

**TITLE 730. OKLAHOMA DEPARTMENT OF TRANSPORTATION
CHAPTER 30. HIGHWAY DESIGN**

Subchapter 9. Permitting of Oversized, Overweight and Special Combination Vehicles

730:30-9-2. Purpose

The purpose of this Subchapter is to provide rules which will serve as a basis for the development of a system by the Commissioner of Public Safety for the issuance of permits for the controlled movement of reasonably oversize and/or overweight vehicles upon appropriate transportation facilities which are adequately designed to accommodate such vehicle sizes and ~~loads without disrupting~~ with minimal disruption to the normal flow of traffic, creating damage to public facilities or impairing the public safety. It is the intent of the Oklahoma Transportation Commission to ~~insure~~ ensure, to the greatest extent possible, that the traveling public is protected from potential traffic hazards and the public interest and investment in state owned transportation facilities are protected through meaningful control of vehicle sizes and weights exceeding statutory limitations while providing adequate eligibility to permit, where in the public interest, the non-routine movements of oversize and/or overweight vehicles.

730:30-9-6. General conditions and restrictions on permits

Unless otherwise specifically required by law, the following provisions shall apply to the eligibility for permits issued by the Commissioner of Public Safety for the operation of oversize and/or overweight vehicles:

(1) Vehicles bearing an out-of-state license are ineligible for a permit of any type for a movement between an origin and destination, both of which are located within Oklahoma (intrastate movement), unless said vehicle is covered under an agreement between the licensing state and the State of Oklahoma which prorates the licensing and/or registration fees for such vehicles, or unless such vehicle has been temporarily licensed for operation in this state. Evidence of compliance with the provisions of this subparagraph must be provided with the application for any such permit.

(2) Only single trip permits may be requested by the vehicle owner or operator for non-divisible overweight vehicles and/or loads.

(A) A non-divisible load means any load or vehicle exceeding applicable length or weight limits which, if separated into smaller loads or vehicles, would:

(i) Compromise the intended use of the vehicle, i.e., make it unable to perform the function for which it was intended;

(ii) Destroy the value of the load or vehicle, i.e., make it unusable for its intended purpose; or

(iii) Require more than eight (8) work hours to dismantle using appropriate equipment. The applicant for a non-divisible load permit has the burden of proof as to the number of work hours required to dismantle the load.

(B) Emergency response vehicles and casks designed and used for the transport of spent nuclear materials, and military vehicles transporting marked military equipment and material shall be considered for permits as non-divisible vehicles or loads.

(C) Non-divisible loads not operating on the interstate Highway System mean loads which, in the opinion of the Commissioner of Public Safety, can not be reasonably and efficiently dismantled and which may safely operate on the permitted route.

(D) Permits may be issued only after proper consideration of:

(i) allowable weights on, and dimensions of, bridges;

(ii) potential damage to roadways;

(iii) highways under construction;

(iv) construction or other detours;

(v) traffic volumes;

(vi) interference with the normal flow of traffic; and

(vii) existing or reasonably anticipated weather conditions such as excessive winds, rain, fog, snow or ice, or any other condition which, in the opinion of the issuing agency, or any law enforcement officer, may adversely affect the safe operation of permitted vehicles or the public safety.

(3) Single trip permits for non-divisible overweight vehicles and/or loads may be requested only for vehicles which have been lawfully registered to carry the requested weight and only for the time reasonably necessary to accommodate the movement of said vehicle and/or load from its point of origin to its point of destination via the shortest practicable routing. Any return trip of said identical vehicle and/or load shall require an additional permit.

(4) All permit applications and issued permits must clearly and specifically identify the name and address of the vehicle owner, the vehicle involved including make, model, license number and state of issuance, the number of trailers, their license numbers and state of issuance, a brief

description of the load to be transported and, if overweight, the gross permitted vehicle weight, the number of axles, axle configurations, spacings and weights and, if oversize, all oversize dimensions, the lengths of any front or rear load overhang and, for the movement of unlicensed equipment or mobile homes, a serial or other identification number unique to said load.

(5) No enforcement tolerances shall apply to any permitted vehicle and/or load.

~~(6) Except as otherwise provided by law no oversize or overweight permit shall be valid until signed by the Commissioner of Public Safety or the Commissioner's authorized representative within the Permit Section of the Department of Public Safety. A true and correct original, facsimile or copy of a permit with authorized signature shall, when in the driver's possession, be acceptable for enforcement purposes.~~

(7)(6) Permitted vehicles shall neither access nor move upon any part of the National System of Interstates and Defense Highways or four-lane divided Federal Aid Primary System Highways, state highway or bridge unless the properly signed original permit or true and correct facsimile or copy thereof, specifically authorizing such movement, is in the driver's possession.

(8)(7) All vehicles and/or loads moving under provisions of a permit shall travel to the right of the center of the roadway and shall yield the right of way to other traffic. An exception occurs on bridges when the permit specifies traveling on the centerline of the roadway.

(9)(8) Permitted vehicles and/or loads, the movement of which requires an escort, shall not travel in convoy.

(10)(9) Failure of the vehicle owner or driver to comply with any applicable law, rule, regulation, ordinance, posted speed limit or any permit term, condition, limitation or requirement including, but not limited to routes of travel shall, in addition to all other legal remedies, immediately invalidate the permit.

(11)(10) Vehicles carrying loads of other vehicles or equipment whose reasonably removable appendages require an oversize permit shall have such appendages removed prior to movement, thereby eliminating the need for an oversize permit.

(12)(11) Vehicles and/or loads which are both overweight and oversize shall require the issuance of a permit covering both the overweight and oversize movement; however, the permit fees shall apply as though both permits had been issued separately.

