



West Virginia Division of Highways Policy: **Special Hauling Permits**

Issued by the Commissioner of Highways

Policy No: DOH 2.14

Issue Date: 03/01/2007

Revised: 02/08/2023

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1.0 INTRODUCTION

Vehicular weight and size limits are set on roads, highways, and bridges to protect roadway inventory, drivers and passengers, and public safety in general. These are general limits and the Commissioner of Highways is authorized by West Virginia Code §17C-17-1 *et seq.* to issue special permits to applicants whose vehicles or loads exceed the limits. Conversely, the Commissioner of Highways may deny application or impose additional restrictions for special hauling permits based upon concerns for the protection and safety of the traveling public and the probable effects the issuance of permits will have upon the state road system.

The Commissioner's permit authority is delegated to the Operations Division, Central Permit Section and to other officers designated by the Central Permit Section. Enforcement of the posted limits and the limits granted on special hauling permits is entrusted to the Enforcement Division of the Public Service Commission, to the State Police, and to other law enforcement agencies.

2.0 SCOPE

This policy affects the issuance of special hauling permits by the West Virginia Division of Highways (WVDOH).

3.0 DEFINITIONS

- 3.1 **Agency:** means any authority, bureau, commission, or Division or similar cabinet subpart of the West Virginia Department of Transportation (WVDOT).
- 3.2 **Agency Head:** means the chief executive officer of an agency.
- 3.3 **Deighton or dTIMS:** means a specific platform for enterprise asset management solutions that encompasses strategic planning with maintenance operations and capital investment decision making. When it becomes fully operational it will allow the Operations Division, Central Permit Section to track time, equipment, materials and accomplishments daily and interface with wvOASIS for timely billing of maintenance projects and operations. As the system is brought on line it will replace REMIS functions and the policy will be updated to reflect those changes.
- 3.4 **District Manager:** means the administrative head of the District regardless of whether the person is an engineer or another classification.
- 3.5 **Division Director:** means the administrative head of a WVDOH Division.
- 3.6 **Employee:** means a person who lawfully occupies a position in a WVDOT agency and who is paid a wage or salary and who has not severed the employee-employer relationship.
- 3.7 **REMIS:** means the Remote Entry Management Information System that was developed as an in-house system to gather detailed information in the areas of

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payroll, equipment, inventory, accounts payable and accounting. The data is accessible for various reports to assist in decision making. Several REMIS functions have migrated to other programs as REMIS is phased out.

- 3.8. **WVDOH**: means the West Virginia Division of Highways.
- 3.9. **WVDOT**: means the West Virginia Department of Transportation.
- 3.10. **wvOASIS**: means the Enterprise Resource System; the statewide computer system designed to manage the state's business functions: Financial Management, Procurement, Asset Management, Personnel Administration, Payroll, Time Reporting, and Benefits Administration.

4.0 POLICY

- 4.1 Legal Weight and Size Limits
 - A. The following weight limits apply for non-permitted trucks and trailers:
 - 1. Interstate- 20,000 lb. limit per axle and 34,000 lb. limit per tandem axles (two or more consecutive axles over 40" but not over 96" apart).
 - 2. US, WV, and Local Service route – 60,000 lb. on single unit tandem truck (3 axles total), 70,000 lb. on single unit tridem trucks (4 axles total), 73,000 lb. on single unit quadrum trucks (5 axles total) and 80,000 lb. on tractor-semi trailer units. There is also a 10% tolerance on these routes (loads will not be cited unless they are more than 10% overweight).
 - B. A truck or load with no permit may be 8'-6" wide on a road with striped lanes 10' or wider, or 8' wide when lanes are under 10' wide.
 - C. A truck or load with no permit may be 13'6" high.
 - D. The following length limits apply for single trucks or single trailers without a permit:
 - 1. Single unit - 40' (inclusive of front and rear bumper).
 - 2. Semi-trailer - 53' when the measurement from tractor's rear axle to the trailer's first axle does not exceed 37'; otherwise, the semi-trailer is limited to 48' in length.
 - 3. Double Trailers - 28' on designated routes (interstates and national network highways).
 - 4. Triple Trailers - not allowed in West Virginia.

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- E. The following overall length limits apply for tractor-semi trailer units and other vehicles.
 - 1. No overall limit for tractor-semi trailer units on Interstate and National Network Highways.
 - 2. Tractor-semi trailer - 70' on non-interstate and national network highways.
 - 3. Motor Homes and School Buses - 45', exclusive of front and rear bumper.
 - 4. Combination travel trailers and tow vehicles - 65', exclusive of front and rear bumpers.
- F. The overhang limits for trucks without a permit are 3' on the front and 6' on the rear (all roads).

