Americans with Disabilities Act (ADA) Information

English

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Washington State Department of Transportation Commercial Vehicle Services PO Box 47367 Olympia, WA 98504-7367 360-704-6345 www.wsdot.wa.gov/commercialvehicle
Western Regional Permit Desk Guide

For Participants of the Western Regional Agreement for the Issuance of Permits for Oversize and Overweight Vehicles Involved in Interstate Travel

Warning: This guide is intended for use by member jurisdictions and/or their agents in the issuance of regional permits. The guide is not intended for general distribution.
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Chapter 1  General Information

1-1 Purpose

The purpose of this guide is to clearly describe the common procedures that will be used to issue permits for movement of certain nondivisible oversize and/or overweight vehicles on highways designated by the jurisdictions participating in the “Western Regional Agreement for the Issuance of Permits for Oversize and Overweight Vehicles Involved in Interstate Travel.”

This guide is designed to be dynamic, allowing for additional North American jurisdictions to join the Agreement. This guide will be revised and supplemented as additional jurisdictions are added, or when member jurisdictions request changes.

1-2 Envelope Vehicle

Each member jurisdiction may issue regional permits allowing operations in any other member jurisdiction of the following nondivisible maximum dimensions:

1-2.1 Weight

1. 600 pounds per inch of tire width.
2. 21,500 pounds per axle.
3. 43,000 pounds per tandem axle.
4. 53,000 pounds per tridem (wheelbase more than 8 feet and less than 13 feet).
5. 160,000 pounds gross weight.
6. In no case may the gross weight exceed the sum of the permitted axle, axle group weights, or the weight specified by the permit, whichever is less.
7. A minimum of five axles required when hauling. Self-propelled or towed vehicles may have less than five axles.
8. The weight on any group of axles shall be determined by the weight table attached hereto as Appendix A. Other provisions of this section shall also apply, the lesser of these weights shall be the determining factor.

1-2.2 Length

110 feet overall.

This agreement does not authorize permits for a semi-trailer longer than 53 feet to carry more than one item, or for any unladen semi-trailer longer than 53 feet used in a truck-tractor and semi-trailer combination.

Movement of unladen vehicles must comply with the limitations of the jurisdiction being traveled through (i.e., loading jeep and/or booster onto trailer when semi-trailer exceeds 62 feet in Oregon).

Note: To avoid unnecessary enforcement action in certain jurisdictions, both overall length and trailer length must be included on the permit.

1-2.3 Width

14 feet
1-2.4 **Height**

14 feet

*Note:* Movement of mobile homes is not covered under the Western Regional Agreement due to the numerous variances between jurisdictions.

1-3 **Jurisdiction of Issuance**

For vehicles falling within the size and weight limitations as described in the envelope vehicle definition, member jurisdictions may issue permits and collect fees for all member jurisdictions when they are either the entry/origin, destination/exit, or a pass through jurisdiction on the route. This restriction is designed to allocate the burden of permit writing to the member jurisdictions affected by the move.

Regardless of which member jurisdiction writes the permit, the permit must be acquired prior to any significant movement within any of the member jurisdictions.

1-4 **Jurisdiction Contacts**

A list of the contact person for each member jurisdiction is included in Appendix E. Each member should notify all other members of any changes in this list.

1-5 **Routes: Regional Highway Network**

The member jurisdictions jointly develop and maintain a regional highway network map. The current set of maps is shown in Appendix B. Each regional permit may only authorize a permittee to travel on routes designated as part of the regional highway network, with the following exceptions:

1. The issuing jurisdiction may issue a regional permit authorizing travel off of the regional highway network within the borders of the issuing jurisdiction.

2. The issuing jurisdiction may issue a regional permit authorizing travel off the regional highway network when authorization is obtained from the affected jurisdiction.
   a. **Current Map Maintained by a Designated Jurisdiction** – The state of Idaho has been designated to maintain the current regional highway network map. Map revisions are to be provided to that state representative.
   b. **Regional Highway Network Modifications** – Each member jurisdiction is responsible to notify Idaho of all restrictions on the network, such as detours due to construction or spring load limits. Notification of changes shall be made at least seven days prior to the effective date of the proposed change, unless an emergency occurs which would not allow advance notice. The state of Idaho has been designated to maintain the list of restrictions for each state and distribute copies to each member. Updates are sent out within three days of when Idaho is notified of a change.

   In the event of an emergency change in the network, the member jurisdictions should make reasonable efforts to notify all other member jurisdictions by telephone or fax of the change and immediately follow up with written notification.

   Each Member Jurisdiction shall review the designated routes annually in their respective states and report to the Committee on Highway Transport at the annual fall meeting.
1-5.1 **Routes Covered**

The Agreement applies only to the highways of the Regional Network. **When a permittee must use highways off the Regional Network (i.e., local jurisdiction), the permittee must contact the nonmember jurisdiction to obtain any necessary permit. Member jurisdictions must make a notation on any regional permits issued when the permittee must contact a nonmember jurisdiction for route approval.**

1-6 **Special Conditions**

Each jurisdiction involved in the Agreement has provided basic special conditions for travel. These conditions are attached as **Appendix C** and include such restrictions as days or times of travel, overhangs and load projections, weather, speed limits, etc. When issuing a permit, these conditions must be attached to the permit.

1. **All Current Special Conditions Maintained by Designated Jurisdiction** – The state of Washington has been designated to maintain the list of special conditions for each state and distribute copies to each member. Updates are sent out within three days of when Washington is notified of a change.

