

Maryland

Oversize / Overweight Hauling Permit REGULATIONS



COMAR - Title 11

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CODE OF MARYLAND REGULATIONS

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**Title 11 DEPARTMENT OF TRANSPORTATION
Subtitle 04 STATE HIGHWAY ADMINISTRATION
Chapter 01 Permits for Oversize and Overweight Vehicles**

**Authority: Transportation Article, §§-103(b), 4-204, 4-205(f), 8-204(b)—(d), (i),
24-112, 24-113; Article 88B, §§1, 3, 14; Annotated Code of Maryland**

11.04.01.01

.01 Definitions

A. In this chapter, the following terms have the meanings indicated.

B. Terms Defined.

- (1) "Administration" means the State Highway Administration.
- (2) "Axle weight" has the meaning stated in Transportation Article, Title 24, Annotated Code of Maryland.
- (3) "Excessive size" means an overall dimension of 16 feet or more in height, 16 feet or more in width, or 100 feet or more in length.
- (4) "Excessive weight" means a gross vehicle weight exceeding 60 tons (120,000 pounds).
- (5) "Oversize" means dimensions of length, width, or height that exceed the limits allowed by Transportation Article, Title 24, Annotated Code of Maryland.
- (6) "Overweight" means weights that exceed the limits allowed by Transportation Article, Title 24, Annotated Code of Maryland.
- (6.1) "Permittee" means the person or entity to whom a permit is issued by the Unit and includes the person who is operating a vehicle under authority of that permit.
- (7) "Special mobile equipment" means a vehicle that is not used primarily for highway transportation of people or property and is operated or moved on a highway only as an incident to its nonhighway use.
- (8) "Special vehicle" means a vehicle of special design which cannot comply with Maryland size or weight limits or qualify as special mobile equipment. The special vehicle may carry equipment for its designed purpose.
- (9) "Unit" means the Hauling Permits Unit of the Motor Carrier Division, Office of Traffic and Safety, State Highway Administration.

11.04.01-1

01-1 Unit Authority

The Unit has the authority to issue permits for oversize and overweight vehicles.

11.04.01.02

.02 Permits Available

- A. There are six types of permits which may allow oversize or overweight vehicles to move on State highways.
- B. A person may move special mobile equipment or a vehicle which together with its load is oversize or overweight on State highways, under one of the following types of permits:
 - (1) Blanket hauling permit;
 - (2) Book permit (issues in books of ten);
 - (3) Containerized cargo permit;
 - (4) Special hauling permit;
 - (5) Special vehicle permit; and
 - (6) Exceptional hauling permit.
- C. A person may move a special vehicle under a special vehicle permit only.

11.04.01.03

.03 Blanket Hauling Permit

A. Except as provided for in §E of this regulation, a blanket hauling permit may not be issued or used when a load can be dismantled or disassembled in such a way that moves can be made within the size and weight limits imposed by the laws of Maryland.

B. A permit issued under this regulation for a vehicle which exceeds 27,000 pounds per axle but is less than or equal to 30,000 pounds per axle shall comply with COMAR 11.04.02.01-1E.

C. Size.

(1) A blanket hauling permit may be issued for a single oversize vehicle with overall dimensions which may not exceed 75 feet in length, 12 feet in width, or 14 feet in height.

(2) The oversize vehicle shall be either:

(a) Special mobile equipment as defined in Transportation Article §11-159 Annotated Code of Maryland ; or

(b) A vehicle properly registered and carrying an oversize load or traveling empty to or from carrying an oversize load.

D. Weight of Special Mobile Equipment.

(1) A blanket hauling permit may be issued for a single overweight vehicle which is special mobile equipment .

(2) The overweight equipment may not exceed:

(a) A gross vehicle weight of 45 tons (90,000 pounds) including all tolerances; and

(b) A single axle weight of 27,000 pounds.

E-F. Repealed.

G. Procedures.

(1) To obtain a blanket hauling permit, the applicant shall submit an originally signed completed application on a form and in a manner prescribed by the Unit to the Hauling Permits Unit, Motor Carrier Division, Office of Traffic and Safety, State Highway Administration, 7491 Connelley Drive, Hanover, Maryland 21076.

- (2) The application shall include the:
 - (a) Name of the applicant;
 - (b) Address and telephone number of the applicant;
 - (c) Name of a contact person;
 - (d) Name of the applicant's insurance company;
 - (e) Make, year, model, license tag number, and state of issuance of the license tag;
 - (f) Manufacturer's gross vehicle weight rating of the vehicle; and
 - (g) Requested starting date of the permit.
- (3) In addition to other information required by §G(2) of this regulation, applications for self-propelled special mobile equipment shall include a serial number, identification number, or other similar information specifically identifying the unit of special mobile equipment for which the permit is requested.
- (4) Except for permits issued under §§E and F of this regulation, the Unit may issue a blanket hauling permit that is valid for 30 days or for 1 year.
- (5) The Unit shall complete all blanks on the face of a blanket hauling permit before issuing the permit.
- (6) The permittee or user of a blanket hauling permit shall carry the original (not a copy) of the permit on the vehicle for which it was issued when moving the vehicle on a highway in the State.
- (7) A person may move a vehicle for which a blanket hauling permit has been issued on any highway under the jurisdiction of the Administration, during the period for which the permit is effective, without reporting any move to the Administration.
- (8) The person may not move a vehicle across a bridge when the gross vehicle weight or axle weight exceeds posted bridge limitations.
- (9) A permittee shall comply with all restrictions attached to the permit as well as any hauling permit restrictions posted on the Motor Carrier Division and CHART websites found at www.marylandroads.com . It is the responsibility of the permittee to review these websites for current hauling permit restrictions prior to any move being made under the authority of the permit.

11.04.01.04

.04 Book Permits

- A. The Unit may issue books of permits. Each book contains ten single trip book permits.
- B. A permit issued under this regulation for a vehicle which exceeds 27,000 pounds per axle but is less than or equal to 30,000 pounds per axle shall comply with COMAR 11.04.02.01-1E.
- C. One book permit shall be used for each movement of a qualified vehicle between the points and over the route designated on the permit. It also authorizes the return of an empty oversize vehicle to its starting place if the empty vehicle does not exceed the weight limits imposed by the laws of Maryland.
- D. Qualifications.
 - (1) A vehicle and its load or special mobile equipment may not exceed:
 - (a) A gross vehicle weight of 45 tons (90,000 pounds);
 - (b) Overall dimensions of 85 feet in length, 13 feet in width, or 15 feet in height; and
 - (c) A single axle weight of 27,000 pounds.
 - (2) A vehicle traveling under a book permit shall be:
 - (a) Properly registered in Maryland; or
 - (b) Special mobile equipment displaying a special mobile equipment plate issued by the Motor Vehicle Administration of Maryland.

E. Procedures.

- (1) Before any movement may be made under any book permit, the permittee shall complete each of the following steps:
 - (a) Advise the Unit of the date on which the permittee or another user authorized by the permittee proposes to move the vehicle and the specific route the permittee or the other user proposes to take;
 - (b) Obtain approval of the date and route and a route verification number from the Unit; and
 - (c) Enter the period of validity of the permit, the approved route, and the route verification number on the original and permittee's copy of the permit.
- (2) The permittee or other user of a book permit shall carry the original (not a copy) of the permit on the vehicle. The permittee shall keep a copy of the book permit among his records until every permit in the book has been used.
- (3) The Unit may not issue additional books of permits to a permittee if the records of the Unit show that the permittee has outstanding and unused more than two books of permits.
- (4) A book of permits is valid for 2 years from its date of issuance.
11.04.01.05.
- (5) A permittee shall comply with all restrictions attached to the permit as well as any hauling permit restrictions posted on the Motor Carrier Division and CHART websites found at www.marylandroads.com . It is the responsibility of the Permittee to review these websites for current hauling permit restrictions prior to any move being made under the authority of the permit.
- (6) A permittee shall notify the appropriate Maryland Transportation Authority Facility at least 1 hour before using the facility.

.05 Containerized Cargo Permit

01 Definitions

A. The following terms have the meanings indicated.

B. Terms Defined.

(1) "Administration" means the State Highway Administration.

(2) "Containerized cargo" means manifested international freight in a sealed, seagoing container that is heading to or egressing the Port of Baltimore.

(3) "Overweight" means weights that exceed the limits allowed by Transportation Article, Title 24, Annotated Code of Maryland.

(4) "Unit" means the Hauling Permits Unit located within the Motor Carrier Division at the Maryland State Highway Administration's Office of Traffic and Safety located in Hanover, Maryland. The Unit issues containerized cargo permits.