730:30-9-7. Overweight permits - specific conditions and restrictions

(a) Unless otherwise specifically required by law, in addition to the applicable General Conditions and Restrictions on Permits as contained in 730:30-9-6, no overweight vehicle and/or load and no combination of vehicles and/or loads shall be eligible for a permit unless all the following conditions are met:

- (1) the permit application is for a single trip only; and
- (2) the vehicle and/or load to which the application applies cannot be divided; and
- (3) the applicant has justifiably certified that the movement proposed in the application is necessary due to the existence of a specific public emergency requiring the use of the State Highway System and the Commissioner of Public Safety has concurred in the existence of such emergency; and
- (4) the route requested constitutes the shortest practicable routing available; and
- (5) the overweight vehicle and/or load to which the application applies does not require a fixed single axle loading in excess of 20,000 pounds or 600 pounds per inch and fractional part thereof of nominal tire tread width, whichever is the lesser.

(b) Except as otherwise provided in this subchapter overweight permits shall be required for the movement of vehicles and/or loads exceeding 80,000 pounds or any of the provisions of federal Formula "B" or Table "B" when proposed for movement on the Dwight D. Eisenhower National System of Interstate and Defense Highways and for the movement of vehicles and/or loads exceeding 90,000 pounds or any of the provisions of the Oklahoma Weight and Axle Spacing Table shown in 47 O.S. 1991, Section 14-109(a)2, when proposed for movement on any other portion of the State Highway System.

(c) In accordance with the Federal Highway Administration interpretation of 23 U.S.C. § 127 longer combination vehicles, (LCV's) which are defined in § 127(d)(4) as any combination of a truck tractor and two or more trailers or semitrailers which operates on the Interstate System at a gross vehicle weight greater than 80,000 pounds in accordance with Federal Weight Formula "B" shall be allowed to operate on the Interstate System in Oklahoma at a gross vehicle weight of not to exceed 90,000 pounds, if the LCV configuration was in regular or periodic operation as permitted by the Commissioner of Public Safety on or before June 1, 1991. LCV's shall be subject to all other requirements provided for by federal law, state law and this subchapter. The Federal Highway Administration requires that any LCV operating on the Interstate Highway in the State of Oklahoma at a gross vehicle weight in excess of 80,000 pounds, but not exceeding 90,000 pounds, first obtain from the Commissioner of Public Safety a special annual divisible load permit for such operation on the Interstate Highways.

(d) The gross permissible axle weight on any axle which is capable of being lowered for use in supporting a load or retracted from such use by controls located in or accessible from the vehicle cab, shall not exceed the lesser of 8,000 pounds or the axle manufacturer's gross axle weight rating and no tire on any such axle shall be permitted to carry weights in excess of 240 pounds per inch and fractional part thereof of nominal-tread width. All tires on any such axle shall be compatible in size, width and air pressure with the tires on fixed load axles.

(e) No operator shall move any load without a permit which is over the weight limits provided by law.

(f) Maps for Load Posted Bridges on Oklahoma Highway System are available on the Department of Transportation web site and updated within two weeks of when changes occur. ~~An Oklahoma Load Limit Map is prepared and published by the Department of Transportation and is revised and republished not less than once every two years.~~ The map indicates, at the time

of its ~~publication updating~~, the locations of all load restricted bridges and highways on the state highway system, as well as the bridge rating for all load restricted bridges. The map does not, in any event, constitute a warranty, either express or implied. The map is available to the Commissioner of Public Safety in such quantities as he may reasonably require. No overweight vehicle which exceeds the restrictions shown on said map for the requested route shall be eligible for a permit.

~~(g) Vehicles and/or loads may be eligible for movement under provisions of an overweight permit in compliance with the provisions of this Subchapter without specific review by the Department of Transportation; provided, no vehicle and/or load shall be eligible for a permit which authorizes a movement of any load exceeding the gross weight or violating the minimum permissible axle spacing limits shown on the Gross Weight Load Table for Overweight Permits or the Minimum Axles, Axle Spacing and Inner Bridge Dimensions diagram shown in Appendices A and B respectively of this Chapter, until a specific load route review has been performed by the Department of Transportation. Said Appendices, which are attached hereto and constitute an integral part of this Chapter, are to be used to determine the eligibility for making a permit application for the vehicles shown and, if eligible, shall be used to issue overweight permits in conjunction with the Oklahoma Load Limit Map. Appendices A and B of this Chapter indicate the maximum permissible gross weight of a prospective overweight load for various combinations of axles, numbers of axles, minimum axle spacing and inner bridge dimensions corresponding to the Bridge Rating for a given restricted bridge shown on the Oklahoma Load Limit Map. Those axle spacing and inner bridge dimensions shown for various configurations of axles constitute the absolute minimum permissible spacings.~~

~~(h)(g) All applications shall be entered into the Department of Public Safety automated overload permitting system and received by the Commissioner of Public Safety for overweight permits which exceed those gross weights shown in the Gross Weight Load Table for Overweight Permits shall indicate all proposed axles, axle spacings and weights, the inner bridge dimensions, gross vehicle weight, vehicle width, height and length, origin, destination and the proposed routing, and shall be referred in writing to the Department of Transportation for a specific load route review. Based upon the findings of that review, the Department of Transportation shall notify the Commissioner of Public Safety whether such a permit may be issued or whether such movement will pose an unacceptable risk of damage to the highways and/or bridges of this state or create a hazard to the public safety. Permits for proposed movements which pose an unacceptable risk in the opinion of the Department of Transportation shall be denied.~~

~~(i)(h) Overweight load route reviews shall be made by the Department's Bridge and Maintenance Divisions. Bridge reviews shall be performed in strict compliance with provisions of the current AASHTO Manual For Condition Evaluation of Bridges Bridge Evaluation. The computed stresses for a bridge due to an overweight load proposed for permitting shall not, under any circumstances whatsoever, exceed those specified in said manual; provided, the Department of Transportation may reduce the AASHTO recommended allowable computed stress values where necessary to account for deterioration in any of the structural members of any bridge.~~