2. **Modifications** – Any changes to a member’s special conditions must be conveyed to Washington 14 days prior to the effective date. In the event of an emergency change in conditions the member making the change should notify the other members by fax and follow up with written notification.

The “Permit Conditions” attachment is not all-inclusive. However, it does contain contact information for each participating jurisdiction as an additional resource.

1-7 **Application and Permit Form**

A sample permit form is included as **Appendix D.** This single trip permit shall be valid for a period of five days when traveling through two states. Regional permits involving three states shall be valid for a period of seven days. Regional permits involving routes in four or more states shall be valid for a period of ten days.

1-8 **Period of Permit Validity, Extensions, and Amendments**

Permits may be issued not more than five calendar days in advance of the effective date to assist permittee scheduling and permit offices in leveling work load. Additional advance issuance could jeopardize safety due to the changing status of the system, such as detours, maintenance activities, etc.

One extension of up to five days may be granted upon a showing by the permittee that weather or road conditions or a mechanical failure of the vehicle precluded completion of the permitted trip during the initial five-day period.

An amendment may be allowed for vehicle information, weight, and/or dimension due to a mechanical failure and resulting equipment transfer while in route. Routes may also be amended due to an emergent restriction put in place while in route.

An extension or amendment should be made by the issuing jurisdiction, unless either of these only affect your jurisdiction. A hard copy of the extension and/or amendments must accompany the original permit for review by other affected jurisdictions. Hand written corrections on the original permit are not acceptable unless they affect only your jurisdiction.

A jurisdiction may charge for amendments to permits.
1-9 Permitting Process

1-9.1 Overview

When all of the procedures required to implement this program are in place, the following briefly describes how the process will work:

1. Interested members of the trucking industry, permit service companies, and all other interested parties will be given copies of the regional highway network map and a summary of the requirements for operating envelope vehicles under the Regional Agreement (as contained in this document). Each truck driver using these procedures is strongly encouraged to carry a copy of this map on board the permitted vehicle.

2. Each jurisdiction will be responsible for publicizing the regional permitting program and related procedures.

3. The truck operator requiring a regional permit for a nondivisible overweight or oversize vehicle that falls within the limits of the Agreement will contact the issuing jurisdiction and request a permit for a specific trip (with a specific origin and destination) and for a specific vehicle.

4. If the vehicle and the highway route required to make the trip falls entirely within the limits of the Agreement, the issuing jurisdiction will:
   a. Issue the regional permit.
   b. Collect the fees, that are the sum of all the individual fees of each jurisdiction through which the envelop vehicle will travel.
   c. Designate the specific routes that can be used.

5. If you are issuing a permit that terminates in another member jurisdiction, and the permittee is going to leave the designated system, you must contact the member jurisdiction in which the movement is exiting the regional network. They must give permission to exit the network before the permit is to be issued. The name of the contact person should be included on the permit.

6. If one (or more) of the requirements of this common procedure are not met for one or more jurisdictions, then the issuing jurisdiction will require the truck operator to obtain individual state permits in those states where the requirements cannot be met.

7. After receiving the regional permit, the truck operator must comply with all the special conditions described in Appendix C.

8. When a permit is issued, all affected states included on the permit route will be notified within 24 hours by the issuing state.

9. Each jurisdiction will be responsible for the enforcement of the nondivisible oversize and overweight laws within its own boundaries. The regional permit will be valid in each jurisdiction for which it has been issued. However, if the requirements of the permit have been violated in a particular jurisdiction, the individual requirements of that jurisdiction will be enforced. Any fines collected within that jurisdiction will continue to be retained in that jurisdiction with no reimbursement being made to any other jurisdiction (including the issuing jurisdiction). The regional permit will only be voided for the state in which the enforcement action is taken. The remaining state(s) portions of the regional permit will remain valid unless those states invalidate their respective section of the regional permit.
1-9.2  **Transmittal of Fees**

A log and/or copies of regional permits must be maintained. A summary report, itemizing permits affecting a specific jurisdiction, or copies of the permits, are to accompany the transmittal to each jurisdiction as support for the fees being remitted.

The summary report, if used, must contain a list of permit numbers, the name of the carriers, issue date, fee, and type of permit (i.e., oversize, overweight, size and weight, or overlength). This information is used by the state for federal reporting and other statistical purposes.

Transmittals are to be prepared monthly with the actual remittance occurring as timely as possible after the completion of each calendar month. See Appendix E for mailing addresses.

1-9.3  **Fee Calculation**

Each jurisdiction has developed its own current fee schedule and method for collecting the fees. The most current fees are described in the following pages:

- Arizona  Page 11  New Mexico  Page 21
- Idaho  Page 12  Colorado  Page 22
- Montana  Page 14  Oklahoma  Page 23
- Oregon  Page 16  Nevada  Page 24
- Utah  Page 18  Louisiana  Page 25
- Washington  Page 20

**Note:** No permit fees will be charged when issuing a Regional Permit to marked vehicles belonging to, and operated by, government entities (i.e., marked military vehicles).
2-1 Fee Assessment

For size and weight limits not requiring a fee, refer to Appendix F.

Oversize only between 8 feet 6 inches and 14 feet wide is $15.00.

Overweight only GVW and/or axle loads is $75.00.\(^1\)

Oversize and Overweight features is $75.00.