C. Containerized cargo permits are valid for 1 year.

D. A permittee shall comply with all restrictions attached to the permit as well as any hauling permit restrictions posted on the Motor Carrier Division and Chart websites found at www.marylandroads.com. It is the responsibility of the Permittee to review these websites for current hauling permit restrictions prior to any move being made under the authority of the permit.

11.04.01.06

.06 Special Hauling Permit

A. Authority to Issue. The Unit may issue a special hauling permit for a single movement of special mobile equipment or a vehicle where the load or vehicle or both are oversized or overweight.

B. A permit issued under this regulation for a vehicle which exceeds 27,000 pounds per axle but is less than or equal to 30,000 pounds per axle shall comply with COMAR 11.04.02.01-1E.

C. Application.

(1) To obtain a special hauling permit, the applicant shall submit an originally signed written application, facsimile, or electronic copy of the application on a form and in a manner prescribed by the Unit when the:

(a) Gross vehicle weight exceeds 40 tons (80,000 pounds); or

(b) Overall dimensions exceed 85 feet in length, 15 feet 6 inches in height, or 13 feet 11 inches in width.

(2) The applicant shall also comply with the specific conditions under COMAR 11.04.03.02 to obtain a special hauling permit for moves which involve excessive weight or excessive size as defined in COMAR 11.04.03.01.

(3) The Unit may otherwise accept an application by telephone.

D. A special hauling permit authorizes the permit vehicle to make a single one-way trip between the points and over the route designated on the permit. It also authorizes the return of an empty oversize vehicle to its starting place if the empty vehicle does not exceed the weight limit imposed by the Maryland Vehicle Law.

E. Carrying Permit or Substitute on Vehicle.

(1) Multiple Page Permit.

(a) The Unit shall label each page of a multiple page permit to show the page number and total number of pages.

(b) The original or clearly legible approved substitute of a multiple page permit shall be carried in the permit vehicle.

(c) A telegram or computer generated copy is an approved substitute for a multiple page permit if the format in which the permit information appears has been approved by the Unit.

(2) Single Page Permit.

(a) The permittee of a special hauling permit shall carry the original of the permit or clearly legible approved substitute in the permit vehicle.

(b) A facsimile copy of a special hauling permit is an approved substitute if all of the information on the permit is legible.

(c) A telegram or computer generated copy is an approved substitute for a permit if the format in which the permit information appears has been approved by the Unit.

F. Extension of Time for Move.

(1) If the move for which a special hauling permit is issued will be delayed to a time beyond the original expiration date of the permit, the permit may be extended once for a period of 5 consecutive days, not including Sundays or holidays when no move is allowed, upon payment of the prescribed fee.

(2) The permittee shall request the extension before the original permit period expires.

(3) The 5-day extension period shall begin immediately upon expiration of the original permit period.

G. If, after issuance, a special hauling permit is not used in the designated period or extension period, it is no longer valid. The Unit may not routinely cancel and issue a credit for the permit. The Unit shall consider requests for cancellation of the permit only in instances when extreme weather conditions prevent moves in Maryland, or when extraordinary circumstances exist preventing the move (e.g. emergency highway closure for repairs or extended crash investigation, police escort diverted – move canceled, etc.) as approved by the Chief, Motor Carrier Division.

H. A Permittee shall comply with all restrictions attached to the permit as well as any hauling permit restrictions posted on the Motor Carrier Division and Chart websites found at www.marylandroads.com . It is the responsibility of the Permittee to review these websites for current hauling permit restrictions prior to any move being made under the authority of the permit.

11.04.01.07

.07 Special Vehicle Permit

A. Controlled Movement.

(1) In exceptional cases, the Unit may issue a special vehicle permit for the controlled movement of a special vehicle.

(2) A special vehicle permit authorizes the vehicle to make a single one-way trip between the points of origin and destination specified, and only over those routes designated on the permit.

(3) Special vehicle permits may not allow the regular or continuous movement of a special vehicle.

B. A permit issued under this regulation for a vehicle which exceeds 27,000 pounds per axle but is less than or equal to 30,000 pounds per axle shall comply with COMAR 11.04.02.01-1E.

C. A special vehicle shall display a valid registration plate issued by its state of origin. If the special vehicle is of a type not subject to registration, the special vehicle shall be identified by its vehicle identification number (V.I.N.) or other unique number, as approved by the Unit.

D. To obtain a special vehicle permit, the applicant shall submit the originally signed written application , facsimile, or electronic copy of the application on a form and in the manner prescribed by the Unit with:

(1) A complete description of the vehicle;

(2) An explanation of the purpose for traveling highways in the State; and

(3) Any other information considered necessary by the Unit.

- E. Procedures and limitations for special vehicle permits, unless otherwise noted, will follow the procedures and limitations established for special hauling permits under COMAR 11.04.01—11.04.04.

11.04.01.08

.08 Fees

- A. Blanket Hauling Permits. The fees for blanket hauling permits are:

- (1) 30-day blanket permit—\$50
- (2) Annual blanket permit —\$500

- B. Book Permits.

- (1) The fee for a book of ten single trip book permits is \$300.
- (2) If a book permit is unused and has not been completed or detached from the book, the permittee may return the book before its expiration date with the original and permittee's copies of the permit to the Unit, and the Unit may give a refund or credit, except when §B(3) of this regulation applies.
- (3) If the Unit has approved the use of a book permit for a move over a designated route, the move shall be considered completed and the Unit may not make changes on or give a refund or credit for the single trip permit.

- C. Special Hauling Permits. The fees for special hauling permits and special vehicle permits are as follows:

- (1) The base fees for oversize and overweight are:
 - (a) Thirty dollars for the first 40 tons or less of gross weight; and
 - (b) Five dollars for each additional ton or part of a ton in excess of 40 tons.
- (2) There are additional fees associated with permits for excessive size and excessive weight as described in §§D—I of this regulation.
- (3) The fee for extension of a special hauling permit or special vehicle permit is \$5.

- D. For each application submitted for gross weights exceeding 60 tons, there is a fee for engineering structural review as follows:

- (1) For an engineering structural review, the number of analyzed and reviewed structures to be crossed, as determined by the Administration's bridge engineers, shall be multiplied by \$8.

(2) For an engineering structural review requiring escort by the Administration's bridge engineers, the number of analyzed and reviewed structures to be crossed shall be multiplied by \$20.

(3) A permit is not valid for more than 6 months from the date of the engineering structural review on which it is issued.

(4) For repeat moves that are identical as to vehicle, load, and route and that are requested on the original application, the engineering review may be valid for up to 6 months from the engineering structural review on which it is issued, without the need for additional engineering structural reviews or assessments of fees, if, within that 6-month period, there is no change in:

(a) The condition of any structure on the approved route; or

(b) Vehicle, load, or route from the specifications which are designated on the original application.

(5) Change in Structure Condition. If a change in the condition of any structure on the approved route occurs during that 6-month period, a new engineering structural review shall be performed on the structure or structures which have so changed, and the Unit shall assess the per bridge fee as set forth in §D(1) or (2) of this regulation.

(6) Change in Vehicle, Load, or Route.

(a) If a change in the vehicle, load, or route specified on the original application occurs during that 6-month period, the permittee shall submit a new application, and a new engineering structural review shall be performed, for which the Unit shall assess the applicable fee.

(b) A new application is considered an original application and, if it covers repeat moves, may be valid for up to 6 months from the date of the engineering structural review on which it is issued, subject to the provisions of §D(4) of this regulation.

E. An Administration district engineer may require a special permit move to be monitored by Administration personnel to promote compliance with permit provisions, to observe and report damage to State highways, and to summon assistance if necessary. The daily fee for monitoring by Administration personnel is \$200.

F. Except for permits requiring unique or unusual considerations as may be determined by the Maryland State Police, the fee for a single escort by off-duty Maryland State Police officers is based upon the reasonable expenses incurred, as established by a schedule maintained by the Unit. These expenses include, but are not limited to, the maintenance and use of Maryland State Police vehicles and the overtime rate of Maryland State Police personnel.

G. The fees for an engineering structural review, monitoring by Administration personnel, and escorting by police will be added to the permit fee at the time of issuance. Regardless of whether a permit is actually issued, the fee for engineering review will be assessed.

H. The Unit may assess and collect, on behalf of the Maryland Transportation Authority, fees imposed by the Authority for permit moves on or across property owned by the Authority.

H-1. The Unit may assess and collect on behalf of the City of Baltimore, fees imposed by the City for permit moves on or across roadways under the jurisdiction of the City in relation to the issuance of a joint permit to accommodate moves associated with the Port of Baltimore.

H-2. Refunds or Credits.

