



# Arizona Department of Transportation

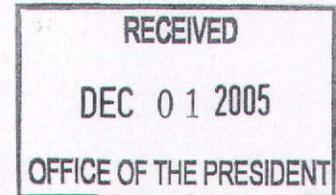
## Office of the Director

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano  
Governor

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Director

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Deputy Director



November 30, 2005

President Ken Bennett  
Arizona State Senate  
1700 W. Washington  
Phoenix, Arizona 85007

Dear President Bennett:

In accordance with Laws 2005, Chapter 280 of the Arizona State Legislature, please find the attached report. The compilation of this report was a combined effort of the members of the Overdimensional Permit Council, members of the overdimensional industry, the Arizona Department of Transportation and the Arizona Department of Public Safety.

We hope that you find this report informative and that it provides you with a useful tool as you approach the upcoming legislative session.

Respectfully,

Victor Mendez  
Director,  
Arizona Department  
Of Transportation

Roger Vanderpool  
Director,  
Arizona Department  
of Public Safety

Richard Dungan  
Chair,  
Overdimensional  
Permit Council



2001 Award Recipient

RECEIVED FILED 10/10/2005





**ADOT, AZDPS, Overdimensional Permit Advisory Council  
Joint Legislative Report  
November 30, 2005**

**EXECUTIVE SUMMARY**

Laws 2005 Chapter 280 mandated that issues involving the movement of overdimensional loads on Arizona streets and highways, along with suggested recommendations, be reported to the Legislature by November 30, 2005. The overdimensional transport industry in Arizona reflects the national experience, yet has its own unique characteristics. It plays a vital role in hauling materials and products essential to the operation of commercial and public services within the state. It provides these vital transportation services to the highway system, mines, hospitals, utilities, schools and other local and state agencies and businesses. The State of Arizona has issued an average of 85,391 oversize and 846 "envelope" permits annually since the year 2000. Operators who apply for these permits carry equipment and goods that play an important role in the lives of Arizona's citizens and therefore make a direct contribution to the state and national economy. Consequently, it is important that Arizona establish practices that make it easier and more cost-effective to move these essential overdimensional loads without compromising public safety.

***KEY CONCERNS ABOUT OVERDIMENSIONAL LOADS:***

The absence of--or inconsistency in--state and local permit requirements, routing conflicts across jurisdictional lines and liability concerns all create serious challenges for the trucking industry, departments of transportation and law enforcement agencies statewide.

The lack of regulatory education and the growing inconsistency in policies across jurisdictional lines created confusion for industry operators who may be unaware that they have violated the law until they receive a citation. Also, many jurisdictions do not provide permits for overdimensional loads traveling local roads within their boundaries. Because the State also does not issue overdimensional permits for local roads, this "permit vacuum" creates situations in which carriers are moving loads without any valid permits, yet are subject to enforcement action for not having the proper credentials.

Industry operators also face structural challenges on Arizona roadways. Certain highways, roads, streets, corridors and bridges may not be capable of accommodating some overdimensional loads or vehicles. As a result, loads often are routed many miles out of their way, inadvertently creating a burden on other jurisdictions' traffic and infrastructure.

***KEY STAKEHOLDERS INVOLVED IN THESE RECOMMENDATIONS:***

Many stakeholders were involved in the compilation of this report, including state and local departments of transportation, state and local law enforcement agencies and representatives from several segments of the overdimensional industry. The latter included motor carriers, contractors, pilot car escort companies and representatives from the mines and utilities. Richard Fimbres, the Governor's Highway Safety Representative, and representatives of the Associated General Contractors-Arizona Chapter also provided invaluable contributions to this report.

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***OVERDIMENSIONAL PERMIT ADVISORY COUNCIL (ODPAC)***

The official purpose of the Council (as established by statute in 1993) is to advise and assist the Arizona Department of Transportation in the development of rules for the administration of overdimensional permits. The Council is chaired by a member of industry, and Council members include industry, ADOT, AZDPS and local jurisdictions.

***RECOMMENDATIONS FOR LEGISLATIVE ACTION GOVERNING THE  
ISSUANCE OF OVERDIMENSIONAL PERMITS***

Based on discussions and analysis of the issues identified in this report, the Chairman of ODPAC, and the directors of ADOT and AZDPS, issue the following legislative recommendations:

1. Establish permit uniformity statewide for the movement and escort of overdimensional loads by establishing a coordinated permitting process with a database capable of maintaining specific requirements and/or restrictions from all jurisdictions, with a built-in periodic review process to enable updates of the system as needed. A suggested approach to accomplish this goal is described below.

**Suggested Legislation to Achieve Permit Uniformity**

Enact legislation that would **require** local communities to issue a permit, but give them a choice of how they can do this: either by joining a coordinated permitting system or, by issuing their own permits. The first option, a coordinated permitting system, would provide the motor carrier a uniform permit, but localities would actually issue the permit with their own restrictions. This would address the concerns raised about liability and autonomy. One objective of the legislation would be the ability of the State to enforce this requirement when cities elected not to issue their own permits.

2. Mandate a statewide pilot car operator training and certification program utilizing a curriculum already developed and approved by the Commercial Vehicle Safety Alliance (CVSA) and in use in other states.
3. Require that the Council be notified of all potential rule and regulation changes that may impact the overdimensional industry, including potential policies, restrictions and procedural changes, except in instances when these changes must be made in response to an emergency. Such notification to the Council will be the responsibility of each jurisdiction.

**Commitment:**

The participants in the preparation of this report--namely, ADOT, AZDPS, ODPAC and the trucking industry—have all committed to discuss and negotiate a cooperative and workable resolution to local government permitting of overdimensional loads and the interaction of such permitting with state permitting policies and procedures. This process will be conducted between ADOT, AZDPS, industry, the League of Arizona Cities and Towns and the County Supervisors Association, including representatives from individual cities, counties and local law enforcement agencies.

RECOMMENDATION HO/HO/NO/NO

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**I. INTRODUCTION AND BACKGROUND**

Senate Bill 1325 enacted during the 2005 Legislative Session tasked the Chairman of the Overdimensional Permit Advisory Council, the Director of the Arizona Department of Transportation and the Director of the Arizona Department of Public Safety with the responsibility to address several issues involving the movement of overdimensional loads on Arizona streets and highways. These loads are "non-divisible", meaning that they cannot be split up or divided in a manner that would allow them to be moved in a conventional truck configuration (i.e., within 80,000 lbs. gross vehicle weight and certain height and length limitations imposed under Federal law). SB 1325 specifically mandated that the parties prepare a report to the Legislature (due November 30, 2005) addressing the following issues:

- 1) *The current status of an automated database and automated issuance of overdimensional and overweight permits.***
- 2) *Issues related to intrastate travel of overdimensional and overweight vehicles and uniformity of permit requirements across jurisdictional lines of political subdivisions and engineering established by the department of transportation.***
- 3) *Recommendations to improve public safety by changing policies of the departments, rule-making practices and procedures and the criteria for issuing overdimensional and overweight permits.***
- 4) *Other state's best practices relating to issuance of overdimensional and overweight permits.***
- 5) *Recommendations relating to statutory changes pertaining to the oversight and issuance of overdimensional and overweight permits.***
- 6) *Other information the directors or the chairman deem necessary.***

This document represents that report and includes key recommendations.