~~(i)(i) Based upon previously completed load route reviews, the Department has compiled and maintains an Special Overweight Truck Permit Route Map which is intended for use in permitting the movement of standard configurations of overweight trucks which have been previously studied and are shown on Standard Drawing OL-1. Said drawing indicates the maximum gross vehicle weight and axle group loading, minimum number of axles and inner~~

bridge dimensions for all truck combinations shown. The ~~Special-Overweight Truck Permit Route Map~~ and the Standard Drawing OL-1 are herein incorporated by reference and constitute an integral part of this Subchapter and will be updated by the Department not less than once every two years and furnished to the Commissioner of Public Safety in such quantities as he may reasonably require for the purpose of approving or rejecting applications for overweight permits for the movement of indicated vehicles and/or loads without requesting a load route review by the Department for the previously studied routes shown on the map. The Department reserves the right to add, delete or modify at any time, any routes or portions thereof shown on the map due to any change in the condition of highways relating to their ability to carry such loads, by oral or written notification to the Commissioner of Public Safety or his designated representative.

Neither the ~~Special-Overweight Truck Permit Route-Map~~ or the Standard Drawing OL-1 constitutes a warranty, express or implied.

~~(k)(j)~~ All Requests requests for overweight permits ~~on routes not shown or shown in black on the Special Overweight Truck Permit Route Map shall require a load route review and said must go through the Department of Public Safety automated overload permitting system.~~ requests Requests must be received by the Department of Transportation a minimum of five working days prior to the date requested for actual movement of the load. Additional time may be required where several bridges are involved. Routes shown in red on said map are incapable of supporting permitted overweight vehicles shown on the Standard Drawing OL-1. Permits may be issued for vehicles shown on Standard Drawing OL-1 on routes shown in green on said map.

~~(l)~~ No overweight vehicle shall be routed over State Highway System bridges having an inventory rating below H-15 unless a specific load route review is made and the movement is specifically authorized by the Department of Transportation.

~~(m)(k)~~ Reducing bridge impact loading through use of multiple trailer systems or by restricting the speed of more conventional permit loads shall not be considered by the Department of Transportation where long hauls are to be made by permitted overweight vehicles. Restricted speed will be considered only for extremely short hauls where it can be shown that an railroad spur or other alternate means of transportation is not readily available.

~~(n)(l)~~ The Department of Transportation will review specific routes and bridges for various combinations of oversize and overweight trucks including superloads to determine the probability of specific structures and pavements to support such loads; however, due to unknown factors, such as recent changes in conditions or any other unknown factor, neither the Commissioner of Public Safety nor the Department of Transportation shall warrant, guarantee or certify that a particular overweight load or superload can be safely moved over any route without incurring a substantial risk of structural failure to the paving surface or bridge structure due to the higher level of stress permitted for these oversize or overweight loads and no such warranty, guarantee or certification is hereby expressed or implied. The Department of Transportation reserves the right to require an evaluation of potential damage to the pavement on a specific route. A superload is defined as any overweight permit load that exceeds the Standard Drawing OL-1 trucks described in paragraphs ~~(j)(i)~~ and ~~(k)(j)~~ of this subsection. If the route has not been studied previously for the proposed superload, a detailed structural analysis will be required to check each bridge to be crossed by the proposed superload to determine if adequate safety factors exist in the bridge to assure that damage will not occur unless it can be shown by a comparative analysis that it will not exceed stresses developed by OL-1. Bridge stress and safety factors shall be in strict conformance with paragraph ~~(i)(h)~~ of this subsection.

~~(e)~~(m) Superloads with ~~split or "trunnion"~~ dual lanes axles may be considered as separate side-by-side axles for analysis and permit purposes as shown by the Oklahoma Department of Transportation Standard Drawing OL-1. Superloads with ~~split or "trunnion" axles~~ dual lanes meeting the following requirements will be reviewed by the Oklahoma Department of Transportation for specific routes:

(1) Each axle shall include a minimum of four (4) tires and not exceed 20,000 lbs. or 600 lbs. per inch and fractional part thereof of nominal tire tread width, whichever is the lesser. No more than one axle per lane will be allowed for dual lane configurations.

(2) The lateral distance, "W", between consecutive dual wheels on each axle must be a minimum of 4'-0" ~~for Case No. 1 or 4'-6" for Case No. 2.~~ regardless of the type of equipment being used.

(3) The Gage, "G", or split inside distance separating axles between centers of inside dual wheels must be a minimum of 6'-0" measured between centers of inside dual wheels ~~for Case No. 1 or 4'-6" for Case No. 2.~~ regardless of the type of equipment being used.

(4) The permit application is for a single trip only.

(5) The vehicle and/or load cannot be reasonably modified or dismantled for operation in compliance with all legally defined maximum dimensions.

(6) The load does not exceed 16 feet in width when proposed for operation on the Dwight D. Eisenhower National System of Interstate and Defense Highways during any portion of the trip or 20'-0" on the state highway system.

(7) The height of the vehicle and/or load will clear, by a minimum of two (2) inches, the minimum posted height limitation for any overhead structure. A ~~Clearance of Structures~~ Vertical Clearance of Bridge Structures Map is produced by and available from the Oklahoma Department of Transportation, but the map does not, in any event, constitute a warranty, either expressed or implied.

(8) The track of the vehicle and/or load does not require the use of highway shoulders and the turning radius of the vehicle and/or load does not require leaving the surface of roadway travel lanes, the travel lanes of interchange loops or ramps, to negotiate turns.

(9) The towing vehicle has sufficient power to move the oversize load safely at reasonable highway speeds.