(1) The Unit may issue an appropriate refund or credit if:

(a) An Administration district engineer withdraws a monitoring requirement;

(b) The police escort, upon determining that the permit move can proceed with reasonable safety, responds to an activity that takes priority over the escort;

(c) A charge added to the permit for a district engineer escort, police escort, or other related service was not performed; or

(d) A charge was found to be in error as determined by the Chief, Motor Carrier Division.

(2) Refunds or credit made to a permittee's account shall be deducted from any fund transfer the Unit makes to an allied agency that was the subject of the refund or credit for a service not provided or charge made in error.

(3) Any fee or charge that is contested shall be in writing and submitted within 30 days of issuance of the permit by the Unit. The Chief, Motor Carrier Division will review the contested fee or charge and render a decision within 30 calendar days following receipt of the complaint. The decision of the Chief, Motor Carrier Division is final.

(4) Refunds for exceptional hauling permits are strictly prohibited.

I. There will be no permit fee charged to Maryland State agencies and local government jurisdictions, or to federal agencies. However, fees will be charged for engineering reviews and monitoring.

J. Additional fees may be assessed by other jurisdictions affected by the permitted routes.

K. Time of Payment.

(1) The permittee or applicant shall pay the total of all fees for any permit at the time of issuance by certified check, money order, or approved credit card, unless a satisfactory credit bond or escrow account is on file with the Unit. The Unit may not accept cash.

(2) If the permittee or applicant has filed a credit bond with the Unit guaranteeing timely payment of all fees incurred, and if the Unit has approved the credit bond as to form, security, and amount, the Unit may bill the permittee or applicant for the permits issued during 1 or more preceding months. Escrow accounts are not guaranteed by an independent insurer and shall be valid only for the amount currently available in that account.

11.04.01.09

.09 Denial of Permit

- A.** The Unit may not issue a permit or authorize use of a book permit, if it determines that the proposed movement would constitute an unreasonable hazard to other highway traffic or be unreasonably detrimental to highway surfaces or structures.
- B.** The Unit may not issue a blanket hauling permit or a special hauling permit, or authorize use of a book permit, if the vehicle and its load can be dismantled or disassembled or hauled in such a way that moves can be made within the size and weight limits imposed by the laws of Maryland.
- C.** The Unit may not issue a special hauling permit for the movement of any overweight vehicle unless the vehicle:
 - (1) Has five axles or more and is registered for at least the maximum gross weight in its State of registration; or
 - (2) Is special mobile equipment.
- D.** The Unit may not authorize the use of a book permit for movement of any overweight vehicle unless the vehicle:
 - (1) Has five axles or more and is registered in Maryland for the maximum allowable gross weight; or
 - (2) Is registered as special mobile equipment in Maryland and displays special mobile equipment plates issued by the Motor Vehicle Administration of Maryland.

E. The Unit may not issue a special vehicle permit when the:

- (1) Special vehicle reasonably can be disassembled to comply with the size and weight limits of Maryland law; or
- (2) Permit movement would constitute the regular and continuous movement of a special vehicle.

F. The Unit may not issue an exceptional hauling permit unless the vehicle;

- (1) Is a combination of vehicles that has six or more axles; and
- (2) Has a minimum front to rear centerline axle spacing of not less than 50 feet.

11.04.01.10

.10 Suspension and Revocation of Hauling Permits

- A. If a permittee has violated the regulations under COMAR 11.04.01—11.04.04, or the terms of any permit issued to the permittee, two times within any 6-month period, the Unit may suspend for 30 days the use of any hauling permit requested or issued to the permittee and outstanding.
- B. If a permittee has violated the regulations under COMAR 11.04.01—11.04.04, or the terms of any permit issued to the permittee, more than three times within any 12-month period, the Unit may suspend for up to 90 days the use of any hauling permit requested by or issued to the permittee and outstanding.
- C. If a permitted has violated the regulation under COMAR 11.04.01 – 11.04.04, or the terms of any permit issued to the permittee, more than three times within any 12 month period, the Unit may suspend for up to 120 days the use of a special hauling permit, and may revoke permanently any blanket hauling permit or any book permit issued to the permittee and outstanding.
- D. A permittee, whose blanket hauling permit or book permit has been suspended or revoked, may apply for a special hauling permit. The Unit will consider the request, but the determination on whether to issue a permit will be based on a case by case basis.

D-1. If a permittee violates the weight restrictions of an exceptional hauling permit that exceeds 5,000 pounds and the permit is confiscated on notification of the confiscation, the Unit shall:

- (1) Review the circumstances of the confiscation;
- (2) Verify that the weight violation did occur; and
- (3) Revoke the permit if the weigh violation exceeds the allowable permit weight by more than 5,000 pounds.

E. Procedures.

- 1) The Unit determines initially all violations of the regulations under COMAR 11.04.01—11.04.04 or the terms of any permit.
- (2) If the Unit determines that there has been a violation, it shall notify the permittee by certified mail of the specific violations, the period of suspension or revocation, and the opportunity for appeal and to be heard.
- (3) The permittee has 7 business days from receipt of the written notice of violation to appeal to the Director, Office of Traffic and Safety, State Highway Administration. Only a written appeal filed within the timeframe specified will be accepted.
- (4) If an appeal is noted, the Director, Office of Traffic and Safety, shall review the entire record relating to any violation charged. If the appellant specifically requests a hearing, the Director, Office of Traffic and Safety, shall grant a hearing. If the appellant fails to appear at the hearing, the Director, Office of Traffic and Safety may proceed by a review of the record.
- (5) After reviewing the record and any evidence submitted at any hearing, the Director, Office of Traffic and Safety, shall affirm, amend, or reverse the findings of the Unit.
- (6) The decision of the Director, Office of Traffic and Safety, is the final decision of the State Highway Administration.

11.04.01.11

.11 False Statement in Permit Application

A. If an application for a permit for movement of an oversize or overweight vehicle contains a false statement of a material fact, the Unit may that permit and any future permits to the permittee.

B. Procedures.

(1) If the Unit determines that an application contains a false statement of a material fact, the Unit shall notify the permittee by certified mail of its determination, the status of suspension from future permits, the duration of that suspension as provided in COMAR 11.04.01.10, and the opportunity for appeal and to be heard.

(2) The permittee has 7 business days from the receipt of the written notice of violation to file a written appeal to the Director, Office of Traffic and Safety, State Highway Administration. Only a written appeal filed within the time frame specified will be accepted.

(3) If an appeal is filed, the Director, Office of Traffic and Safety, shall review the entire record relating to any violation charged. If the appellant specifically request a hearing, the Director, Office of Traffic and Safety, shall grant a hearing. If the appellant fails to appear at the hearing, the Director, Office of Traffic and Safety, may proceed by a review of the record.

(4) After reviewing the record and any evidence submitted at any hearing, the Director, Office of Traffic and Safety, shall affirm, amend, or reverse the decision of the Unit.

(5). The decision of the Director, Office of Traffic and Safety, is the final decision of the State Highway Administration.

11.04.01.12

.12 Exceptional Hauling Permits

The State Highway Administration may issue an exceptional hauling permit in accordance with Transportation Article, §24-113.2, Annotated Code of Maryland.

11.04.02

**Title 11 DEPARTMENT OF TRANSPORTATION
Subtitle 04 STATE HIGHWAY ADMINISTRATION
Chapter 02 General Conditions for Movement of Oversize and
Overweight Vehicles**

**Authority: Transportation Article, §§2-103(b), 4-204, 4-205(f), 8-204(b)—(d), (i),
24-112, and 24-113; Article 88B, §§ 1, 3, and 14; Annotated Code of Maryland**

11.04.02.01

.01 Definitions

A. In this chapter, the following terms have the meanings indicated.

B. Terms Defined.

(1) "Administration" means the State Highway Administration.

(2) "Certified weights" means vehicle or axle weights that have been weighted on scales approved or accepted by the Commercial Vehicle Enforcement Division of the Department of State Police.

(3) Construction Equipment.

(a) "Construction equipment" means equipment used to build, repair, replace, or maintain structures, transportation facilities, or infrastructure.

(b) "Construction equipment" includes, but is not limited to:

(i) Demolition;

(ii) Excavation;

(iii) Grading;

(iv) Digging;

(v) Stockpiling;

(vi) Erection; or

(vii) Placement of materials or supplies.

(4) Heavy Machinery.

(a) "Heavy machinery" means large stationery machinery transported on tractor-trailer combination vehicles.

(b) "Heavy machinery" includes, but is not limited to:

(i) Armored tanks;

(ii) Transformers;

(iii) Vessel tanks;

(iv) Girders;

(v) Compressors; and

(vi) Rotors.