---

\(^1\) An additional administrative fee for tridem groups exceeding 50,400 pounds with a wheelbase less than 10 feet 6 inches is $15.00.
3-1 Fee Assessment

For size and weight limits not requiring a fee, refer to Appendix F.

Oversize only, with no overweight features is $28.00.

Overweight only and oversize/overweight are $71.00 plus a fee based on the gross weight, number of axles and miles to be traveled, as shown on the Idaho Road Use Assessment Fee chart on the following pages.

Procedure for determining Road Use Assessment Fees:

1. Determine gross weight and number of axles.
2. Look up Road Use Assessment Fee in cents per mile on the chart for the number of axles (across the top of the chart) and gross weight (down the left side of chart). The minimum fee per mile is four cents (4¢).
3. Multiply number of Idaho miles by the Road Use Assessment fee in cents per mile.

Example:

Vehicle is 132,000 pounds, on 6 axles, traveling 100 miles.

Go to Road Use Assessment Fee chart. Looking down the left column, find the row where 132,000 pounds belongs (130,001 to 132,000). Then move right along the row to the column corresponding to the correct number of axles, 6. The cross section of row and column provides the correct fee per mile, 72 cents. Multiply the fee per mile by the number of Idaho miles \(0.72 \times 100 = 72\). Add the Road Use Assessment Fee to the Administrative fee to get the total fee:

\[
\begin{align*}
\text{Road Use Assessment Fee} & \quad 72.00 \\
\text{Administrative Fee} & \quad 71.00 \\
\text{Total Fee} & \quad 143.00
\end{align*}
\]

### Road Use Assessment Fees - Centers Per Mile

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<th>GVW in Pounds</th>
<th>Number of Axles</th>
</tr>
</thead>
<tbody>
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<td></td>
<td>2</td>
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<tr>
<td>40,001 to 42,000</td>
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<tr>
<td>42,001 to 44,000</td>
<td>$0.08</td>
</tr>
<tr>
<td>44,001 to 46,000</td>
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<td>46,001 to 48,000</td>
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<tr>
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<td>54,001 to 56,000</td>
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<td>68,001 to 70,000</td>
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<td>70,001 to 72,000</td>
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<tr>
<td>GVW in Pounds</td>
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<td>--------------</td>
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<td>72,001 to 74,000</td>
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<td>$1.56</td>
</tr>
<tr>
<td>158,001 to 160,000</td>
<td>$1.37</td>
</tr>
</tbody>
</table>
4-1 Fee Assessment

Oversize only is $10.00.

Overweight or overweight with oversize.

The current method of calculation is as follows:

- $10.00 for distances to and including 100 miles
- $30.00 for distances from 101 to 199 miles
- $50.00 for distances of 200 miles traveled

The charge for the permit to move a load that exceeds the single axle, tandem axle or axle group limits set forth in 61-10-107 (Federal 30B Formula), the following fee is based upon the sum excess in axle or axle group weights. The new fees are listed below.

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<thead>
<tr>
<th>Total Excess Axle Weight</th>
<th>Cost of Miles Traveled</th>
<th>Total Excess Axle Weight</th>
<th>Cost of Miles Traveled</th>
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<tr>
<td>5,000</td>
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Over 100,000 pounds is $70.00 plus $3.50 per 5,000 pounds or part of 5,000 pounds in excess of 100,000.

The mileage must be rounded off in units of 25 miles and mileage in excess of a 25-mile increment must be assessed at the next higher 25-mile increment.

The weight must be rounded off in 5,000 pound increments and weight in excess of a 5,000 pound increment must be assessed at the next higher 5,000 pound increment.

There will be an annual overweight permit for $200.00 for a load that is in excess of the limits set forth in 61-10-107, but that does not exceed a total of 5,000 pounds in excess axle weight.

Following are examples of the more common combinations and the new fee cost.

Example 1:

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<tr>
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<th>2</th>
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<td>Excess</td>
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A load traveling from Helena to Butte is 27,500 pounds in excess of legal axle or axle group weights.

<table>
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<tr>
<th>Excess</th>
<th>Actual</th>
<th>Rounded</th>
<th>@ $21.00</th>
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<tbody>
<tr>
<td>Miles</td>
<td>27,500</td>
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</tbody>
</table>

The rounded 30,000 pound fee of $21.00 multiplied by the 3-25 mile increments provides a permit of $63.00.

Example 2:

A load traveling from Kalispell to Missoula. This load is 33,050 pounds overweight.

<table>
<thead>
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The rounded 35,000 pound fee of $24.50 is multiplied by the 5-25 mile increments provides a permit fee of $122.50

Example 3:

A load traveling from Radersburt to the Three Forks. This load is 4,000 pounds overweight.

<table>
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<tr>
<th>Excess</th>
<th>Actual</th>
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The rounded 5,000 pound fee at $3.50 is multiplied by the 2-25 mile increments provides a permit fee of $7.00.
5-1 Fee Assessment

Oversize only (with gross weight at or below 98,000 pounds) is $8.50.

Overweight (may also include oversize) State Administrative Fee is $8.50 plus the Road Use Assessment Fees, as shown in Oregon Fee Chart on the following page.

Procedure for determining Road Use Assessment Fees:

1. Determine gross weight and number of axles.

2. Look up Road Use Assessment fee in cents per mile on the chart for the number of axles (across the top of the chart) and gross weight (down the left side of chart).