(10) All applications received by the Commissioner of Public Safety for overweight permits shall indicate all proposed axle spacings including gage and wheel spacings, axle spacings and weights, the inner bridge dimensions, gross vehicle weight, vehicle width, height and length, origin, destination and proposed routing, and shall be referred to the Department of Transportation for a specific load route review. ~~If the trucking company elects to hire a professional engineer to do the study, the permit application shall include the engineer's computations. The engineer will place his professional engineer seal of endorsement on all documents and engineering data furnished to the Department. These spacing requirements of a typical split axle unit are provided as Appendix D to this chapter.~~ **As a general rule, increasing the Gage, "G", and the wheel spacing, "W", will, in most cases, improve the load distribution and allow larger gross vehicle weights to pass over the bridges.**

(11) As a general rule, the allowance of ~~split or Trunnion~~ axles is dual lanes are intended for shorter hauls or, for instances when no other means is available, to move the load and the movement originates or terminates in the State of Oklahoma. In order to minimize disruption to traffic, preference should be given to the use of single lane equipment.

730:30-9-9. Oversize permits - specific conditions and restrictions

(a) Unless otherwise specifically required by law, in addition to the applicable General Conditions and Restrictions on Permits as contained in 730:30-9-6, no oversize vehicle shall be eligible for a permit unless all of the following conditions are met:

(1) the permit application is for a single trip only; however, in cases where an industry located near the Oklahoma State line routinely ships oversize loads directly across the nearby state line, or in other unusual instances, the Commissioner of Public Safety may issue multi-trip oversize permits for specific movements as set forth in 730:30-9-9(j); and

(2) the vehicle and/or load is nondivisible as defined in 730:30-9-6(2); and

(3) the load does not exceed 16 feet in width when proposed for operation on the Dwight D. Eisenhower National System of Interstate and Defense Highways during any portion of the trip; and

(4) the height of the vehicle and/or load will clear, by a minimum of 2 inches, the maximum height limitation for any overhead structure shown on the ~~Clearance of Structures-Vertical~~ Clearance of Bridge Structures Map produced by and available from the Oklahoma Department of Transportation, which map does not, in any event, constitute a warranty, either express or implied; and

(5) the track of the vehicle and/or load does not require the use of highway shoulders and the turning radius of the vehicle and/or load does not require leaving the surface of roadway travel lanes or the travel lanes of interchange loops or ramps, to negotiate turns; and

(6) the towing vehicle has sufficient power to move the oversize load safely at reasonable highway speeds.

(b) Unless otherwise provided for in this subchapter the following trailer and semitrailer lengths may be permitted by the Commissioner of the Department of Public Safety:

(1) Semitrailers exceeding 53 feet in length, but not exceeding 59 feet 6 inches in length, operating in a truck tractor-semitrailer combination may operate without a permit on the National Network of highways as designated by the United States Secretary of Transportation, plus the reasonable access provided for in this section as such combination is authorized by 49 U.S.C. App. § 2311 and 23 CFR Part 658.

(2) Semitrailers and trailers operating in a truck tractor-semitrailer and trailer combination shall not exceed 53 feet in length. No permit may be issued for any such combination in which a semitrailer or trailer exceeds 53 feet in length. In no event shall the total length of the cargo carrying units exceed 110 feet. Such combination vehicles may only operate on the Interstate and four lane divided federal-aid primary systems.

(3) Semitrailers and trailers operating in a truck tractor-semitrailer-trailer and trailer combination shall not exceed 29 feet in length for any semitrailer or trailer which is a part of the vehicle combination, and no permit may be issued for such combination if any semitrailer or trailer exceeds 29 feet in length or the overall cargo carrying capacity exceeds 95 feet in length. Such combination vehicles may operate only on the Interstate System and four lane divided highways plus reasonable access.

(4) In no case shall any trailer or semitrailer be placed ahead of another trailer or semitrailer which carries a 5,000 pound or more heavier load. The heaviest trailer or semitrailer shall be placed in front and the lightest at the rear. An empty trailer or semitrailer must not precede a loaded trailer or semitrailer.

(5) Semitrailer or trailer lengths shall be measured from the front of the trailer to the rear of the trailer or any extension of the load beyond the rear of the trailer. Any appendages to the rear of the trailer shall be included in the trailer length measurement.

(c) An automobile transporter, defined as a truck and semitrailer or truck tractor and semitrailer which has the fifth wheel assemblage located on a drop from behind and below the rear most axle of the power unit and which exceeds 70 feet in length but does not exceed 75 feet in length, inclusive of both the front and rear bumpers, may, under the authority of 23 CFR Section 658.13(d), operate on the National Network as designated by the United States Secretary of Transportation, plus reasonable access, without a permit. Automobile transporters may carry an extension of the load, not to exceed 3 feet beyond the front nor more than 4 feet beyond the rear of such transporter.

(d) Truck or truck tractor and semitrailer or trailer combinations which exceed 102 inches but not exceeding 120 inches in width may operate under authority of a special annual overweight permit. Such permit shall be valid for the movement of single trip overweight loads exceeding 8½ feet on roads and highways having a surface width of 20 feet or more and for travel to and subsequent travel from the initial permitted movement. Such vehicles may be utilized to transport legal dimensioned loads only when a single trip overweight permitted movement precedes or follows the legal load movement. Proof of the overweight permitted movement shall be made available upon demand. Such permits shall be specific to the truck tractor.

(e) Semitrailers exceeding 53 feet but not exceeding 59 feet 6 inches and which are transporting a legal load or no load may operate on roads and highways which are not part of the National Network of Highways under the authority of a special round trip overlength permit issued for the vehicle to proceed to and/or return from a single trip overlength (more than 53 foot long load or where the use of the longer trailer to move a non-divisible load would cause axle weights which would exceed the legal weight to conform to the legal limits) movement performed under permit. The permit shall state the specific route of the trip. Special round trip permits shall be trailer specific.