(5) "Irreducible" means a vehicle configuration exceeding applicable size or weight limits which, if separated into smaller loads, would:

(a) Compromise the intended use of the vehicle, for example, make it unable to perform the function for which it was intended;

(b) Destroy the value of the load or vehicle, for example, make it unusable for its intended purpose; or

(c) Require more than 8 manhours to dismantle, using appropriate equipment.

(6) "Oversize" means dimensions of length, width, or height that exceed the limits allowed by Transportation Article, Title 24, Annotated Code of Maryland.

(7) "Overweight" means weights that exceed the limits allowed by Transportation Article, Title 24, Annotated Code of Maryland.

(8) "Self-propelled vehicle" means a single unit vehicle containing the means for its own propulsion within itself.

(9) "Spacing" means the distance measured lengthwise and horizontally between axle center lines or the center lines of exterior axles within a group.

(10) "Special mobile equipment" means a vehicle that is not used primarily for highway transportation of people or property and is operated or moved on a highway only as an incident to its nonhighway use.

(11) "Unit" means the Hauling Permits Unit of the Motor Carrier Division, Office of Traffic and Safety, within the State Highway Administration, and is the Unit that issues permits for oversize and overweight vehicles.

11.04.02.01-1

.01-1 Miscellaneous Conditions

A. The conditions set forth in §§B—K of this regulation apply to each permit for an oversize or overweight vehicle.

B. Compliance.

(1) While making a move under the authority of any permit, the permittee or user shall comply with the vehicle laws of Maryland (except those general size and weight limits from which the permit authorizes departure), the regulation under COMAR 11.04.01 – 11.04.04, conditions both general and specific, attached to the permit, and all updates posted on the Motor Carrier Division and CHART websites found at www.marylandroads.com.

(2) Notwithstanding any other provision of COMAR and absent an emergency declaration by the Governor, Director, the Administrator may grant, reasonable exception of limited scope and duration to these conditions and any other requirements considered appropriate for reasons of public safety, including, but not limited to disaster relief outside the State and emergency response throughout the State.

C. Failure to Comply

(1) Failure to comply with weight or dimension limits, or with other provisions (including restrictions, conditions, and notes) stated specifically in a permit or updates posted on the Motor Carrier Division and CHART websites found at www.marylandroads.com, renders the permit subject to immediate revocation and confiscation by any officer or authorized civilian employee of the Maryland State Police, any officer of the Maryland Transportation Authority Police, or any other police officer.

(2) If a permit is revoked for failure to comply with weight or size limitations, the permittee or user of the permitted vehicle shall be cited for the weight in excess of the permitted weight and for size in excess of the permitted size.

(2-1) If the weight violation exceeds the allowable permit weight by more than 5,000 pounds, the permitted vehicle shall be subject to all weight limitations and tolerances otherwise specified by Transportation Article, Title 24, Annotated Code of Maryland.

(2-2) A weight violation of an exceptional hauling permits voids the permit and the permitted vehicle shall be subject to all weight limitations and tolerances otherwise specified by Transportation Article, Title 24, Annotated Code of Maryland.

(3) A permitted vehicle may not go off the route specified on the permit by more than 1 mile to rest or to secure food, fuel, or repairs. Failure to comply subjects the permitted vehicle to all weight limitations and tolerances otherwise specified by Transportation Article, Title 24, Annotated Code of Maryland.

(4) If a permittee or user is cited only for permit violations, the citing officer or authorized civilian employee of the Maryland State Police, officer of the Maryland Transportation Authority Police, or other police officer may confiscate the permit.

(5) If a permit is revoked or confiscated, the permittee shall apply for a new permit.

(6) If a permit is revoked for failure to comply, the permittee shall obtain a new permit before moving the vehicle on any highway in the State.

(7) An officer or authorized civilian employee of the Maryland State Police, or an officer of the Maryland Transportation Authority Police, or another police officer who confiscates a permit shall immediately notify the Unit and return the confiscated permit to the Unit after it has been used as evidence in any law enforcement proceedings brought against the permittee or user.

D. The permit carried on a vehicle is open for inspection by, and the permittee or user shall exhibit it upon request to, any State, county, municipal, or other public official, including any officer or civilian employee of the Maryland State Police, any employee of the Maryland Transportation Authority, and any employee of the Administration, or to any person involved in an accident with that vehicle.

E. The permittee shall reduce each vehicle and load which together are overweight of as much excess weight as possible and each vehicle and load which together are oversized as much as possible, unless the vehicle or load is irreducible.

F. The applicant for an irreducible load permit has the burden of proof as to the number of hours required to dismantle the load. Irreducible is defined in Regulation .01B(5) of this chapter.

G. The Unit may issue a permit without an engineering structural review to a vehicle which weighs more than 80,000 pounds, but which does not exceed 120,000 pounds.

H. The Unit may require an applicant to provide certified weight measurements.

I. The permit does not authorize, and the permittee may not carry, a load which exceeds the tire manufacturer's weight rating.

J. Combination Vehicles

(1) Size.

(a) Width of Load. Vehicles with buckets, blades, scoops, or other attachments over 12 feet wide measured perpendicular to the vehicle's longitudinal center line shall have the buckets, blades, scoops, or other attachments removed and transported on another vehicle.

(b) Height of Load. A pole vehicle escort shall accompany vehicles and loads exceeding a height of 14 feet 6 inches.

(2) Weight.

(a) Heavy Machinery. A permittee of a vehicle with a load of heavy machinery shall comply with the requirements of §E of this regulation.

(b) The Unit may not issue a permit authorizing a permittee to carry more than 27,000 pounds on any one axle of the permit vehicle except under the specific exceptions set forth in §J(3) of this regulation.

(c) An overweight combination vehicle using a semitrailer and manufactured and purchased after October 31, 1997, shall comply with the 27,000 pound per axle maximum load limit.

(d) The Unit may issue a permit to a vehicle or a vehicle and load weighing more than 150,000 pounds only after a valid engineering structural review.

(e) The Unit may issue a permit without an engineering structural review to a vehicle which weighs more than 120,000 pounds, but which does not exceed 150,000 pounds, if the Unit determines that the vehicle will travel only on roadways for which a review is not required and the applicant has reduced the vehicle load or increased the number of axles on the vehicle tractor or semitrailer, or on both, to bring the vehicle within the following per-axle weight limits and axle spacing requirements:

(i) Steering axle—20,000 pounds;

(ii) Single axle (axle spacing over 8 feet)—27,000 pounds;

(iii) Two (tandem) axles (axle spacing 4—8 feet)—26,000 pounds per axle;

(iv) Three (tri) axles (axle spacing 8—16 feet)—21,000 pounds per axle;

(v) Four or more axles (minimum axle spacing 4 feet)—18,000 pounds per axle;

(vi) Minimum inner bridge axle spacing is 30 feet.

(3) Exceptions.

(a) An overweight combination vehicle using a semitrailer and registered, manufactured, or in the inventory of a licensed dealer on or before October 31, 1997, and sold before June 30, 1998, shall comply with the 27,000 pounds per axle maximum load limit after June 30, 2012.

(b) An existing overweight combination vehicle using a semitrailer may continue to be operated with axle loads not exceeding 30,000 pounds until October 31, 2012, if it complies with the permit regulations in effect on January 1, 1997, and, if the gross vehicle weight exceeds 110,000 pounds (55 tons), pays the fees set forth in COMAR 11.04.01 for any required engineering structural reviews.

(4) Load Reduction—Construction Equipment.

(a) A weight of a permitted vehicle of up to and including 27,000 pounds per axle shall be considered as irreducible if the vehicle is in compliance with the requirements of §J of this regulation.

(b) A weight of a permitted vehicle over 27,000 pounds and up to 30,000 pounds per axle shall be considered as irreducible if the vehicle is in compliance with the requirements of §J(1) of this regulation.

(5) Maximum Axle Weight.

(a) A vehicle that has reduced the load as much as possible and that has added as many axles as possible, but still is not able to achieve the 27,000 pound maximum axle weight limit, may still qualify for a permit.

(b) After the permittee demonstrates that axle weights have been reduced as much as possible, the Administration's Office of Bridge Development shall perform a bridge review and analysis on an individual basis.

(c) A combination vehicle seeking this maximum axle weight exception shall have a minimum of 15 axles on the entire combination vehicle, and any axle weighing more than 27,000 pounds shall have a minimum of eight tires and be at least 10 feet wide.

(d) An axle on a combination vehicle may not weigh more than 36,000 pounds.

K. Self-Propelled Vehicles

(1) Size.