3. Multiply number of Oregon miles by the Road Use Assessment fee in cents per mile.

Example:

A carrier requests a gross weight of 154,000 pounds, using a 9-axle combination, traveling from the OR/WA border on I-205 to the OR/ID border on I-84.

Using the chart, find the number of axles (9) across the top of the chart, and go down to the line for 154,000 pounds (152,001 to 154,000). The Road Use Assessment fee in cents per mile is 54.

Multiply the Road Use Assessment fee of 54 cents per mile by the total miles traveled in Oregon (375 miles used for this example) to get a Road Use Assessment Fee of $202.50.

\[
\begin{align*}
\text{Road Use Assessment Fee} & \quad \text{8.50} \\
\text{Administrative Fee} & \quad \text{8.50} \\
\text{Permit Total} & \quad \text{211.00}
\end{align*}
\]
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The Oregon Road Use Assessment Fees – Cents Per Mile chart in its entirety is located at www.odot.state.or.us/forms/motcarr/reg/9926.pdf
Chapter 6  

6-1  Fee Assessment

6-1.1  **Oversize Permits**  
Single Trip (96 hours)  $30.00

6-1.2  **Combination Oversize/Overweight for Divisible Loads**  
Single Trip (96 hours)  $60.00

6-1.3  **Combination Oversize/Overweight for Nondivisible Loads 125,000 GVW and Under**  
Single Trip (96 hours)  $60.00

6-1.4  **Combination Oversize/Overweight for Nondivisible Loads Exceeding 125,000 GVW**  
Single Trip (96 hours)  $80.00 – $540.00

The oversize/overweight permit fee in this category is determined from the table on the following page. Actual weights and miles shall be rounded to the next higher increment.
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</table>
Chapter 7  
State of Washington

7-1 Fee Assessment

For size and weight limits not requiring a fee, refer to Appendix F.

Oversize only, with no overweight feature is $10.00.

Overweight for the state of Washington is based on weight that exceeds the licensed gross weight or over axle weight and the number of miles traveled on state highways. Use the following chart in determining fee.

<table>
<thead>
<tr>
<th>Excess Weight Over Legal Capacity</th>
<th>Fee Per Mile on State Highways</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-9,999</td>
<td>0.07</td>
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<tr>
<td>10,000-14,999</td>
<td>0.14</td>
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<tr>
<td>15,000-19,999</td>
<td>0.21</td>
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<tr>
<td>20,000-24,999</td>
<td>0.28</td>
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<tr>
<td>25,000-29,999</td>
<td>0.35</td>
</tr>
<tr>
<td>30,000-34,999</td>
<td>0.49</td>
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<tr>
<td>45,000-49,999</td>
<td>0.93</td>
</tr>
<tr>
<td>50,000-54,999</td>
<td>1.14</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Excess Weight Over Legal Capacity</th>
<th>Fee Per Mile on State Highways</th>
</tr>
</thead>
<tbody>
<tr>
<td>55,000-59,999</td>
<td>1.35</td>
</tr>
<tr>
<td>60,000-64,999</td>
<td>1.56</td>
</tr>
<tr>
<td>65,000-69,999</td>
<td>1.77</td>
</tr>
<tr>
<td>70,000-74,999</td>
<td>2.12</td>
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<tr>
<td>75,000-79,999</td>
<td>2.47</td>
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<td>80,000-84,999</td>
<td>2.82</td>
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<tr>
<td>85,000-89,999</td>
<td>3.17</td>
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<tr>
<td>90,000-94,999</td>
<td>3.52</td>
</tr>
<tr>
<td>95,000-99,999</td>
<td>3.87</td>
</tr>
<tr>
<td>100,000 or more</td>
<td>4.25</td>
</tr>
</tbody>
</table>

*The fee for weights in excess of 100,000 pounds is $4.25 plus fifty cents for each 5,000 pound increment or portion thereof exceeding 100,000 pounds.

**Note:** Minimum fee for any overweight permit is $14.00.

Use the following as an example in determining the overweight fees for the state of Washington.

- Total gross weight: 160,000 pounds
- Licensed gross weight: 80,000 pounds
- Excess weight: 80,000 pounds

By looking at the above chart, the fee for weights of 80,000 pounds or more, the fee would be $2.80 per mile.

$2.80 times 120 miles = $336.00

If the weight of the vehicle does not exceed the licensed gross weight for the state of Washington but exceeds the legal axle weight, you will calculate the fee as follows:

- Tandem axle weight: 42,000 pounds
- Legal axle weight: 34,000 pounds
- Excess legal axle weight: 8,000 pounds

You will figure the fee the same way as you did with the excess gross weight fee.

Use the same chart to determine fee and multiply by the number of miles.

$.14 times 120 miles = $16.80

Fees are to be rounded off to the nearest dollar amount. If the fee is .50 cents or greater, you will round off to the next highest dollar amount. If the fee is .49 cents or less, you will round down to the lesser dollar amount.

$17.00 Overweight fee
Chapter 8  
State of New Mexico

8-1  Fee Assessment

8-1.1  **Oversize Only**

Single Trip  $25.00

8-1.2  **Overweight only, or Oversize and Overweight for Nondivisible Loads**

Single Trip  $25.00 – plus 2.5 cents per ton per mile for loads in excess of 86,400 pounds.

Example of determining Overweight, or Oversize and Overweight, Fees when the load exceeds 86,400 pounds:

A vehicle/load weighing 119,000 pounds is being transported 100 miles within the state of New Mexico.