**What is the Overdimensional Industry?**

Nationwide, more than 700 billion dollars annually--one eighth of America's economy--is devoted to transportation of products and services. More than \$40 billion annually is dedicated to hauling the goods and materials that support construction of the surface transportation infrastructure, with additional billions spent on operating and managing those systems. A very important segment of the transportation industry involves overdimensional loads. In 2003 alone, more than 2.5 million permits were issued nationwide for overdimensional loads. The very nature of transporting such challenging loads requires coordination of multi-faceted planning services. The American economy depends on a smooth-flowing, seamless transportation system to receive "just in time"

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products. When transportation systems do not work efficiently, Americans pay the price in lost productivity, higher prices and diminished opportunities.

The overdimensional transport industry in Arizona reflects the national experience, yet has its own unique characteristics. It plays a vital role in hauling materials and products essential to the operation of commercial and public services within the state. It provides this vital service to the highway system, mines, hospitals, utilities, schools and other local and state agencies and business' averaging 85,391 oversize and 846 envelope permits annually since the year 2000. Operators who apply for these permits carry equipment and goods that play an important role in the lives of Arizona's citizens and therefore make a direct contribution to the state and national economy. Some of these contributions include:

- Hauling the bridge beams, steel, trusses and other materials essential to building the corridors for infrastructure and commerce
- Providing the transportation services necessary to "Grow Arizona" and build new communities
  - Supporting and maintaining our national security by supplying needed materials and equipment to Arizona military bases. Providing interstate corridors for movement of supplies and equipment to other bases in the US and all over the world and for mobilizing during war time.
  - Transporting transformers to electric power plants statewide.
  - Supporting Arizona's mining industry by hauling large equipment necessary for mining operations.
- Helping to maintain our standard of living and quality of life

Without these transportation services and the issuance of the permits that ensure safe and legal movement of these loads, operators would be prohibited from traveling on Arizona roadways and none of these important contributions would occur.

**Additional information about Arizona's overdimensional industry and photographic examples are available for review in Appendix B**

Many stakeholders were involved in the compilation of this report, including state and local departments of transportation, state and local law enforcement agencies and representatives from several segments of the overdimensional industry. The latter included motor carriers, contractors, pilot car escort companies and representatives from the mines and utilities. Richard Fimbres, the Governor's Highway Safety Representative, and representatives of the Associated General Contractors-Arizona Chapter also provided invaluable contributions to this report.

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A brief description of the role of each of the three entities that authored this report follows:

**Overdimensional Permit Advisory Council (ODPAC)**

**History, Mission and Accomplishments of the ODPAC Council**

Beginning in the late 1980's and continuing into the early 1990's, a number of permitting problems surfaced between industry, the State of Arizona and the City of Phoenix. Following a series of meetings, industry (with the encouragement of the state and the city), formed a group to be a single point of contact to address these issues. The group explored several agencies for sponsorship before being invited to form a new conference under the aegis of the Arizona Motor Transport Association (AMTA).

The new conference was formally adopted January 16, 1991 by AMTA and named the Specialized Carriers & Riggers Conference. The conference's purpose and goals were permit uniformity, input into the decision-making process both at the state and at local levels, and the development of an "envelope permit". In 1993, the Legislature created both the Council and the envelope permit. After several months of working together, the group eventually became the "Envelope Permit Advisory Council". The Council continued its work until 1996 when it was disbanded for a short time before being re-established by the Legislature in 1997 as the "Overdimensional Permit Advisory Council". The main goals of the Council were, and still are, to:

- Promote permit uniformity
- Be a resource between industry, the state, cities, counties and Indian nations.

The official purpose of the Council as established in statute is to advise and assist the Arizona Department of Transportation in the development of rules for the administration of overdimensional permits; to establish a mailing list of all persons interested in the Council's activities; provide this contact information to the Arizona Department of Transportation; and keep these contacts informed of any posted meetings of the Advisory Council.

In the process of fulfilling its mission, the Council has promoted collaboration across all stakeholder groups, improved communication with members of industry, law enforcement and DOTs in Tucson as well as in rural Arizona, and worked toward uniformity in permitting regulations at the local, state and national level. In addition, the Council also:

- Sponsored a subcommittee--consisting of ADOT, industry and law enforcement members--to review and recommend clarifications and changes to the Arizona Administrative Code, Title 17, Chapter 6
- Proposed and strongly supported the adoption of a pilot car certification and training program for Arizona. In conjunction with the directors of ADOT and AZDPS, the Council established a pilot car subcommittee to recommend uniform pilot car requirements

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- Co-sponsored (with ADOT's Bridge Group) a meeting of industry and bridge engineers from seven western states to work toward uniformity in interstate requirements for axle configurations
- On February 16, 2005, hosted a meeting of DOT and law enforcement officials from metropolitan-area local jurisdictions and Maricopa County to address the issues related to lack of permit uniformity
- Continued to work with MVD to establish and publish uniform and consistent permitting processes and requirements
- Worked with MVD to establish online permitting

The Overdimensional Permit Advisory Council has provided an invaluable opportunity for partnership between the state government, local law enforcement, local communities and the overdimensional industry. Since the Council was formed, these parties have used a partnering process to learn from one another and gather/exchange information. They have shared experiences at both formal and informal meetings and formed subcommittees to focus on specific issues/problems. However, although the Council, in cooperation with ADOT and AZDPS, was successful in addressing some issues without conflict, several key issues remain unresolved. These issues, which led to the original introduction of SB 1325, include:

- **Lack of uniformity for pilot car and AZDPS escort requirements** between ADOT districts and between the state and local jurisdictions.
- **Unpublished policies as well as published rules** applied in a very inconsistent manner.
- **Unclear jurisdictional** boundaries and responsibilities. (For example, what agency is responsible for issuing a permit in a city or county that does not issue permits?)
- **Inconsistent and often conflicting requirements** between entities (different times of travel, different curfews and different escort requirements, for example)

**Council Members**

The Council currently is made up of the following members:

Richard Dungan, Chairman	Motor Carrier
Clyde McDonald	Motor Carrier
Kyle Wilkes	Motor Carrier
Mary Johnson	Motor Carrier
Richard Fimbres	Governor's Office of Highway Safety
Jean A. Nehme	ADOT
Randy Mullenaux	AZDPS
Vacant	City over 100,000
Vacant	City under 100,000

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**The Arizona Department of Transportation** designs and builds the highways of the state and regulates the movement of traffic, including travel by overdimensional permitted loads. These loads are permitted by ADOT based on width, length, height and weight. A special unit within ADOT/MVD is responsible for reviewing permit requests, issuing permits and routing the movement of these loads, based on the configuration of the load and the vehicle and where the load needs to be delivered. This sometimes includes special analyses of bridge capabilities, roadway radii, tunnels, traffic congestion and other factors to ensure that each load can be moved to its delivery location in a safe and efficient manner.

**The Arizona Department of Public Safety** enforces traffic laws for the state highway system and often is involved in escorting overdimensional loads to ensure that the movement is done as safely as possible. AZDPS is represented on the Overdimensional Permit Advisory Council and provides input into the safe and expeditious movement of these loads.

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**II. THE CURRENT STATUS OF AUTOMATING OVERDIMENSIONAL PERMITS:**

A joint goal of ADOT, AZDPS and the Council is the automation of the permitting process for the majority of overdimensional loads. In this day of computer technology, automation would be a benefit to all persons involved in the permitting process. Regardless of whether the issuing entity is a state, county or municipal entity, online permitting would save time and manpower that is now required to "manually" issue these permits. In addition, it would cut the time needed for industry to obtain permits and thus make the process more cost-effective for the motor carrier as well.