(a) Width of Load. Vehicles with buckets, blades, scoops, or other attachments over 12 feet wide measured perpendicular to the vehicle's longitudinal center line shall have the buckets, blades, scoops, or other attachments removed and transported on another vehicle.

(b) Height of Load. A pole vehicle escort shall accompany vehicles and loads exceeding a height of 14 feet 6 inches.

(2) Weight

(a) The Unit may not issue a permit authorizing a permittee to carry more than 27,000 pounds on any one axle of the permit vehicle except under the specific exceptions set forth in §K(3) of this regulation.

(b) A self-propelled truck crane manufactured and purchased after October 31, 1997, shall comply with the 27,000 pound per axle maximum load limit.

(c) A self-propelled vehicle with a gross vehicle weight of 120,000 pounds or less which meets the requirements of this chapter and COMAR 11.04.01, 11.04.03, and 11.04.04 may obtain a permit from the Unit without an engineering structural review by the Administration's Office of Bridge Development.

(d) The Unit may issue a permit for a self-propelled crane (hydraulic or lattice boom) with a gross vehicle weight in excess of 120,000 pounds without requiring a bridge review for each move after the Administration's Office of Bridge Development performs an initial special bridge analysis and, as necessary or prudent, subsequent special bridge analyses for each self-propelled truck crane configuration if the:

(i) Maryland State Police Commercial Vehicle Enforcement Division has certified the axle weight and axle spacing of the applicant's vehicle before the application is submitted for a bridge analysis; and

(ii) Crane configuration has a maximum axle weight of 27,000 pounds, and a minimum of five axles.

(e) The Unit shall keep a file of approved self-propelled crane configurations and any restrictions for them.

(3) Exceptions—Self-Propelled Truck Cranes (Hydraulic and Lattice Boom).

(a) A self-propelled truck crane owned, manufactured, or in the inventory of a licensed dealer on or before October 31, 1997, and sold before October 31, 1998, shall comply with the 27,000 pounds per axle maximum load limit after October 31, 2012.

(b) To bring this vehicle into compliance with the 27,000 pound per axle maximum load limit, the use of boom dollies, the addition of booster axles, or other comparable measures are allowed.

(c) A self-propelled truck crane may continue to be operated with axle loads not exceeding 30,000 pounds until October 31, 2012, if it complies with the permit regulations in effect on January 1, 1997, and, if the gross vehicle weight exceeds 110,000 pounds (55 tons), pays the fees set forth in COMAR 11.04.01 for any required engineering structural reviews.

(4) Load Reduction.

(a) A weight of a permitted vehicle of up to and including 27,000 pounds per axle shall be considered as irreducible.

(b) A permittee of a vehicle with a weight over 27,000 pounds and up to 30,000 pounds per axle shall remove counterweights as necessary.

(5) Maximum Axle Weight.

(a) A vehicle that has reduced the load as much as possible and that has added as many axles as possible, but still is not able to achieve the 27,000 pound maximum axle weight limit, may still qualify for a permit.

(b) After the permittee demonstrates that axle weights have been reduced as much as possible, the Administration's Office of Bridge Development shall perform a bridge review and analysis on an individual basis.

(c) A self-propelled vehicle seeking this maximum axle weight exception shall have a minimum of seven axles.

(d) An axle on a self-propelled vehicle may not weigh more than 32,000 pounds.
11.04.02.02

.02 Costs and Damages for Which Permittee is Responsible

A. The permittee is responsible for payment of each of the following items:

(1) All damage that the vehicle causes, either directly or indirectly, to any road surface, bridge, or other structure, whether maintained by the Administration or by another;

(2) The cost of all telegrams, express mail deliveries, or telephone calls made in connection with the permit;

(3) Any additional expense incurred by the Administration in connection with the permit or the move authorized by the permit.

B. The Administration may repair or correct any damage caused to facilities maintained by it and collect the cost of those repairs or corrections from the permittee. The Administration may agree to allow the permittee to perform the necessary repairs or corrections at the permittee's own expense. Any work performed by the permittee or its agent shall comply with all applicable standards and be satisfactory to the Administration. If the Administration finds the permittee's repairs or correction unsatisfactory, the Administration may complete the repairs and collect the cost to complete the repairs from the permittee.

C. The permittee shall be responsible for any injury to persons or damage to public or private property caused directly or indirectly by the transportation of vehicles and loads under permit.

D. The permittee shall hold the State, its agents, and employees harmless from all suits, claims, damages, or proceedings of any kind, arising as a direct or indirect result of the transportation of vehicles and loads under permit, including the use of any permit vehicle waiting areas provide by the State.

.03 Safety

A. When moving an oversize or overweight vehicle under the authority of a permit, the permittee or user shall ensure the safety and rights of the public.

B. Before crossing narrow bridges or traveling on narrow roads with equipment or a load extending over the center line of the road, the permittee or user shall make arrangements in advance, so that adequate flagpersons, escorts, or police are present to warn and direct approaching traffic.

C. Escort. The Unit, the Maryland State Police, or the Maryland Transportation Authority Police may require the permittee to provide one or more escort vehicles to accompany the oversize or overweight vehicle during its move.

D. Wide Load or Oversize Load Signs. If the vehicle, together with any load, exceeds 9 feet in width, the permittee shall display wide load or oversize load signs that conform to the specifications under COMAR 11.04.04.01, on the front and rear of the vehicle.

E. A permit vehicle shall maintain a 1/2 mile distance from another permit vehicle traveling in the same direction. Each permit vehicle with escort shall maintain a 1-mile distance from another escorted permit vehicle traveling in the same direction.

F. Turn signal flashing warning lamps may be used by the operator of a permit vehicle when the vehicle is traveling 20 miles per hour less than the posted speed limit.

G. To the greatest extent possible, permittees and users shall limit travel to the shortest practical route using interstate and State routes to reduce travel on secondary and local highways. In the case of exceptional hauling permits, the permittees shall limit travel to State routes.

H. Notwithstanding any other provisions of COMAR 11.04.01—11.04.04, the Administration may include any conditions in a permit that are necessary to protect State highways and bridges or to maintain safety.

I. Road and Weather Conditions.

(1) The use of a permit is subject to favorable road and weather conditions.

(2) Travel is not allowed:

(a) On any highway when visibility is limited by atmospheric conditions or travel is made hazardous by weather or other conditions;

(b) When the surface of the highway is made hazardous by rain, sleet, snow, or ice, or movement is made hazardous by fog, flood, or wind.

(3) If a permitted vehicle is moving when inclement weather occurs, the driver shall proceed to a safe place off the roadway and park the vehicle until the weather clears.

(4) During inclement weather, police officers may require that the permitted vehicle be parked off the roadway until conditions warrant safe travel.

J. Warning Flags

(1) During daylight hours, permitted vehicles shall display warning flags which are:

- (a) Red fluorescent or orange fluorescent;
- (b) At least 18 inches square; and
- (c) Securely fastened by at least one corner or securely mounted on a staff.

(2) Two warning flags placed at the widest extremities of the vehicle or load shall be displayed by permitted vehicles or loads which exceed legal width.

(3) Warning flags shall be displayed on permitted vehicles or loads which exceed legal length or which have a rear-end overhang in excess of the legal limit. A single flag shall be displayed at the extreme rear if the overlength or projecting portion is 2 feet wide or less. Two flags shall be displayed at each side of the extreme rear in order to indicate maximum width if the overlength or projecting portion is wider than 2 feet.

K. Warning Lights

(1) Permitted vehicles shall display warning lights if operating at night.

(2) Overwidth Loads.

(a) For overwidth loads which are uniform in width, amber lights shall be displayed on the forward corners of the load and red lights shall be displayed on the rear corners of the load.

(b) For loads which are overwidth for their entire length with a wider portion near the middle of the load, either amber or red lights shall be displayed at the front and rear corners of the load and amber lights shall be displayed on the sides of the load at the widest point.

(c) For loads which are not uniform in width with the overwidth portion of the load at the extreme rear of the load, red lights shall be displayed on the side of the load at its widest point.

(d) For loads which are not uniform in width with the overwidth portion of the load at the front of the load, amber lights shall be displayed on the side of the load at its widest point.

(3) Overlength Loads. For overlength loads with a rear overhang exceeding 4 feet, two red lights shall be displayed on the end of the overhang portion of the load, along with one red light on each side of the overhanging portion of the load.

