designed or used for carrying cargo.

(f) Truck tractors containing a dromedary box, deck, or plate in legal operation on December 1, 1982, shall be permitted to continue to operate, notwithstanding its cargo carrying capacity, throughout its useful life. Proof of such legal operation on December 1, 1982, shall rest upon the operator of the equipment.

[55 FR 4996, February 13, 1990]

Sec. 658.15 Width.

(a) No State shall impose a width limitation of more or less than 102 inches, or its approximate metric equivalent, 2.6 meters (102.36 inches) on a vehicle operating on the National Network, except for the State of Hawaii, which is allowed to keep the State's 108-inch width maximum by virtue of section 416(a) of the STAA.

(b) The provisions of paragraph (a) of this section do not apply to special mobile equipment as defined in Sec. 658.5(i).

(c) Safety devices, as defined in Sec. 658.5(g) or as determined by the States as necessary for the safe and efficient operation of motor vehicles shall not be included in the calculation of width. Safety devices not specifically enumerated in Sec. 658.5(g) may not extend beyond 3 inches on each side of a vehicle. No device included in this subsection shall have, by its design or use, the capability to carry cargo.

(d) Notwithstanding the provisions of this section or any other provision of law, a State may grant special use permits to motor vehicles, including manufactured housing, that exceed 102 inches in width.

Sec. 658.17 Weight.

(a) The provisions of this section are applicable to the National System of Interstate and Defense Highways and reasonable access thereto.

(b) The maximum gross vehicle weight shall be 80,000 pounds except where lower gross vehicle weight is dictated by the bridge formula.

(c) The maximum gross weight upon any one axle, including any one axle of a group of axles, or a vehicle is 20,000 pounds.

(d) The maximum gross weight on tandem axles is 34,000 pounds.

(e) No vehicle or combination of vehicles shall be moved or operated on any Interstate highway when the gross weight on two or more consecutive axles exceeds the limitations prescribed by the following formula, referred to as the Bridge Gross Weight Formula: $W = 500((LN/N-1) + 12N + 36)$ except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the overall distance between the first and last axle is 36 feet or more. In no case shall the total gross weight of a vehicle exceed 80,000 pounds.

(f) The weights in paragraphs (b), (c), (d), and (e) of this section shall be inclusive

of all tolerances, enforcement or otherwise, with the exception of a scale allowance factor when using portable scales (wheel-load weighers). The current accuracy of such scales is generally within 2 or 3 percent of actual weight, but in no case should an allowance in excess of 5 percent be applied. Penalty or fine schedules which impose no fine up to a specified threshold, i.e., 1,000 pounds, will be considered as tolerance provisions not authorized by 23 U.S.C. 127.

(g) States may issue special permits without regard to the axle, gross, or formula requirements for vehicles and loads which cannot be dismantled or divided (non-divisible loads) without incurring substantial cost or delay. All permits for vehicles carrying divisible loads in excess of 80,000 pounds must conform to either Federal or grandfathered axle and bridge spacing requirements as approved by the FHWA.

(h) The provisions of paragraphs (b), (c), and (d) of this section shall not apply to single, or tandem axle weights, or gross weights legally authorized under State law on July 1, 1956. The group of axles requirements established in this section shall not apply to vehicles legally grandfathered under State groups of axles tables or formulas on January 4, 1975.

Sec. 658.19 Reasonable access.

(a) No State may enact or enforce any law denying reasonable access to vehicles with dimensions authorized by the STAA between the National Network and terminals and facilities for food, fuel, repairs, and rest. In addition, no State may enact or enforce any law denying reasonable access between the National Network and points of loading and unloading to household goods carriers and any truck tractor-semitrailer combination in which the semitrailer has a length not to exceed 28 feet (28 1/2 feet where allowed pursuant to Sec. 658.13(b)(5)) and which generally operates as part of a vehicle combination described in Sec. 658.13(b)(5) and 658.15(a).

(b) All States shall make available to commercial motor vehicle operators information regarding their reasonable access provisions to and from the National Network.

(c) Nothing in this section shall be construed as preventing any State or local government from imposing any reasonable restriction, based on safety considerations, on access to points of loading and unloading by any truck tractor-semitrailer combination in which the semitrailer has a length not to exceed 28 1/2 feet and which generally operates as part of a vehicle combination described in Sec. 658.13(b)(5) and 658.15(a).

[53 FR 12145, April 18, 1988]

(d) No State may enact or enforce any law denying access within 1 road mile from the National Network using the most reasonable and practicable route available except for specific safety reasons on individual routes.

(e) Approval of access for specific vehicles on any individual route applies to all vehicles of the same type regardless of ownership. Distinctions between vehicle types shall be based only on significant, substantial differences in their operating characteristics.

(f) Blanket restrictions on 102-inch wide vehicles may not be imposed.

(g) Vehicle dimension limits shall not be more restrictive than Federal requirements.

(h) States shall ensure compliance with the requirements of this section for roads under the jurisdiction of local units of government.

(i) (1) Except in those States in which State law authorizes the operation of STAA-dimensioned vehicles on all public roads and highways, all States shall have an access review process that provides for the review of requests for access from the National Network.

(2) State access review processes shall provide for:

(i) One or more of the following:

(A) An analysis of the proposed access routes using observations or other data obtained from the operation of test vehicles over the routes;

(B) An analysis of the proposed access routes by application of vehicle templates to plans of the routes;

(C) A general provision for allowing access, without requiring a request for commercial motor vehicles with semitrailers with a kingpin distance of 41 feet or less (measured from the kingpin to the center of the rear axle, if single, or the center of a group of rear axles). State safety analyses maybe conducted on individual routes if warranted; and

(ii) All of the following:

(A) The denial of access to terminals and services only on the basis of safety and engineering analysis of the access route.

(B) The automatic approval of an access request if not acted upon within 90 days of receipt by the State. This provision shall become effective no later than 12 months following the effective date of this rule unless an extension is requested by the State and approved by FHWA.

(C) The denial of access for any 102 inch wide vehicles only on the basis of the characteristics of specific routes, in particular significant deficiencies in lane width.

(j)(1) Each State shall submit its access provisions to FHWA for approval within 6 months after June 1, 1990. In those States in which State law authorizes the

operation of STAA-dimensioned vehicles on all public roads and highways, no submission or approval under this paragraph is required. If in the future such a State changes its authorizing legislation and restricts the operation of STAA-dimensioned vehicles, then compliance with these provisions will be necessary.

(2) The FHWA will review the access provisions as submitted by each State subject to the provisions in paragraph (j)(1) and approve those that are in compliance with the requirements of this section. The FHWA may, at a State's request, approve State provisions that differ from the requirements of this section if FHWA determines that they provide reasonable access for STAA dimensioned vehicles and do not impose an unreasonable burden on motor freight carriers, shippers and receivers, and service facility operators.

(3) Any State that does not have FHWA approved access provisions in effect within 1 year after June 1, 1990 shall follow the requirements and the criteria set forth in this section and section 658.5 and 658.19 for determining access for STAA-dimensioned vehicles to terminals and services. The FHWA may approve a State's request for a time extension if it is received by FHWA at least 1 month before the end of the 1 year period.

[55 FR 22763, June 1, 1990]

Sec. 658.21 Identification of National Network.

(a) To identify the National Network, a State may sign the routes or provide maps or lists of highways describing the National Network.

(b) Exceptional local conditions on the National Network shall be signed. All signs shall conform to the Manual on Uniform Traffic Control Devices. Exceptional conditions shall include but not be limited to:

(1) Operational restrictions designed to maximize the efficiency of the total traffic flow, such as time of day prohibitions, or lane use controls.

(2) Geometric and structural restrictions, such as vertical clearances, posted weight limits on bridges, or restrictions caused by construction operations.

(3) Detours from urban Interstate routes to bypass circumferential routes for commercial motor vehicles not destined for the urban area to be bypassed.

Appendix A--The National Network (Not included in this copy)

Appendix B--Grandfathered Semitrailer Lengths (Not included in this copy)

APPENDIX E

Title 23, CFR Part 657

PART 657--CERTIFICATION OF SIZE AND WEIGHT ENFORCEMENT

Sec.

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Appendix--Guidelines To Be Used in Developing Enforcement Plans and Certification Evaluation

Authority: Sec. 123, Surface Transportation Assistance Act of 1978, Pub. L. 95-599, 92 Stat. 2689; 23 U.S.C. 127, 141, and 315; 49 CFR 1.48(b).

Source: 45 FR 52368, Aug. 7, 1980, unless otherwise noted.

Sec. 657.1 Purpose.

To prescribe requirements for administering a program of vehicle size and weight enforcement on Federal-aid (FA) highways, including the required annual certification by the State.

Sec. 657.3 Definition.

"Enforcing" or "enforcement" means all actions by the State to obtain compliance with size and weight requirements by all vehicles operating on the FA Interstate, primary, urban, and secondary systems.

Sec. 657.5 Policy.

Federal Highway Administration (FHWA) policy is that each State enforce vehicle

size and weight laws to assure that violations are discouraged and that vehicles traversing the highway system do not exceed the limits specified by law. These size and weight limits are based upon design specifications and safety considerations, and enforcement shall be developed and maintained both to prevent premature deterioration of the highway pavement and structures and to provide a safe driving environment.

Sec. 657.7 Objective.

The objective of this regulation is the development and operation by each State of an enforcement process which identifies vehicles of excessive size and weight and provides a systematic approach to eliminate violations and thus improve conditions.

Sec. 657.9 Formulation of a plan for enforcement.

(a) Each State shall develop a plan for the maintenance of an effective enforcement process. The plan shall describe the procedures, resources, and facilities which the State intends to devote to the enforcement of its vehicle size and weight laws. Each State plan must be accepted by the FHWA and will then serve as a basis by which the annual certification of enforcement will be judged for adequacy.

(b) The plan shall discuss the following subjects:

(1) Facilities and resources. (i) No program shall be approved which does not utilize a combination of at least two of the following listed devices to deter evasion of size and weight measurement in sufficient quantity to cover the FA system: fixed platform scales; portable wheel weigher scales; semi-portable or ramp scales; WIM equipment.

(ii) Staff assigned to the program, identified by specific agency. Where more than one State agency has weight enforcement responsibility, the lead agency should be indicated.

(2) Practices and procedures. (i) Proposed plan of operation, including geographical coverage and hours of operation in general terms.

(ii) Policy and practices with respect to overweight violators, including off-loading requirements for divisible loads. In those States in which off-loading is mandatory by law, an administrative variance from the legal requirement shall be fully explained. In those States in which off-loading is permissive administrative guidelines shall be included.

(iii) Policy and practices with respect to penalties, including those for repeated violations. Administrative directives, booklets or other written criteria shall be made part of the plan submission.

(iv) Policy and practices with respect to special permits for overweight. Administrative directives, booklets or other written criteria shall be made part of

the plan submission.

(3) Updating. Modification and/or additions to the plan based on experience and new developments in the enforcement program. It is recognized that the plan is not static and that changes may be required to meet changing needs.

Sec. 657.11 Evaluation of operations.

(a) The State shall submit its initial plan to the FHWA Division Administrator on or before November 1, 1980. Following consultation with the FHWA Regional Administrator, the State will be notified of its acceptance or rejection. The plan shall be updated annually thereafter, preferably on or before July 1, but an alternate date acceptable to both the FHWA and the State, may be chosen if a State's legislative or budgetary cycle is not consonant with July 1. In any event, a State must have an approved plan in effect by October 1 of each year. Failure of a State to submit or update a plan will be deemed to be a failure to certify in accordance with Sec. 657.13.

(b) The FHWA division office shall review the State's operation under the accepted plan on a continuing basis and shall prepare an evaluation report annually. The State will be advised of the results of the evaluation, and of any needed changes either in the plan itself or in its implementation.

Copies of the evaluation report and subsequent modifications resulting from the evaluation shall be forwarded through the region to the Washington Headquarters.

Sec. 657.13 Certification requirement.

Each State shall certify to the Federal Highway Administrator before January 1 of each year that it is enforcing all State laws respecting maximum vehicle size and weight permitted on the FA primary, secondary, and urban systems, including the Interstate System, in accordance with 23 U.S.C. 127. The certification shall be supported by information on activities and results achieved during the preceding 12-month period ending on September 30.

Sec. 657.15 Certification content.

The certification shall consist of the following elements and each element shall be addressed even though the response is negative:

(a) A statement by the Governor of the State, or an official designated by the Governor, that the size and weight laws and regulations in the State governing use of the Interstate System conform to 23 U.S.C. 127.

(b) A statement by the Governor of the State, or an official designated by the Governor, that all State size and weight limits are being enforced on the FA

Interstate, primary, urban, and secondary systems. Urban areas not subject to State jurisdiction shall be identified and the statement shall address total FA mileage involved and an analysis of enforcement efforts in such areas.

(c) The certifying statement required by paragraphs (a) and (b) of this section shall be worded as follows:

I (name of certifying official), (position title), of the State of _____, do hereby certify that all State laws and regulations are being enforced on the FA primary, urban, and secondary systems and the Interstate System in accordance with 23 U.S.C. 127.

(d) A copy of any State law or regulation pertaining to vehicle sizes and weights adopted since the State's last certification and an analysis of the changes made. Those laws and regulations pertaining to special permits and penalties shall be specifically identified and analyzed in accordance with section 123 of the Surface Transportation Assistance Act of 1978 (Pub. L. 95-599).

(e) A report of State size and weight enforcement efforts during the period covered by the certification which addresses the following:

(1) Actual operations as compared with those forecast by the plan submitted earlier, with particular attention to changes in or deviations from the operations proposed.

(2) Impacts of the process as actually applied, in terms of changes in the number of oversize and/or overweight vehicles.

(3) Measures of activity.

(i) Vehicles weighed. Separate totals shall be reported for the annual number of vehicles weighed on fixed scales, on semi-portable scales, on portable scales, and on WIM when used for enforcement.

(ii) Penalties reported shall include citations issued, civil assessments, and incidence of load shifting or off-loading of excess weight categorized as follows: violations of axle and/or gross vehicle weights, or violations resulting from application of the bridge formula.

(iii) Permits. The number of permits issued for overweight loads shall be reported. The reported numbers shall specify permits for divisible and non-divisible loads and whether issued on a trip or annual basis. Permits issued for excess height, length, or width need not be reported except where issued for the overwidth movement of a divisible load.

Sec. 657.17 Certification submittal.

(a) The Governor, or an official designated by the Governor, shall each year submit one copy of the certification to the FHWA Division Administrator prior to January 1.

(b) The Division office shall forward the original certification to the Office of the Chief Counsel and one copy to the Associate Administrator for Motor Carriers. Copies of appropriate evaluations and/or comments shall accompany any transmittal.

[53 FR 12766, 4-19-88]

Sec. 657.19 Effect of failure to certify or to enforce State laws adequately.

Beginning January 1, 1981, if a State fails to certify as required by this regulation or if the Secretary determines that a State is not adequately enforcing all State laws respecting maximum vehicle sizes and weights on FA highways notwithstanding the State's certification, the FA highway funds apportioned to the State for the next fiscal year shall be reduced by an amount equal to 10 percent of the amount which would otherwise be apportioned to the State under 23 U.S.C. 104, and/or by the amount required pursuant to 23 U.S.C. 127.

Sec. 657.21 Procedure for reduction of funds.

(a) If it appears to the Federal Highway Administrator that a State has not submitted a certification conforming to the requirements of this regulation, or that the State is not adequately enforcing State laws respecting maximum vehicle size and weight, including laws applicable to vehicles using the Interstate System with weights or widths in excess of those provided under 23 U.S.C. 127, the Federal Highway Administrator shall make in writing a proposed determination of nonconformity, and shall notify the Governor of the State of the proposed determination by certified mail. The notice shall state the reasons for the proposed determination and inform the State that it may, within 30 days from the date of the notice, request a hearing to show cause why it should not be found in nonconformity. If the State informs the Administrator before the end of this 30-day period that it wishes to attempt to resolve the matter informally, the Administrator may extend the time for requesting a hearing. In the event of a request for informal resolution, the State and the Administrator (or designee) shall promptly schedule a meeting to resolve the matter.

(b) In all instances where the State proceeds on the basis of informal resolution, a transcript of the conference will be made and furnished to the State by the FHWA.

(1) The State may offer any information which it considers helpful to a resolution of the matter, and the scope of review at the conference will include, but not be limited to, legislative actions, including those proposed to remedy deficiencies, budgetary considerations, judicial actions, and proposals for specific actions which will be implemented to bring the State into compliance.