The industry, represented by Richard Dungan, approached ADOT/MVD and requested that an online overdimensional permitting system be created as an alternative to the manual system. MVD began moving toward this goal in late 2002 by creating a cross-functional project team to develop an online permitting system for motor carriers. In addition to members from several ADOT work units, the team included representatives from the Overdimensional Permit Advisory Council, Manufactured Housing Industry of Arizona and the Arizona Trucking Association. This team met weekly throughout 2003 to develop the business specifications and technology to allow motor carriers to both request permits over the Internet and receive real-time approvals or denials from ADOT. The first online permit was introduced in September 2003.

The ADOT/Motor Vehicle Division now offers motor carrier companies three types of overdimensional permits electronically over the Internet. The three are:

1. Single Trip Manufactured Housing Class A Permit
2. Single Trip Oversize Class A Permit
3. Single Trip Oversize/Overweight Class A Permit

**Additional information on the types of overdimensional permits issued and the permitting process are available in Appendix F.**

All three of these permits utilize a custom routing function that automatically checks for structure limitations and road conditions on Arizona highways. Once customers select and enter their route, the system automatically checks all the bridge structures along the way to ensure that the height and width of the vehicle combination will not be an issue. If it is, the permit will not be issued for that route. The route is also checked for road conditions that may prohibit the permit. Road conditions are dynamically entered by ADOT employees and others who have information about construction projects or conditions that affect travel. Any relevant notifications or warnings are stated on the permit. The permit is printed at the customer's location. The information contained on the permit is recorded immediately on ADOT's permit system once the permit is paid for.

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Future enhancements to the electronic permit program include:

1. Improved payment methods (One improvement, EZ Pay, will replace the Fees in Phoenix payment system beginning December 11, 2005. EZ Pay will allow motor carriers, custom service brokers and permitting services to pay electronically for permits purchased at Arizona Ports of Entry, the Motor Vehicle Division Commercial Permits Office or over the Internet.)
2. Identify and obtain computer software to allow third-party permit agencies to purchase permits on behalf of their customer companies
3. Improved routing functionality
4. Enable other permits to be purchased electronically, such as 30-day, 60-day and 90-day permits
5. Allow "EZ" Class C permits to be purchased electronically

Obviously, there will be additional costs associated with these future enhancements. These costs have not yet been determined and are not included in MVD's currently approved budget resources. It is also important to note that a significant portion of the transportation industry is not currently automated or computer accessible and may not be able to take advantage of expanded online permitting for the foreseeable future. Nonetheless, the long-term goal is to maximize the use of online permitting. Following review of this report by the Legislature, the authors agree to jointly support a further evaluation of costs and benefits associated with these enhancements. Also, the industry has indicated a willingness to help with these costs through higher permit fees because they believe the added benefits will offset these additional costs, including:

- Efficiency: less labor for the issuing entity and industry
- Accuracy: more uniform permits with less chance of errors
- Increased public safety: similar permitted loads would warrant the same level of traffic control by pilot car operators and/or law enforcement escorts
- Twenty-four-hour, seven-day-a-week access
- The ability to receive permits at the place of request
- Uniformity: permits can be issued for each governmental entity in the state based on the requirements and/or restrictions they submit to the database
- Centralized permitting: eliminates duplication of manpower by state, city and county entities.

In February of 2005, there was a meeting held in Phoenix which was scheduled by AZDPS. AZDPS succeeded in getting representatives together from most of the municipalities in the greater Phoenix area as well as from Maricopa County and the State of Arizona. The topic of "permit uniformity" was discussed and attendees agreed that developing an automated database accessible to all entities would benefit all parties as well as increase public safety. Participants also agreed that it should be the responsibility



**III. ISSUES RELATED TO THE INTRASTATE TRAVEL OF  
OVERDIMENSIONAL VEHICLES AND UNIFORMITY OF PERMIT  
REQUIREMENTS**

The absence of, or inconsistency in, permit requirements, routing conflicts across jurisdictional lines and liability concerns all create a serious challenge for industry, departments of transportation and law enforcement agencies statewide. Currently, industry operators must apply for separate overdimensional permits in each jurisdiction through which they plan to travel. As a result, the permitting process for operators is very time-consuming and unpredictable. Because all these permits must be in place to properly plan travel routes, delays in travel may occur. The consequence of this delay is an additional expense for both the transporter and their customer, which then may be passed on to the consumer. The lack of uniformity and frequent instances in which jurisdictions change requirements from those in the rules often result in the motor carrier having to absorb substantial additional costs not contemplated when he or she bid the move. This situation may also result in unintentional non-compliance by carriers unable to obtain permits in a timely manner and/or accurately anticipate variances among various jurisdictional fees and requirements.

Non-compliance places additional burdens on departments of transportation and law enforcement agencies responsible for the enforcement of overdimensional regulations. Non-compliance may lead to traffic safety problems, which prove time-consuming for these enforcement agencies, create an increased burden of paperwork and require additional manpower from agencies already challenged by a chronic shortage of personnel. Non-compliance in the escort requirements alone could cause serious public safety concerns. Pilot car escorts are "moving traffic controllers" as well as the eyes and ears of the driver of the overdimensional load, and thus must be adequately trained.

The state, and some local governments, create their own laws and ordinances to govern the routing and permitting of overdimensional loads. Local jurisdictions designate routes and enact laws that, in their judgment, best meet local needs, but create a patchwork of inconsistencies across jurisdictional lines. For example, while several jurisdictions require pilot cars to accompany overdimensional vehicles that are traveling within their boundaries, their requirements are often inconsistent with those of neighboring jurisdictions. This puts a burden on the overdimensional industry to identify all local requirements and apply separately for permits with each locality. Most of the time, industry representatives are not consulted in the formulation of these local regulations, nor are they notified of changes in the requirements once they are made. Once again, this may result in unintentional non-compliance on the part of industry operators and create an unnecessary burden for law enforcement and transportation departments responsible for overdimensional vehicle movement. This lack of uniformity, coupled with the growth both in population and the number of permitted loads, has increased the need for better dialogue between industry and the various jurisdictions. All parties must work together to establish more uniform requirements and procedures, communicate proposed changes

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in regulations and receive feedback from motor carriers on the implications that proposed regulations may have on the industry and its customers.

The lack of regulatory education and the inconsistency in policies across jurisdictional lines have created confusion for industry operators who may be unaware that they have violated the law until they receive a citation. In the end, the additional cost of non-compliance is passed onto the consumer. Continuing concern with liability make it essential that stakeholders consult with one another and identify opportunities to streamline the regulatory process while maintaining the safety of Arizona roadways.

Industry operators also face structural challenges on Arizona roadways. Certain highways, roads, streets, corridors and bridges may not be capable of accommodating some overdimensional loads or vehicles. These operators request that consideration be made for infrastructure improvements and construction of additional corridors for overdimensional vehicles. Such construction could include increasing the strength of all bridges to better accommodate oversize loads, maintaining dry crossings for the safe passage of overdimensional vehicles and installing highway bypasses wherever possible to provide alternative routes.

**Photographs of actual examples in Arizona are available in Appendix B.**

If Arizona doesn't start to plan now for the more efficient and safer movement of overdimensional loads, there is a strong possibility that, in time, industry will not be able to deliver oversize items to certain parts of the state and within some cities. ADOT/MVD currently must route some oversize loads many miles out of the way around inadequate bridges, low overpasses and too-narrow roads just to get the load where it needs to be delivered. Using longer and less-adequate alternate routes requires increased travel exposure and more law enforcement officers to safely escort the loads, thus straining law enforcement agencies that are already nearly stretched to the limit. This also increases the cost to industry, which ultimately increases the cost for the customer.

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**IV. RECOMMENDATIONS TO IMPROVE PUBLIC SAFETY**

It is important that Arizona establish practices that make it easier and more cost-effective to move overdimensional loads without compromising public safety.