4.2 Permits

In all cases, the original permit or a copy of the permit (electronic permits presented on mobile devices are acceptable) and all supporting documents must be carried in the truck hauling the overweight and/or oversize load. On single trip and super load permits, further restrictions and escort and/or permit monitoring requirements may apply.

- A. Single Trip - Issued for oversize and overweight loads. Vehicle and route specific. Cost: \$20 plus 4¢ per ton-mile. Maximum weight and size limits:
 - 1. Weight - 28,000 lb. per single axle; 45,000 lb. per tandem axle; 50,000 lb. per tridem truck; 55,000 lb. per quadrum truck. 120,000 Gross Vehicle Weight (GVW).
 - 2. Width - 15' on a two-lane road, 16' on a four-lane road.
 - 3. Height - No limit, if the routes can accommodate.
 - 4. Length - No limit, if the routes can accommodate.
 - 5. Overhang - 15' on the front, 30' on the rear. Total overhang cannot exceed 30'.
- B. Superload - Issued for size and/or weight exceeding single trip limits. Vehicle and route specific. No limit on weight, but all loads must pass a bridge analysis. No limit on dimensions but overall size must be suitable for the route. Cost: \$20 plus 4¢ per ton-mile.
 - 1. Extremely heavy loads may require bridges to be analyzed and load rated to determine safe load capacity at applicant's expense to assure that the proposed loads can safely cross a structure. If

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bridges must be reinforced, this must be done at the applicant's expense and in accordance with instructions of the appropriate District Manager or Division Director.

2. In some cases, the WVDOH may require the applicant to furnish a bond, in the amount established by District Manager or Division Director, to cover the cost of repairing all possible damage to bridges and roads.
- C. Mobile Home Single Trip. Vehicle and route specific. Proof of insurance (minimum \$350,000) must be on file in the Operations Division, Central Permit Section. Cost: \$20 per trip. Size limits: combination length - 110'; mobile home length - 80'; width - 16'; height -15'6".
- D. Blanket (Regular) - Annual permit issued for moderately oversize and/or overweight vehicle. Not vehicle specific, but the original permit must be on the vehicle being used. Travel with copies is not allowed. Additional routes can be added to selected routes. Bridge analysis is required and additional restrictions may apply. May be used for modular homes and most other non-divisible loads excluding mobile homes. Cost \$200 for oversize, \$500 oversize and overweight. Specific blanket/annual permit limits are as follows:
1. Interstate and other divided routes - 14'6" high, 14' wide, 95' long, 15' overhang, 110,000 GVW.
 2. US and selected routes - 14' high, 12' wide, 75' long, 10' overhang, 90,000 GVW.
 3. All other routes - 13'6" high, 12' wide, 75' long, 10' overhang, legal weight (whatever is legal on the route used).
 4. Axle limits for all routes:
 - a. 28,000 lb. single (for overweight permit only)
 - b. 45,000 lb. tandem (for overweight permit only)
 - c. 50,000 lb. tridem (for overweight permit only)
 - d. 20,000 lb. single (for oversize permit)
 - e. 34,000 lb. tandem (for oversize permit)
- E. Blanket (Seagoing) - Annual permit for moderately overweight seagoing contained cargo. Not vehicle or route specific, but the original permit must be on the vehicle being used. Travel is allowed on most major highways, but some restrictions apply. Cost \$150 for one to 15 permits, and \$15 for each additional permit. Maximum gross weight allowed (normally) is 90,000 lb. with a single axle limit of 28,000 lb., tandem axle weight of 45,000 lb.,

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and tridem axle limit of 50,000 lb. Higher weights may be evaluated on specific routes if requested on the application. Additional restrictions may apply.

- F. Blanket (Mobile Home) - Annual permit for mobile homes that are 14' wide or less. Not vehicle or route specific, but the original permit must be in the vehicle being used to pull the mobile home. Travel with copies is not allowed. Travel on all suitable highways is allowed. It is the mobile home mover's responsibility to determine whether it is possible (or plausible) to move a mobile home on a road without damaging personal or state property. Movers are required to contact the Operations Division, Central Permit Office for current construction restrictions. The cost of the permit is \$200.