(2) The information produced at the conference may constitute an explanation and offer of settlement and the Administrator will make a determination on the basis of the certification, record of the conference, and other information submitted by the State. The Administrator's final decision together with a copy of the transcript of the conference will be furnished to the State.

(3) If the Administrator does not accept an offer of settlement made pursuant to paragraph (b)(2) of this section, the State retains the right to request a hearing on the record pursuant to paragraph (d) of this section, except in the case of a violation of section 127.

(c) If the State does not request a hearing in a timely fashion as provided in paragraph (a) of this section, the Federal Highway Administrator shall forward the proposed determination of nonconformity to the Secretary. Upon approval of the proposed determination by the Secretary, the fund reduction specified by Sec. 657.19 shall be effected.

(d) If the State requests a hearing, the Secretary shall expeditiously convene a hearing on the record, which shall be conducted according to the provisions of the Administrative Procedure Act, 5 U.S.C. 555 et seq. Based on the record of the proceeding, the Secretary shall determine whether the State is in nonconformity with this regulation. If the Secretary determines that the State is in nonconformity, the fund reduction specified by section 657.19 shall be effected.

(e) The Secretary may reserve 10 percent of a State's apportionment of funds under 23 U.S.C. 104 pending a final administrative determination under this regulation to prevent the apportionment to the State of funds which would be affected by a determination of nonconformity.

(f) Funds withheld pursuant to a final administrative determination under this regulation shall be reapportioned to all other eligible States one year from the date of this determination, unless before this time the Secretary determines, on the basis of information submitted by the State and the FHWA, that the State has come into conformity with this regulation. If the Secretary determines that the State has come into conformity, the withheld funds shall be released to the State.

(g) The reapportionment of funds under paragraph (e) of this section shall be stayed during the pendency of any judicial review of the Secretary's final administrative determination of nonconformity.

Appendix--Guidelines To Be Used in Developing Enforcement Plans and Certification Evaluation

A. Facilities and Equipment

1. *Permanent Scales*
 - a. *Number*
 - b. *Location (a map appropriately coded is suggested)*
 - c. *Public-private (if any)*
2. *Weigh-in-motion (WIM)*
 - a. *Number*
 - b. *Location (notation on above map is suggested)*
3. *Semi-portable scales*
 - a. *Type and number*
 - b. *If used in sets, the number comprising a set*
4. *Portable Scales*
 - a. *Type and number*
 - b. *If used in sets, the number comprising a set*

B. Resources

1. *Agencies involved (i.e., highway agency, State police, motor vehicle department, etc.)*
2. *Personnel--numbers from respective agencies assigned to weight enforcement*
3. *Funding*
 - a. *Facilities*
 - b. *Personnel*

C. Practices

1. *Proposed schedule of operation of fixed scale locations in general terms*
2. *Proposed schedule of deployment of portable scale equipment in general terms*
3. *Proposed schedule of deployment of semi-portable equipment in general terms*
4. *Strategy for prevention of bypassing of fixed weighing facility location*
5. *Proposed action for implementation of off-loading, if applicable*

D. Goals

1. *Short term--the year beginning October 1 following submission of a vehicle size and weight enforcement plan*
2. *Medium term--2 - 4 years after submission of the enforcement plan*
3. *Long term--5 years beyond the submission of the enforcement plan*
4. *Provision for annual review and update of vehicle size and weight enforcement plan*

E. Evaluation

The evaluation of an existing plan, in comparison to goals for strengthening the enforcement program, is a difficult task, especially since there is very limited experience nationwide.

The FHWA plans to approach this objective through a continued cooperative effort with State and other enforcement agencies by gathering useful information and experience on elements of enforcement practices that produce positive results.

It is not considered practicable at this time to establish objective minimums, such as the number of vehicles to be weighed by each State, as a requirement for satisfactory compliance. However, the States will want to know as many specifics as possible about what measuring tools will be used to evaluate their annual certifications for adequacy.

The above discussion goes to the heart of the question concerning numerical criteria. The assumption that a certain number of weighings will provide a maximum or even satisfactory deterrent is not supportable. The enforcement of vehicle size and weight laws requires that vehicles be weighed but it does not logically follow that the more vehicles weighed, the more effective the enforcement program, especially if the vehicles are weighed at a limited number of fixed locations. A "numbers game" does not necessarily provide a deterrent to deliberate overloading. Consistent, vigorous enforcement activities, the certainty of apprehension and of penalty, the adequacy of the penalty, even the publicity given these factors, may be greater deterrents than the number of weighings alone.

In recognizing that all States are unique in character, there are some similarities between certain States and useful perspectives may be obtained by relating their program elements. Some comparative factors are:

1. *Truck registration (excluding pickups and panels)*
2. *Population*
3. *Average Daily Traffic (ADT) for trucks on FA highways*
4. *Total mileage of Federal-aid highways*

5. *Geographic location of the State*
6. *Annual truck miles traveled in State*
7. *Number of truck terminals (over 6 doors)*
8. *Vehicle miles of intrastate truck traffic*

Quantities relating to the above items can become factors that in the aggregate are descriptive of a State's characteristics and can identify States that are similar from a trucking operation viewpoint. This is especially applicable for States within the same area.

After States with similar truck traffic operations have been identified in a regional area, another important variable must be considered: the type of weighing equipment that has been or is proposed for predominant use in the States. When data become available on the number of trucks weighed by each type of scale (fixed, portable, semi-portable, etc.) some indicators will be developed to relate one State's effort to those of other States. The measures of activity that are a part of each certification submitted will provide a basis for the development of more precise numerical criteria by which an enforcement plan and its activities can be judged for adequacy.

Previous certifications have provided information from which the following gross scale capabilities have been derived.

Potential Weighing Capacities

1. *Permanent scales 60 veh/hr.*
2. *Weigh-in-motion scales 100 veh/hr.*
3. *Semi-portable scales 25 veh/hr.*
4. *Portable scales 3 veh/hr.*

To meet the mandates of Federal and other laws regarding truck size and weight enforcement, the FHWA desires to become a resource for all States in achieving a successful exchange of useful information. Some States are more advanced in their enforcement activities. Some have special experience with portable, semi-portable, fixed, or weighing-in-motion devices. Others have operated permanent scales in combination with concentrated safety inspection programs. The FHWA is interested in information on individual State experiences in these specialized areas as part of initial plan submissions. If such information has recently been furnished to the Washington Headquarters, an appropriate cross reference should be included on the submission.

It is the policy of the FHWA to avoid red tape, and information volunteered by the States will be of assistance in meeting many needs. The ultimate goal in developing information through the evaluation process is to assemble criteria for a model enforcement program.

APPENDIX F

AGENCIES RESPONSIBLE FOR VEHICLE SIZE AND WEIGHT ENFORCEMENT

STATE	RESPONSIBLE AGENCY
<i>Alabama</i>	<i>Department of Public Safety and State Highway Department</i>
<i>Alaska</i>	<i>Department of Commerce and Economic Development (fixed scales) and Department of Public Safety (portable scales)</i>
<i>Arizona</i>	<i>Department of Transportation, Motor Vehicle Division</i>
<i>Arkansas</i>	<i>State Highway and Transportation Department, Arkansas Highway Police Division</i>
<i>California</i>	<i>California Highway Patrol</i>
<i>Colorado</i>	<i>Department of Revenue, Division of Ports of Entry and Department of Public Safety, Division of State Patrol</i>
<i>Connecticut</i>	<i>Connecticut Department of Transportation and State Police</i>
<i>Delaware</i>	<i>Delaware State Police</i>
<i>Dist. of Col.</i>	<i>Department of Transportation and Metropolitan Police</i>
<i>Florida</i>	<i>Department of Transportation, Bureau of Weights</i>
<i>Georgia</i>	<i>Department of Transportation, Office of Permits and Enforcement</i>
<i>Hawaii</i>	<i>Department of Transportation, Motor Vehicle Safety Office, Motor Carrier Safety Section</i>
<i>Idaho</i>	<i>Transportation Department, Motor Vehicle Bureau, Port of Entry Section</i>
<i>Illinois</i>	<i>Illinois State Police</i>
<i>Indiana</i>	<i>Indiana State Police</i>

<i>Iowa</i>	<i>Iowa Department of Transportation, Motor Vehicle Division, Office of Motor Vehicle Enforcement</i>
<i>Kansas</i>	<i>Department of Revenue, Motor Carriers Inspection Bureau and Kansas Highway Patrol</i>
<i>Kentucky</i>	<i>Department of Transportation, Division of Motor Vehicle Enforcement</i>
<i>Louisiana</i>	<i>Department of Transportation and Development</i>
<i>Maine</i>	<i>Department of Public Safety, State Police, Traffic Division, Motor Carrier Section</i>
<i>Maryland</i>	<i>Maryland State Police</i>
<i>Massachusetts</i>	<i>Registry of Motor Vehicles and State Police</i>
<i>Michigan</i>	<i>Department of State Police, Motor Carrier Division</i>
<i>Minnesota</i>	<i>Minnesota State Patrol</i>
<i>Mississippi</i>	<i>State Tax Commission, Law Enforcement Division</i>
<i>Missouri</i>	<i>State Highway Patrol</i>
<i>Montana</i>	<i>Department of Highways, Gross Vehicle Weight Division Highway Patrol</i>
<i>Nebraska</i>	<i>State Patrol</i>
<i>Nevada</i>	<i>Nevada Department of Transportation, Nevada Highway Patrol, Commercial Section</i>
<i>New Hampshire</i>	<i>Department of Safety, Motor Vehicle Division</i>
<i>New Jersey</i>	<i>State Police</i>
<i>New Mexico</i>	<i>Department of Transportation, Motor Transportation Division</i>
<i>New York</i>	<i>New York State Police</i>
<i>North Carolina</i>	<i>Department of Transportation, Division of Motor Vehicles</i>

<i>North Dakota</i>	<i>State Highway Patrol</i>
<i>Ohio</i>	<i>Department of Highway Safety, Ohio State Highway Patrol</i>
<i>Oklahoma</i>	<i>Department of Public Safety</i>
<i>Oregon</i>	<i>Highway Division, State Police, and Weighmasters</i>
<i>Pennsylvania</i>	<i>State Police and Department of Transportation, Truck Weight Enforcement Division</i>
<i>Puerto Rico</i>	<i>Department of Transportation, Public Works and State Police</i>
<i>Rhode Island</i>	<i>Rhode Island State Police</i>
<i>South Carolina</i>	<i>South Carolina Highway Patrol</i>
<i>South Dakota</i>	<i>Department of Commerce and Regulation, Division of Highway Patrol</i>
<i>Tennessee</i>	<i>Department of Safety, Motor Vehicle Enforcement Section</i>
<i>Texas</i>	<i>Department of Public Safety</i>
<i>Utah</i>	<i>Utah State Highway Patrol</i>
<i>Vermont</i>	<i>Department of Motor Vehicles and Department of Public Safety, State Patrol</i>
<i>Virginia</i>	<i>State Police and Department of Highways and Transportation</i>
<i>Washington</i>	<i>Washington State Patrol</i>
<i>West Virginia</i>	<i>Highway Department, Weight Enforcement Division</i>
<i>Wisconsin</i>	<i>Department of Transportation, State Patrol, City and County Police</i>
<i>Wyoming</i>	<i>Highway Patrol</i>

APPENDIX G

**SPECIAL PERMITS
FOR
OVERWEIGHT AND OVERDIMENSIONAL VEHICLES**

ALABAMA

Fees For Nondivisible Overweight Loads

Single Trip

\$10 for 80,001-100,000 lbs
\$30 for 100,001-125,000 lbs
\$60 for 125,001-150,000 lbs
\$100 for 150,001 lbs or more

Dump trucks, dump trailers, concrete mixer trucks, fuel oil trucks, gasoline trucks, and trucks constructed for special work limited to 20,000 lbs per axle plus 10% tolerance. Gross shall not exceed appropriate number of axles.

Concrete mixer trucks are not required to conform to 20,000 lbs single axle with true gross load and not to exceed 66,000 lbs. When operating within 50 miles of home base.

Multiple Trip See annual.

Annual

\$100 Not to exceed 150,000 lbs gross weight.

NOTE: *Farm and agricultural vehicles are exempted from all permit requirements.*

ALABAMA

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

For mobile homes, modular homes, sectional homes, portable buildings and boats.

\$10 for 12 ft. wide by 75 ft. long

\$20 for 12 ft. wide or more

For boats. \$20 for 12 ft. wide or more by 75 ft. long.

For heavy commodities or equipment, if over width, length, or height.

\$10 + \$10 for 80,001-100,000 lbs

\$10 + \$30 for 100,001-125,000 lbs

\$10 + \$30 for 100,001-125,000 lbs

\$10 + \$60 for 125,001-150,000 lbs

\$10 + \$100 for 150,001 lbs or more

Miscellaneous

\$20 Houses

\$10 Off-road equipment

\$10 Oversize equipment not otherwise specified

\$10 Overheight equipment not otherwise specified

ALASKA

Fees For Nondivisible Overweight Loads

Single Trip

\$20 for less than 150,000 lbs

\$30 for more than 150,000 lbs

No fees are charged for single trip permits for farm equipment, construction equipment, tanks, truck mounted cranes, trusses, and glue lams.

Multiple Trip

\$40 for 30-day permit

\$120 for 90-day permit

\$200 for 6-month permit

\$240 for 7-month permit

\$280 for 8-month permit

No fees are charged for bulk cement, car carriers, tanks, construction equipment, truck mounted cranes, and trusses and/or Glu lams.

Annual

\$360 for 12-month permit

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$20

\$30 for more than 16 ft. wide

\$30 for more than 16 ft. 6 in. high

ALASKA

Multiple Trip

*\$40 for 30-day permit
\$120 for 90-day permit
\$200 for 6-month permit
\$240 for 7-month permit
\$280 for 8-month permit*

Annual

\$360

Fees For Overweight and Overdimensional Loads

Single Trip

*\$40 for less than 150,000 lbs
\$50 for more than 150,00 lbs
\$50 for more than 16 ft. wide
\$50 for more than 16 ft., 6 in. high*

Multiple Trip

*\$80 for 30-day permit
\$240 for 90-day permit
\$400 for 6-month permit
\$480 for 7-month permit
\$560 for 8-month permit*

Annual

\$720

ARIZONA

Fees For Nondivisible Overweight Loads

Single Trip

Class A

\$25 not to exceed 250,000 lbs

Class C

\$25 + \$15 administrative fee per vehicle when the load exceeds other class limitations and needs approval from State engineer

Class D

\$25 for fixed loads, cranes, drill rigs, ect. and not to exceed 14 ft. wide, 16 ft. high, 120 ft. long or 250,000 lbs.

Class E

\$25 for multiple trailers

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip

Class A

\$50 for 30-day permit not to exceed 250,000 lbs

Class D

\$30 for fixed loads, cranes, drill rigs, etc. for multiple trips not to exceed one year, and not to exceed 14 ft wide, 16 ft high, 120 ft long, or 250,000 lbs

Class E

\$50 for multiple trailers

Annual

Class A

\$600 not to exceed 250,000 lbs

Class E

\$360 for multiple trailers

ARIZONA

Fees For Divisible Overweight Loads

Single Trip

Class G

\$25 for divisible load not to exceed 10 ft wide

Multiple Trip

Class G for 30 days

\$50 for divisible load not to exceed 10 ft wide

Annual

Class G

\$600 for divisible load not to exceed 10 ft wide

Fees For Overdimensional Loads and Vehicles

Single Trip

\$15

Class A

\$25 not to exceed 14 ft wide, 16 ft high, 120 ft long, and 250,000 lbs

Class F

\$15 for overheight and not exceeding other limits

Multiple Trip

\$30 for 30-day permit.

Class A

\$50 not to exceed 14 ft wide, 16 ft high, 120 ft long, and 250,000 lbs

Class B specified loads only

\$50 not to exceed 12 ft 6 in. wide, 14 ft. 8 in high, 80 ft long, legal axle and gross weight

ARIZONA

Annual

*\$45 for excess height on certain routes for loads between
13 ft., 6 in. and 14 ft.*

Class A

*\$600 not to exceed 14 ft wide, 16 ft high, 120 ft long, and
250,000 lbs*

Class F

\$360 for overheight and not exceeding other limits

Class H

\$45 for watercraft not to exceed 10 ft wide

ARKANSAS

Fees For Nondivisible Overweight Loads

Single Trip

Issued by weight and distance

\$5 + \$1	to \$3 per ton	for 1-100 miles
\$5 + \$1.50	to \$4 per ton	for 101-150 miles
\$5 + \$2	to \$5 per ton	for 151-200 miles
\$5 + \$2.50	to \$6 per ton	for 201-250 miles
\$5 + \$3	to \$7 per ton	for 251 miles or more

No fee for specially designed equipment with an unladen weight of 12,000 lbs on the steering axle.