Recently, the Restricted Routes/Rules Clarification Subcommittee made recommendations to change/clarify the administrative rules regulating overdimensional loads under R17-6, including many changes to improve public safety. These revised rules should be implemented as soon as possible.

A key step toward safe and efficient movement of overdimensional loads is permit uniformity. Without permit uniformity, it is extremely difficult--if not impossible--for law enforcement personnel to detect permit violations and take appropriate enforcement action. ARS Title 28 requires a permit for oversize loads on any street or highway in the state. Some entities do not issue permits and MVD has received an Attorney General's Opinion that they should not issue permits for other government entities. This creates an impossible situation for carriers and law enforcement. State law dictates that a carrier must have a permit, but in some instances a permit cannot be obtained. Yet law enforcement must enforce the laws or be liable for neglecting to do so.

The Multi-State Highway Transportation Agreement (MHTA) resolution 2005-504 gives additional insight and support to permit uniformity and public safety. (see Appendix D) MHTA is an alliance of ten western states cooperating on a variety of highway-related issues, including truck size and weight, highway safety, cooperative state highway administration and improved commercial vehicle safety inspections. The states are Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming. MHTA recognized the unique transportation challenges faced by rural western states and the urgent need to improve communication between state legislators, state administrators and private industry. In 1999, MHTA formalized itself by incorporating, redefining its goals and purposes and setting forth operating procedures. MHTA's key tasks are to: (1) work cooperatively to collect, correlate, analyze and evaluate information on transportation on regional issues impacting the jurisdictions and the motor carrier industry; (2) encourage the undertaking of research and testing of commercial vehicle combinations in situations where sufficient research or testing has not been undertaken; and (3) recommend changes in law or policy to promote effective governmental action or coordination in the field of size and weight-related matters, as well as support the actions of Congress in developing transportation networks that are safe, efficient, environmentally sound and which meet the region's economic needs. MHTA develops, debates and distributes resolutions of support for state and national policy with respect to the safe and efficient movement of goods between states, and develops and distributes model legislation designed to assist member states in adopting legislation to further the goals and objectives of MHTA. MHTA is governed by a Cooperating Committee of legislators from the member states, including Arizona.

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**V. OTHER STATES' BEST PRACTICES RELATING TO ISSUANCE OF  
OVERDIMENSIONAL PERMITS**

The typical permit acquisition scenario covers the following issues:

1. What jurisdictions require permits?
2. What are each jurisdiction's requirements?
3. How does the carrier acquire the permits?
4. How long does it take? (turn-around time)

Significant areas of concern with permitting include:

- Ease of acquisition: in states with a relatively easy process, carriers generally handle the permitting process directly. In states with difficult processes, or with multiple jurisdictions involved in the application, carriers generally use a permitting service.
- Turn-around time
- Access to information detailing the necessary requirements and restrictions
- Uniform equipment configurations and restrictions
- Application process methods: the trend is to "go online." The three different levels of "online" include:
  - Online application, incorporating the requirements and restrictions into the application process.
  - Interactive online application, which is then processed and e-mailed or faxed to the customer, or posted online.
  - Complete online process including an interactive application, routing, bridge analyzing and credential processing, with the permit issued directly to the customer, allowing them to print it at their location.

**Utah**

Although it is in the process of going online, Utah is the state that is most frequently referred to as having the best permitting system because the Utah Department of Transportation (UDOT) issues permits for all State highways and all other jurisdictions, including cities, towns, counties, etc.

**Best Practices:** Features of Utah's system include:

- All of the resources are coordinated in one place with all of the expertise necessary to safely move an overdimensional load.
- Integration of the permitting system with a comprehensive pilot car certification and training program emphasizing safety.
- Management by a motor carrier board. It is easy for both the motor carrier and law enforcement to comprehend and enforce – there is only one set of rules to deal with!

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- Use of trained experts and specialists concentrated in one area. This prevents multiple jurisdictions from having different and/or even conflicting rules and regulations. (Some other states have 500 different permitting agencies.)
- Motor carriers, cities and counties all have access to the same, single source of information.

**California**

California is addressing specific challenges in their permitting process.

- With 58 counties and 478 cities in California, many chose to take on the responsibility of issuing overdimensional permits. At one time, more than 500 different entities were issuing permits.
- In southern California, motor carriers and Caltrans have been successful in getting Los Angeles County to issue overdimensional permits for about half the cities in that county. Carriers and Caltrans are in discussions with San Bernardino and Riverside Counties to take over permitting for the cities within those counties and expect to reach substantial agreement with these counties in the near future. (A ruling by California Attorney General Bill Lockyer, November 8, 2005, prohibiting local jurisdictions from charging more than the state does for permits, may encourage many of the cities to get out of the permit issuing business.)

**West Virginia**

West Virginia has elected to provide online permitting to the public through the use of a third party contractor. Transaction fees are added to the permit fee for all permits issued electronically via the Internet. These fees are used to support the online system.

Information on the permitting process for other states is given below:

STATE	APPLICATION METHOD	TURN-AROUND TIME*
Arizona	Online, FAX, Western Regional**	Online - quick, FAX about - 2 hours
Nebraska	Online app & issuance	73.5% within one minute
Nevada	Phone call, Western Regional	About 2 hours
New Mexico	Online app & issuance	N/A
Texas	Online app, fax issuance, Western Regional	Fairly quick
Utah	Telephone Fax	N/A
Washington	Western Regional online	N/A
West Virginia	Online app & issuance	Quick

\* If available

\*\* Western Regional: Some states issue the western regional (Washington) online permit. The Western Regional permit system is a one-stop-shop for permits to move non-reducible loads between and within member jurisdictions. The system is a time saver and needs to be online.

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**VII. RECOMMENDATIONS RELATING TO LEGISLATIVE ACTION  
PERTAINING TO OVERDIMENSIONAL PERMITS**

Based on discussions and analysis of the issues identified in this report the Chairman of ODPAC, and the directors of ADOT and AZDPS have issued the following legislative recommendations:

1. Establish permit uniformity statewide for the movement and escort of overdimensional loads with a built-in periodic review process to enable updates as needed. This will involve the establishment of a coordinated permitting process with a database capable of maintaining specific requirements and/or restrictions from all jurisdictions. A suggested approach to accomplish this goal is described below.

**Suggested Legislation to Achieve Permit Uniformity**

Enact legislation that would **require** local communities to issue a permit, but give them a choice of how they can do this: either joining a coordinated permitting system or, issuing their own permits. The first option, a coordinated permitting system, would provide access to uniform permits but localities would actually issue the permit with their own restrictions. This would address the concerns raised about liability and autonomy. One objective of the legislation would be the ability to enforce this requirement when cities did not want to issue permits.

2. Mandate a statewide pilot car training and certification program.
3. Require that the Council be notified of all potential rule and regulation changes that may impact the overdimensional industry, including potential policies, restrictions and procedural changes, except in cases of emergency. This will be the responsibility of each jurisdiction.

**Commitment:**

The participants in the preparation of this report--namely, ADOT, AZDPS, ODPAC and the Industry--all agree and commit to discuss and negotiate a cooperative and workable resolution to issues relating to local government permits for overdimensional loads and the interaction of such permitting with state permits, policies and procedures. This process will be conducted between ADOT, AZDPS, industry, the League of Arizona Cities and Towns and the County Supervisors Association, including representatives from individual cities, counties and local law enforcement agencies.