(f) Permits for vehicles or loads thereon which exceed 13½ feet in height shall operate in accordance with Section 730:30-9-6 and 730:30-9-9 of this subchapter and no special annual permits shall be authorized for movement of any vehicle or load thereon exceeding such height on the state highway system.

(g) Manufactured homes used in the course of construction, oil field, or seasonal farming activities may operate under authority of an annual special manufactured home permit, however, such manufactured home must comply with the provision of Oklahoma Statutes Title 47 Chapter 14 Section 103F.

(h) Reasonable access as used in this section shall mean a distance of 5 miles measured by the most direct route of travel and not by a radius from the terminal or point of service.

(i) Reasonable access as used in 730:30-9-9(b) may, in the discretion of the Commissioner and consistent with safety, include two lane segments of the National Network in instances where four lane divided federal-aid primary highways which are part of the National Network are separated by a two lane segment of such highway which is not greater than 15 miles in length as designated by the Department to the Commissioner of Public Safety. Use of such two lane segment shall only be for direct travel between the four lane divided segments of the National Network.

(j) Applications for special oversize nondivisible load multi-trip permits for loads to be transported on a vehicle of legal dimensions shall be filed with the Commissioner of Department

of Public Safety and shall specify the size of the vehicle with load; its weight; its configuration; the route or routes proposed or area of proposed operation; and such other information as the Commissioner may require. No special multi-trip permit shall be issued for a vehicle with load which is more than 10 feet 6 inches wide, more than 14 feet in height or more than 80 feet in length. The Commissioner shall document with the application the circumstances requiring the issuance of the special multi-trip permit. For industries located near the state line as set forth in 730:30-9-9(a)(1), and regulated public utilities, an annual permit may be issued. All other multi-trip permits shall be for a period of not longer than thirty (30) days and for operation only within the area or routes designated in the application. In no event shall such special oversize multi-trip permit include an authorization for overweight operations, operations on a roadway where the width of the load exceeds the lane width, or operation not in conformance with the provisions of 730:30-9-9(a)(4) and (5). The face of the permit shall state these restrictions.

730:30-9-16. Annual Envelope Vehicle Permit

(a) The Commissioner of the Department of Public Safety may issue an Annual Envelope Vehicle Permit in accordance with 47 O.S. § 14-103G, to a specific vehicle, for the movement of non-divisible oversize or overweight vehicles or loads as defined in 47 O.S. § 14-107(3). Unless otherwise noted, permits issued under this rule are subject to the conditions described.

(1) Vehicle Permit Dimensions

(A) A vehicle transporting an oversize or overweight non-divisible load operating under an Annual Envelope Vehicle Permit may not exceed any of the following:

- (i) 12 feet in width;
- (ii) 14 feet in height;
- (iii) 110 feet in length;
- (iv) 120,000 pounds gross weight.

(B) Except as provided in section (c) of this rule, the Annual Envelope Vehicle Permit will be issued for these dimensions and weights.

(2) A vehicle transporting an oversize or overweight non-divisible load operating under an Annual Envelope Vehicle Permit may not transport a load that has more than 25 feet of front overhang, or more than 30 feet of rear overhang.

(3) The fee for an Annual Envelope Vehicle Permit is \$4,000, and is non-refundable.

(4) The Annual Envelope Vehicle Permit shall be valid for a period of one year beginning on the date of issue stated on the permit.

(5) An Annual Envelope Vehicle Permit authorizes operation of the permitted vehicle only on the state highway system.

(6) The permitted vehicle is not permitted travel on any part of the Interstate Highway System. Further, the permitted vehicle may only be operated on routes shown as "green" routes on the current Annual Envelope Vehicle Permit Map. The Commissioner shall provide a copy of this rule and a copy of the Annual Envelope Vehicle Permit Map to the permittee when the permit is issued. The permittee assumes the responsibility for assuring that the Annual Envelope Vehicle Permit Map in its possession is current. The most current edition of the Annual Envelope Vehicle Permit Map may be found on the Oklahoma Department of Transportation's website. The permittee also assumes responsibility for obtaining a ~~bridge height clearance map~~ the Vertical Clearance of Bridge Structures Map from the Department of Transportation and assuring the map is correct. The most current edition of the map may be found on the Oklahoma Department of Transportation website. The permittee is also responsible for determining the location of any construction restriction. Construction restrictions may be found on the Department of Public Safety Size and Weight Permit website.

(7) The vehicle or vehicle combination operating under the authority of an Annual Envelope Vehicle Permit must be registered in accordance with 47 O.S. § 1151A(4), for not less than the maximum weight allowed by the Annual Envelope Vehicle Permit.

(8) A permit issued under section 14-103G or this rule is non-transferable.

(9) A permit issued under section 14-103G or this rule may be transferred from one vehicle to another vehicle in the permittee's fleet provided:

(A) the permitted vehicle is destroyed or otherwise becomes permanently inoperable, to an extent that it will no longer be utilized, and the permittee presents proof that the negotiable certificate of title or other qualifying documentation has been surrendered; or