Multiple Trip *No permits offered.*

Annual *No permits offered.*

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$5 + \$5 for each dimension over legal limits.

CALIFORNIA

Fees For Nondivisible Overweight Loads

Single Trip

\$15

Multiple Trip See annual.

Annual

\$85

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$15

Multiple Trip See annual.

Annual

\$85

COLORADO

Fees For Nondivisible Overweight Loads

Single Trip

\$15 + \$5 for each axle

Multiple Trip *See annual.*

Annual

\$400 per power unit.

Fees For Divisible Overweight Loads

Annual

\$400 per power unit

Fees For Overdimensional Loads and Vehicles

Single Trip

\$15
\$125 for extra wide loads

Annual

\$250 per power unit
\$1500 per fleet plus \$15 per fleet vehicle

COLORADO

Fees For Overweight and Overdimensional Loads

Single Trip

\$15 + \$5 for each axle

Annual

\$1500 per fleet + \$25 per vehicle for LCV's

CONNECTICUT

Fees For Nondivisible Overweight Loads

Single Trip

\$23 for single trip + \$3 if sent by permit service

Multiple Trip

Monthly -- one-tenth of annual fee per month

\$7.00 per 1,000 lbs or fraction thereof based on registered weight

Annual

\$7.00 per 1,000 lbs or fraction thereof

Fees For Divisible Overweight Loads

Single Trip

\$7.00 per 1,000 lbs or fraction thereof

Fees For Overdimensional Loads and Vehicles

Single Trip

\$23 for single trip + \$3 if sent by permit service

\$500 minimum for oversize at \$7.00 per 1,000 lbs or fraction thereof

DELAWARE

Fees For Nondivisible Overweight Loads

Single Trip

*\$10 + \$5 for each 8,000 lbs or fraction thereof in excess
of licensed weight
\$30 movement of a building*

Multiple Trip

*\$30 per month may be purchased for up to 2 years.
\$100 for block of 10 permits. These are used for overweight loads
on State highways.*

Annual *No permit offered.*

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$10 for modular and mobile homes.

Multiple Trip

*\$100 for block of 10 permits. These are used for overdimensional
loads on State highways.*

DISTRICT OF COLUMBIA

Fees For Nondivisible Overweight Loads

Single Trip

\$19 for tractor trailer, self-propelled crane

Multiple Trip *See annual.*

Annual

\$81 for tractor trailer combinations

\$85 for self-propelled cranes

Fees For Divisible Overweight Loads

Single Trip

No permits offered

Multiple Trip

No permits offered

Annual

\$917 for dump trucks

Fees For Overdimensional Loads and Vehicles

Single Trip

\$19 for self-propelled crane

FLORIDA

Fees For Nondivisible Overweight Loads

Single Trip

All vehicles

\$24 for up to 95,000 lbs
\$28 for 95,001 to 112,100 lbs
\$31 for 112,101 to 122,000 lbs
\$33 for 122,001 to 132,000 lbs
\$36 for 132,001 to 142,000 lbs
\$38 for 142,001 to 152,000 lbs
25¢ per ton mile for over 152,000 lbs

Containerized cargo

\$24 cargo unit
\$10 wheel base (chassis)

Annual

All vehicles

\$240 for up to 95,000 lbs
\$280 for 95,001 to 112,100 lbs
\$310 for 112,101 to 122,000 lbs
\$330 for 122,001 to 132,000 lbs
\$360 for 132,001 to 142,000 lbs
\$380 for 142,001 to 152,000 lbs

Containerized cargo

\$500 Cargo unit
\$35 Wheel base

Fees For Divisible Overweight Loads

No permits offered.

FLORIDA

Fees For Overdimensional Loads and Vehicles

Single Trip

- \$5 for up to 12 ft. wide or 14 ft. 6 in. high or 75 ft. long*
- \$15 for up to 14 ft. wide or 14 ft. 6 in. high or up to 85 ft. long*
- \$25 for over 14 ft. wide or 14 ft. 6 in. high or over 85 ft. long*
- \$10 for semi-trailers which exceed 48 ft. in length but are legal width, height, and weight*
- \$15 for truck crane moving under own power up to 12 ft. wide, 14 ft. 6 in. high or 85 ft. long*
- \$5 for mobile homes, modular buildings and chassis up to 10 ft. wide and 55 ft. long*
- \$5 for mobile homes, modular buildings and chassis up to 12 ft. wide and 55 ft. long*
- \$15 for mobile homes, modular buildings and chassis up to 14 ft. wide or over 13 ft. 6 in. high*
- \$15 for mobile homes, modular buildings and chassis up to 10 ft. wide and 55 ft. long*

Multiple Trip

For 36 months

- \$60 for up to 12 ft. wide, or 14 ft. 6 ins., high or 75 ft. long*
- \$90 for semi-trailers which exceed 48 ft. in length but are legal width, height, and weight*
- \$60 for mobile homes, modular buildings and chassis up to 10 ft. wide and 55 ft. long*

Annual

- \$20 for up to 12 ft. wide, or 14 ft. 6 in. or 75 ft. long*
- \$150 for up to 14 ft. wide or 14 ft. 6 in. high or up to 85 ft. long*
- \$250 for over 14 ft. wide or 14 ft. 6 in. or 85 ft. long*
- \$30 for semi-trailers which exceed 48 ft. in length but are legal width, height, and weight*
- \$150 for self-propelled crane up to 12 ft. wide, 14 ft. 6 in. high, or 85 ft. long*

FLORIDA

- \$20 for mobile home, modular buildings or chassis up to 10 ft. wide by 55 ft. long*
- \$330 for mobile home, modular building and chassis 12 ft. wide with a maximum length of 85 ft.*
- \$500 for mobile home, modular building and chassis up to 14 ft. wide or over 13 ft., 6 in. high with a maximum length of 85 ft. long*

Fees For Overweight and Overdimensional Loads

Single Trip

All vehicles

- \$24 for up to 95,000 lbs*
- \$28 for 95,001 to 112,100 lbs*
- \$31 for 112,101 to 122,000 lbs*
- \$33 for 122,001 to 132,000 lbs*
- \$36 for 132,001 to 142,000 lbs*
- \$38 for 142,001 to 152,000 lbs*
- 25¢ per ton mile for over 152,000 lbs*

Containerized cargo

- \$24 cargo unit*
- \$10 wheel base (chassis)*

Annual

- \$240 for up to 95,000 lbs*
- \$280 for 95,001 to 112,000 lbs*
- \$310 for 112,001 to 122,000 lbs*
- \$330 for 122,001 to 132,000 lbs*
- \$360 for 132,001 to 142,000 lbs*
- \$380 for 142,001 to 152,000 lbs*

Fees For Miscellaneous Permits

- \$10 for household goods carrier vehicles of legal width, height, and weight traveling off the designated State tandem trailer truck highway network*

GEORGIA

Fees For Nondivisible Overweight Loads

Single Trip

\$5 for heavy equipment.

Multiple Trip See annual.

Annual

\$100 for heavy equipment.

Fees For Divisible Overweight Loads

Single Trip

\$20 for containerized loads up to 100,000 lbs gross

Multiple Trip See annual.

Annual

\$100 for containerized loads up to 80,000 lbs gross or
20,340 lbs per axle

Fees For Overdimensional Loads

Single Trip

\$5 for off road equipment

\$5 for timber, structural members, poles and piling over 75 ft. long

\$5 for heavy equipment over on only one of the following length,
height, and width

\$5 for over height not herein specified

\$10 for mobile modular, sectional homes up to 12 ft. wide and
maximum length

\$10 for heavy equipment, if over on more than length,
height, and width

\$10 for portable buildings and boats up to 12 ft. wide by 75 ft. long

GEORGIA

- \$10 multiple load of boats with maximum of 65 ft. long and 12 ft. wide*
- \$15 for double wide mobiles up to 12 ft. wide with a 1 ft. overhang
on the right hand side and maximum length allowed*
- \$20 for boats over 12 ft. wide*
- \$20 for portable buildings over 75 ft. long*
- \$20 for houses*
- \$20 for other oversized loads not specified*
- \$50 for double wide of 14 ft. to maximum length*

Multiple trip

- 90 Days*
- State highways only*
- \$25 for tobacco not to exceed 9 ft. wide*

Annual

- \$10 for trailers over 45 ft. in length*
- \$50 for overheight*
- \$100 for portable buildings for State highways only*
- \$100 for overwidth, overlength heavy equipment*
- \$100 for concrete pipe, cotton, plywood not to exceed 9 ft. wide*
- \$100 for vehicles exceeding 75 ft. in length*
- \$100 for mobile homes 10 ft. wide, 75 ft. long*
- \$100 for containers with weights up to 80,000 lbs gross with
20,340 lbs on each axle.*
- \$100 for multiple load of boats with maximum overall length
of 65 ft. and 12 ft. wide*
- \$250 for mobile units of 10/12 ft. wide, 85 ft. long*

Fees For Overweight and Overdimensional Loads

Single Trip

- Heavy equipment*
- \$10 for over on length, height, width or weight*

Annual

- \$100 for overwidth, overlength or overweight*

HAWAII

Fees For Nondivisible Overweight Loads

Single Trip

*\$5 for loads less than 1.35 times the allowable load
\$25 for loads in excess of 1.35 times the allowable load*

Multiple Trip

\$10 for loads less than 1.35 times the allowable load

Annual

No permits offered.

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

*\$15 for loads less than 14 feet wide
\$25 for loads in excess of 14 feet wide*

Multiple Trip

\$10 for loads less than 14 feet wide

Annual

No permits offered.

IDAHO

Fees For Nondivisible Overweight Loads

Single Trip

\$15 + 2.1 mills per ton-mile

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip

Two trips

\$25 + 2.1 mills per ton-mile

Annual

\$35 for semitrailers exceeding 39 ft. kingpin setting and excess weight

\$40 + 2.1 mills per ton mile. The 2.1 mills per ton is collected on a quarterly mileage card.

Fees For Divisible Overweight Loads

Annual

\$25 Authority to exceed 80,000 lbs on a reducible load up to 105,500 lbs

\$35 Authority to exceed 80,000 lbs on a reducible load up to 105,000 lbs and exceed legal length

Fees For Overdimensional Loads and Vehicles

Single Trip

\$15 for overweight and oversize

\$35 for over 16 ft. wide, 16 ft. high, or 110 ft. long and overweight

IDAHO

Multiple Trip

\$15 Two-trips.

Annual

\$25 for extra-length combinations.

\$25 for overlength only.

\$25 for multiple width loads of pipe.

\$25 for auto transporter 14 ft., 6 in. high.

\$25 for mobile or modular home.

\$25 for recreation vehicles up to 12 ft. wide.

\$25 for farm tractors exceeding 9 ft. wide and driven on Interstate
and implements of husbandry.

\$25 for cylindrical hay bales two bales wide.

\$25 for emergency removal of disabled vehicles.

\$25 for multiple width loads of crane booms.

\$25 for multiple width loads of conveyor units

\$25 for semitrailers exceeding 39-foot kingpin setting
but not over 48 feet

\$25 for reducible loads, up to and including 14 ft. 9 in. high.

Fees For Overweight and Overdimensional Loads

Single Trip

\$15 + 2.1 mills per ton mile

\$35 + 2.1 mills per ton mile for over 16 ft. wide,
16 ft. high or 110 ft. long

Multiple Trip

Two trips

\$25 + 2.1 mills per ton mile

Annual

\$35 Extra length and excess weight combination for non-reducible
loads.

\$40 plus 2.1 mills per ton mile is collected on quarterly mileage cards
for nonreducible loads.

ILLINOIS

Fee For Nondivisible Overweight Loads

Single Trip

88,000 to 120,000 lbs gross

<i>\$10</i>	<i>-</i>	<i>\$30</i>	<i>for</i>	<i>0</i>	<i>to</i>	<i>45</i>	<i>miles</i>
<i>\$12.50</i>	<i>-</i>	<i>\$55</i>	<i>for</i>	<i>46</i>	<i>to</i>	<i>90</i>	<i>miles</i>
<i>\$15</i>	<i>-</i>	<i>\$80</i>	<i>for</i>	<i>91</i>	<i>to</i>	<i>135</i>	<i>miles</i>
<i>\$17.50</i>	<i>-</i>	<i>\$105</i>	<i>for</i>	<i>136</i>	<i>to</i>	<i>180</i>	<i>miles</i>
<i>\$20</i>	<i>-</i>	<i>\$130</i>	<i>for</i>	<i>181</i>	<i>to</i>	<i>225</i>	<i>miles</i>
<i>\$22.50</i>	<i>-</i>	<i>\$155</i>	<i>for</i>	<i>226</i>	<i>to</i>	<i>270</i>	<i>miles</i>
<i>\$25</i>	<i>-</i>	<i>\$180</i>	<i>for</i>	<i>271</i>	<i>to</i>	<i>315</i>	<i>miles</i>
<i>\$27.50</i>	<i>-</i>	<i>\$205</i>	<i>for</i>	<i>316</i>	<i>to</i>	<i>360</i>	<i>miles</i>
<i>\$30</i>	<i>-</i>	<i>\$230</i>	<i>for</i>	<i>361</i>	<i>to</i>	<i>405</i>	<i>miles</i>
<i>\$32.50</i>	<i>-</i>	<i>\$255</i>	<i>for</i>	<i>406</i>	<i>to</i>	<i>450</i>	<i>miles</i>
<i>\$35</i>	<i>-</i>	<i>\$280</i>	<i>for</i>	<i>451</i>	<i>to</i>	<i>495</i>	<i>miles</i>

Axle Overweight fee with legal gross weight for 45-mile increment

<i>\$5</i>	<i>for</i>	<i>1- 6,000 lbs</i>	<i>Single axle</i>
<i>\$5</i>	<i>for</i>	<i>1- 6,000 lbs</i>	<i>2-axle tandem</i>
<i>\$5</i>	<i>for</i>	<i>1- 6,000 lbs</i>	<i>3-axle tandem</i>
<i>\$8</i>	<i>for</i>	<i>6,001-11,000 lbs</i>	<i>Single axle</i>
<i>\$7</i>	<i>for</i>	<i>6,001-11,000 lbs</i>	<i>2-axle tandem</i>
<i>\$6</i>	<i>for</i>	<i>6,001-11,000 lbs</i>	<i>3-axle tandem</i>
<i>\$8</i>	<i>for</i>	<i>11,001-17,000 lbs</i>	<i>2-axle tandem</i>
<i>\$7</i>	<i>for</i>	<i>11,001-17,000 lbs</i>	<i>3-axle tandem</i>
<i>\$9</i>	<i>for</i>	<i>17,001-22,000 lbs</i>	<i>3-axle tandem</i>
<i>\$11</i>	<i>for</i>	<i>22,001-29,000 lbs</i>	<i>3-axle tandem</i>

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip

\$10 for 2-axle trucks carrying sweet corn or silage for 40 days only during the harvest season not to exceed 35% excess of legal weight.

\$15 for repeated moves directly across a highway. Round trip permit is twice amount shown in the tables less \$2.50. Repeat moves of like objects, full amount of first move less \$4 on subsequent permits.

ILLINOIS

Annual

No permits offered.

No permits are required for fire apparatus, snow and ice removal operations owned by governmental body, implements of husbandry, vehicles and loads operated by a public utility for emergency repairs.

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

Maximum of 10 ft. wide, 14 ft. 6 in. high, 70 ft. long

\$12 for 0- 90 miles

\$15 for 91-180 miles

\$18 for 181-270 miles

\$21 for 271 or more miles

Maximum of 12 ft. wide, 14 ft., 6 in. high, 85 ft. long

\$15 for 0- 90 miles

\$20 for 91-180 miles

\$25 for 181-270 miles

\$30 for 271 or more miles

Maximum of 14 ft. wide, 15 ft., high, 100 ft. long

\$25 for 0- 90 miles

\$30 for 91-180 miles

\$35 for 181-270 miles

\$40 for 271 or more miles

ILLINOIS

Maximum of 18 ft. wide, 16 ft. high, 120 ft. long

*\$30 for 0- 90 miles
\$40 for 91-180 miles
\$50 for 181-270 miles
\$60 for 271 or more miles*

More than 18 ft. wide, 16 ft., high, 120 ft. long

*\$50 for 0- 90 miles
\$75 for 91-180 miles
\$100 for 181-270 miles
\$125 for 271 or more miles*

Multiple Trip

Round trip good for 10 days.