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**VIII APPENDICES**

**A. Corridor Issues**

Our highways have been designed for "normal," 8' wide, 14' high, 80,000 lbs. loads. During the course of this study the Chairman of ODPAC, and the directors of ADOT and AZDPS have become aware that there are many very large and/or wide and heavy loads that require special routes. And as was illustrated in the summer of 2004 while trying to find a route to move a transformer from California to Phoenix to prevent blackouts, some of these loads are in fact very crucial. As the state grows, moving these types of loads is becoming common. A comment from a transportation official during the summer of 2005 that "we are building infrastructure islands" is felt by many. There is real fear that we are in danger of inadvertently creating infrastructure islands where high, wide, or heavy loads will be more and more difficult to move across or through the state. Therefore, ODPAC, ADOT, and AZDPS agree to jointly study these issues with all the affected parties such as the utilities, the mines, the military, the cities, the counties, etc. Some of the goals are to identify the infrastructures that we need to access and to recommend routes, strategies, and design changes as necessary to accomplish these goals.

There are many other obstacles to overcome; bridge height (Marsh station on I-10 for example), road design, width, and weight issues. Some of the obstacles on the highway that require detours are height; low bridges, wires, signs, and weight. Obstacles can also be caused by road design such as intersections or medians that cannot be negotiated with long or wide loads (Superior, US60 & AZ177 leading to a major mining area) roundabouts (traffic circles) Happy Valley road at I-17, Payson AZ87 just north of AZ260, both require detours when trying to deliver some ADOT bridge beams. Loads 16' high going east from Globe must detour a minimum of 90 miles out of the way because of a low bridge on the east side of town. Detours add miles of exposure.

Problems in routing affects both intrastate and interstate travel . Trying to go across country adds other challenges. Axle configurations between the western three states of Arizona, California, and Nevada, are different than most of the other states. Under the leadership of Arizona's state bridge engineer and ODPAC chairman, the process of addressing this issue began last March with the first ever meeting of the seven western states bridge engineers.

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Route for a 18 foot high load east bound from New Mexico to California. All or parts of this route are typically used for loads exceeding 16 feet in height.

Recommendations:

- Form a permanent committee with representatives of:
  - ADOT
  - Local DOTs
  - ODPAC
  - Mines
  - Utilities
  - Military
- Identify
  - Infrastructures
  - Routes
    - Dry bed crossings
    - Detours
- Set design minimums
  - Height
  - Weight
  - Width
- Identify associated improvement costs
  - Additional infrastructure construction costs
  - Dry bed crossings and detours costs
  - Source of funding
  - Route priorities

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PHOTOGRAPH BY HO/HA/NOOD

**B. Photographs**

1. Examples of **Typical Loads** Transported by Industry



**TRUSSES FOR A HOME SUBDIVISION**



**MOVING  
EQUIPMENT**



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PHOTOGRAPH BY ADOT



**MOVING AND PLACING BRIDGE GRIDERS ON I-10**







**RAY MINE BETWEEN SUPERIOR AND HAYDEN**



**HAUL TRUCK  
CHASSIS USED  
IN MINES**

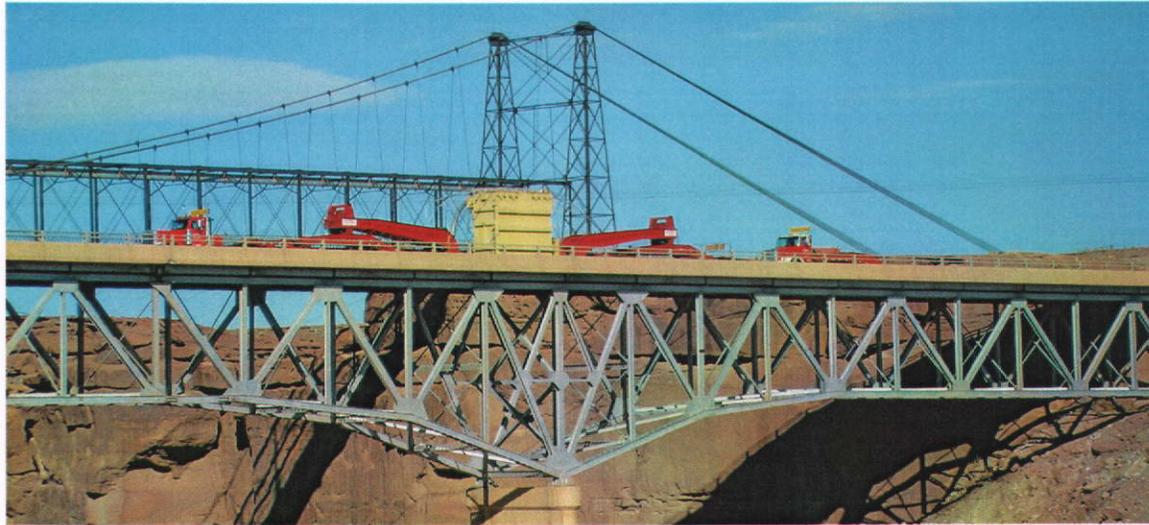


**HAUL TRUCK BEDS**

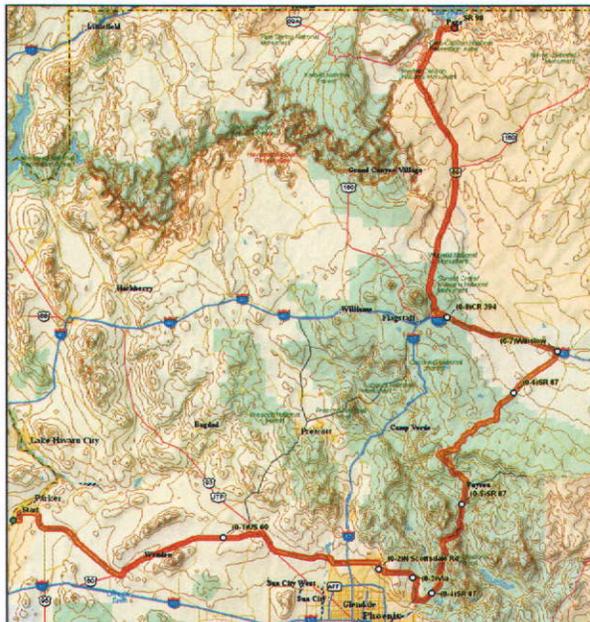


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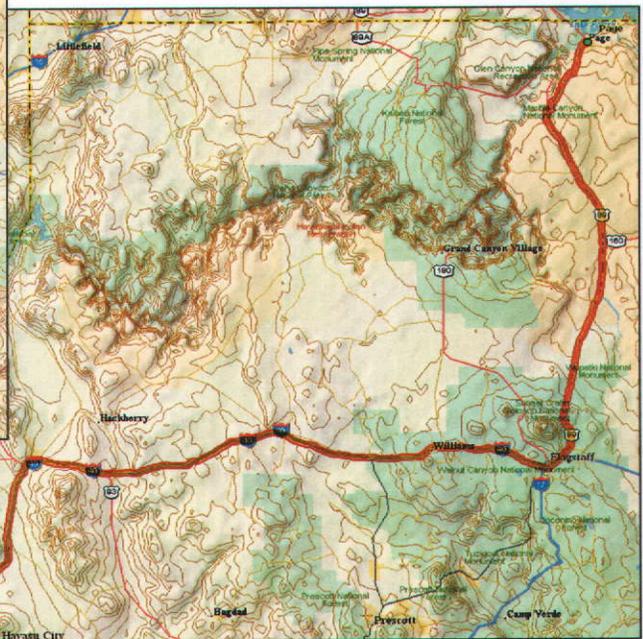
3. Examples of **Problem or Potential Problem areas** for industry