In addition to the $25 base fee, the additional fee is computed by subtracting 86,400 from 120,000 to get 33,600 pounds. Divide the 32,600 by 2,000 to find the number of excess tons. The answer is 16.3, which is then rounded to the next whole ton, getting 17 as the number for further computation. Multiple the 17 excess tons by 2.5 cents (.025) and again by the distance of 100 miles to get $42.50 (17 × .025 × 100), the additional fee.

<table>
<thead>
<tr>
<th>$25.00</th>
<th>Base Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>42.50</td>
<td>Additional Weight/Distance Fee</td>
</tr>
<tr>
<td>$67.50</td>
<td>Total Fee</td>
</tr>
</tbody>
</table>
Chapter 9  
State of Colorado

9-1  Fee Assessment

9-1.1  **Oversize Permits Under 80,000 Pounds GVW**

Single Trip  $15.00 × 2 (surcharge) = $30.00

9-1.2  **Combination Oversize and/or Overweight for Nondivisible Loads Exceeding 80,000 Pounds GVW**

Single Trip $15.00

\[ \text{plus} \quad $5.00 \text{ per axle} \]

\[ \text{subtotal} \quad \times 2 \text{ (surcharge)} \]

\[ \text{Total Permit Fee} \]

*Example:* A six-axle combination carrying 120,000 pounds GVW would cost $15.00 for the trip plus $30.00 (6 axles times $5.00) for the number of axles, a subtotal of $45.00 × 2 = $90.00 total permit fee.
10-1 Fee Assessment

10-1.1 Oversize Only

Single Trip $40.00

10-1.2 Overweight for Nondivisible Loads

Single Trip $40.00

Plus:

Interstate

$10.00 per thousand pounds or any part thereof in excess of 80,000 pounds GVW or their legal maximum weight, whichever is least. Must be registered for at least the amount of weight carried or a maximum of 90,000 pounds.

Example: A six-axle combination carrying 120,000 pounds, both oversize and overweight, would be charged:

\[
\begin{align*}
40.00 & \quad \text{(Oversize)} \\
40.00 & \quad \text{(Overweight)} \\
400.00 & \quad (40^* \times 10) \\
480.00 & \quad \text{(Total state fee)}
\end{align*}
\]

*Number of 1,000 pound increments in excess of 80,000 pounds.

Off-Interstate

$10.00 per thousand pounds or any part thereof in excess of 90,000 pounds GVW or their legal bridge maximum weight, whichever is least. Must be registered for their maximum weight up to 90,000 pounds.

Warning: Due to the condition of several bridges on designated routes, configurations with 9 and 10 axles are restricted to the weight limits of an 8-axle configuration as shown in Appendix A.

Example: A 9-axle configuration, 68 feet long, carrying a nonreducible load, is limited to a maximum of 146,800 GVW as shown for an 8-axle configuration, rather than 154,400 GVW as shown for the 9-axle configuration.

---

1 Both the overweight and the oversize fees apply when both conditions exist.
Chapter 11  

11-1  Fee Assessment

11-1.1  **Oversize Only**
    Single Trip  $25.00

11-1.2  **Combination Oversize and/or Overweight for Nondivisible Loads**
    Single Trip  $25.00
Chapter 12  
State of Louisiana

12-1 Fee Assessment

12-1.1 Overdimensional Permit Fee

$10.00 per day traveling within Louisiana.

12-1.2 Overweight Permit Fee Schedule

This schedule is for combinations of vehicles with five or more axles\(^1\) (including the steering axle) when the gross weight exceeds 80,000 pounds. When vehicles are both oversize and overweight, fees are assessed for weight only.

<table>
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<th>Gross Weight (in Pounds)</th>
<th>Distance (in Miles)</th>
<th>0-50</th>
<th>51-100</th>
<th>101-150</th>
<th>151-200</th>
<th>Over 200</th>
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<td>135.00</td>
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</tbody>
</table>

12-1.3 Overweight Permit Exceptions

If the gross vehicle combination weight exceeds 120,000 pounds, the following conditions apply:

- The maximum weight allowed on a single axle will be 20,000 pounds.
- Tandem axles are limited to 40,000 pounds if there is less than 12 feet between the tandem axle set and adjacent axle groups and/or there is less than 4 feet between the tandem axles.

\(^{1}\) "Axle" here refers to single or individual axles. Tandem axle groups will be counted as two axles and tridum axle groups as three axles.
## Appendix A

### Vehicle Weight Table

<table>
<thead>
<tr>
<th>Distance in feet between first and last axle of any group of consecutive axles</th>
<th>2 Axles</th>
<th>3 Axles</th>
<th>4 Axles</th>
<th>5 Axles</th>
<th>6 Axles</th>
<th>7 Axles</th>
<th>8 Axles</th>
<th>9 Axles</th>
<th>10 Axles</th>
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**Note:** In Oklahoma, a 9- or 10-axle configuration is limited to the allowances under the 8-axle configuration column.
Appendix B  Designated Route Maps

Refer to fold out maps.
Appendix C  Western Regional Permit Conditions

THIS PAGE MUST ACCOMPANY EACH REGIONAL PERMIT

Cancellation:  When terms have been violated, obtained through misrepresentation, or the public interest served.

Convoy Movement:  The convoy movement of two or more over-dimensional vehicles is prohibited.

Crossing Structures in Montana:  Configurations of 9 and 10 axles must not exceed 5 mph when crossing all structures.

Curfew Hours:  Carriers are required to comply with curfew restrictions imposed by any jurisdiction.