*\$15 + double mileage one way. Fee is determined from
nondivisible overweight load table*

90 days

*\$100 for 10 ft. wide, 14 ft., 6 in high, 70 ft. long
\$150 for 12 ft. wide, 14 ft., 6 in. high, 85 ft. long*

INDIANA

Fees For Nondivisible Overweight Loads

Single Trip

\$20 + 35¢ per mile for 80,000 to 108,000 lbs
\$20 + 60¢ per mile for 108,001 to 150,000 lbs
\$20 + \$1.00 per mile for 150,001 lbs or more

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip

No permits offered.

Annual

No permits offered.

Fees For Divisible Overweight Loads

Single Trip

\$42.50 Extra Heavy, good for only one day, steel mill to Michigan Line, legal dimensions, 134,000 lbs gross, route designation, 24 hour daily operation.

Annual

*\$20 For travel of 15 miles maximum distance to or from Indiana toll roads with toll road maximum allowable weight of 127,400 lbs.
Does not include Interstate routes.*

Fees For Overdimensional Loads and Vehicles

Single Trip

*\$20 for 12 ft., 4 in. wide, legal height, 95 ft. long
\$30 for 12 ft., 4 in. wide, 13 ft., 6 in. high, over 95 ft. long*

INDIANA

Multiple Trip

90 days

\$100 for over 95 ft. long, or 12 ft., 4 in. wide

Annual

\$10 for 12 ft. wide mobile homes paid on quarterly basis.

\$18 for 14 ft. wide mobile homes paid on quarterly basis.

\$40 for retail Dealers Permit.

Fees For Overweight and Overdimensional Loads

Single Trip

\$20 + 35¢ per mile for 80,000 to 108,000 lbs

\$20 + 60¢ per mile for 108,001 to 150,000 lbs

\$20 + 1.00 per mile for 150,001 lbs or more

IOWA

Fees For Nondivisible Overweight Loads

Single Trip

\$10

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip See annual.

Annual

\$25

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$10

Multiple Trip See annual.

Annual

\$25

KANSAS

Fees For Nondivisible Overweight Loads

Single Trip

\$5

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip *None offered.*

Annual *None offered.*

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$5

Multiple Trip

No permits offered.

Annual

No permits offered.

KENTUCKY

Fees For Nondivisible Overweight Loads

Single Trip

*\$60 for 5 axles
\$100 for 6 axles
\$110 for 7 axles
\$120 for 8 axles
\$130 for 9 axles or more
\$20 for mobile homes*

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Annual

\$80 for boats and mobile homes.

Fees For Divisible Overweight Loads

Annual

*\$160 for 90,000 lbs restricted route for coal haul.
\$260 for 100,000 lbs
\$360 for 120,000 lbs*

Fees For Overdimensional Loads and Vehicles

Single Trip

*\$60 for under 10 ft. wide
\$90 for 10 ft. to 14 ft. wide
\$110 for 14 ft. or more wide*

LOUISIANA

Fees For Nondivisible Overweight Loads

Single Trip

This permit is for three types of vehicles: (1) Vehicles and combinations which do not exceed their legal gross weight, but do exceed the legal axle weight on one to three axles or axle groups including the steering axles.

(2) Vehicles or combinations of vehicles which have two or three axles total and which exceed both their legal gross and axle weight.

(3) All two-to-four axle off-road equipment.

*\$20 - \$105 for 0 to 50 miles
\$30 - \$205 for 51 to 100 miles
\$35 - \$300 for 101 to 150 miles
\$45 - \$395 for 151 to 200 miles
\$55 - \$490 for 201 or more miles
\$10 + 7¢ per ton mile over 60,000 lbs*

This permit is for 4 axle vehicles which includes the steering axle

*\$20-\$45 for 0-50 miles for 66,001-90,000 lbs
\$35-\$75 for 51-100 miles for 66,001-90,000 lbs
\$45-\$110 for 101-150 miles for 66,001-90,000 lbs
\$60-\$145 for 151-200 miles for 66,001-90,000 lbs
\$70-\$175 for 201 or more for 66,001-90,000 lbs*

This permit is for 5 axle vehicles which includes the steering axle and the gross exceeds 80,000 lbs

*\$30 - \$225 for 0- 50 miles for 80,001-212,000 lbs
\$45 - \$435 for 51-100 miles for 80,001-212,000 lbs
\$65 - \$650 for 101-150 miles for 80,001-212,000 lbs
\$80 - \$865 for 151-200 miles for 80,001-212,000 lbs
\$100-\$1080 for 201 or more for 80,001-212,000 lbs
\$10 + 50¢ per ton mile for 80,001- 212,000 lbs or more
plus one of the following for bridges constructed of treated timber, concrete slab, or precast concrete slab.
\$125 bridge evaluation
\$850 bridge evaluation for Mississippi River structures of truss, continuous span, and moveable bridges.
\$500 all other structures*

LOUISIANA

Multiple Trip

- \$5 for pleasure craft per month.*
- \$10 per day for construction beams of
12 ft. wide, 14 ft. 4 in. high, 90 ft. long*
- \$15 for 30 day to move mobile buildings*
- \$15 for oil field equipment per month*
- \$15 for house movers equipment per month*

Annual

- \$5 for harvest season or natural forest products.*
- \$5 for forest products.*
- \$5 for forest management equipment.*
- \$5 for waste vehicle.*
- \$15 for steering axle.*

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

- \$10 for precast fiberglass swimming pools and tanks not to
exceed 16 ft.*
- \$10 for overdimensional but not overweight.*

Multiple Trip

- 30 day permit*
- \$10 per day*

MAINE

Fees For Nondivisible Overweight Loads

Single Trip

This permit is for vehicles with weight in excess of

34,000 lbs on a 2-axle

54,000 lbs on a 3-axle

69,000 lbs on a 4-axle

80,000 lbs on a 5-axle

\$3.00 for 1- 5,000 lbs

\$4.50 for 5,001-10,000 lbs

\$6.00 for 10,001-15,000 lbs

\$7.50 for 15,001-20,000 lbs

\$7.50 for 15,001-20,000 lbs

\$9.00 for 21,000-25,000 lbs

\$10.50 for 25,001-30,000 lbs

\$12.00 for 30,001-35,000 lbs

\$13.50 for 35,001-40,000 lbs

\$15.00 for 40,001 or more

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip

Issued only to vehicles registered in Maine and meeting all other restrictions for height, width, and length.

\$15 per month for long-term permits

Annual

Permits are issued for special commodities which allow about a 10% excess weight above gross limits for divisible loads.

Fees For Divisible Overweight Loads

Single Trip

No permits offered.

MAINE

Fees For Divisible Overweight Loads

Multiple Trip

No permits offered.

Annual

No fees charged for special commodities permit. Limits are applied to gross and axle weights and permit is valid only on State highway systems.

No fees are charged for General Commodities permit for 100,000 lbs valid only on State highway system.

Fees For Overdimensional Loads and Vehicles

Single Trip

This permit issued for excess length, width, and height.

\$3.00

\$4.50

\$6.00

\$7.50

\$9.00

\$10.50

\$12.00

\$13.50

\$15.00

MARYLAND

Fees For Nondivisible Overweight Loads

Single Trip

\$30 + \$5 per ton in excess of 90,000 lbs

This permit is issued for a tractor or self-propelled mobile equipment registered in Maryland

\$300 for book of 10 permits, load not to exceed 85 ft., long, 15 ft. high, 13 ft. wide or 90,000 lbs.

Fees For Nondivisible Overweight Loads

Multiple Trip

\$50

Blanket permit issued for 30 days to self-propelled special mobile equipment that is overweight on axles but not to exceed 80,000 lbs gross; must display Maryland SME tags.

Annual

\$ No Fee is charged

This permit is for containerized freight. Manifested for international freight in sealed seagoing container (single unit).

\$500

This permit is issued self-propelled mobile equipment that is overweight on axles but not to exceed 80,000 lbs gross and must display SME tags.

Fees For Divisible Overweight Loads

No permits offered.

MARYLAND

Fees For Overdimensional Loads and Vehicles

Single Trip

\$30

This permit is issued for a tractor or self-propelled special mobile equipment registered in Maryland

\$300 for book of 10 permits load not to exceed 85 ft., long, 15 ft. high, 13 ft. wide or 90,000 lbs.

Multiple Trip

30 days

\$50 for vehicles which do not exceed 75 ft. long, 14 ft. high, 12 ft. wide

This permit is issued for tractor and trailer or self-propelled mobile equipment registered in Maryland

Annual

\$500 for vehicles which do not exceed 75 ft. long, 14 ft. high, 12 ft. wide

This is a Blanket permit issued for tractor and trailer or self-propelled special mobile equipment registered in Maryland

MASSACHUSETTS

Fees For Nondivisible Overweight Loads

Single Trip

\$15 for all highways except for Massachusetts Turnpike.

Massachusetts Turnpike Permits

\$5 + 2¢ per mile per 1,000 lbs

3-axle for 60,000 to 73,000 lbs

4-axle for 80,000 to 87,000 lbs

5-axle for 80,000 to 99,000 lbs

These permits are issued by the Massachusetts Turnpike Chief Engineer

\$350 2-axle for 46,000 lbs

\$350 3-axle for 73,000 lbs

\$350 4-axle for 87,000 lbs

\$350 5-axle for 99,000 lbs

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip See annual.

Annual

\$50 for 45-48 ft. semitrailers overall length not to exceed 60 ft.

\$300 for heavy equipment hauling for Massachusetts residents only.

Fees For Divisible Overweight Loads

Single Trip

No permits offered.

MASSACHUSETTS

Fees For Divisible Overweight Loads

Multiple Trip See annual.

Annual

\$50 per 1,000 lbs in excess of legal weight for all roads
In addition to the State's annual permit the Massachusetts Turnpike charges \$12.50 per 1,000 lbs for 80,000 to 99,000 lbs

Fees For Overdimensional Loads and Vehicles

Single Trip

\$15 with dimension of 12 ft. wide, 15 ft., 6 in. high, and 80 ft. long
This permit not valid on the Massachusetts Turnpike

\$5 + .02 per mile per 1,000 lbs for 8 ft. 6 in. to 13 ft. wide,
13 ft., 9 ins. high, 35 ft. to 55 ft. long
This permit issued by the Massachusetts Turnpike for single vehicles except buses.

\$5 + .02 for combination vehicles 60 ft. to 100 ft. long

\$350 with dimensions of 13 ft. wide, 13 ft., 10 in. high,
40 ft. long on buses and 100 ft. long on combination vehicles
This permit is issued by the Massachusetts Chief engineer

Multiple Trip See annual.

Annual

\$300 with dimensions of 12 ft. wide, 13 ft. 6 ins. high, and 80 ft. long
This permit is only issued to Massachusetts residents for heavy equipment hauling, and not valid on the turnpikes

MICHIGAN

Fees For Nondivisible Overweight Loads

Single Trip

\$5

\$20 for a 10 day permit, issued only to vehicles not apportioned with Michigan.

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip

\$8 extended trip permits are issued with an expiration date the same as the registration date of the hauling equipment and or piece of equipment being hauled.

Annual

No permit offered.

Fees For Divisible Overweight Loads

No permit offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$5

Multiple Trip

\$8 Extended trip permits are issued with an expiration date the same as the registration date of the hauling equipment and or piece of equipment hauled.

MINNESOTA

Fees For Nondivisible Overweight Loads

Single Trip

\$15 + fee from table 2 which may be from 4¢ to 20¢ per mile

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Annual

\$60 for rubbish compactor vehicle.

\$60 for 10% Winter weight increase.

\$120 for manufactured housing.

\$120 for double deck bus.

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

Oversize only

\$15

Overwidth during spring road restrictions

\$135 for over 14 ft., 6 in. wide to 16 ft. wide

Multiple Trip

\$36 Job permit issued for 2 months to a specific job site with specified routes.

MINNESOTA

Annual

- \$24 for round baled agricultural products.*
- \$24 for farm implement.*
- \$60 for temporary crisis Governor's emergency*
- \$120 for const. equip., machinery & supplies.*
- \$120 for commercial boat hauler.*
- \$120 for farm equipment.*
- \$120 for truck crane.*

Fees For Overweight and Overdimensional Loads

Single Trip

\$15 + 4 - 20¢ per mile, see Table 2.

Multiple Trip

*60 day permit issued to a specific job site with specific routes
\$36 + 4-20¢ per mile and see Table 2.*

Annual

- \$200 for 80,001- 90,000 lbs*
- \$300 for 90,001-100,000 lbs*
- \$400 for 100,001-110,000 lbs*
- \$500 for 110,001-120,000 lbs*
- \$600 for 120,001-130,000 lbs*
- \$700 for 130,001-140,000 lbs*
- \$800 for 140,001-145,000 lbs*
- \$15 + 4 - 20¢ per mile for 145,001 lbs or more, see Table 2*

MINNESOTA

Table 2

Damage Assessment Cost Factors Per Mile

Total Axle Weight	Two Axles within 8 ft. or less	Three Axles within 9 ft. or less	Four Axles within 14 ft. or less
0 - 34,000	.0	.0	.0
34,001 - 36,000	.10	.0	.0
36,001 - 38,000	.124	.0	.0
38,001 - 40,000	.150	.0	.0
40,001 - 42,000	.0	.0	.0
42,001 - 44,000	.0	.04	.0
44,001 - 46,000	.0	.05	.0
46,001 - 48,000	.0	.062	.0
48,001 - 50,000	.0	.078	.0
50,001 - 52,000	.0	.094	.036
52,001 - 54,000	.0	.116	.044
54,001 - 56,000	.0	.140	.050
56,001 - 58,000	.0	.168	.056
58,001 - 60,000	.0	.200	.070
60,001 - 62,000	.0	.0	.078
62,001 - 64,000	.0	.0	.094
64,001 - 66,000	.0	.0	.106
66,001 - 68,000	.0	.0	.128
68,001 - 70,000	.0	.0	.140
70,001 - 72,000	.0	.0	.168
72,001 - 80,000	.0	.0	.0

MISSISSIPPI

Fees For Nondivisible Overweight Loads

Single Trip

5¢ per mile per 1,000 lbs over allowable weight with a \$10 minimum

Permits are not required for vehicles hauling sand, gravel, fill dirt, agricultural products, materials for recycling. Highway construction/repair materials are allowed an exception to legal limits when operated within 100 miles of their point of origin and when loaded at a place not having a weigh scale.

Permits are not required for vehicles carrying containerized cargo loaded or unloaded at a State port. State regulations should be consulted for these exceptions. These vehicles are not allowed to operate on the Interstate System.

Fire apparatus and road machinery are exempt from State size and weight requirements. Farm machinery when operated within 50 miles of its point of origin is also exempt from State size and weight requirements. Farm equipment is not allowed on the Interstate System and other designated highways.

Multiple Trip

No permits offered.

Annual

No permits offered.

Fees For Divisible Overweight Loads

No permits offered.

MISSISSIPPI

Fees For Overdimensional Loads and Vehicles

Single Trip

\$10

Multiple Trip See annual.

Annual

\$100

MISSOURI

Fees For Nondivisible Overweight Loads

Single Trip

\$12 for up to 120,000 lbs

\$12 + \$15 for each 10,000 above 120,000 lbs

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip

60 day

\$50 for well drilling operation.

Annual

\$500 for emergency permit.

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$12

Multiple Trip

30 day

\$25 for pipe or pole construction or repair of public utilities.

Annual

\$100

MONTANA

Fees For Nondivisible Overweight Loads

Single Trip

*\$10 for 0-100 miles
\$30 for 101-199 miles
\$50 for 200 or more miles*

Fees for vehicles registered in other States

*\$10 for 0-200 miles
\$15 for 200-400 miles
\$20 for 400 or more miles*

\$20 for restricted routes

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip

\$100 for a term equal to length of valid license.

30 day

\$200 for a crane with a gross less than 80,000 lbs.