11.04.02.04

.04 Limitations on Authority Conferred by Permit

A. The authority conferred by any permit does not include authority to do any of the following:

(1) Move the oversize or overweight vehicle over any highway, bridge, or other structure under the jurisdiction of any county, municipality, or other entity (other than the Administration), except that a permit authorizes the permittee or user to cross the highway, bridge, or structure, after giving sufficient notice to the responsible authority and making proper arrangements with that authority for the crossing;

(2) Move the oversize or overweight vehicle over any railroad or railway track or right-of-way, at grade, except that a permit authorizes the permittee or user to cross the track or right-of-way at an established grade crossing, after giving sufficient notice to the local superintendent of the railroad or railway, or to the duly authorized representative of the superintendent, and making proper arrangements with the superintendent or the superintendent's representative for the crossing;

(3) Use or damage any private property;

(4) Disturb any wires, cables, traffic signs and signals, street lights, limbs of trees, signs, or other structures or appurtenances. If a proposed move is expected to disturb any of these structures, the permittee shall obtain permission from the owner of the structure and shall make any arrangements required by the owner to avoid damage to the structure, before the move is begun.

B. Local road designations may be used in a route description for purposes of continuity to indicate connecting routes of travel. However, nothing contained in a permit shall be construed to confer authority to cross any road, bridge, or other structure that is not under the jurisdiction of the Administration.

11.04.02.05

.05 Movement On or Across Toll Facilities

A. The following restrictions apply to the movement of any oversize or overweight vehicle on or through the following Transportation Facilities Projects (Toll Facilities) operated by the Maryland Transportation Authority:

- (1) Baltimore Harbor Tunnel Thruway (I-895);
- (2) Thomas J. Hatem Memorial Bridge (Susquehanna River Bridge, U.S. 40);
- (3) Harry W. Nice Memorial Bridge (Potomac River Bridge, U.S. 301);
- (4) William Preston Lane Jr. Memorial Bridge (Bay Bridge, U.S. 50/301);
- (5) Francis Scott Key Bridge (MD 695);
- (6) John F. Kennedy Memorial Highway (I-95);
- (7) Fort McHenry Tunnel (I-95); and
- (8) Any other facility operated by the Authority on which the permittee may travel.

B. Any oversize or overweight vehicle and any vehicle and load together exceeding 96 inches (8 feet) in width or 13 feet 6 inches in height is prohibited from entering the Baltimore Harbor Tunnel and its approaches (I-895).

C. Any oversize vehicle and load together exceeding 14 feet 6 inches in height or 11 feet in width is prohibited from entering the I-95 Fort McHenry Tunnel and its approaches unless, in the case of vehicles and loads exceeding 11 feet in width, special written permission is obtained from the Administrator of the Tunnel.

D. Any vehicle and load together exceeding 12 feet in width, or 14 feet, 6 inches in height is prohibited from crossing the Harry W. Nice Memorial Bridge (Potomac River Bridge, U.S. 301), unless in the case of vehicles and loads exceeding 12 feet in width, special written permission is obtained in advance from the superintendent of the bridge.

E. Unless otherwise approved by the Authority, a permittee or user may move an oversize or overweight vehicle on or across a Transportation Facilities Project (Toll Facility) only during daylight hours between 9 a.m. Monday and 12 noon Friday.

F. When moving any oversize or overweight vehicle on or across a Transportation Facilities Project (Toll Facility), the permittee or user shall comply with all regulations issued by the Maryland Transportation Authority to regulate the use of its projects, and with the direction of the Transportation Authority Police, including directions requiring that the vehicle be escorted during its move.

G. The permittee or user shall notify the superintendent or the Transportation Authority Police assigned to a particular Transportation Facilities Project (Toll Facility) at least 1 hour before beginning movement of an oversize or overweight vehicle on or across the project. This does not include any permit vehicle waiting area provided by the Authority.

H. Regardless of any other provision of the regulations under COMAR 11.04.01—11.04.04, the movement of any oversize or overweight vehicle on or across a Transportation Facilities Project (Toll Facility) may be delayed or prohibited if, in the opinion of the superintendent or the Transportation Authority Police assigned to the project, the movement of the oversize or overweight vehicle would endanger life or property or result in undue interference or interruption of traffic at that project.

11.04.02.06

.06 Hours for Movement, in General

A. The permittee or user may move an oversize or overweight vehicle during any daylight hours from 1/2 hour after sunrise to 1/2 hour before sunset, subject to the following restrictions.

B. Restrictions.

(1) A person may not move an oversize or overweight vehicle, even during daylight hours, on:

(a) Any Saturday after 12 noon;

(b) Any Sunday;

(c) Those holiday periods included on a list compiled by the Unit for each calendar year, available upon request from the Unit after December 15 of the preceding calendar year.

(2) The permittee or user may move any vehicle and load that together exceed 45 tons gross weight or are 100 feet or more in length or 12 feet or more in width over either of the following facilities from 9 a.m. to 3:30 p.m. only, on those days not specified in §B(1) of this regulation:

(a) I-495/I-95 (Capital Beltway);

(b) I-695/MD 695 (Baltimore Beltway).

(3) The permittee or user may move any vehicle and load that together are 14 feet or more in width on any highway in the State from 9 a.m. to 3:30 p.m. only, on those days not specified in §B(1) of this regulation.

(4) Notwithstanding §§A and B of this regulation, the permittee or user may move an oversize or overweight vehicle on dates and during hours specifically set forth in the permittee's or user's permit. The Unit may specify additional conditions under which that movement may be made.

(5) Oversize or overweight special mobile equipment that is self-propelled and cannot maintain a speed of at least 40 miles per hour is prohibited from the Capital Beltway (I-95/I-495) and Baltimore Beltway (I-695/MD 695) between the hours of 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. on those days not specified in §B(1) of this regulation.

11.04.02.07

.07 Emergency Movement

A. Emergency Status.

(1) An emergency exists when there is a danger of:

- (a) Loss of life;
- (b) Serious bodily injury;
- (c) Fire;
- (d) Severe property damage;
- (e) Hazardous material leakage; or
- (f) Major interruption to the flow of traffic on any part of the State highway system.

(2) A potential permittee with an oversize or overweight vehicle, expecting to respond to emergency situations, shall send a written request for emergency response status to the Director, Office of Administration.

(3) Notwithstanding any other provision of regulations under this chapter and COMAR 11.04.01, 11.04.03, and 11.04.04, a person may move rescue, construction, or utility equipment which is oversize or overweight to the scene of an emergency in order to provide or assist in providing relief without having a permit in hand, and at any time, under one of the procedures in §B of this regulation.

B. Procedures

(1) If, at the time the owner or operator of the equipment learns of the emergency and decides that a move must be made, and the office of the Unit is open for business, the procedure established below shall be followed:

- (a) The owner or operator shall telephone and advise the Unit's headquarters office of the nature of the emergency, the route proposed to be traveled, and the characteristics of the oversize or overweight equipment to be moved;
- (b) The move may be made only after the Unit has approved the proposed move, has given a permit number, and has advised the Maryland State Police concerning the proposed move;
- (c) The Telecommunication Section, Electronic Systems Division of the Maryland State Police shall send instructions, as necessary, to State Police and other appropriate authorities in areas affected by the move;
- (d) The Unit shall issue a special hauling permit the same day and shall charge the owner or operator the appropriate fee.

(2) If, at the time the owner or operator of the equipment learns of the emergency and decides that a move must be made, and the office of the Unit is not open for business, the following procedure shall be followed:

- (a) The owner or operator shall telephone the radio dispatcher (on duty at night and on weekends and State holidays) at State Highway Administration headquarters to obtain the home telephone number of a designated Unit representative authorized to approve emergency moves;
- (b) The owner or operator shall then telephone the designated Unit representative and advise the representative of the nature of the emergency, the route proposed to be traveled, and the characteristics of the oversize or overweight equipment to be moved;
- (c) The move may be made only after the designated Unit representative has approved the proposed move and has advised the Communication Section of the Maryland State Police concerning the proposed move;
- (d) The Telecommunication Section, Electronic Systems Division of the Maryland State Police shall send instructions, as necessary, to State Police and other appropriate authorities in areas affected by the move;
- (e) The Unit shall issue a special hauling permit the next working day and shall charge the owner or operator the appropriate fee.

(3) After the emergency:

(a) The permittee or user shall obtain a permit for the return move and shall be subject to all normal permit provisions; and

(b) The Unit may require the permittee to submit on a form and in a manner prescribed by the Unit, a report describing the emergency.

11.04.02.08

.08 Continuous Travel for Certain Special Mobile Equipment

A. In this regulation:

(1) "Continuous travel" means travel allowed 24 hours a day, 7 days a week, subject to the provisions on the permit and any attachments, or updates on the Motor Carrier Division and CHART websites found at www.marylandroads.com, and subject to all regulations (except hours for movement) under COMAR 11.04.01—11.04.04.