Arizona:  Between 7-9 am and 4-6 pm within city limits of Greater Phoenix and Greater Tucson area, see State Information Sources.

Colorado:  Within Denver, Colorado Springs, Pueblo, and the I-70 West Corridor areas, based on times, see State Information Sources.


Louisiana:  Between 7-9 am and 3:30-5:30 pm, Monday through Friday, no loads over 12 feet wide on interstate in Baton Rouge, Lake Charles, Monroe, New Orleans, and Shreveport, see State Information Sources for specific routes.

New Mexico:  Between 7-9 am and 4-6 pm in Albuquerque, Espanola, and Santa Fe (also 11:30 am-1:30 pm in Santa Fe).

Oklahoma:  No oversize loads through Cleveland, Oklahoma and Tulsa Counties between 7-9 am and 3:30-6:30 pm, except Saturday and Sunday.

Oregon:  Movement is not allowed on Interstate 5 from the Oregon/Washington border to the Junction of OR217 (Northbound and Southbound) in the Portland area and in Medford between Exit 24 and Exit 33 between 7-9 am and 4-6 pm.

Utah:  Monday through Friday during 6-9 am and 3:30-6 pm., South of Perry Exit #360 (Box Elder County); all of Weber, Davis, and Salt Lake Counties; and north of the Springville Interchange #265 (Utah County).

Washington:  Within greater Seattle, Tacoma, Olympia, Spokane, and Vancouver areas by size, time, direction, and specific routes, see State Information Sources.

Escort Vehicles:  Operation must comply with individual state requirements, see State Information Sources.

Impaired Clearance:  Carrier is responsible for determining adequate clearance, both vertical and horizontal.

Overhang:  Allow 3 feet front and/or 20 feet rear. In AZ/NV/UT over 10 feet rear, daylight travel only (AZ Monday through Friday only).

Projecting Load Provision for Arizona:  Limited to a maximum of 3 feet of projection on either side of the hauling equipment, except loads of less than 12 inches thickness above the bed of the hauling equipment are limited to 2 feet of projection.

Refund Policy:  No refund, credit, or substitution of a Western Regional Permit fee is allowed after issuance.

Road/Weather:  No movement when roads are hazardous due to ice, snow, or frost or visibility less than 500 feet (1,000 feet in Washington) due to fog, smoke, or other conditions, if the width is in excess of 8 feet 6 inches or if the overall length is in excess of 80 feet, except Arizona where the restriction applies to all movement under permit, and Idaho where the carrier makes the determination, however, enforcement may restrict travel.

Speed Limits:  Permitted loads may move at posted speed limits, except New Mexico—the lesser of posted or 65 mph and Arizona limited to 55 mph. In Montana, 65 mph on interstate—day and night, 60 mph on non-interstate day, 55 mph night.

State Information Sources:

Arizona:  www.azdot.gov  602-712-8851
Colorado:  www.coloradodot.info/business/permits/truckpermits  303-757-9539
Louisiana:  perba.dotd.louisiana.gov/welcome.nsf  225-377-7100
New Mexico:  www.nmmtdpolice.org  505-476-2475
Nebraska:  www.nevadadot.com/business/trucker  775-888-7410
Oklahoma:  www.swpermitsok.com  405-522-9003, 405-522-9056, or 405-522-9033
Oregon:  www.oregon.gov/odot/mct/pages/over-dimension.aspx  503-373-0000
Utah:  www.utahmc.com  801-965-4892
Washington:  www.wsdot.wa.gov/commercialvehicle  360-704-6340

Travel Restrictions:  See State Information Sources for times of day for operation by dimension and holiday restrictions.

Turnpikes-Oklahoma:  H.E. Bailey, Will Rogers and Turner Turnpikes, max width 9 feet 6 inches cash customers. Overwidth vehicles in excess of 9 feet 6 inches traveling the Oklahoma Turnpike System must have a valid PIKEPASS account.

Warning Signs/Lights/Flags and Other Safety Equipment:  Carriers must comply with individual state requirements. See State Information Sources.
# Appendix D

## Sample Permit Form/Format

**Western Regional Permit**

- **Permit Number:** R00010626
- **Start:** 3/2/2007
- **Expires:** 3/6/2007
- **Company Name:** WEST RIM EXPRESS LINES LTD
- **Address:** 9470 192ND ST SURREY, BC V4N 3R9
- **Load Type:** Hauled
- **License:** P74242
- **VIN:** 1XPDB9X56D882471
- **Unit:** 947
- **Base State:** BC
- **Origin:** WYOMING/MONTANA BORDER
- **Destination:** WASHINGTON/BC BORDER
- **Routing:** MONTANA: 90; IDAHO: 90; WASHINGTON: 90-405-5-543.

### Transporting Item:
TANK MOLDING (CASTING)

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### ST Mile Fee Legal (lb) Excess (lb) Legal (kg) Excess (kg)

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<td>36,287</td>
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<td>80,000</td>
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<td>36,287</td>
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### (SPECIAL CONDITIONS)

Not Valid without Applicable State Conditions Attached - Sign in colored ink to validate permit. Carry fax permit in vehicle at all times.

**READ THIS BEFORE SIGNING:**

Valid on State Highways ONLY. Other routes subject to local road authority. Weight and speed restrictions subject to spring breakup. Permittee is responsible for vertical clearances. Applicant's acceptance of permit certifies vehicle-load has been reduced to minimum practical size - weight and is an agreement to comply with all applicable State permit regulations and all applicable State or Federal Motor vehicle laws. By signing, the permittee affirms that the permitted vehicle is insured in compliance with WAC 480-12-350 and that the information contained herein is true and correct.