Annual

No permits offered.

Fees For Divisible Overweight Loads

Single Trip

\$20 for loads other than heavy equipment.

Multiple Trip *See annual.*

Annual

\$100 for loads other than heavy equipment.

MONTANA

Fees For Overdimensional Loads and Vehicles

Single Trip

\$10

\$20 for overlength truck-trailer-trailer or triple combination

Multiple Trip See annual.

Annual

\$75 for overlength-overwidth implements of husbandry or self-propelled machinery

\$200 for overlength truck-trailer-trailer or triple trailer combinations

\$125 for other overlength vehicles

Fees For Overweight and Overdimensional Loads

Single Trip

\$10 for 0-100 miles

\$30 for 101-199 miles

\$50 for 200 or more miles

Multiple Trip

No permits offered.

Annual

No permits offered.

NEBRASKA

Fees For Nondivisible Overweight Loads

Single Trip

\$10

Multiple Trip

30 day

\$10 for garbage or refuse not to exceed \$100 per year.

\$25 for continuous operation for Nebraska based carriers only.

\$25 for grain or seasonal harvest, also may be renewed four times at the same fee.

Annual

No permits offered.

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$10

Multiple Trip

\$25 for continuous operation for Nebraska based carriers only.

Annual

No permits offered.

NEVADA

Fees For Nondivisible Overweight Loads

Single Trip

\$7.50

Multiple Trip See annual.

Annual

\$25

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$7.50

Multiple Trip See annual.

Annual

\$25

Fees For Overweight and Overdimensional Loads

Single Trip

No permits offered.

Multiple Trip See annual.

Annual

\$60 for each 1,000 lbs over 80,000 lbs on 70 to 105 foot combinations

NEW HAMPSHIRE

Fees For Nondivisible Overweight Loads

Single trip

- \$5 for up to 50,000 lbs*
- \$6 for 50,001-60,000 lbs*
- \$7 for 60,001-70,000 lbs*
- \$8 for 70,001-80,000 lbs*
- \$9 for 80,001-90,000 lbs*
- \$10 for 90,001-100,000 lbs*
- \$2 for each additional 10,000 lbs or fraction thereof over registered weight*

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip See annual.

Annual

- \$5 for a book of 25 instant permits these are issued to contractors who have annual permits or escrow accounts.*
- \$50 for travel within a 100-mile radius, only for vehicles based and registered in New Hampshire.*
- \$100 per unit not to exceed 80,000 lbs gross*

Fees For Divisible Overweight Loads

No permit offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$5

NEW JERSEY

Fees For Nondivisible Overweight Loads

Single Trip

\$10 + \$5 per 2,000 lbs or fraction thereof overweight

Multiple Trip

No permits offered.

Annual

No permits offered.

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$10 for 8 ft. 6 in. wide up to 14 ft. wide and the length is up to 63 ft.

\$10 plus \$1 per foot or fraction thereof greater than 14 ft. wide and or 63 ft. long

Fees For Overweight and Overdimensional Loads

Single Trip

Two permits are needed, one for overweight and one for overdimensional

\$10 + \$5 per 2,000 lbs for overweight plus

\$10 for 8 ft. 6 in. wide up to 14 ft. wide or 63 ft. long

\$10 plus \$1 per foot for greater than 14 ft. wide

\$10 plus \$1 per foot for longer than 63 ft.

NEW MEXICO

Fees For Nondivisible Overweight Loads

Single Trip

\$15

Multiple Trip

\$60

Annual

No permits offered.

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$15

Multiple Trip

\$60

Annual

No permits offered.

NEW YORK

Fees For Nondivisible Overweight Loads

Single Trip

\$40

New York Thruway

\$20 + 3¢ per ton mile for 80,001-100,000 lbs
\$20 + 5¢ per ton mile for 100,001-110,000 lbs
\$20 + 8¢ per ton mile for 110,001 lbs or more
plus \$2 per trip thru fixed Toll Barriers

Multiple Trip

Limited to a 25 mile radius

\$60 dealers and mobile home transporters up to 12 ft. wide,
contractors, trucking concerns, government agencies
\$100 per week for special vehicle combination permit
\$200 per month for special vehicle combination permit

Annual

\$360 same restrictions as 30-day permit yet valid for one year
\$360 bulk milk haulers for specific highways
\$360 issued to dealers and transporters of mobile homes, trucking
companies, and contractors. Vehicles must be legal weight,
height, and not exceed 72 ft. in length by 10 ft. wide.
\$500 per month for special vehicle combination permits

Fees For Divisible Overweight Loads

Single Trip

No permits offered.

Multiple Trip See annual.

NEW YORK

Annual

\$300 for Type 1 permit for 2, 3, or 4 axle vehicle

\$600 for Type 1-A for 5-axle vehicle with trailer option

F2 Permits valid for 3-axle vehicles in Westchester, Rockland, Putnam, Orange, Dutchess, Nassau, and Suffolk counties only.

\$300 for Type 2 permit is for min 3-axle vehicles with wheel base of 17 ft. to 44 ft. and a trailer option permit.

\$300 for Type 3 permit is for min 3-axle vehicles with wheel base of 15 ft. to 17 ft. and a trailer option permit.

F3 Permits 5-axle vehicles for Westchester, Rockland, Putnam, Orange, Dutchess, Nassau and Suffolk counties only.

\$750 for Type 4 for 5-or more-axle - gross of 93,000 lbs.

\$750 for Type 5 for 5-or more-axle - gross of 105,000 lbs.

\$750 for Type 6 for 5-or more-axle - gross of 120,000 lbs.

Type 1, 1-A, and 2 permits have options for trailers

\$20 Option 1, max 5 trailers, charge for trailer 2 through 5.

\$10 Option 2, unlimited trailers but same configuration.

\$10 Option 3, unlimited trailers but are grouped according to increments of 5 ft. measurements.

NEW YORK

Fees For Overdimensional Loads and Vehicles

Single Trip

\$40 single trip

\$40 per trip for Sealed Shipper Permit for out of the country destination for legal weight plus 25%

Multiple Trip

Limited to a 25 and 50 mile radius

\$60 for dealers and mobile home transporters up to 12 ft. wide, and 72 ft. long, contractors, trucking concerns, and government agencies.

\$250 per month for Sealed Shipper Permit for out of the country destination for legal weight plus 25%

Annual

\$60 per month for 100 mile radius issued to dealers and transporters of mobile homes, trucking companies, and contractors. Vehicles must be legal weight, height, and not exceed 72 ft. and 11 ft. wide

\$360 issued to dealers and transporters of mobile homes, trucking companies, and contractors. Vehicles must be legal weight, height, and not exceed 72 ft. in length by 11 ft. wide.

\$750 sealed shipper permit for out of country destination with legal weight plus 25%

NORTH CAROLINA

Fees For Nondivisible Overweight Loads

Single Trip

\$5

No permits are required for farm equipment or machinery being used for agricultural purposes, licensed house movers, US Government vehicles, and State vehicles or refuse vehicles.

Multiple Trip

90 days

\$25

Annual

*\$25 per vehicle for 1- 50 vehicles in same fleet
\$20 per vehicle for 51-100 vehicles in same fleet
\$15 per vehicle for 101-150 vehicles in same fleet
\$10 per vehicle for 150 or more vehicles in same fleet*

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$5

Multiple Trip

90 days

\$25

NORTH CAROLINA

Annual

*\$25 per vehicle for 1- 50 vehicles in same fleet
\$20 per vehicle for 51-100 vehicles in same fleet
\$15 per vehicle for 101-150 vehicles in same fleet
\$10 per vehicle for 150 or more vehicles in same fleet*

Fees For Overweight and Overdimensional Loads

Single Trip

\$5

Multiple Trip

*90 days
\$25*

Annual

*\$25 per vehicle for 1- 50 vehicles in same fleet
\$20 per vehicle for 51-100 vehicles in same fleet
\$15 per vehicle for 101-150 vehicles in same fleet
\$10 per vehicle for 150 or more vehicles in same fleet*

NORTH DAKOTA

Fees For Nondivisible Overweight Loads

Single Trip

\$5 over 80,000 lbs on Interstate System

\$10

\$15 for special mobile equipment.

\$10 + \$70 per ton for vehicles over 105,500 lbs

For vehicles over 200,000 lbs

\$50 + 5¢ /per ton mile for 200,001 - 210,000 lbs

\$50 + 10¢ /per ton mile for 210,001 - 220,000 lbs

\$50 + 15¢ /per ton mile for 220,001 - 230,000 lbs

\$50 + 20¢ /per ton mile for 230,001 - 240,000 lbs

\$50 + 25¢ /per ton mile for 240,001 - 250,000 lbs

\$100 + 50¢ /per ton mile for 250,001 - 275,000 lbs

\$200 + \$2 /per ton mile for 275,001 - 300,000 lbs

\$350 + \$3 /per ton mile for 300,001 - 325,000 lbs

\$500 + \$4 /per ton mile for 325,001 - 350,000 lbs

\$1,000 + \$7 /per ton mile for 350,001 - 400,000 lbs

\$2,000 + \$10 /per ton mile for 400,001 - 450,000 lbs

\$3,000 + \$15 /per ton mile for 450,001 - 500,000 lbs

\$5,000 + \$20 /per ton mile for 500,001 - 550,000 lbs

\$7,500 + \$30 /per ton mile for 550,001 - 600,000 lbs

\$10,000 + \$40 /per ton mile for 600,001 - 650,000 lbs

\$15,000 + \$50 /per ton mile for 650,001 - 700,000 lbs

\$25,000 + \$75 /per ton mile for 700,001 - 750,000 lbs

\$100/per ton mile for 750,001 - or more

Multiple Trip

\$10

Annual

No permits offered.

NORTH DAKOTA

Fees For Divisible Overweight Loads

Permits are issued for 10% excess weight of the legal weight for State highway systems other than the Interstate. The permit weight is limited to 105,500 lbs gross for field harvest to storage and for collection and transport of solid waste.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$10

\$15 for Special mobile equipment.

Multiple Trip

No permits offered.

Annual

\$15 + permit fee for loads which need review.

\$50 overwidth for hay, hay grinders, or fertilizer spreaders.

OHIO

Fees For Nondivisible Overweight Loads

Single Trip

\$10 + \$5 surcharge

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip

90 days

\$20 + \$5 surcharge

Annual

\$10 for construction equipment to and from job site.

\$50 + \$5 surcharge

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$10 + \$5 for 12 ft. or more in width

\$10 + \$10 for 14 ft., 6 in. in height

A no fee permit is required for stinger-steered auto transporters 75 ft. long

Multiple Trip

90 days

\$20 + \$5 surcharge for 12 ft. or more wide

\$20 + \$10 surcharge for 14 ft., 6 in. or more in height

OHIO

Fees For Overdimensional Loads and Vehicles

Annual

\$50 + \$5 surcharge for 12 ft. or more wide

\$50 + \$10 for 14 ft., 6 in. or more in height

OKLAHOMA

Fees For Nondivisible Overweight Loads

Single Trip

\$10 + \$5 per 1,000 lbs over the federal bridge formula

Multiple Trip

No permits offered.

Annual

No permits offered.

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$10 + \$10 for oversize

Multiple Trip *See annual.*

Annual

\$120 Tractor-semitrailer combination of two complete trailers or semitrailers, no trailer or semitrailer shall have a length of more than 29 ft. Must not exceed the weight limits.

OREGON

Fees For Nondivisible Overweight Loads

Single Trip

*\$8 for up to 21,500 lbs single axle, 43,000 lbs tandem axle
or up to 98,000 lbs gross*

*Current member of a regional permit agreement which allows multistate
movement of qualifying loads and vehicles.*

The cost of the permit is determined by each State's fee schedule.

Multiple Trip

Less than 12 months

*\$8 for up to 21,500 lbs single, 43,000 lbs tandem axle
or up to 98,000 lbs gross*

Annual

*\$8 for up to 21,500 lbs single axle,
43,000 lbs tandem axle
98,000 lbs gross*

Fees For Divisible Overweight Loads

Single trip

Available for any commodity

*\$8 for 98,000 lbs or more plus 5 1/2¢ per mile on Equivalent Single
Axle Loads.*

Annual

Available for any commodity

*\$8 for up to 105,000 lbs gross and the axle weights and spacings
must comply with the Federal Bridge Formula.*

OREGON

Fees For Overdimensional Loads and Vehicles

Single Trip

\$8

Multiple Trip

Less than 12 months

\$8

Annual

\$8 for mobile home and modular building movers operating on certain designated State highways.

Fees For Overweight and Overdimensional Loads

Single Trip

Limited to designated State highways

\$8 for vehicles which do not exceed 12 ft. wide and 98,000 lbs gross

Multiple Trip *See annual.*

Annual

*\$8 for vehicles which do not exceed 12 ft. wide and 98,000 lbs gross
Construction equipment which can not be readily or reasonably dismantled
and restricted to designated State highways*

PENNSYLVANIA

Fees For Nondivisible Overweight Loads

Single Trip

\$1 per mile for turnpike

\$15 + 3¢ per ton mile for all weight in excess of vehicle's registered gross weight + \$6 for additional time if necessary

Multiple Trips *See annual.*

Annual

\$25 for quarry operation and highway crossings

\$50 for construction Truck with Pennsylvania registration prior to October 1, 1980, for utility construction only

\$50 for mobile equipment overweight on axle not to exceed gross of 73,280 lbs

\$300

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$1 per mile for turnpike

\$15

\$20 for mobile home.

Multiple Trip *See annual.*

Annual

\$50 for vehicles with extra wide tires, usually flotation tires.

PUERTO RICO

Fees For Nondivisible Overweight Loads

Single Trip

Puerto Rico does not charge for trip permits. Very few permits are issued because the owner registers the vehicle at the manufacturer weight rating.

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

No permits offered.

RHODE ISLAND

Fees For Nondivisible Overweight Loads

Single Trip

\$20

Current member of a regional permit agreement which allows multistate movement of qualifying load and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip See annual.

Annual

\$100

Fees For Divisible Overweight Loads

The cost of the permit is determined by the State's Vehicle Registration schedule.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$20

Multiple Trip See annual.

Annual

\$100

SOUTH CAROLINA

Fees For Nondivisible Overweight Loads

Single Trip

\$10

Sheet tobacco permit

\$15

Multiple Trip

\$10

\$10 + \$1 for additional trips of less than 12 miles on an open-end permit

Annual

\$50 each vehicle in the fleet for one hundred percent purchased.

Fees For Divisible Overweight Loads

No permit offered.

Fees For Overdimensional Loads and Vehicles

Single Trip See annual.

Multiple Trip See annual.

Annual

\$50 Each vehicle in the fleet for full fleet purchase

SOUTH DAKOTA

Fees For Nondivisible Overweight Loads

Single Trip

*\$20 + .02 per ton-mile for permits purchased from a port of entry or motor carrier permit center.
\$20 for mobile home.
\$35 from the Highway Patrol.*

Multiple Trip See annual.

Annual

*\$250 for self-propelled equipment.
\$200 per truck for mobile home units.
\$1000 per fleet for South Dakota mobile home manufacturer.*

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

*\$20 for permits purchased from the motor carrier permit center or port of entry.
\$20 for baled flax straw on trucks not over 12 feet wide on interstate.
\$35 from Highway Patrol.
\$200 for a book of 10 permits.*

Multiple Trip See annual.

SOUTH DAKOTA

Annual

- \$50 SD dealers or commercial operators of farm machinery.*
- \$50 for feed haulers of overwidth and overheight stacked or baled feed.*
- \$50 for baled flax straw on trucks not over 12 feet wide on State highways only.*
- \$50 for mobile homes up to 16 feet wide on State highways.*
- \$50 for sludge vehicles.*
- \$50 for semitrailers over 53 feet in length.*

TENNESSEE

Fees For Nondivisible Overweight Loads

Single Trip

\$15 + 5¢ per ton mile

No permits are required for farm tractors or farm machinery.

No fee permits are required for retail electric services and telephone companies

Multiple Trip See annual.

Annual

Natural resources permit

\$500 for up to 120,000 lbs

\$1000 for 120,000 lbs or more

Fees For Divisible Overweight Loads

No fee permits are required for transporting nuclear waste in lead casks.

No other permits are offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$10 for 8 ft. to 10 ft. wide

\$15 for 10 ft. to 12 ft. wide

\$25 for 12 ft. to 14 ft. wide

\$30 for 14 ft. to 16 ft. wide

\$30 + \$5 for each additional foot or fraction over 17 ft.