- (B) the certificate of title to the permitted vehicle is transferred to someone other than the permittee, and the permittee presents proof that the negotiable certificate of title or other qualifying documentation has been transferred from the permittee.
- (b) The Commissioner may issue an Annual Envelope Vehicle Permit to a specific motor carrier, for the movement of a vehicle transporting an oversize or overweight non-divisible load as defined in 47 O.S. § 14-107(3). Unless otherwise noted, permits issued under this section are subject to the conditions described in section (a) (1-8) of this rule. A permit issued under section 14-103G or this rule may be transferred from one vehicle to another vehicle in the permittee's fleet provided:
- (1) that no more than one vehicle per permit is operated at a time; and
 - (2) the original certified permit is carried in the vehicle that is being operated under the terms of the permit.
- (c) The Commissioner may issue an Annual Envelope Vehicle Permit for vehicles transporting turbine blades used for the purpose of wind power generation. Unless otherwise noted, permits issued under this section are subject to the conditions described in section (a) (1-8). A vehicle operating under this permit may not exceed a cargo length of one hundred sixty (160) feet when transporting the turbine blades. The permit shall be valid only when the vehicle is transporting the blades.
- (d) An Annual Envelope Vehicle Permit issued under section (a), (b) or (c) of this rule will be sent to the permittee via registered mail, or at the permittee's request and expense, by overnight delivery service. This permit will be replaced only if:
- (1) the permittee did not receive the original permit within seven business days after its date of issuance;
 - (2) a request for replacement is submitted to the department within 10 business days after the original permit's date of issuance; and
 - (3) the request for replacement is accompanied by a notarized statement signed by a principle or officer of the permittee acknowledging that the permittee understands the permit may not be duplicated or altered, and that if the original permit is located, the permittee must return either the original or replacement permit to the Department of Public Safety Size and Weights Permit Office.
- (e) A request for replacement of a permit issued under section (a), (b) or (c) of this rule will be denied if the Commissioner can verify that the permittee received the original.
- (f) Lost, misplaced, damaged, destroyed, or otherwise unusable permits will not be replaced. A new permit will be required.
- (g) No duplication or alteration of the Annual Envelope Vehicle Permit is authorized. The permit shall be issued on title quality or better paper and shall have a raised gold or similar seal. Any duplication or alteration of the permit by any means voids the permit.
- (h) Operation of a vehicle under the authority of an Annual Envelope Vehicle Permit authorized by 47 O.S. § 14-103G or this rule on an Interstate Highway or a route not listed as a "green" route on the current Annual Envelope Vehicle Permit Map, except as provided in section (n) of this rule, voids the permit.
- (i) Operation of a vehicle under the authority of an Annual Envelope Vehicle Permit during the hours of darkness in violation of 47 O.S. § 14-101(D) voids the permit.
- (j) Operation of a vehicle under the authority of an Annual Envelope Vehicle Permit in excess of any limit set forth in section (a) (1) or (2) of this rule voids the permit, except as provided herein. If the violation of section (a) (1) does not exceed one thousand (1,000) pounds on any

axle, or group of axles or the gross weight of the vehicle, the Annual Envelope Vehicle Permit shall not be valid for that move only and the permit remains valid for additional moves. The one thousand (1,000) pound allowance is cumulative among the axles and groups of axles so that the total allowance in no event shall exceed one thousand (1,000) pounds.

(k) Axle Weight Limitations

(1) No axle on a vehicle operating under the authority of an Annual Envelope Vehicle Permit shall exceed any of the following:

(A) Steer axle ~~650~~ 600 lbs. x the nominal inch per tire tread width x number of tires, not to exceed a maximum of 15,000 lbs.

(B) Single axle 20,000 lbs. per axle.

(C) Tandem (2) axle groups 40,000 lbs. / 20,000 per axle, not less than 4 tires per axle.

(D) Triple (3) axle groups 60,000 lbs. / 20,000 per axle, not less than 4 tires per axle.

(2) Except as provided for in subsection (j), operation of a vehicle under the authority of an Annual Envelope Vehicle Permit in excess of the weights set forth in this section and Appendix E voids the permit.

(l) Annual Envelope Vehicle Permits are valid only on the State highway system. Operation of the equipment on city streets or county roads may require additional authorization from local officials.

(m) Operators of vehicles operating under an Annual Envelope Vehicle Permit shall comply with the holiday restrictions of 47 O.S. § 14-101E.

(n) Operators of vehicle operating under the Annual Envelope Vehicle Permit shall comply with the curfew restrictions in Oklahoma, Tulsa and Cleveland Counties which are set forth in Department of Public Safety rule OAC 595:30-3-4(1). Violation of these curfew restrictions voids the permit.

(o) Operators of vehicles operating under Annual Envelope Vehicle Permit shall comply with the weather restrictions set forth in OAC 595:30-3-4(5).

(p) The Annual Envelope Vehicle Permit is not valid for the operation of unitized equipment or special mobilized machinery. Use of the permit for the movement of unitized equipment or special mobilized machines voids the permit.

(q) Operators of vehicles operating under an Annual Envelope Vehicle Permit shall comply with the escort requirements set forth in Department of Public Safety rule OAC 595:30-3-18(b).