**SIGNED X**

PERMIT NOT VALID UNLESS SIGNED BY PERMITTEE AGENT THEREOF

---

DOT Form 560-030
Revised 7/99

---
### Appendix E  State Contacts and Phone Numbers

For Off-Route Approvals Any Permit Specialist

<table>
<thead>
<tr>
<th>State</th>
<th>Contact</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arizona</td>
<td>Any Permit Specialist</td>
<td>602-771-2960</td>
</tr>
<tr>
<td>Colorado</td>
<td>Any Permit Specialist</td>
<td>303-757-9539</td>
</tr>
<tr>
<td></td>
<td>David Johnson</td>
<td>303-757-9712</td>
</tr>
<tr>
<td>Idaho</td>
<td>Any Permit Specialist</td>
<td>208-334-8427, 8421, 8422, 8423, 8425</td>
</tr>
<tr>
<td>Louisiana</td>
<td>Tammy Anderson</td>
<td>225-377-7110</td>
</tr>
<tr>
<td></td>
<td>Julie Gautreau</td>
<td>225-377-7111</td>
</tr>
<tr>
<td></td>
<td>Dayna Mayeux</td>
<td>225-377-7114</td>
</tr>
<tr>
<td></td>
<td>Tina Pilcher</td>
<td>225-377-7112</td>
</tr>
<tr>
<td>Montana</td>
<td>Any Permit Specialist</td>
<td>406-444-7262</td>
</tr>
<tr>
<td></td>
<td>email - <a href="mailto:mdtmcspermit@mt.gov">mdtmcspermit@mt.gov</a></td>
<td></td>
</tr>
<tr>
<td>Nevada</td>
<td>Any Permit Specialist</td>
<td>775-888-7410</td>
</tr>
<tr>
<td>New Mexico</td>
<td>Any Permit Specialist</td>
<td>505-476-2475</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>Melodie Luke-Coleman</td>
<td>405-522-9033</td>
</tr>
<tr>
<td></td>
<td>Jill Underwood</td>
<td>405-522-9003</td>
</tr>
<tr>
<td></td>
<td>Chris Crosswhite</td>
<td>405-522-9056</td>
</tr>
<tr>
<td>Oregon</td>
<td>Any Permit Specialist</td>
<td>503-373-0000</td>
</tr>
<tr>
<td>Utah</td>
<td>Ken Knowlden</td>
<td>801-965-4342</td>
</tr>
<tr>
<td></td>
<td>Aubrey Hauser</td>
<td>801-965-4340</td>
</tr>
<tr>
<td></td>
<td>Debbie Duggins</td>
<td>801-965-4149</td>
</tr>
<tr>
<td></td>
<td>Troy Richins</td>
<td>801-964-4588</td>
</tr>
<tr>
<td>Washington</td>
<td>Any Permit Specialist</td>
<td>360-704-6340</td>
</tr>
</tbody>
</table>
### Western Regional States Contacts and Addresses for Remittances