**THIS TRANSFORMER LOAD 17' 6" HIGH USED  
A 531 MILE ROUTE BECAUSE OF ITS HEIGHT.**



**← 531 MILE ROUTE**



**THE PREFERRED  
ROUTE  
IS 344 MILES →**

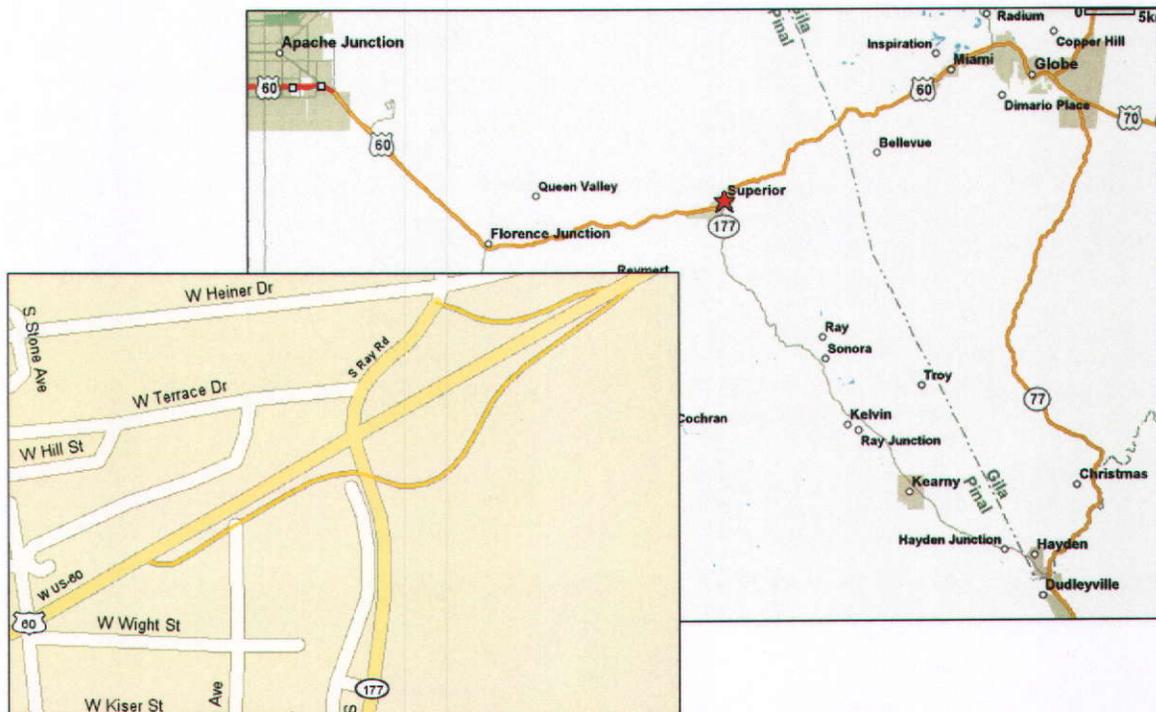
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## THE NEED FOR A ROUTE CORRIDOR STUDY

The intersection above that leads to the mining towns of Ray & Hayden is too tight for long or wide equipment loads. They are rerouted into the town of Superior. This intersection and others like it led to the realization of a need for a corridor study.



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**D. MHTA Resolution 2005-504**

MULTI-STATE HIGHWAY TRANSPORTATION AGREEMENT

RESOLUTION 2005-504 IN SUPPORT OF UNIFORM LAWS AND REGULATIONS GOVERNING TRUCK SIZE AND WEIGHT AND PERMIT REGULATIONS AMONG THE MHTA AND OTHER WASHTO STATES.

WHEREAS, transportation has been vital to America's economic prosperity and quality of life since the Nation's founding; and

WHEREAS, more than \$700 billion dollars annually- an eighth of America's economy- is devoted to transportation products and services and one in ten Americans is employed in the industries that provide these goods and services; and

Whereas, Congress has called for a new era in transportation that recognizes the projected growth of transportation needs, the inability of infrastructure growth to keep pace with the increasing congestion on America's highways, the need for more efficient and safe use of existing highway infrastructures and increased inter-modal transport; and

WHEREAS, western states through the WASHTO organization and the Committee on Highway Transport recognize and endorse the need for uniformity of truck size and weight laws and regulations in permitting over dimensional loads and the importance of working with western trucking associations and the specialized carrier industry to improve cooperation and understanding and promote uniformity between entities; and

WHEREAS, government and industry recognize the need for permitting processes which reflect cooperation between states, local jurisdictions and motor carriers to devise safe procedures for moving extra-legal loads; and

WHEREAS, states and the heavy-specialized carrier industry recognize that regulatory and process uniformity improves the safety, mobility and efficiency of the highway system and that, conversely a system of fragmented, disjointed and restrictive permit processes is both detrimental to the Nations' interest and causes lost productivity, higher prices and diminished opportunities; and

WHEREAS, the Multi-State Highway Transportation Agreement supports regional cooperative efforts and agreements to facilitate safe, economical and productive commercial vehicle operations for the improvement of local, regional, national and international trade and recognizes the need for cooperative effort by transportation providers, shippers, local governments, Governors, State Legislatures and Departments of Transportation; and

WHEREAS, the Multi-State Highway Transportation Agreement supports public/private partnerships to meet regional transportation goals, including increasing the capacity, efficiency of process and safety of the transportation system which supports the region's economy.

RESOLUTIONS  
H0/H1/H2/H3/H4/H5/H6/H7/H8/H9/H10/H11/H12/H13/H14/H15/H16/H17/H18/H19/H20/H21/H22/H23/H24/H25/H26/H27/H28/H29/H30/H31/H32/H33/H34/H35/H36/H37/H38/H39/H40/H41/H42/H43/H44/H45/H46/H47/H48/H49/H50/H51/H52/H53/H54/H55/H56/H57/H58/H59/H60/H61/H62/H63/H64/H65/H66/H67/H68/H69/H70/H71/H72/H73/H74/H75/H76/H77/H78/H79/H80/H81/H82/H83/H84/H85/H86/H87/H88/H89/H90/H91/H92/H93/H94/H95/H96/H97/H98/H99/H100

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NOW THEREFORE BE IT RESOLVED, that the Multi-State Highway Transportation Agreement supports continued cooperative efforts of industry and the WASHTO Committee on Highway Transport to resolve highway transportation issues; and

BE IT FURTHER RESOLVED that MHTA encourages individual member states to cooperate with industry and representative associations to pursue necessary legislative and regulatory actions with state legislatures, local jurisdictions and other policy-making entities to incorporate, to the extent possible, uniform permitting processes that improve safety and efficiency in the movement of extra-legal loads.

Adopted 15<sup>th</sup> Day of November, 2005

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**E Minutes Uniformity Meeting**

Over Dimensional Restricted Routes & Rules Clarification Special Uniformity Subcommittee Meeting Minutes DPS 16<sup>th</sup> Street, Phoenix

**Meeting Objectives/Agenda:**

Richard Dungan, Atlas Forklift and Chairman of the ODPAC Advisory Council opened the February 16, 2005 meeting at 10:05... The objective for the meeting was to begin a conversation among the various metropolitan area cities, Maricopa County, ADOT, DPS and industry regarding to the need for permitting uniformity across the Valley. The agenda for this special meeting is below:

- Meeting Objective and Overview of the Issue
- Current Practices of Cities/County
- The Case for Change
- Next Steps and Meeting Evaluation

**Overview of the Issue**

Richard Grommon, DPS gave an overview of the issue and the current situation regarding the lack of uniformity in permitting across the metropolitan area. He gave examples of the impact of the current practices on both industry and law enforcement. He also described the work of the subcommittee on rules clarification and restricted routes which have caused this issue to surface through that process.