4.3 General Permit Requirements

- A. Single Trip and Superload permits are good for five days. Single Trip Mobile Home permits are good for 10 days. No travel is permitted on holiday weekends or legal holidays. Divisible overweight load permits are not available. School bus hour or other curfew may be applied.
- B. Travel for oversize vehicles with 14' or less width, 75' or less length, 10' or less overhang and 14' or less height is allowed where appropriate from sunrise to sunset, seven (7) days a week. Vehicles traveling only on Interstate or APD routes can travel with dimensions, which are 14' or less wide, 95' or less long, and 14'6" or less high, or with 15' or less overhang from sunrise to sunset, seven days a week. Oversize vehicles exceeding these dimensions up to and including 16' wide can travel from sunrise to sunset, Monday through Friday. Travel for vehicles exceeding 16' wide is allowed only on Sunday mornings.
- C. Travel for vehicles that are overweight up to and including 110,000 lb. but not oversize is allowed 24 hours a day, seven days a week if requested.
- D. Generally overweight vehicles exceeding 110,000 lb. (and vehicles less than 110,000 lb., unless continuous travel is requested) can travel from sunrise to sunset, Monday through Friday. Heavier loads are sometimes permitted to move on Saturdays and Sundays if logistical problems or other unusual circumstances exist, or if permit monitoring is required.
- E. Routes which cannot safely accommodate the above dimensions or weights may be rerouted or denied or have more restrictive travel times.
- F. Weekend travel, when allowed, is given upon request. Haulers should note on their applications if they desire weekend travel.
- G. Mobile homes up to and including 14' wide can move sunrise to sunset, Monday through Friday and sunrise until noon on Saturday. Mobile homes greater than 14' wide up to and including 16' can move sunrise to sunset,

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Monday through Thursday and sunrise until 3:00 pm on Friday. Mobile homes greater than 16' wide are not allowed.

4.4 Permit Monitoring

- A. WVDOH engineers who review bridge analysis reports may allow an overweight truck to cross a bridge at a slower rate of speed. Reducing speed produces a lower impact, or less stress, on the bridge. When a speed reduction has been made a condition of the permit, the permit may also require that a Permit Monitor travel with the truck.
- B. In such cases, the Permit Monitor is required to meet a truck at a specified time and location and travel with the truck across the bridge or bridges specified in the permit. The Monitor's primary duty is to locate the bridge or bridges before meeting the truck, travel with the truck, and inform the truck driver well in advance so the driver can reduce speed before crossing the bridge. An additional duty of the Monitor is to review the permit and its provisions with the truck driver. The Monitor will report any violation to his or her dispatcher, who will report the violations to the Operations Division, Central Permit Section.
- C. Permit Monitors have no law enforcement authority. They are employees of a private company, contracted to perform the monitoring for low impact bridge crossings and other situations where monitoring is desired for the WVDOH. They do not provide any form of traffic control, nor are they to attempt any revisions of the permit, nor may Monitors serve as escorts. The Monitor's duty is to monitor and report.
- D. A Monitor's vehicle must be a late model single unit passenger car or truck that weighs more than 2,000 lb. and has a manufacturer's gross weight rating of less than 10,001 lb.
- E. Identification signs or placards showing the name and phone number of the company or the owner or driver of the monitoring vehicle will be displayed in a conspicuous place on both the right and left sides of the vehicle. The signs or placards must be at least 8" x 12" with lettering that is plainly legible and visible to the motoring public. The identification sign or placard must be removed or covered when the vehicle is not on official duty.
- F. All monitoring vehicles must contain a CB radio; a cellular phone; two 5-lb. fire extinguishers (type A-B-C); a safety orange vest, shirt, or jacket; and three reflecting triangles or 18" traffic cones.
- G. Monitors are scheduled by the Operations Division, Central Permit Section. The WVDOH charges applicants for monitoring. The monitoring company is responsible for training and regulating its Permit Monitors.

4.5 West Virginia Turnpike

The West Virginia Turnpike is controlled by Parkways, rather than WVDOH. Consequently, the WVDOH issues permits and collects fees on behalf of

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Parkways. WVDOH's Finance Division remits money to Parkways monthly. Low impact travel or other restrictions are specified by Parkways or their designated engineer. Furthermore, the maximum overweight and oversize limits on the Turnpike differ from other Interstate highways in West Virginia. They are as follows:

- A. Width: 14'
 - 1. Loads over 14' wide, up to and including 16' can travel Monday through Thursday. Loads greater than 16' can only travel on Sunday, before noon.
- B. Height: 15'10" to 17'5", depending upon the portion of the Turnpike being traveled.
- C. Length: 95' to 100', depending upon the portion of the Turnpike being traveled, Monday through Friday.
- D. Gross Vehicle Weight: No set limit.