\$15 for over length or height

TENNESSEE

Fees For Overdimensional Loads and Vehicles

Multiple Trip

No permits offered

Annual

No permits offered

TEXAS

Fees For Nondivisible Overweight Loads

Single Trip

\$30

Multiple Trip

30 day

\$60

90 day

\$120

Annual

\$100 per tandem for vehicles carrying crude oil from a well not connected to a pipeline and returning empty.

\$100 per tandem for FRAC oil to a well and return empty.

\$200 per tandem for FRAC oil to a well and return with crude oil from a well not connected to a pipeline.

Fees For Divisible Overweight Loads

Single Trip

No fee for concrete mixer which is exempted by special statute.

Multiple Trip See annual.

Annual

\$10 for cylindrical bales of hay.

\$75 for vehicles to exceed the gross legal weight by 5% or legal axle weight by 10%, and they are not allowed on the Interstate system.

TEXAS

Fees For Overdimensional Loads and Vehicles

Single Trip

*\$7.50 portable buildings
\$15 manufactured housing*

Multiple Trip

*30 days
\$60 for overdimension only*

*90 days
\$120 for overdimension only*

Annual

\$135 for implements of husbandry.

UTAH

Fees For Nondivisible Overweight Loads

Single Trip

- \$15 for up to 25% overweight*
- \$15 for 1-10 miles for 25% or more excess weight*
- \$20 for 11-25 miles for 25% or more excess weight*
- \$30 for 26-50 miles for 25% or more excess weight*
- \$50 for 51 or more miles for 25% or more excess weight*
- \$25 for special mobile equipment*

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip

- 90 days*
- \$25 for 25% or less overweight*
- \$50 for special mobile equipment*
- \$100 for gross not to exceed 125,000 lbs*

Annual

- \$100 for 25% or less overweight*

Fees For Divisible Overweight Loads

Single Trip

- \$15 category 1 for a single-unit vehicle carrying a divisible load with a gross less than 80,000 lbs*
- \$25 category 3 must comply with the axle limits and spacing requirements for the bridge formula*

UTAH

Fees For Divisible Overweight Loads

Multiple Trip

90 days

\$25 category 1 for a single-unit vehicle carrying a divisible load with a gross less than 80,000 lbs.

\$100 category 3 and 4 must comply with the axle limits and spacing requirements for the bridge formula.

Annual

\$100 for category for a single-unit vehicle carrying a divisible load with a gross less than 80,000 lbs.

\$300 for category 3 must comply with the axle limits and spacing requirements for the bridge formula

\$300 for category 4 must comply with the axle limits and spacing requirements for the bridge formula

Fees For Overdimensional Loads and Vehicles

Single Trip

\$15 for Special Transportation Permit which requires proof of insurance on file with the Utah Highway Patrol

\$15 for special mobile equipment

\$15 for 96-hour permit for mobile or modular home

Multiple Trip

\$30 for Special Transportation Permit which requires proof of insurance on file with the Utah Highway Patrol.

\$30 for 90-day for special mobile equipment.

Annual

\$50 for Special Transportation Permit which requires proof of insurance on file with the Utah Highway Patrol.

UTAH

Fees For Divisible Oversize Loads

Single Trip

\$15 for Special Transportation Permit which requires proof of insurance on file with the Utah Highway Patrol.

Multiple Trip

\$15 for Special Transportation Permit which requires proof of insurance on file with the Utah Highway Patrol.

Annual

\$50 for Special Transportation Permit which requires proof of insurance on file with the Utah Highway Patrol.

VERMONT

Fees For Nondivisible Overweight Loads

Single Trip

\$20

\$5 for milk tank truck to carry 90,000 lbs on State highways
The truck registration allows the vehicle to be operated on the
highways Interstate highway.

Current member of a regional permit agreement which allows multistate
movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip

\$70 first unit

\$40 second unit

\$30 each additional unit and expires with registration

Annual

\$70 first unit

\$40 second unit

\$30 each additional unit and expires with registration

Fees For Divisible Overweight Loads

Single Trip See annual.

Multiple Trip See annual.

VERMONT

Fees For Divisible Overweight Loads

Annual

- \$5 for 90,000 lbs for a milk tank truck on State highways and the registration allows the vehicle to be operated on the Interstate highway*
- \$72.50 for 3-axle for any commodity if registered for 55,000 lbs may obtain a permit for 60,000 lbs.*
- \$165 for 4-axle for any commodity if registered for 60,000 lbs may obtain a permit for 69,000 lbs.*
- \$200 for 5-axle or combination for unprocessed forrest products and quarry product if registered for 80,000 lbs may obtain a permit for 90,000 lbs.*
- \$350 for 6-axle or more combination if registered for 80,000 lbs may obtain a permit for 99,000 lbs.*

Fees For Overdimensional Loads and Vehicles

Single Trip

- \$20 for oversize and overweight for any commodity.*

Multiple Trip

- \$70 first permit*
- \$40 second permit*
- \$30 each additional permit*
- Any commodity and expires last day of April. Vehicle must be registered for 80,000 lbs to obtain a permit for up to 108,000 lbs*

Annual

- No permit offered.*

VIRGINIA

Fees For Nondivisible Overweight Loads

Single Trip

\$10

\$10 + 10¢ per mile for vehicles which exceed statutory weight limits and for vehicles which cannot be legally licensed

Multiple Trip

24 months

\$30 for vehicles which do not exceed 90,000 lbs,
100 ft. long, 14 ft. high, 14 ft. wide

Annual

Extension of registered weight limitation

\$30 for loads not exceeding 90,000 lbs limitation.

\$35 for 1% excess

\$75 for 2% excess

\$115 for 3% excess

\$160 for 4% excess

\$200 for 5% excess

Fees For Divisible Overweight Loads

Divisible load permits are for coal hauling within 35 miles of operation, and are not authorized for the Interstate system. Equipment registered prior to 1956, not authorized for Federal system or posted areas of lesser weight. Concrete mixed in transit, not authorized for Interstate system. Farm produce travel in Accomack and Northampton counties only. Containerized cargo from or to Virginia seaports except farm products grown in Accomack and Northampton may be shipped by sealed sea-going container to seaports outside Virginia. Solid waste permit.

VIRGINIA

Fees For Overdimensional Load and Vehicles

Single Trip

\$1 for overdimensional mobile homes which are unlicenseable due to overdimension.

Multiple Trip

No permits offered.

Annual

No permits offered.

WASHINGTON

Fees For Nondivisible Overweight Loads

Single Trip

\$14 plus the following schedule for any pounds over the registered weight

<i>.07</i>	<i>per mile</i>	<i>for</i>	<i>1 - 5,999 lbs</i>
<i>.14</i>	<i>per mile</i>	<i>for</i>	<i>6,000 - 11,999 lbs</i>
<i>.21</i>	<i>per mile</i>	<i>for</i>	<i>12,000 - 17,999 lbs</i>
<i>.35</i>	<i>per mile</i>	<i>for</i>	<i>18,000 - 23,999 lbs</i>
<i>.49</i>	<i>per mile</i>	<i>for</i>	<i>24,000 - 29,999 lbs</i>
<i>.63</i>	<i>per mile</i>	<i>for</i>	<i>30,000 - 35,999 lbs</i>
<i>.84</i>	<i>per mile</i>	<i>for</i>	<i>36,000 - 41,999 lbs</i>
<i>1.05</i>	<i>per mile</i>	<i>for</i>	<i>42,000 - 47,999 lbs</i>
<i>1.26</i>	<i>per mile</i>	<i>for</i>	<i>48,000 - 53,999 lbs</i>
<i>1.47</i>	<i>per mile</i>	<i>for</i>	<i>54,000 - 59,999 lbs</i>
<i>1.68</i>	<i>per mile</i>	<i>for</i>	<i>60,000 - 65,999 lbs</i>
<i>2.03</i>	<i>per mile</i>	<i>for</i>	<i>66,000 - 71,999 lbs</i>
<i>2.38</i>	<i>per mile</i>	<i>for</i>	<i>72,000 - 79,999 lbs</i>
<i>2.80</i>	<i>per mile</i>	<i>for</i>	<i>80,000 lbs or more</i>

Current member of a regional permit agreement which allows multistate movement of qualifying loads and vehicles.

The cost of the permit is determined by each State's fee schedule.

Multiple Trip

30-days

\$70 for 3-axle fixed load vehicle with less than 65,000 lbs gross

90-days

\$10 for farm activities

\$25 for the sale, repair, or maintenance of farm implements

Annual

\$25 for farming activities

\$50 for unprocessed logs or prorated by quarters in the year

\$100 for the sale, repair, or maintenance of farm implements

WASHINGTON

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$10

\$10 mobile home

Multiple Trip

30-days

\$10 for overlength

\$20 for overwidth and overheight

\$30 for mobile home

Annual

\$100 for trailing unit of 48 to 56 ft. in length

\$100 for trailing units of 60 to 68 ft. in length

\$150 for up to 85 ft. in length and 14 ft. in width

Miscellaneous

Additional tonnage

\$42 per 1,000 lbs on the rear axle of two-axle garbage trucks, up to a maximum of 6,000 lbs

\$42 per 1,000 lbs on the rear axle of three-axle garbage trucks, up to a maximum of 8,000 lbs

Temporary Additional Tonnage

\$14 for 5 days or \$2.80 per day for 2,000 lbs or fraction thereof, for a 3 or more axle vehicle licensed to 40,000 lbs

\$14 for 5 days or \$2.80 per day for 2,000 lbs or fraction thereof for a combination vehicle licensed at 80,000 lbs

WEST VIRGINIA

Fees For Nondivisible Overweight Loads

Single Trip

\$20 + 4¢ per ton mile

Multiple Trip

Blanket permit

\$20 + \$5 per coupon

Annual

No permits offered.

Fees For Divisible Overweight Loads

No permits offered.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$5 for overwidth for mobile home

Overdimension on one or more measurements

*\$20 + 4¢ per ton mile if excess is over 13 ft., 6 in. high, 8 ft. wide
for a State highway, or 8 ft., 6 in. or 60 ft., long on the Interstate.*

Multiple Trip

No permits offered.

Annual

No permits offered.

WISCONSIN

Fees For Nondivisible Overweight Loads

Single Trip

\$20 for 80,001- 90,000 lbs
\$35 for 90,001-100,000 lbs
\$45 for 100,001-110,000 lbs
\$55 for 110,001-120,000 lbs
\$65 for 120,001-130,000 lbs
\$75 for 130,001-140,000 lbs
\$85 for 140,001-150,000 lbs
\$85 + \$10 per 10,000 lbs for 150,001 or more

Multiple Trip

\$65 to \$794.17 for 3 to 11 months.

Annual

\$200 for 80,001- 90,000 lbs
\$350 for 90,001-100,000 lbs
\$450 for 100,001-110,000 lbs
\$550 for 110,001-120,000 lbs
\$650 for 120,001-130,000 lbs
\$750 for 130,001-140,000 lbs
\$850 for 140,001-150,000 lbs
\$850 + \$100 per 10,000 lbs for 150,001 or more

Fees For Divisible Loads and Vehicles

Single Trip

No permits offered.

Multiple Trip

No permits offered.

WISCONSIN

Annual

*\$200 for vehicles up to 90,000 lbs peeled and unpeeled forest product
\$200 for up to 90,000 lbs for scrap metal from customers and scrap yard*

Coal trucks within 5 miles of Wisconsin-Michigan State line

*\$200 for up to 90,000 lbs
\$350 for 90,001-100,000 lbs
\$450 for 100,001-110,000 lbs
\$550 for 110,001-120,000 lbs
\$650 for 120,001-130,000 lbs
\$750 for 130,001-140,000 lbs
\$850 for 140,001-150,000 lbs
\$850 + \$100 per 10,000 lbs for 150,001 or more*

Fees For Overdimensional Loads and Vehicles

Single Trip

*\$10 for overlength only
\$15 for overwidth or overheight*

Multiple Trip

*\$60 for overlength only
\$90 for overwidth or overheight*

Annual

No permits offered.

WYOMING

Fees For Nondivisible Overweight Loads

Single Trip

4¢ per ton mile

\$15 minimum to \$200 maximum

Class A may exceed 25,000 lbs for single axle, 55,000 lbs for tandem, 65,000 lbs for tridem, 74,000 lbs for quadrum, 135,000 lbs for gross and 18 ft. wide, 17 ft. high, and 90 ft. long after a route review.

Class B and C 25,000 lbs for single axle, 55,000 lbs tandem, 65,000 lbs, for tridem, 74,000 lbs for quadrum, 135,000 lbs for gross, and 18 ft. wide, 17 ft. high, and 90 ft. long.

Multiple Trip

4¢ per ton mile

\$15 minimum to \$200 maximum

Class D allows for multiple movement of vehicles with out a load which do not exceed 12 ft. wide, 15 ft. high, 75 ft. long, or 135,000 lbs gross weight.

Annual

No permit offered.

Fees For Divisible Overweight Loads

Single Trip

\$10

Class F only for State highways allows 10% over the allowable axle weight and not more than 5,000 lbs over allowable gross weight for forest products, sugar beets, gravel, livestock, and agricultural products that can not be weighed at point of loading.

WYOMING

Fees For Divisible Overweight Loads

Multiple Trip

\$30

Class F only for State highways allows 10% over the allowable axle weights and not more than 5,000 lbs over allowable gross weight for forest products, sugar beets, gravel, livestock, and agricultural products that can not be weighed at point of loading.

Fees For Overdimensional Loads and Vehicles

Single Trip

\$10 + 3¢ for each foot or fraction in excess of set dimension up to a maximum of \$30

Class A, B, and C for oversized forest products and baled hay 15 ft. wide or 75 ft. long

\$10

Class E, for forest products up to 112 inches wide, baled hay or combine headers up to 150 inches wide and 15 ft. high

Multiple Trip

\$10

Class E, for forest products up to 112 inches wide, baled hay or combine headers up to 150 inches wide and 15 ft. high.

\$30

Class D, vehicles without loads and not to exceed 12 ft. wide, 15 ft. high, and 75 ft. long.

Annual

No permits offered.

APPENDIX H

FINES FOR OVERWEIGHT VIOLATIONS

ALABAMA

\$100-500; may get 30-60 days in jail.
(\$100 for 4,000 lbs overweight vehicle) 1/

ALASKA

5¢/lb overweight.
(\$200 for 4,000 lbs. overweight vehicle)

ARIZONA

First offense (Civil Sanctions)

\$1 for 1-1,000 lbs	\$500 for 2,501-3,000 lbs
\$50 for 1,001-1,250 lbs	\$600 for 3,001-3,500 lbs
\$100 for 1,251-1,500 lbs	\$700 for 3,501-4,000 lbs
\$150 for 1,501-2,000 lbs	\$800 for 4,001-4,501 lbs
\$200 for 2,001-2,500 lbs	\$900 for 4,501-4,750 lbs
\$1,000 for 4,751 or more	

Second offense within 6 mo. (Criminal Sanctions)

\$1 for 1-1,000 lbs	\$500 for 2,501-3,000 lbs
\$75 for 1,001-1,250 lbs	\$600 for 3,001-3,500 lbs
\$150 for 1,251-1,500 lbs	\$700 for 3,501-4,000 lbs
\$225 for 1,501-2,000 lbs	\$800 for 4,001-4,500 lbs
\$300 for 2,001-2,500 lbs	\$900 for 4,501-4,750 lbs
\$1,000 for 4,751 or more	

Third offense within 1 yr. (Criminal Sanctions)

\$1 for 1-1,000 lbs	\$500 for 2,501-3,000 lbs
\$100 for 1,001-1,250 lbs	\$600 for 3,001-3,500 lbs
\$200 for 1,251-1,500 lbs	\$700 for 3,501-4,000 lbs
\$300 for 1,501-2,000 lbs	\$800 for 4,001-4,500 lbs
\$400 for 2,001-2,500 lbs	\$900 for 4,501-4,750 lbs
\$1,000 lbs for 4,751 or more	
(\$700 for 4,000 lb overweight vehicle)	

1/Fines for a 4000-pound overweight vehicle are indicated for each State to prepare Figure 4: "Comparisons of State Permit Fees and Overweight Fines for 84,000-Pound Gross Weight Trucks."