**Current Practices of Cities/County:**

Richard Dungan noted that one concern is industry's lack of clarity about current overdimensional load permitting practices in the cities. He asked representatives of each city and Maricopa County to give an overview of their current practices. A summary of current practices follows:

**Phoenix:** The City of Phoenix has developed their own set of rules and curfews. They do issue permits and/or provide a free letter of authorization if the transporter has a valid permit from another source (e.g. ADOT).

**Mesa:** The City of Mesa does not issue permits at all. The reason for not issuing permits is unclear. The Mesa representative thought it may be because they do not see a need for issuing permits for transporting through the City.

**Gilbert:** In general, Gilbert does not issue permits for overdimensional loads. There have been some exceptions and permits have been issued in those cases. It is not a consistent policy.

**Chandler:** Chandler does not issue permits; however, they do honor valid permits from other sources. The Chandler representative does not know why permits were not issued but cited a lack of resources and administrative costs as possible reasons.

**Maricopa County:** The County does issue permits but only for those roadways that are under County jurisdiction. The County requires that the carrier contact each of the cities about permits or restrictions within those city's limits.

**Peoria:** The City of Peoria does issue permits through a process that is similar to the Phoenix process. They have been issuing permits since 1991 at the rate of about 200/year.

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They also provide an authorization letter at no cost to carriers with valid state/county permits. Overall, their process is working well according to the Peoria representative.

Richard Dungan also asked participants to share their opinion about whether uniform permitting could be beneficial. There was general agreement that it could be beneficial, but cited administrative costs as a possible barrier.

**Industry Current Practices:**

Richard Dungan, Clyde Mc Donald and Mike Poppe described how their firms handle permitting when they need to transport over City streets. The practices ranged from:

- Getting a 30-day County permit to have something to show if needed
- Doing nothing when told by the City that no action is necessary unless there is a problem

The lack of clarity and consistency leaves industry concerned about compliance and potential consequences. Industry needs to know what the requirements are and whom to contact in each community.

**The Case for Change:**

More uniformity is needed across the Valley because the current situation is confusing and difficult to enforce. It is particularly difficult for out-of town and out-of state drivers to know about special requirements, local road restrictions or how to get information from cities. There is general agreement that a centralized and updated database is needed for both industry and law enforcement.

Another important reason is to keep commerce moving throughout the state within the times and places allowable. Confusion about permits and requirements can cause delays when oversize loads move through city streets. This is especially true since the Valley's population growth has created more construction and frequent restrictions.

**Comments from City and County Representatives:**

Richard Dungan asked the meeting participants what they would like to see with respect to permitting. Some of their comments included:

- Gilbert expressed a concern that there is so much construction in their city that the lack of a permit (or awareness of restricted areas) could cause a problem.
- Phoenix had a similar concern about the importance of contacting local authorities to learn of areas that would be unsafe or unsuitable for oversized loads.
- Some concerns surfaced about the potential cost of permitting for those cities not currently issuing permits. Richard Grommon asked about the costs for those

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currently doing permitting. When the process was quite simple, like validation of another permit, costs were minimal.

Richard Dungan summarized by saying that there seemed to be a consensus that all of the Cities and the County could follow the ADOT (revised) rules with special restrictions for each City. In general there was agreement that this could work, however, some of the dimensions (e.g. 14" wide) would not work on many of the City streets.

Several participants asked if there was a way that everyone (industry and enforcement) could access a centralized database with updated information on all of the restrictions for each city and the County. If so, this could be a city-specific supplement to the basic set of ADOT rules. The Highway Closure Restriction System (HCRS) was mentioned as one form of centralized database and it contains some of the needed information. This system is available to the AZTCH partners, but not every city has access to the data. There was also discussion that the cities can not currently add their data to the database, so it would not be currently updated with the most recent closures, etc. City representatives, even if they had access to HCRS, discussed the potential of delays in data inputting in their own offices due to limited resources. Lori Elzy said that a member of MVD's on-line permitting group was also involved with the HCRS system and that she could contact her for information.

The group discussed various ways that useful, centralized information could be accumulated, updated frequently and made easily available to industry. It was agreed that this should be as simple as possible, but would need to be kept current on a weekly or even daily basis. At a minimum, there is a need for a central repository of phone numbers and contact names for each city and the County. Ideally, there would be a "one-stop-shop" with a link to the State or some type of "dynamic database" that would be easy to keep updated. Representatives from the East Valley noted that the East Valley Traffic Centers for Chandler, Mesa and Gilbert are merging and, when completed, this could be helpful in developing a database for that area.

Clyde McDonald, Tatel expressed concern that being required to make a phone call would not be the best option for his drivers when they had change their routing due to emergencies or traffic problems. He cited safety concerns related to being on the telephone and having to pull over off the freeway and park an oversized vehicle. He wants to inform his drivers of restrictions before they get into a situation. After some discussion it was agreed that any system needs to be flexible enough to allow an oversized load to get around an "event" such as an accident or other short-term obstacle.

Richard Dungan asked those currently issuing permits if they would get out of permitting if they could. A Maricopa County representative said yes, they would likely get out of permitting but may continue to do a "courtesy review" when requested. The City of Peoria representative said that their process was working well and was useful to industry, especially for liability issues. Mike Poppe, Precision Heavy Haul, expressed a concern that Peoria would likely be flooded with calls if their permitting process were more widely know and used. A representative from Chandler said they would like to help

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industry avoid problems areas, but that the computer information and codes must be up-to-date and correct for them to rely on that.

Kyle Wilkes, Empire pointed out that we were discussing two different issues related to permitting:

1. Annual Permit (Envelope Permit) Holder- In this case the carrier should know the restrictions and if they get stuck it is their fault
2. Single trip permits used primarily by interstate carriers and infrequent users.

In summary, industry needs one set of rules with frequently updated information from the cities so they can comply with restrictions and keep the loads/commerce moving. The cities and the County want to assist them as much as possible for safety and liability reasons. The challenge is to determine how to centralize the city-specific data on restrictions in a form useful for everyone.

**Senate Bill 1325** The group reviewed copies of the Senate bill which would require all cities, counties, towns to use the same rules as adopted by the council. The council would become a legislative body representing ADOT, the cities, the counties, the towns, industry, and law enforcement. The council oversee the setting up of a central repository of information (road closures, contact information, local emergency contacts, etc. After reading the language in the bill several representatives of the cities and the County expressed concern about the effect on local jurisdictions if the bill is passed. The concerns were primarily about how local communities would lose their ability to make and enforce restrictions in their cities, but would not lose the liability if there were problems. MCDOT, Phoenix and others said that they would oppose the bill as it is currently written, because it could have a very negative impact on and consequence for local jurisdictions. Richard Dungan said that is not the intent and the council wants to make this work for all parties involved. He said that there will be another representative added to the council from a local community to ensure representation of their interests. He also encouraged anyone who had a suggestion for revising the language to contact him.

**Next steps** Richard Dungan thanked the group for attending and sharing their perspective on this important issue. He also noted their concerns about the language on the SB1325 and will be contacting the bill's sponsor in the senate. He asked the group to share any additional comments with him as soon as possible via email. An email list will be distributed with the minutes from this meeting.