5.0 PROCESSES

This section explains how overweight and oversize permits are applied for, processed, and (if approved) issued. The WVDOH may impose any conditions or restrictions in a permit that are necessary to ensure public safety or to protect the roads and bridges. The WVDOH will deny permit applications that would result in peril to the motoring public or damage to roadways or bridges.

Additionally, the WVDOH may deny future applications of companies who are caught traveling overweight or oversize without a permit, violating the conditions of a permit, or otherwise attempting to circumvent the permitting process. Furthermore, existing permits may be confiscated or invalidated by the Operations Division, Central Permits Section, PSC Enforcement Division, or other law enforcement agencies if the company holding the permit is found to be in violation of any of its conditions.

5.1 Permit Applications

All hauling permit applications are made electronically through either of two available websites: <https://wv.gotpermits.com> or www.gotpermits.com. Both websites have self-issue capabilities. The applicant may enter all truck, load, and route information, then run a bridge and clearance analysis. If the analysis passes, the applicant may issue the permit, print it, and legally travel with it. If the analysis fails, the application may be forwarded electronically to the Operations Division, Central Permit Section for further processing.

Both websites allow payment of permit fees to be charged to a major credit card or to an escrow account established with Bentley Systems (the owner and operator of the two websites). Users of www.gotpermits.com must pay a convenience fee, in addition to regular state permit fees; users of <https://wv.gotpermits.com> pay no convenience fee.

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- A. Once a permit has been issued, a refund or credit will not be granted unless an error has been made by the WVDOH.
- B. Issued permits cannot be modified, except in the following circumstances: to accommodate equipment break-downs, the hauler may substitute a truck or trailer if the axle weights and spacings are identical to the original vehicle. Also, dates may be changed and three-day extensions may be granted, at the discretion of the Operations Division, Central Permit Section. Note: permits may only be amended once. If a permit is amended and then it is discovered another change is needed, a new permit must be issued. If this is because of a permit technician's omission or error, a credit may be issued for the original permit.
- C. In the case of permits that cannot be self-issued, they will be issued (if approved) in the order the application is received in the system's Pending Queue, unless delayed by waiting on an engineer's approval or by other factors beyond the permitter's control.

5.2 Permit Processing and Issuance

- A. When an application for a Single Trip or a Superload Permit is received in the system Pending Queue, a permitter will do the following:
 - 1. Open the application on the system.
 - 2. Contact the applicant if any required information is missing.
 - 3. Run the clearance and bridge analysis on the system. The system will show any clearance or bridge failures or restrictions that would cause failures.
 - 4. If there are clearance failures, attempt to reroute the load around them (contact the applicant, if appropriate). If this cannot be done, deny the permit.
 - 5. If there are bridge weight failures, contact the appropriate District Bridge Department or departments for their analysis. The district(s) may approve the request, deny it, or place conditions on it such as requiring the driver to use certain lanes on bridges or cross bridges at low speed, using a Permit Monitor.
 - 6. Once the application has passed all necessary analysis, the permitter enters any necessary restrictions on the permit and issues it.
 - a. Escort requirements are listed on the permit. It is the applicant's responsibility to arrange for the escorts.

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5.3 Movement of Houses and Other Unusual Loads

- A. Permits for moving houses, offices, or other commercial buildings (excluding pre-fabricated storage buildings and similar portable structures) will be issued in the District where the move occurs, in accordance with the following provisions and requirements:
1. Provided no other routing is available and a routing over state highways is feasible, a Permit may be issued for the movement of a building for a limited distance, generally not more than four miles, over State highways, dependent upon the width, height, and weight (if obtainable) of the building consistent with the least possible interference with normal traffic.
 2. Such Permits should be applied for at least ten working days in advance of the anticipated move.
 3. Before approval is given, a study of the proposed route must be completed and in addition to the usual data on dimensions and weight (if obtainable), the following information will be ascertained:
 - a. width or pavement,
 - b. condition and width of shoulders,
 - c. average daily traffic on road, and
 - d. any unusual road conditions.
 4. House moves should not be permitted to cross bridges, unless provisions can be made to the weight and measure the loaded vehicle. Adequate time should be given to the District Bridge Department to complete a structural evaluation of the bridge.
 5. House moving permits will be issued for movement during off peak hours, when other traffic will be least affected. It has been found that the hours between daylight and 10:00 A.M. on Sunday mornings are often the best time for such moves in congested areas. In cases where this is considered the best times, an exception may be made to Permits Regulations regarding movements on Sunday.
 6. If a permit is issued, the mover must make prior arrangements with the proper authorities for the handling of wires, cables, signs and signals, the crossing of railroads and for any necessary trimming of trees. Verifications shall be furnished to the District Manager that some law enforcement agency will furnish any escort required to accompany the move and to direct traffic if required. House moves, at the District Manager's discretion, should be under the supervision of the County Maintenance Administrator or other competent