ARKANSAS

*First offense is \$100 plus
\$10 or 2¢/lb for 1-1,000 lbs
3¢/lb for 1,001-2,000 lbs
4¢/lb for 2,001-3,000 lbs
5¢/lb for 3,001 or more*

*Second offense within 1 yr. is \$200 plus
\$10 or 2¢/lb for 1-1,000 lbs
3¢/lb for 1,001-2,000 lbs
4¢/lb for 2,001-3,000 lbs
5¢/lb for 3,001 or more*

*Third offense within 1 yr. is \$500 plus
\$10 or 2¢/lb for 1-1,000 lbs
3¢/lb for 1,001-2,000 lbs
4¢/lb for 2,001-3,000 lbs
5¢/lb for 3,001 lbs or more*

Failure to stop for weighting, double the overweight fine

(\$300 for 4,000 lb overweight vehicle)

CALIFORNIA

<i>\$20 for 1/1,000 lbs</i>	<i>\$125 for 3,501/4,000 lbs</i>
<i>\$30 for 1,001/1,500 lbs</i>	<i>\$145 for 4,001/4,500 lbs</i>
<i>\$40 for 1,501/2,000 lbs</i>	<i>\$175 for 4,501/5,000 lbs</i>
<i>\$55 for 2,001/2,500 lbs</i>	<i>1¢/lb for 5,001/6,000 lbs</i>
<i>\$85 for 2,501/3,000 lbs</i>	<i>6¢/lb for 6,001/7,000 lbs</i>
<i>\$105 for 3,001/3,500 lbs</i>	<i>8¢/lb for 7,001/8,000 lbs</i>

*15¢/lb for 8,001 - 10,000 lbs
20¢/lb for 10,001 lbs or more*

(\$125 for 4,000 lb overweight vehicle)

COLORADO

<i>Penalty</i>	<i>+ Surcharge</i>	<i>Penalty</i>	<i>+ Surcharge</i>
\$15	+ \$5 for 1-3,000 lbs	\$185	+ \$68 for 7,001- 7,250 lbs
\$25	+ \$9 for 3,001-4,250 lbs	\$215	+ \$80 for 7,251- 7,500 lbs
\$50	+ \$18 for 4,251-4,500 lbs	\$245	+ \$90 for 7,501- 7,750 lbs
\$55	+ \$20 for 4,501-4,750 lbs	\$275	+ \$101 for 7,751- 8,000 lbs
\$60	+ \$22 for 4,751-5,000 lbs	\$305	+ \$112 for 8,001- 8,250 lbs
\$65	+ \$24 for 5,001-5,250 lbs	\$345	+ \$127 for 8,251- 8,500 lbs
\$75	+ \$27 for 5,251-5,500 lbs	\$385	+ \$142 for 8,501- 8,750 lbs
\$85	+ \$31 for 5,501-5,750 lbs	\$425	+ \$157 for 8,751- 9,000 lbs
\$95	+ \$35 for 5,751-6,000 lbs	\$465	+ \$172 for 9,001- 9,250 lbs
\$105	+ \$38 for 6,001-6,250 lbs	\$515	+ \$190 for 9,251- 9,500 lbs
\$125	+ \$46 for 6,251-6,500 lbs	\$565	+ \$209 for 9,501- 9,750 lbs
\$145	+ \$53 for 6,501-6,750 lbs	\$615	+ \$227 for 9,751-10,000 lbs
\$165	+ \$61 for 6,751-7,000 lbs	\$665	+ \$246 for 10,001-10,250 lbs

\$665 + \$246 surcharge + \$30 + \$11 surcharge for each
250 lbs in excess of 10,250 lbs

Fines and surcharge for violating maximum permitted axle or gross weight.

\$50 for 1 - 2,500 lbs + \$18 surcharge
 \$100 for 2,501 - 5,000 lbs + \$37 surcharge
 \$200 for 5,001 - 7,500 lbs + \$74 surcharge
 \$400 for 7,501 - 10,000 lbs + \$148 surcharge
 \$150 for each 1,000 lbs over 10,000 lbs + \$400
 + \$55 surcharge for each 1,000 lbs + \$148
 (\$150 + \$400 + \$55 + \$148)
 (\$34 for 4,000 lb overweight vehicle)

CONNECTICUT

Gross or Axle Weight

\$3/100 lbs for 1-5%
 \$5/100 lbs for 5-10% or minimum of \$50
 \$6/100 lbs for 10-15% or minimum of \$100
 \$7/100 lbs for 15-20% or minimum of \$200
 \$10/100 lbs for 20-25% or minimum of \$300
 \$12/100 lbs for 25-30% or minimum of \$500
 \$15/100 lbs for 30% + or minimum of \$1,000

(\$120 for 4,000 lb overweight vehicle)

DELAWARE

First offense, for axle or bridge formula

\$25 to \$200 and/or 30 days imprisonment and no conviction within previous 24 months.

Subsequent offense, a conviction within previous 24 months

\$100 to \$500 and/or 60 days imprisonment.

First offense, for gross weight violation

\$25 to \$200 plus 2¢/lb for 1 - 5,000 lbs

\$25 to \$200 plus 5¢/lb for 5,001 lbs or more and/or 60 days imprisonment.

Subsequent offense

\$25 to \$200 plus 5¢/lb for 1 - 5,000 lbs

\$25 to \$200 plus 10¢/lb for 5,001 lbs or more and/or 60 days imprisonment.

(\$105 for 4,000 lb overweight vehicle)

DISTRICT OF COLUMBIA

\$100 for 1st 5,000 lbs

\$100 plus 6¢/lb for 5,000 lbs or more.

(\$100 for 4,000 lb overweight vehicle)

FLORIDA

Axle Weight

\$10 for first 1,000 lbs and 5¢/lb for 1,001 or more

Gross Weight

*5¢/lb for excess above gross weight or bridge formula
This state allows a 10% tolerance above weight limitations.*

(\$200 for 4,000 lb overweight vehicle)

GEORGIA

8¢/lb	for	1-1,000 lbs
9.5¢/lb	for	1,001-3,000 lbs
11¢ /lb	for	3,001-5,000 lbs
12¢ /lb	for	5,001-8,000 lbs
13¢ /lb	for	8,001 lbs or more

(\$440 for 4,000 lb overweight vehicle)

HAWAII

Minimum Fine For The First Violation

\$125	for	100 -1,500 lbs
\$130	for	1,501-2,000 lbs
\$140	for	2,001-2,500 lbs
\$160	for	2,501-3,000 lbs
\$180	for	3,001-3,500 lbs
\$200	for	3,501-4,000 lbs
\$225	for	4,001-4,500 lbs
\$250	for	4,501-5,000 lbs
\$275	for	5,001-5,500 lbs
\$300	for	5,501-6,000 lbs
\$330	for	6,001-6,500 lbs
\$360	for	6,501-7,000 lbs
\$390	for	7,001-7,500 lbs
\$420	for	7,501-8,000 lbs
\$455	for	8,001-8,500 lbs
\$490	for	8,501-9,000 lbs
\$525	for	9,001-9,500 lbs
\$560	for	9,501-10,000 lbs
\$580	for	10,001 lbs or more

Second violation within 12 months, the fine shall be 2 times the amount shown in the above table. Third violation or subsequent violation within 12 months the fine shall 3 times the amount shown in the above table.

Beginning January 15, 1992, the motor carrier vehicle safety office will issue citations for violations that have occurred at commercial scale sites recorded by computerized data sheets.

(\$200 for 4,000 lb overweight vehicle)

IDAHO

\$65 for exceeding registered weight

Fine for exceeding axle, bridge, or gross weight

\$5 for 1 - 1,000 lbs
\$15 for 1,001 - 2,000 lbs
\$25 for 2,001 - 4,000 lbs
\$25 + 13.41¢ per lb for 4,001 -15,000 lbs
\$1,500 + 20¢ per lb for 15,001 -20,000 lbs
\$2,500 + 30¢ per lb for 20,001 lbs----or more

(\$25 for 4,000 lb overweight vehicle)

ILLINOIS

*Gross Vehicle Weight
Except Cook County*

\$91 for 0-2,000 lbs
\$184 for 2,001-2,500 lbs
\$218 for 2,501-3,000 lbs
\$321 for 3,001-3,500 lbs
\$365 for 3,501-4,000 lbs
\$502 for 4,001-4,500 lbs
\$556 for 4,501-5,000 lbs
\$942 for 5,001-5,500 lbs
\$1025 for 5,501-6,000 lbs
\$1108 for 6,001-6,500 lbs
\$1191 for 6,501-7,000 lbs
\$1274 for 7,001-7,500 lbs
\$1353 for 7,501-8,000 lbs
\$1436 for 8,001-8,500 lbs
\$1519 for 8,501-9,000 lbs
\$1602 for 9,001-9,500 lbs
\$1685 for 9,501-10,000 lbs

*Gross Vehicle Weight For
Cook County*

\$73 for 0-2,000 lbs
\$166 for 2,001-2,500 lbs
\$200 for 2,501-3,000 lbs
\$303 for 3,001-3,500 lbs
\$347 for 3,501-4,000 lbs
\$484 for 4,001-4,500 lbs
\$538 for 4,501-5,000 lbs
\$924 for 5,001-5,500 lbs
\$1007 for 5,501-6,000 lbs
\$1090 for 6,001-6,500 lbs
\$1173 for 6,501-7,000 lbs
\$1256 for 7,001-7,500 lbs
\$1335 for 7,501-8,000 lbs
\$1418 for 8,001-8,500 lbs
\$1501 for 8,501-9,000 lbs
\$1584 for 9,001-9,500 lbs
\$1667 for 9,501-10,000 lbs

(\$365 for a 4,000 lb overweight vehicle outside Cook County)

(\$347 for a 4,000 lb overweight vehicle inside Cook County)

INDIANA

Interstate only
\$1-\$500 for 1-999 lbs

Interstate and State highway system
\$1- \$1,000 for 1,000 - 5,000 lbs
\$1- \$1,000 for 5,001 -10,000 lbs
\$1- \$10,000 for 10,001 lbs or more.

(\$1 to \$1,000 for 4,000 lb overweight vehicle)

IOWA

Gross Vehicle Weight

\$5.00 plus .025¢ per lb for 1-1,000 lbs
\$7.50 plus .025¢ per lb for 1,001-2,000 lbs
\$40 plus 1.5¢ per lb for 2,001-3,000 lbs
\$50 plus 2¢ per lb for 3,001-4,000 lbs
\$75 plus 2.5¢ per lb for 4,001-5,000 lbs
\$100 plus 3.5¢ per lb for 5,001-6,000 lbs
\$100 plus 5¢ per lb for 6,001 plus lbs

Axle Overweight

\$10 plus 1/2¢/lb for 1-1,000 lbs
\$15 plus 1/2¢/lb for 1,001-2,000 lbs
\$80 plus 3¢/lb for 2,001-3,000 lbs
\$100 plus 4¢/lb for 3,001-4,000 lbs
\$150 plus 5¢/lb for 4,001-5,000 lbs
\$200 plus 7¢/lb for 5,001-6,000 lbs
\$200 plus 10¢/lb for 6,001 plus lbs

(\$130 for 4,000 lb overweight vehicle)

KANSAS

First violation

\$25 for 1-1,000 lbs
3¢/lb for 1,001-2,000 lbs
5¢/lb for 2,001-5,000 lbs
7¢/lb for 5,001-7,500 lbs
10¢/lb for 7,501 or more

Second violation within 2 years 1.5 times applicable amount

Third violation within 2 years, 2 times applicable amount

Fourth violation within 2 years, 2.5 times applicable amount

(\$200 for 4,000 lb overweight vehicle)

KENTUCKY

\$60 minimum to \$500 maximum

2¢/lb for 1-2,000 lbs
3¢/lb for 2,001-3,000 lbs
5¢/lb for 3,001-4,000 lbs
7¢/lb for 4,001-5,000 lbs
9¢/lb for 5,001 or more

For nonextended weight coal haul road system

2¢/lb for up to 2,000 lbs

3¢/lb for 2,001-3,000 lbs

For extended weight coal haul road system

3¢/lb for up to 3,000 lbs

For all roads

5¢/lb for 3,001-4,000 lbs

7¢/lb for 4,001-5,000 lbs

(\$200 for 4,000 lb overweight vehicle)

LOUISIANA

Axle Weight Violations

1¢/lb for 1- 3,000 lbs
1.5¢/lb for 3,001- 5,000 lbs
2¢/lb for 5,001-10,000 lbs
\$100 + 5¢/lb for over 10,000 lbs

Gross Weight Violations

2¢/lb for 1- 3,000 lbs
3¢/lb for 3,001- 5,000 lbs
4¢/lb for 5,001-10,000 lbs
\$100 + 5¢/lb for over 10,000 lbs

The higher fine is assessed when there are gross and axle violations.

(\$120 for 4,000 lb overweight)

MAINE

\$10 - \$100 in \$10 increments for 1-10%
\$115 - \$250 in \$15 increments for 11-20%
\$270 - \$450 in \$20 increments for 21-30%
\$475 - \$700 in \$25 increments for 31-40%
\$730 - \$1,000 in \$30 increments for 41-50%
\$1,000 + \$10 for each 1% above 50%

Fine from above schedule is waived if excess gross weight is less than 500 lbs multiplied by number of axles less one.

Fine from the above table is waived if the excess weight is on an axle or group of axles is less than 1,000 lbs.

The fine is reduced by 2/3 if the excess weight on a group of axles is less than 1,000 lbs plus 500 multiplied by the number of axles in the group.

The fine is reduced by 50% if the excess weight on a group of axles is less than 1,000 lbs plus 1,000 lbs multiplied by the number of axles in the group.

Maine has doubled its fine for a second overweight conviction within a 12-month period when the overweight is 20-percent in excess of the registered or permitted weight.

(\$50 for 4,000 lb overweight vehicle)

MARYLAND

*\$10 plus 5¢/lb for 1,001-5,000 lbs or \$60 which ever is greater
12¢/lb for 5,001 lbs or more
\$1,000 for failure to stop for weighing
(\$210 for 4,000 lb overweight vehicle)*

MASSACHUSETTS

Divisible loads

*\$40/1,000 lbs for 1-10,000 lbs
\$80/1,000 lbs for 10,001 lbs or more*

Nondivisible Loads

\$10/1,000 lbs with a maximum of \$500

*(\$160 for 4,000 lb divisible overweight)
(\$40 for 4,000 lb nondivisible overweight)*

MICHIGAN

*2¢/lb for 1,001-2,000 lbs
4¢/lb for 2,001-3,000 lbs
6¢/lb for 3,001-4,000 lbs
8¢/lb for 4,001-5,000 lbs
10¢/lb for 5,001 or more*

Up to \$100 for 1-1,000 lbs only if it is a Civil Sanction

(\$240 for 4,000 lb overweight vehicle)

MINNESOTA

1¢/lb for 1-1,000 lbs
\$10 plus 5¢/lb for 1,001-3,000 lbs
\$110 plus 10¢/lb for 3,001-5,000 lbs
\$310 plus 15¢/lb for 5,001-7,000 lbs
\$610 plus 20¢/lb for 7,001 lbs or more

(\$510 for 4,000 lb overweight vehicle)

MISSISSIPPI

\$10 for 0- 999 lbs	6¢/lb for 6,000- 6,999 lbs
1¢/lb for 1,000-1,999 lbs	7¢/lb for 7,000- 7,999 lbs
2¢/lb for 2,000-2,999 lbs	8¢/lb for 8,000- 8,999 lbs
3¢/lb for 3,000-3,999 lbs	9¢/lb for 9,000- 9,999 lbs
4¢/lb for 4,000-4,999 lbs	10¢/lb for 10,000- 10,999 lbs
5¢/lb for 5,000-5,999 lbs	11¢/lb for 11,000 lbs or more

*For axle weight violations the penalty shall be 1/2 the amount shown above
\$25-\$100 fine for failing to yield for weighing and loss of reciprocity if
nonresident*

(\$160 for 4,000 lb overweight vehicle)

MISSOURI

2¢ /lb for 1- 500 lbs
5¢ /lb for 501- 1,000 lbs
10¢/lb for 1,001 lbs or more

(\$400 for 4,000 lb overweight vehicle)

MONTANA

\$30	for	1- 2,000 lbs	\$300	for	12,001-14,000 lbs
\$50	for	2,001- 4,000 lbs	\$400	for	14,001-16,000 lbs
\$70	for	4,001- 6,000 lbs	\$500	for	16,001-18,000 lbs
\$100	for	6,001- 8,000 lbs	\$600	for	18,001-20,000 lbs
\$160	for	8,001-10,000 lbs	\$1,000	for	20,001-25,000 lbs
\$220	for	10,001-12,000 lbs	\$2,000	for	25,001 or more

(\$50 for 4,000 lb overweight vehicle)

NEBRASKA

Axle Overweight Fine

\$25	for	0 - 5%
\$75	for	5.1-10%
\$150	for	10.1-15%
\$325	for	15.1-20%
\$500	for	20.1-25%
\$750	for	25.1-30%
\$950	for	30.1-35%
\$1,150	for	35.1-40%
\$1,550	for	40.1-45%
\$2,000	for	45.1-50%
\$2,500	for	50.1% or more

Gross Weight Fine

\$25	for	0 - 5%
\$100	for	5.1-10%
\$200	for	10.1-15%
\$350	for	15.1-20%
\$600	for	20.1-25%
\$1,000	for	25.1% - or more

(\$25 for 4,000 lb overweight vehicle)

NEVADA

\$10	for	1-1,500 lbs	4¢/lb	for	5,001- 7,500 lbs
1¢/lb	for	1,501-2,500 lbs	6¢/lb	for	7,501-10,000 lbs
2¢/lb	for	2,501-5,000 lbs	8¢/lb	for	10,001 lbs or more

\$500 and or six months in jail for failing to yield for weighing

(\$80 for 4,000 lb overweight vehicle)

NEW HAMPSHIRE

Interstate Highways

\$100 maximum for first offense

\$250 maximum for subsequent offense within calendar year.