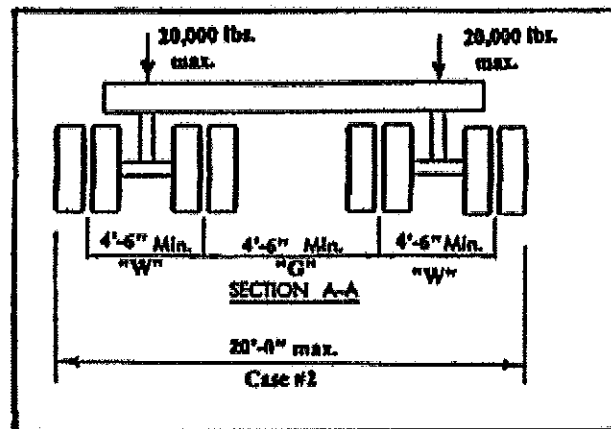
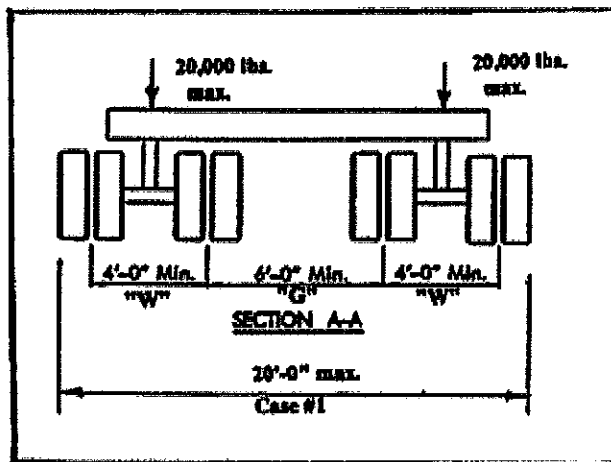
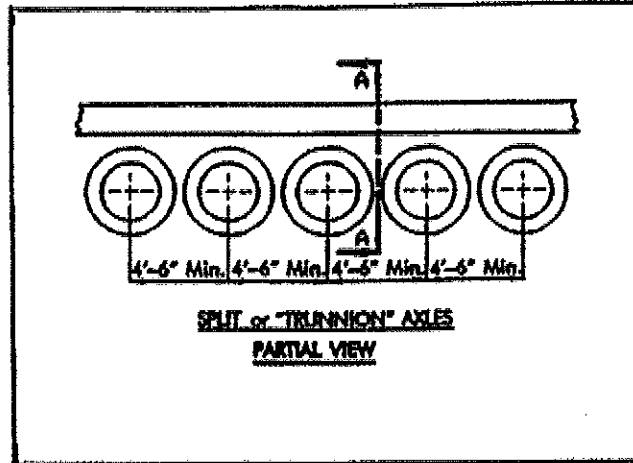
(r) The operator of any vehicle shall, upon request, surrender a void permit to any commissioned law enforcement officer. Upon receipt of a surrendered permit, the officer shall return the permit to the Department of Public Safety Size and Weights Permit Office.

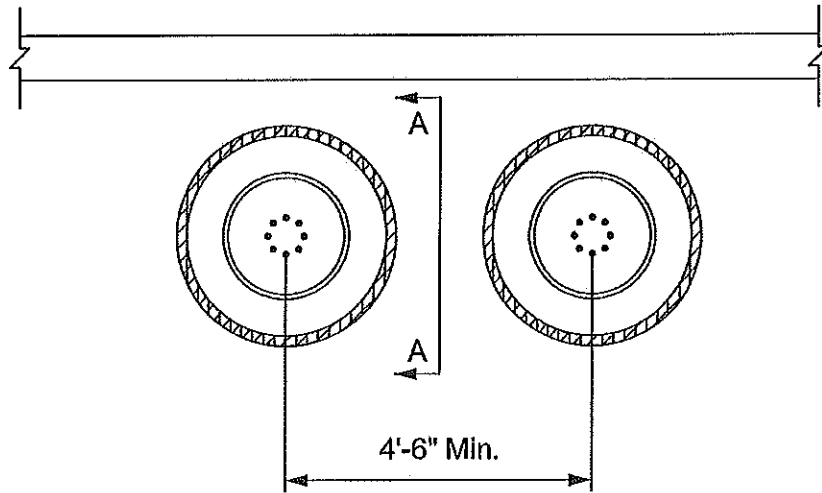
APPENDIX A. GROSS WEIGHT LOAD TABLE FOR OVERWEIGHT PERMITS BASED ON BRIDGE INVENTORY [REVOKED]

Truck Type	Bridge Inventory Rating						
	H-15	H-16	H-17	H-18	H-19	H-20	*HS-20
5 Axles	80,000	84,000	89,000	90,000	90,000	90,000	90,000
6 Axles	83,000	88,000	93,000	99,000	103,000	107,000	110,000
7 Axles (4 Axles Grouped)	82,000	86,000	91,000	95,000	100,000	105,000	125,000
7 Axles (< 4 Axles Grouped)	86,000	91,000	97,000	102,000	108,000	113,000	128,000
8 Axles (5 Axles Grouped)	80,000	84,000	89,000	94,000	98,000	103,000	129,000
8 Axles (< 5 Axles Grouped)	93,000	99,000	104,000	110,000	116,000	122,000	138,000
8 Axles (6 Axles Grouped)	81,000	85,000	89,000	94,000	99,000	104,000	133,000
9 Axles (5 Axles Grouped)	89,000	95,000	100,000	105,000	111,000	116,000	138,000
9 Axles (< 5 Axles Grouped)	100,000	107,000	114,000	120,000	126,000	131,000	139,000
10 Axles (6 Axles Grouped)	88,000	94,000	99,000	104,000	110,000	115,000	140,000
10 Axles (< 6 Axles Grouped)	99,000	105,000	111,000	117,000	123,000	129,000	145,000