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representative of the District Manager. The permittee shall notify this representative at least 48 hours in advance of the initiating moving operations.

7. The mover shall establish turnout locations to allow accumulated traffic to pass in such a manner as will not delay traffic moving in either direction for a period in excess of 15 minutes.
8. Flagmen and pilot cars will be furnished by the mover if required by the District Manager.
9. All loose materials must be removed from the building prior to movement upon the highway.
10. Roadway movements shall be made at a safe and reasonable speed and cause the least amount of interference with other traffic.
11. No permits will be issued for movement of any building on Interstate highways if the width exceeds 12 feet and the minimum legal speed cannot be safely maintained.

Since houses are (normally) not weighed, the basic \$20 Single Trip/Superload fee applies. If weight is determined for a bridge crossing, the additional ton-mile fee may be charged. Furthermore, the District may charge an administrative fee (amount set at their discretion) for engineering analysis and other services.

- B. Permit fees are not changed for vehicles owned by an federal, state (including states other than West Virginia), or local government agency. Permits are processed and issued in the usual manner to determine the routing for these vehicles. If low impact monitoring is requested, the applicant must pay for the service.
- C. Permits are free to contract haulers for military equipment. If a letter of essentiality is provided from a government agency, haulers may be granted expedited service.
- D. Moderately oversize and/or weight vehicles hauling radioactive materials, having been properly issued the appropriate permit, are generally allowed continuous travel through West Virginia.
- E. Permits are free to haulers moving equipment to or from state highway projects. The applicant must have the project number and the permit clerk must verify its validity. This exclusion does not apply to haulers delivering materials to the project that will remain at the project; these haulers must pay normal fees.
- F. "Emergency moves" are defined as follows: Movement of equipment or supplies in response to a state of emergency declared by the governor of

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a state, federal authorities, or other known and documented authorities. These situations may include:

1. natural disasters, such as floods, fire, earthquakes, etc.;
2. accidental discharges of toxic chemicals where the health and safety of the public is threatened;
3. power outages that put public health and safety at risk (must be confirmed by appropriate power company);
4. acts of war or terrorism; or
5. any other documented threat to public health or safety.

Requests for verified emergency moves will be expedited as much as possible, without risking substantial damage to West Virginia's infrastructure. Situations involving economic losses (manufacturing plant shutdowns, etc.) do not necessarily constitute an "emergency".

Companies responding to railroad derailments may apply for a certificate that authorizes them to move specified cranes or other equipment on specified routes without waiting for a permit to be issued. The permit may be applied for and paid for retroactively. Operations Division, Central Permits Section will also consider issuing like certificates to companies that respond to traffic accidents, coal-mining disasters, and other emergencies.

6.0 RELEVANT MATERIALS/DOCUMENTS

- 6.1 §157 CSR 5, Traffic and Safety Rules, section 6.
<https://apps.sos.wv.gov/adlaw/csr/readfile.aspx?DocId=54482&Format=PDF>
- 6.2 WVDOT intranet, Hauling Permits
https://transportation.wv.gov/highways/maintenance/hauling_permits/Pages/default.aspx

7.0 CHANGE LOG

February 8, 2023-

- Reformatted
- Technical errors corrected
- Added definitions
- No substantive changes.

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Approved by:



Jimmy D. Wriston, P.E.
Secretary of
Transportation
Commissioner of
Highways



Date

*The Secretary of the West Virginia Department of Transportation or the Commissioner of Highways may, pursuant to the authority vested with the Secretary and Commissioner in W. Va. Code §5F-2-2, §17-2A-1 *et seq.*, and §17-2-1 *et seq.*, waive the requirements of this policy if the circumstances, in the Secretary or Commissioner's sole discretion, warrant such action.