Noninterstate Highways

First offense

\$100 or 2¢/lb whichever is greater

Second offense

\$250 or 2¢/lb whichever is greater

Third offense

\$250 or 2¢/lb for 1-15,000 lbs or whichever is greater

\$250 or 3¢/lb for 15,001-30,000 lbs or whichever greater

4¢/lb for 30,001 lbs or more

Plus a 20% penalty assessment

(\$100 for 4,000 lb overweight vehicle)

NEW JERSEY

Gross or Axle Weight

\$50 or 2¢/lb for 1-10,000 lbs or which ever is greater

3¢/lb for 10,001 or more.

Registration Weight Violation

Gross weight which exceeds the registered weight of the vehicle shall incur an additional fee of \$500 plus \$100 per 1,000 lbs or fraction thereof in excess of the registered weight.

\$200 for failing to yield to weighing or measurement.

(\$80 for 4,000 lb overweight vehicle)

NEW MEXICO

\$25	for	1-3,000 lbs	\$275	for	7,001- 8,000 lbs
\$40	for	3,001-4,000 lbs	\$350	for	8,001- 9,000 lbs
\$75	for	4,001-5,000 lbs	\$425	for	9,001-10,000 lbs
\$125	for	5,001-6,000 lbs	\$500	for	10,001 or more
\$200	for	6,001-7,000 lbs			

(\$40 for 4,000 lb overweight vehicle)

NEW YORK

Gross Vehicle Weight

\$50	for	0- 2,000 lbs
\$75	for	2,001- 3,000 lbs
\$100	for	3,001- 4,000 lbs
\$200	for	4,001- 5,000 lbs
\$300	for	5,001- 6,000 lbs
\$400	for	6,001- 7,000 lbs
\$500	for	7,001- 8,000 lbs
\$600	for	8,001- 9,000 lbs
\$700	for	9,001-10,000 lbs
\$1,200	for	10,001-15,000 lbs
\$1,700	for	15,001-20,000 lbs
\$2,200	for	20,001-25,000 lbs
\$2,700	+	6¢/lb for 30,001 lbs or more

Axle Weight

\$100	for	1- 5%
\$200	for	5-10%
\$350	for	10-15%
\$600	for	15-20%
\$1,000	for	20-25%
\$1,600	for	25-30%
\$2,450	for	30% or more

(\$100 for 4,000 lb overweight vehicle)

NORTH CAROLINA

Gross Vehicle Weight

4¢/lb for 1-1,000 lbs
6¢/lb for 1,001-2,000 lbs
10¢/lb for 2,001 lbs or more

Axle Weight

2¢/lb for 1,000-2,000 lbs
4¢/lb for 2,001-5,000 lbs
10¢/lb for 5,001 lbs or more

(\$400 for 4,000 lb overweight vehicle)

NORTH DAKOTA

1¢ /lb for up to 3,000 lbs
4¢ /lb for 3,000 - 5,000 lbs
8¢ /lb for 5,000 -10,000 lbs
10¢/lb for 10,000 -20,000 lbs
20¢/lb for 20,001 lbs or more

\$500 and or 30 days in jail for failing to yield for weighing

(\$160 for 4,000 lb overweight vehicle)

OHIO

\$80 for 1-2,000 lbs
\$100 plus \$1/100 lbs for 2,001-5,000 lbs
\$130 plus \$2/100 lbs for 5,001-10,000 lbs and/or
imprisonment for not more than 30 days
\$160 plus \$3/100 lbs for 10,001 lbs or more and/or
imprisonment for not more than 30 days.
\$100 for Gross weight violation in some courts.

(\$140 for 4,000 lb overweight vehicle)

OKLAHOMA

<i>\$96 for 700- 2,000 lbs</i>	<i>\$346 for 6,001-7,000 lbs</i>
<i>\$146 for 2,001-3,000 lbs</i>	<i>\$396 for 7,001-8,000 lbs</i>
<i>\$196 for 3,001-4,000 lbs</i>	<i>\$446 for 8,001-9,000 lbs</i>
<i>\$246 for 4,001-5,000 lbs</i>	<i>\$496 for 9,001-10,000 lbs</i>
<i>\$296 for 5,001-6,000 lbs</i>	<i>\$516 for 10,001 lbs or more</i>

(\$196 for 4,000 lb overweight vehicle)

OREGON

<i>\$2</i>	<i>for</i>	<i>1 - 1,000 lbs</i>
<i>\$15</i>	<i>for</i>	<i>1,001 - 2,000 lbs</i>
<i>1¢/lb</i>	<i>for</i>	<i>2,001 - 3,000 lbs</i>
<i>3¢/lb</i>	<i>for</i>	<i>3,001 - 5,000 lbs</i>
<i>7¢/lb</i>	<i>for</i>	<i>5,001 - 7,500 lbs</i>
<i>8¢/lb</i>	<i>for</i>	<i>7,501 - 10,000 lbs</i>
<i>10¢/lb</i>	<i>for</i>	<i>10,001 - 12,500 lbs</i>
<i>13¢/lb</i>	<i>for</i>	<i>12,501 lbs</i>

\$1,000 for failing to yield for weighing

(\$120 for 4,000 lb overweight vehicle)

New Civil Penalties for "Chronic Offender"

<i>10¢/lb</i>	<i>for 10,000-12,500 lbs</i>
<i>13¢/lb</i>	<i>for 12,501 lbs or more</i>

Companies are classified into divisions according to the number of commercial vehicles in operation as follows:

- Division 1 operates five or fewer power units*
- Division 2 operates more than five but less than eleven power units*
- Division 3 operates eleven but less than twenty-six power units*
- Division 4 operates twenty-six but less than seventy-six power units*
- Division 5 operates seventy-six or more power units.*

OREGON

A company shall be deemed a "Chronic Offender" if the company has accrued over-load citations for weight in excess of 10,000 lbs in its division within a twelve-month period as follows:

<i>Division</i>	<i>Number of Citations</i>
<i>1</i>	<i>2</i>
<i>2</i>	<i>3</i>
<i>3</i>	<i>4</i>
<i>4</i>	<i>6</i>
<i>5</i>	<i>8</i>

Violations of Permit Weights

15¢/lb for 100 - 5,000 lbs
\$250 + 15¢/lb for 5,001 - 10,000 lbs
\$500 + 30¢/lb for 10,001 lbs or more

Violation of Posted Weight Limits

\$100 + 15¢/ for 100 - 5,000 lbs
\$250 + 20¢/ for 5,000 - 10,000 lbs
\$500 + 30¢/ for 10,001 lbs or more

PENNSYLVANIA

\$75 for first 3,000 lbs plus \$75 for each additional 500 lbs or fraction thereof for exceeding the registered weight or classification on the number of axles.

\$150 for the first 3,000 lbs plus \$150 for each additional 500 lbs for straight trucks if over 73,280 lbs and for a combination unit if over 80,000 lbs.

\$100 for first 2,000 lbs plus \$100 for each additional 500 lbs or fraction thereof for exceeding legal axle weight

\$500 for failing to yield for weighing

(\$450 for 4,000 lb overweight vehicle)

PUERTO RICO

\$10 for Gross Weight Violation

(\$10 for 4,000 lb overweight vehicle)

RHODE ISLAND

Gross Vehicle Weight fine
\$40/1,000 lb for up to 10,000 lbs
\$80/1,000 lb for 10,001 lbs or more.
\$1,000 + fine from above for 148,000 lbs
\$100 for single axle overweight
\$100 for tandem axle overweight
\$100 for bridge formula overweight
\$100 minimum to \$250 maximum for failure to submit to weighing

(\$320 for 4,000 lb overweight vehicle)

SOUTH CAROLINA

1¢/lb for 1- 7,500 lbs
2¢/lb for 7,501-10,500 lbs
3¢/lb for 10,501-15,000 lbs
5¢/lb for 15,001 lbs or more

\$100 for failing to yield for weighing

(\$40 for 4,000 lb overweight vehicle)

SOUTH DAKOTA

\$100 and or 30 days in jail plus
5¢/lb for 1,000-3,000 lbs *15¢/lb for 4,001-5,000 lbs*
10¢/lb for 3,001-4,000 lbs *25¢/lb for 5,001 lbs or more*

(\$500 for 4,000 lb overweight vehicle)

TENNESSEE

\$25 plus 3¢/lb for 1-3% plus \$75 in court costs.
\$25 plus 5¢/lb for 3% or more plus \$75 in court costs.

(\$300 for 4,000 lb overweight vehicle)

TEXAS

\$100-\$150 for first offense

\$150-\$250 and/or 60 days of confinement for second offense within 1 year

\$250-\$500 and/or 6 months of confinement for third offense within 1 year

(\$100 for 4,000 lb overweight vehicle)

UTAH

Axle Weight Violation

\$50 or fine shown below whichever is higher

<i>0¢ /per lb</i>	<i>for</i>	<i>1 - 2,000 lbs</i>
<i>4¢ /per lb</i>	<i>for</i>	<i>2001 - 5,000 lbs</i>
<i>5¢ /per lb</i>	<i>for</i>	<i>5001 - 8,000 lbs</i>
<i>6¢ /per lb</i>	<i>for</i>	<i>8001 - 12,000 lbs</i>
<i>7¢ /per lb</i>	<i>for</i>	<i>12,001 - 16,000 lbs</i>
<i>9¢ /per lb</i>	<i>for</i>	<i>16,001 - 20,000 lbs</i>
<i>11¢/per lb</i>	<i>for</i>	<i>20,001 - 25,000 lbs</i>
<i>13¢/per lb</i>	<i>for</i>	<i>25,001 or more</i>

Gross Weight Violation

\$50 or fine shown below whichever is higher

<i>0¢/per lb</i>	<i>for</i>	<i>1 - 2,000 lbs</i>
<i>5¢/per lb</i>	<i>for</i>	<i>2,001 - 5,000 lbs</i>
<i>5¢/per lb</i>	<i>for</i>	<i>5,001 - 8,000 lbs</i>
<i>5¢/per lb</i>	<i>for</i>	<i>8,001 - 12,000 lbs</i>
<i>5¢/per lb</i>	<i>for</i>	<i>12,001 - 16,000 lbs</i>
<i>5¢/per lb</i>	<i>for</i>	<i>16,001 - 20,000 lbs</i>
<i>5¢/per lb</i>	<i>for</i>	<i>20,001 - 25,000 lbs</i>
<i>5¢/per lb</i>	<i>for</i>	<i>25,001 or more</i>

(\$200 for 4,000 lb overweight vehicle)

VERMONT

First offense

*\$10/1,000 lbs for up to 5,000 lbs \$ 40/1,000 lbs for 15,001-20,000 lbs
\$20/1,000 lbs for 5,001-10,000 lbs \$ 60/1,000 lbs for 20,001-25,000 lbs
\$30/1,000 lbs for 10,001-15,000 lbs \$100/1,000 lbs for 25,001 lbs or more*

*Second offense within 1 year, fine plus 5%
Third offense within 1 year, fine plus 10%
Fourth offense within 1 year, fine plus 15%.*

(\$40 for a 4,000 lb overweight vehicle)

VIRGINIA

Excess Gross Vehicle Weight

*\$47 plus 2¢/lb for 1 to 5,000 lbs
\$47 plus 5¢/lb for 5,001 lbs or more*

Excess Axle Weight

*1¢/lb for 1-2,000 lbs per axle
2¢/lb for 2,001-5,000 lbs per axle
5¢/lb for 5,001 lbs or more*

(\$127 for 4,000 lb overweight vehicle)

WASHINGTON

*\$50 minimum plus 3¢/lb for first offense
\$75 minimum plus 3¢/lb for second offense
\$100 minimum plus 3¢/lb for third offense*

(\$170 for 4,000 lb overweight vehicle)

WEST VIRGINIA

\$20 for up to 4,000 lbs	\$380 for 18,001-19,000 lbs
\$25 for 4,001- 5,000 lbs	\$400 for 19,001-20,000 lbs
\$60 for 5,001- 6,000 lbs	\$525 for 20,001-21,000 lbs
\$70 for 6,001- 7,000 lbs	\$550 for 21,001-22,000 lbs
\$80 for 7,001- 8,000 lbs	\$575 for 22,001-23,000 lbs
\$90 for 8,001- 9,000 lbs	\$600 for 23,001-24,000 lbs
\$100 for 9,001-10,000 lbs	\$625 for 24,001-25,000 lbs
\$165 for 10,001-11,000 lbs	\$780 for 25,001-26,000 lbs
\$180 for 11,001-12,000 lbs	\$810 for 26,001-27,000 lbs
\$195 for 12,001-13,000 lbs	\$840 for 27,001-28,000 lbs
\$210 for 13,001-14,000 lbs	\$870 for 28,001-29,000 lbs
\$225 for 14,001-15,000 lbs	\$900 for 29,001-30,000 lbs
\$320 for 15,001-16,000 lbs	\$1200 for 30,001-40,000 lbs
\$340 for 16,001-17,000 lbs	\$1400 for 40,001-50,000 lbs
\$360 for 17,001-18,000 lbs	\$1600 for 50,001 lbs or more.

(\$20 for a 4,000 lb overweight vehicle)

WISCONSIN

First offense

- \$50-200 plus 1¢/lb for up to 2,000 lbs
- \$50-200 plus 2¢/lb for 2,001-3,000 lbs
- \$50-200 plus 3¢/lb for 3,001-4,000 lbs
- \$50-200 plus 5¢/lb for 4,001-5,000 lbs
- \$50-200 plus 7¢/lb for 5,001 lbs or more

Second offense within 12 months

- \$100-300 plus 2¢/lb for up to 2,000 lbs
- \$100-300 plus 4¢/lb for 2,001-3,000 lbs
- \$100-300 plus 6¢/lb for 3,001-4,000 lbs
- \$100-300 plus 8¢/lb for 4,001-5,000 lbs
- \$100-300 plus 10¢/lb for 5,001 lbs or more.

(\$170 for 4,000 lb overweight vehicle)

WYOMING

<i>\$25 for 1- 4,000 lbs</i>	<i>\$250 for 12,001-14,000 lbs</i>
<i>\$50 for 4,001- 6,000 lbs</i>	<i>\$300 for 14,001-16,000 lbs</i>
<i>\$100 for 6,001- 8,000 lbs</i>	<i>\$400 for 16,001-18,000 lbs</i>
<i>\$150 for 8,001-10,000 lbs</i>	<i>\$500 for 18,001-20,000 lbs</i>
<i>\$200 for 10,001-12,000 lbs</i>	<i>\$750 for 20,001 lbs or more</i>

(\$25 for 4,000 lb overweight vehicle)

22974

TL 297.6 .0966

Overweight vehicles

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titles and permits

DUE DATE	DUE DATE

MTA LIBRARY
ONE GATEWAY PLAZA, 15th Floor
LOS ANGELES, CA 90012

MTA DOROTHY GRAY LIBRARY & ARCHIVE



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