(2) "Qualifying special mobile equipment" means any self-propelled special mobile equipment as defined by Maryland Vehicle Law and reasonably determined by the Maryland State Police to be capable of complying with safety requirements applicable to class E (truck) vehicles.

B. Subject to the requirements of this regulation, the Unit may issue permits for continuous travel for qualifying special mobile equipment.

C. Notwithstanding any regulation to the contrary, special mobile equipment traveling under a permit allowing continuous travel is required to comply with the motor carrier safety provisions of Transportation Article, §25-111, Annotated Code of Maryland, including, but not limited to, compliance with the following requirements:

(1) The special mobile equipment shall be equipped with all safety equipment and devices required by the Transportation Article and regulations promulgated under the Transportation Article for class E (truck) vehicles;

(2) The special mobile equipment is subject to roadside safety inspections by the Maryland State Police or other authorized police officers; and

(3) For safety violations, penalties shall be charged as established for Transportation Article, §25-111, Annotated Code of Maryland.

D. To qualify for continuous travel, the special mobile equipment:

- (1) May not be oversize;
- (2) Shall be capable of safely maintaining a speed of 45 miles per hour and may not impede the flow of traffic;
- (3) May not exceed a gross vehicle weight of 90,000 pounds (45 tons) including all tolerances;
- (4) May not exceed a single axle weight of 27,000 pounds including all tolerances; and
- (5) Shall meet the safety equipment requirements in §C of this regulation.

E. With the exception of the departure from weight limits provided for in the permit, the user shall comply with all of the vehicle weight laws of Maryland and may not cross over bridges when the vehicle weight exceeds posted bridge limitations.

F. Procedures.

- (1) To obtain the permit, the applicant shall submit an originally signed completed application, facsimile, or electronic copy of the application on a form and in a manner prescribed by the Unit.
- (2) In addition to other information required by the Unit, the application shall include the following:
 - (a) Written request for continuous travel;
 - (b) Serial number, identification number, or other similar information specifically identifying the unit of special mobile equipment for which the continuous travel permit is requested;
 - (c) Statement certifying that the particular unit of special mobile equipment identified on the application meets the safety equipment requirements described in §C of this regulation; and
 - (d) Statement of understanding that if the special mobile equipment is not in safe operating condition or fails to comply with safety equipment requirements, the permit automatically becomes void and the privilege to move the equipment granted under the condition of the permit is immediately suspended until reinstated by the Unit.
- (3) The permit is valid only for the unit of special mobile equipment for which it was issued and the original (not a copy) of the permit shall be carried on the unit when traveling on a highway in the State.

G. Penalties.

(1) If the special mobile equipment is found not to be in safe operating condition or fails to comply with safety equipment requirements, in addition to the penalties provided for under Maryland Motor Vehicle Law, the permit shall be immediately rendered void and suspended until repairs are accomplished.

(2) A police officer may confiscate the permit if a safety violation is sufficient to place the vehicle out of service or for other reasonable cause. The officer shall immediately notify the Unit of the confiscation and return the confiscated permit to the Unit after it has been used as evidence in any law enforcement proceedings.

(3) The Unit may not give a credit, refund, or time extension for a period of suspension or confiscation, and the permit is not transferable to another unit of special mobile equipment.

11.04.03

Title 11 DEPARTMENT OF TRANSPORTATION Subtitle 04 STATE HIGHWAY ADMINISTRATION Chapter 03 Specific Conditions for Movement of Certain Oversize and Overweight Vehicles

Authority: Transportation Article, §§2-103(b), 4-204, 4-205(f), 8-204(b)—(d), (i), 24-112, 24-113; Article 88B, §§1, 3, 14; Annotated Code of Maryland

.01 Definitions

A. In this chapter, the following terms have the meanings indicated.

B. Terms Defined.

(1) "Administration" means the State Highway Administration.

(2) "Excessive size" means an overall dimension of 16 feet or more in height, 16 feet or more in width, or 100 feet or more in length.

(3) "Excessive weight" means a gross vehicle weight exceeding 60 tons (120,000 pounds)

(3-1) "Massive weight" means a gross weight exceeding 250 tons (500,000 pounds).

(4) "Unit" means the Hauling Permits Unit of the Motor Carrier Division, Office of Traffic and Safety, within the State Highway Administration, and is the Unit that issues permits for oversize and overweight vehicles.

.02 Vehicles Over 45 Tons, Over 60 Tons (Excessive Weight), Over 250 Tons (Massive Weight), or Excessive Size

A. In addition to the general conditions under COMAR 11.04.02, specific conditions apply to certain permits as indicated.

B. Applications.

(1) Excessive Weight. A person applying for a permit to move a vehicle which together with its load exceeds 60 tons, but does not exceed 250 tons, gross weight shall submit an application a minimum of 10 business days in advance of the proposed move to allow the Administration to complete any surveys, studies, or investigations necessary to determine an acceptable route and to determine any special conditions which should be included in the permit.

(1-1) Massive Weight. A person applying for a permit to move a vehicle which together with its load exceeds 250 tons gross weight shall submit an application a minimum of 30 business days in advance of the proposed move to allow the Administration to complete any surveys, studies, or investigation necessary to determine an acceptable route and to determine any special conditions which should be included in the permit.

(2) Excessive Size. For the movement of any vehicle, which together with its load is of excessive size, a person shall submit an application a minimum of 2 working days before the proposed move.

C. Safety. When the permittee or user moves a vehicle and load together exceeding 45 tons gross weight on any highway in the State, the speed of the overweight vehicle may not exceed 10 miles per hour under the posted speed limit at any time.

D. Surety Bonds.

(1) The Unit may require any applicant for a permit for movement of a vehicle which together with its load is of excessive size, excessive weight or massive weight to post either or both of the bonds described in §D(2) and (3) of this regulation, before the permit is issued.

(2) Bond to Cover Administration Costs.

(a) The Unit may require the posting of a surety bond, satisfactory to the Unit, guaranteeing payment of the costs of any surveys, studies, or investigations which the Administration is required to perform in order to determine an acceptable route and to determine any special conditions for the permit.

(b) The Unit shall fix the amount of the bond.

(c) The Unit shall review and may disapprove the form of the bond and the security.

(3) Bond or Insurance to Assure Satisfactory Performance of Move.

(a) The Unit may require the posting of a surety bond, satisfactory to the Unit, guaranteeing performance of the move in a manner satisfactory to the Administration, and protecting the Administration and the State from any expense caused to them through failure of the permittee or user to comply with all the provisions of the permit or through any negligence of the permittee or user.

(b) The Unit shall fix the amount of the bond.

(c) The Unit shall review and may disapprove the form of the bond and the security.

(d) The applicant may substitute for the bond required under this subsection a contractual liability clause, satisfactory to the Unit, added to a standard certificate of insurance. The Unit shall fix the amount of the insurance and shall review and may disapprove the form of the clause and the insurer.

.03 Steel-Rimmed Equipment

A. The special requirements in §B of this regulation apply when any person moves heavy equipment having steel rims (steel wheels or tracks which would make contact with the road surface in the absence of protective devices) under its own power.

B. Special Requirements.

(1) If the gross weight of the equipment is more than 13 tons and less than 20 tons, the permittee shall move it on 2-inch thick timber mats at least 6 inches wider than the treads of the wheels or tracks of the equipment.

(2) If the gross weight of the equipment is 20 tons or more, the permittee shall move it on timber mats not less than 3 inches thick and at least 12 inches wider than the treads of the wheels or tracks of the equipment.

**Title 11 DEPARTMENT OF TRANSPORTATION
Subtitle 04 STATE HIGHWAY ADMINISTRATION
Chapter 04 Oversize and Overweight Vehicles—Escort Vehicles,
Signing, and Lighting**

**Authority: Transportation Article, §§2-103(b), 4-204, 4-205(f), 8-204(b)—(d), (i),
24-112, 24-113; Article 88B, §§1, 3, 14; Annotated Code of Maryland**

.01 Signing

A. When a permittee or user moves a permit vehicle that exceeds 9 feet in width on highways in the State, the permittee shall display, on the front and rear of the vehicle, wide load or oversize load signs conforming to the specifications in §B of this regulation.

B. Specifications.

(1) Permit Vehicle.

(a) A permit vehicle shall display the words "wide load" or "oversize load" in black letters not less than 10 inches high, with a brush stroke not less than 1 5/8 inches wide.

(b) The letters shall appear on a yellow background, 18 inches high and 7 feet wide.

(2) Escort Vehicle. An escort vehicle shall display a "wide load" or "oversize load" sign either on the roof of the vehicle or on the front and rear of the vehicle that is at least 5 feet wide and 12 inches high with letters 8 inches high. The sign shall be clearly visible to traffic approaching the escort vehicle.