<table>
<thead>
<tr>
<th>State</th>
<th>Contact/Email</th>
<th>Address</th>
<th>Phone and Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arizona</td>
<td>Arizona Central Permits Office</td>
<td>ADOT Central Permits</td>
<td>602-771-2960, Fax 602-272-1887</td>
</tr>
<tr>
<td></td>
<td></td>
<td>14370 West Van Buren Street, Goodyear, AZ 85338</td>
<td></td>
</tr>
<tr>
<td>Colorado</td>
<td>Danny Wells</td>
<td>Department of Transportation</td>
<td>303-757-9843, Fax 303-757-9719</td>
</tr>
<tr>
<td></td>
<td>Transport Permit Manager</td>
<td>4201 East Arkansas Ave., Room 124, Denver, CO 80222</td>
<td></td>
</tr>
<tr>
<td>Idaho</td>
<td>Revenue Operations</td>
<td>Transportation Department</td>
<td>208-334-8770, Fax 208-334-8419</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:RevOpsPoe@itd.idaho.gov">RevOpsPoe@itd.idaho.gov</a></td>
<td>PO Box 7129, Boise, ID 83707-1129</td>
<td></td>
</tr>
<tr>
<td>Louisiana</td>
<td>Sis Guarisco</td>
<td>Louisiana DOTD</td>
<td>225-377-7102, Fax 225-377-7149</td>
</tr>
<tr>
<td></td>
<td>Transportation Permits Manager</td>
<td>PO Box 94042, Baton Rouge, LA 70804-9042</td>
<td></td>
</tr>
<tr>
<td>Montana</td>
<td>Tom Winfield</td>
<td>Department of Transportation</td>
<td>406-444-0816, Fax 406-444-7670</td>
</tr>
<tr>
<td></td>
<td>License/Permit Supervisor</td>
<td>Motor Carrier Services Division</td>
<td></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:twinfeld@mt.gov">twinfeld@mt.gov</a></td>
<td>PO Box 4639, Helena, MT 59604-4639</td>
<td></td>
</tr>
<tr>
<td>Nevada</td>
<td>Kandee Bahr Worley, Assistant</td>
<td>Department of Transportation</td>
<td>775-888-7458, Fax 775-888-7103</td>
</tr>
<tr>
<td></td>
<td>Division Chief</td>
<td>1263 South Stewart Street, Carson City, NV 89712</td>
<td></td>
</tr>
<tr>
<td>New Mexico</td>
<td>Matthew J. Sena, Interim Manager</td>
<td>Motor Transportation Division</td>
<td>505-476-2475, Fax 505-476-2477, 505-476-2479</td>
</tr>
<tr>
<td></td>
<td>Oversize/Overweight Permit</td>
<td>Oversize/Overweight Permit Office</td>
<td></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:matthewj.sena@state.nm.us">matthewj.sena@state.nm.us</a></td>
<td>PO Box 1628, Santa Fe, NM 87504-1628</td>
<td></td>
</tr>
<tr>
<td>Oklahoma</td>
<td>Carolyn Owings, Director</td>
<td>Department of Public Safety</td>
<td>405-522-9001, Fax 405-522-9060</td>
</tr>
<tr>
<td></td>
<td>Size and Weight Permits</td>
<td>Size and Weight Permit Division</td>
<td></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:cowings@dps.ok.gov">cowings@dps.ok.gov</a></td>
<td>2401 NW 23rd, Suite 45, Oklahoma City, OK 73107</td>
<td></td>
</tr>
<tr>
<td>Oregon</td>
<td>Christy Jordan, Manager</td>
<td>Department of Transportation</td>
<td>503-378-6192, Fax 503-378-2873</td>
</tr>
<tr>
<td></td>
<td>Over-Dimensional Permit</td>
<td>Transportation Permit Unit</td>
<td></td>
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<tr>
<td></td>
<td><a href="mailto:christy.a.jordan@odot.state.or.us">christy.a.jordan@odot.state.or.us</a></td>
<td>550 Capitol Street NE, Salem, OR 97301-2530</td>
<td></td>
</tr>
<tr>
<td>Utah</td>
<td>Troy Richins, SLCT Leader</td>
<td>Department of Transportation</td>
<td>801-964-4588</td>
</tr>
<tr>
<td></td>
<td>MC Division</td>
<td>Motor Carrier Division</td>
<td></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:mcsuperload@utah.gov">mcsuperload@utah.gov</a></td>
<td>PO Box 141210, Salt Lake City, UT 84114-1210</td>
<td></td>
</tr>
<tr>
<td>Washington</td>
<td>Anne Ford, Administrator</td>
<td>Department of Transportation</td>
<td>360-705-7341, Fax 360-704-6391</td>
</tr>
<tr>
<td></td>
<td>Commercial Vehicle Services</td>
<td>Commercial Vehicle Services</td>
<td></td>
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<tr>
<td></td>
<td><a href="mailto:forda@wsdot.wa.gov">forda@wsdot.wa.gov</a></td>
<td>PO Box 47367, Olympia, WA 98504-7367</td>
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## Truck Size and Weight Limits
### for Vehicles in Regular Operation

### Appendix F

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<tr>
<td></td>
<td>14'</td>
<td>13'</td>
<td>14'</td>
<td>13'6&quot;</td>
<td>14'</td>
<td>14'</td>
<td>14'</td>
<td>13'6&quot;</td>
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<td>14'</td>
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<tr>
<td></td>
<td>8'6&quot;</td>
<td>8'6&quot;</td>
<td>8'6&quot;</td>
<td>8'-8&quot;</td>
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<td>8'6&quot;</td>
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<tr>
<td><strong>Truck/Trailer Overall Length</strong></td>
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<td>70'</td>
<td>75'</td>
<td>65'</td>
<td>75'</td>
<td>70'</td>
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<td><strong>Tractor-Semitrailer</strong></td>
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<tr>
<td><em>Overall Length</em></td>
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<td>–</td>
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<td>–</td>
<td>70'</td>
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<td>60'</td>
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<tr>
<td><strong>Trailer Length</strong></td>
<td>57'6&quot;</td>
<td>57'4&quot;</td>
<td>48&quot;</td>
<td>50'-59'6&quot;</td>
<td>53'</td>
<td>53'</td>
<td>57'6&quot;</td>
<td>53'</td>
<td>48&quot;**a</td>
<td>48'</td>
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<td><em>Overall Length</em></td>
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<td>75&quot;a</td>
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<td>–</td>
<td>70&quot;a</td>
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<td>Combined Trailer Length</td>
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<td>61'</td>
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<td>110'</td>
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<td>40'</td>
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<td>–</td>
<td>600#</td>
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<td>exempt</td>
<td>600#</td>
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<td>600#</td>
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<tr>
<td>Other Axle</td>
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<td>exempt</td>
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<td>600#</td>
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<td>600#</td>
<td>–</td>
<td>600#</td>
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<tr>
<td><strong>Axle Weights (in 1,000 lbs)</strong></td>
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<td>34.32</td>
<td>34</td>
<td>34</td>
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<tr>
<td><strong>Gross Weight (in 1,000 lbs)</strong></td>
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<td>85</td>
<td>105.5</td>
<td>83.4-88&quot;</td>
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<td>80</td>
<td>86.4</td>
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<td>80</td>
<td>105.5</td>
</tr>
</tbody>
</table>

*a*Does not apply to National Network Highways.

**On National Network Highways, grandfather rights apply which may be different from lengths shown here.

*a*Check designated vs nondesignated highways and interstate vs non-interstate.

*b*None unless the semitrailer exceeds 51 feet.

*b*None unless trailer combination length is exceeded.

*b*On some restricted routes.