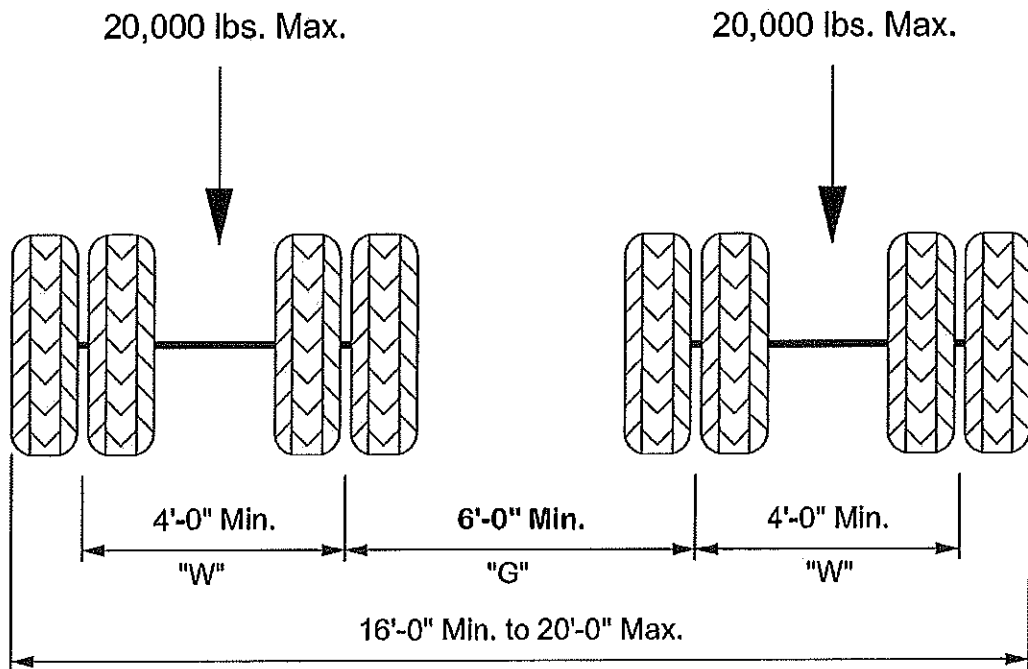
*Gross Loads corresponding to Bridge Inventory Rating "HS-20" are the maximum permitted on any bridge or highway on the Oklahoma State Highway System without specific load route review. Bridges rated HS-20 are not shown on the "Oklahoma Load Limit Map" since all highways and bridges are restricted to the above maximum gross loads and minimum axles spacing without specific load route review.

~~APPENDIX D. SPLIT OR "TRUNNION" AXLES [REVOKED]~~





Dual Lane Partial View



Section A-A

**APPENDIX E. OKLAHOMA DEPARTMENT OF TRANSPORTATION WEIGHT
SUPPLEMENT SHEET FOR ANNUAL ENVELOP PERMIT NOT TO EXCEED 120,000
[REVOKE]**

**OKLAHOMA DEPARTMENT OF TRANSPORTATION
WEIGHT SUPPLEMENT SHEET FOR ANNUAL ENVELOP VEHICLE PERMIT
NOT TO EXCEED 120,000**

Maximum allowable group and axle weights:	
<u>Steer axle:</u>	650 x Per nominal inch of tire width (size of tire) x the number of tires - not to exceed 15,000 lbs. EXAMPLE: 650 x 10.00 inch size tires x 2 = 13,000 lbs. max.
<u>Single axle:</u>	20,000 lbs. maximum per axle
<u>Tandem (2) axle:</u>	40,000 lbs. maximum / 20,000 lbs. per axle maximum
<u>Triple (3) axle:</u>	60,000 lbs. maximum / 20,000 lbs. per axle maximum

Below are examples of truck/trailer combinations.

Maximum axle weights	
<p align="center">5 axle combination</p> <p>Spacing: 15' Min. 4'-3" Min. 30' Min. 4'-3" Min.</p> <p>Weight (lbs.) 15,000 40,000 40,000 95,000 Max.</p>	<p align="center">7 axle combination</p> <p>Spacing: 15' Min. 4'-3" Min. 30' Min. 4'-3" Min.</p> <p>Weight (lbs.) 15,000 60,000 Max. 60,000 Max. 120,000 Max.</p>
<p align="center">6 axle combination</p> <p>Spacing: 15' Min. 4'-3" Min. 30' Min. 4'-3" Min.</p> <p>Weight (lbs.) 15,000 40,000 60,000 115,000 Max.</p>	<p align="center">7 axle combination</p> <p>Spacing: 15' Min. 4'-3" Min. 30' Min. 4'-3" Min.</p> <p>Weight (lbs.) 15,000 40,000 65,000 120,000 Max.</p>
<p>Vehicles may have axle combinations other than those listed above, however, they may not exceed the maximum weight per axle grouping or 120,000 lbs. gross weight.</p>	

- The permitted vehicle may not travel over a load-restricted bridge with weights greater than the posted limits.
- Must use caution when crossing any railroad track or crossing.
- Routing is the sole responsibility of the permittee.

**APPENDIX E. OKLAHOMA DEPARTMENT OF TRANSPORTATION WEIGHT
SUPPLEMENT SHEET FOR ANNUAL ENVELOP PERMIT NOT TO EXCEED 120,000
[NEW]**

Maximum allowable group and axle weights:	
<u>Steer axle:</u>	600 x Per nominal inch of tire tread width (size of tire) x the number of tires - not to exceed 15,000 lbs. EXAMPLE: 600 x 10.00 inch size tires x 2 = 12,000 lbs. max.
<u>Single axle:</u>	20,000 lbs. maximum per axle
<u>Tandem (2) axle:</u>	40,000 lbs. maximum / 20,000 lbs. per axle maximum
<u>Triple (3) axle:</u>	60,000 lbs. maximum / 20,000 lbs. per axle maximum

Below are examples of truck/trailer combinations.

Maximum axle weights	
<p align="center">5 axle combination</p> <p>Spacing: 15' Min. 4'-3" Min. 30' Min. 4'-3" Min.</p> <p>Weight (lbs.) 15,000 40,000 40,000 95,000 Max.</p>	<p align="center">7 axle combination</p> <p>Spacing: 15' Min. 4'-3" Min. 30' Min. 4'-3" Min.</p> <p>Weight (lbs.) 15,000 60,000 Max. 60,000 Max. 120,000 Max.</p>
<p align="center">6 axle combination</p> <p>Spacing: 15' Min. 4'-3" Min. 30' Min. 4'-3" Min.</p> <p>Weight (lbs.) 15,000 40,000 60,000 115,000 Max.</p>	<p align="center">7 axle combination</p> <p>Spacing: 15' Min. 4'-3" Min. 30' Min. 4'-3" Min.</p> <p>Weight (lbs.) 15,000 40,000 65,000 120,000 Max.</p>
<p>Vehicles may have axle combinations other than those listed above, however, they may not exceed the maximum weight per axle grouping or 120,000 lbs. gross weight.</p>	

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