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**F. Arizona permit types**

**1. Permit types R17-6-201. Class A**

MVD shall issue a class A permit according to the following schedule:

Vehicle-load description	A non-reducible specified load over legal threshold as prescribed in R17-6-102, Table 1 to a maximum:	
	Height	16 feet
	Overall length	120 feet
	Width	14 feet
	Weight	250,000 lbs.
Permit option	Single trip: 96-hour maximum	
	Multiple trip: 30-day maximum	
Standard permit fee for weight not exceeding 80,000 pounds	Single trip	\$15
	Multiple trip	\$30
Overweight permit fee for weight less than 250,000 pounds but that exceeds legal threshold in R17-6-102, Table 1	Single trip	\$75
	Multiple trip	\$75

**Historical Note**

New Section made by final rulemaking at 9 A.A.R. 665, effective April 8, 2003 (Supp. 03-1).

**R17-6-202. Class B**

MVD shall issue a class B permit according to the following schedule:

Vehicle-load description	A non-reducible, specified load excluding cranes and drill rigs over legal threshold as prescribed in R17-6-102, Table 1 to a maximum:	
	Height	14 feet, 8 inches
	Overall length	80 feet
	Width	12 feet, 6 inches
	Weight	80,000 lbs.
Permit option	Multiple trip: one year	
Fee	\$360	

**Historical Note**

New Section made by final rulemaking at 9 A.A.R. 665, effective April 8, 2003 (Supp. 03-1).

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**R17-6-203. Class B, Type R**

MVD shall issue a class B, Type R permit according to the following schedule:

Vehicle-load description	A dealer, manufacturer, or transporter hauling or driving on behalf of a dealer, manufacturer, or consumer of a recreational vehicle with appurtenances wider than 8 feet, 6 inches
Permit option	For each original permit purchased, up to 24 additional copies of that permit may be issued, all of which are valid for unlimited use by an unlimited number of vehicles throughout a one-year period by the permittee.
Fee	\$360

**Historical Note**

New Section made by final rulemaking at 9 A.A.R. 665, effective April 8, 2003 (Supp. 03-1).

**R17-6-204. Class C**

MVD shall issue a class C permit according to the following schedule:

Vehicle-load description	A non-reducible load that exceeds dimensions and weights of all other permit classes or proposes operation on a restricted route.	
Permit option - requires pre-approval by ADOT-ITD Maintenance Permits Services	Specific applicant-designated load as required under R17-6-104(B)	Single trip only
Standard permit fee	Single trip, height or width no greater than 18 feet	\$30
	Single trip, height or width exceeding 18 feet	\$40
Overweight permit fee	Single trip height or width no greater than 18 feet	\$90
	Single trip, height or width exceeding 18 feet	\$100
Engineering Analysis	Prepared and reviewed by ADOT engineer	\$125 per 50 mile increment of proposed route
	Prepared by non-ADOT engineer, and reviewed by ADOT engineer	\$75 per 50 mile increment of proposed route, reviewed by ADOT engineer

**Historical Note**

New Section made by final rulemaking at 9 A.A.R. 665, effective April 8, 2003 (Supp. 03-1).

**R17-6-205. Class D**

MVD shall issue a class D permit according to the following schedule:

Vehicle-load description	A self-propelled mobile crane, drilling rig, or specialty equipment meeting dimensional requirements prescribed in R17-6-201.
Permit option	Multiple trip: one year
Fee	\$600

**Historical Note**

New Section made by final rulemaking at 9 A.A.R. 665, effective April 8, 2003 (Supp. 03-1).

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R17-6-206-207

**R17-6-206. Class E**

- A. MVD shall issue a class E permit according to the types and restrictions listed in Table 2.
- B. MVD shall issue a class E permit to an LCV only at a state port of entry as follows:
  - 1. Fredonia,
  - 2. Page,
  - 3. St. George, or
  - 4. Teec Nos Pos.
- C. A class E permitted LCV shall comply with A.R.S. § 28-1100(A)(4).

**Historical Note**

New Section made by final rulemaking at 9 A.A.R. 665, effective April 8, 2003 (Supp. 03-1).

**Table 2. Class E Permit Types**

Type	Length	Permit Routes	Gross Weight in Pounds	Fee
A	92 feet	All of I-15 and within 20 miles of the Arizona-Utah state line on US 89, US89A, SR98, US160, US163, and SR389	111,000	\$360 per year
B	92 feet	US 64, US89A, US160, US163, and SR389 within 20 miles of the Arizona-Utah state line	121,000 on 9 axles; 123,500 on 10 axles	\$360 per year
C	105 feet on I-15 92 feet other routes	All of I-15 and within 20 miles of the Arizona-Utah state line on US 89, US89A, US160, US163, and SR389	111,000	\$75 per single trip and 30-day; or \$360 per year
D	105 feet	I-15 only	129,000	\$75 per single trip and 30-day; or \$600 per year

See Table 4 under R17-6-412 for approved highways.

**Historical Note**

New Table made by final rulemaking at 9 A.A.R. 665, effective April 8, 2003 (Supp. 03-1).

**R17-6-207. Class F**

MVD shall issue a class F permit according to the following schedule:

Vehicle-load description	Overheight: Applicable only to a reducible load transport on a 13 foot, 6 inch height-restricted highway. Maximum permitted height: 14 feet, all other dimensions within thresholds prescribed in R17-6-102, Table 1	
Permit option	Single trip: 96-hour maximum	
	Multiple trip: one year	
Fee	Single trip	\$15
	Multiple trip	\$45

**Historical Note**

New Section made by final rulemaking at 9 A.A.R. 665, effective April 8, 2003 (Supp. 03-1).

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R17-6-208-209-210

**R17-6-208. Class G**

MVD shall issue a class G permit according to the following schedule:

Vehicle-load description	Overwidth: A reducible, specified load exceeding legal width threshold as prescribed in R17-6-102, Table 1 to a maximum of ten feet	
Permit option	Single trip: 96-hour maximum	
	Multiple trip: 30-day maximum	
	Multiple trip: one year	
Fee	Single trip	\$15
	Multiple trip, 30 day	\$30
	Multiple trip, one year	\$360

**Historical Note**

New Section made by final rulemaking at 9 A.A.R. 665, effective April 8, 2003 (Supp. 03-1).

**R17-6-209. Class H**

MVD shall issue a class H permit according to the following schedule:

Vehicle-load description	A specified watercraft load registered with Arizona Game & Fish or U.S. Coast Guard no wider than ten feet and all other dimensions within thresholds prescribed in R17-6-102, Table 1	
Permit option	Multiple trip: one year	
Fee	\$45	

**R17-6-210. Envelope Permit**

"Envelope" is the outmost dimensions of a load or vehicle that does not:

- a. Exceed 120 feet in length;
  - b. Exceed 16 feet in height;
  - c. Exceed 14 feet in width;
  - d. Exceed 250,000 pounds gross weight, and does not exceed axle group weight distribution as prescribed under R17-6-411, Table 3.01 through Table 3.09; and
  - e. Have fewer than four axles.
10. "Envelope permit" has the meaning prescribed under A.R.S. § 28-1141(2) and:
- a. Is restricted to non-reducible loads,
  - b. Allows unlimited trips within the permit's validity period,
  - c. Allows the permitted carrier unlimited load changes,
  - d. Requires a transported load to meet envelope dimensional criteria, and
  - e. Restricts operation to certain routes.

A. MVD shall issue an envelope permit according to the following schedule:

Vehicle-load description	A load meeting the description under envelope permit definitions in R17-6-101(9) and (10)	
Permit option	30-day oversize only	
	30-day overweight	
	Annual oversize only	
	Annual oversize and overweight	
Fee	30-day oversize only	\$150
	30-day overweight	\$500
	Annual oversize only	\$750
	Annual oversize and overweight	\$1,500