C. While the permit vehicle is moving on any highway in the State, the signing requirements of §§A and B of this regulation apply regardless of the permit vehicle's state of origin.

D. Placement of signs required by this regulation may not interfere with the visibility of brake lights, turn signals, or any other required lamps or signals on the vehicle.

.02 Escorts—General

- A.** A permittee shall be required to provide one or more private escort vehicles for an oversize or overweight permit move as indicated in Regulation .03 of this chapter. A permit move may be a vehicle with a load including manufactured housing (mobile home or modular unit) or a vehicle alone.
- B.** Monitoring of the permit move by State Highway Administration personnel may be required as determined by the State Highway Administration.
- C.** An escort by uniformed police is required as indicated in Regulation .06 of this chapter.
- D.** The Maryland Transportation Authority may require that a permit vehicle be escorted while traveling a toll facility.
- E.** Escort Vehicle. An escort vehicle:
 - (1) May not escort more than one oversize or overweight vehicle or load; and
 - (2) Shall be:
 - (a) Behind an overlength vehicle or load,
 - (b) Behind an overwidth vehicle or load on a multilane highway, and
 - (c) In front of an overwidth vehicle or load on a two-lane highway.

.03 Private Escort—When Required

- A.** One Escort. The permittee shall provide one escort vehicle for a permit move while it is traveling any highway in the State if the permit move is:
 - (1) More than 13 feet wide, unless the load is a manufactured housing unit;
 - (2) More than 85 feet long;
 - (3) 14 feet 6 inches high or more (pole vehicle required);
 - (4) More than 60 tons gross weight;
 - (5) Construction equipment over 12 feet wide traveling off the interstate system;
or
 - (6) Traveling when weather or road conditions justify the requirement of one escort vehicle.

B. Two Escorts. The permittee shall provide two escort vehicles for a permit move if the permit move is:

- (1) 14 feet wide or more including a load that is a manufactured housing unit;
- (2) 140 feet long or more;
- (3) Traveling a road too narrow to allow other vehicles to pass safely in either direction;
- (4) Traveling against traffic that will have to be diverted or stopped; or
- (5) Traveling when weather or road conditions justify the requirement of two escort vehicles.

.04 Private Escort—Equipment and Responsibilities

A. Communication. All private escort drivers and the permit driver shall be equipped with a two-way radio. The drivers shall maintain constant communication except for intermittent interruptions which may be caused by the terrain or atmospheric conditions, or directed by posting as in blasting areas.

B. Lighting.

- (1) A private escort vehicle shall have at least one oscillating or rotating roof light, yellow in color, at least 3 inches in diameter and visible to the front and rear.
- (2) Headlights of the escort and escorted vehicle shall be illuminated while conducting the move.
- (3) Simultaneously flashing hazard warning lamps shall be used by the operator of a permit vehicle when the vehicle is traveling 20 miles per hour less than the posted speed limit.

C. An escort vehicle shall display a sign as specified in Regulation .01 of this chapter.

D. Position.

- (1) Escort vehicles shall travel not more than 300 feet to the front or rear of the escorted vehicle and not closer to the escorted vehicle than is reasonable and prudent under prevailing speed and weather conditions.
- (2) When one escort vehicle is required, it shall follow the escorted vehicle on any highway with two or more lanes in one direction, and it shall precede the escorted vehicle on any highway with only one lane in each direction. When transitioning from a multilane to a two-way highway, every effort shall be made for the escort vehicle to precede the escorted vehicle prior to entering the single lane portion of the highway.

(3) When a pole vehicle escort is required, the pole vehicle shall precede the escorted vehicle at a distance sufficient to adequately warn the escorted vehicle of an overhead obstruction.

(4) When two escort vehicles are required, one shall follow and the other shall precede the escorted vehicle.

E. Responsibilities

(1) The purpose of an escort vehicle is to enhance safety by alerting the traveling public to the presence or approach of a permit vehicle and to reduce delays to the normal flow of traffic.

(2) The escort driver reviews the route and any special requirements or instructions with the permit driver. The permit driver, together with the escort driver, assures that signs are secured, lights are turned on and working, and two-way radios are working and appropriate channel selected.

(3) The front escort warns oncoming traffic of the presence of the permit vehicle, assists the permit driver to assure the permit route is being followed, and by radio notifies the permit driver of narrow structures, hazards, obstructions, pedestrians, and other potential problems that would affect the safe movement of the load and the traveling public.

(4) The rear escort warns approaching traffic of the presence of the permit vehicle, notifies the permit driver of flat tires and objects coming loose, and notifies front escort and permit driver of traffic buildup and motorists attempting to pass.

.05 Escorted Vehicles—General Restrictions

A. A person may not move an escorted vehicle on the interstate system if the movement would constitute a special traffic hazard.

B. When escort is required, each permit vehicle requires its own escort.

C. Each permit vehicle with escort shall maintain a 1-mile distance from another escorted permit vehicle traveling in the same direction.

D. If traffic buildup behind a permit move becomes heavy (considered to be in excess of six cars including any escort), the entire move shall safely leave the roadway when there is sufficient room to do so to allow traffic to pass.

E. Convoying. A person, except a State or federal military authority or by special authorization of the Director, Office of Traffic and Safety, State Highway Administration, may not convoy or group vehicles which must be escorted.

.06 Police Escort

- A. In addition to the private escort required under Regulation .03 of this chapter, the permittee shall also provide for police escort for certain permit moves.
- B. The permittee shall provide for police escort for any permit move which is 16 feet wide or more or in excess of 65 tons gross weight.
- C. The State Highway Administration Hauling Permits Unit may require police escort in any other case if traffic will have to be diverted or stopped, or if the move will affect either two or more lanes of traffic on a highway having two or more lanes in one direction or both lanes of traffic on a highway having only one lane in each direction, or under any circumstance considered necessary for public safety.
- D. Payment of Costs. The permittee is responsible for costs incurred by law enforcement in the course of escorting the permittee's oversize or overweight vehicle. The costs will be assessed as determined by the State Highway Administration Hauling Permits Unit.

11.04.11.00

Title 11 DEPARTMENT OF TRANSPORTATION

Subtitle 04 STATE HIGHWAY ADMINISTRATION

Chapter 11 Overweight Vehicle Permits for Certain Containerized Cargo Hauling

Authority: Transportation Article, §24-113.1, Annotated Code of Maryland

11.04.11.01

.01 Definitions

A. The following terms have the meanings indicated.

B. Terms Defined.

(1) "Administration" means the State Highway Administration.

(2) "Containerized cargo" means manifested international freight in a sealed, seagoing container that is heading to or egressing the Port of Baltimore.

(3) "Overweight" means weights that exceed the limits allowed by Transportation Article, Title 24, Annotated Code of Maryland.

(4) "Unit" means the Hauling Permits Unit located within the Motor Carrier Division at the Maryland State Highway Administration's Office of Traffic and Safety.

11.04.11.02

.02 Permits Available

A person may move an indivisible load of containerized cargo under a containerized cargo permit.

11.04.11.03

.03 Determination of an Indivisible Load

A truck tractor-semitrailer combination of vehicles carrying manifested international freight as the only load of the vehicle in a sealed, seagoing container on a semitrailer is deemed to be carrying an indivisible load if:

A. The vehicle does not exceed the following maximum gross vehicle weight or axle weight limits:

- (1) 22,400 pounds on a single axle;
- (2) 44,000 pounds on 2 consecutive axles at least 4 feet apart; or
- (3) 90,000 pounds gross vehicle weight; and

B. The maximum allowable gross weight limit is 80,000 pounds for a 20-foot container loaded on a 20-foot intermodal chassis, 90,000 pounds for a 20-foot container loaded on a 40-foot or longer intermodal chassis, and 90,000 pounds for a 40-foot container provided that the:

- (1) Vehicle is being operated only on the routes specified under Regulation .04 of this chapter, and other routes approved by the Unit and described in the permit;
- (2) Vehicle is being operated in compliance with the permit issued under these regulations; and
- (3) Original permit issued to the appropriate permittee is being carried in the vehicle.

11.04.11.04

.04 Routes of Travel

A containerized cargo permit is valid for travel on all interstate highways in Maryland and the following routes under the jurisdiction of the State or the City of Baltimore only after the Secretary of Transportation has the results of studies and determines that use of permits issued under these regulations will not cause extraordinary damage to the roads and structures on the routes:

A. Between the Dundalk Marine Terminal and the Maryland-Pennsylvania State Line as follows:

(1) Harbor Tunnel (I-895) Routes:

(a) From the Dundalk Marine Terminal, north on Broening Highway, west on Keith Avenue to Interstate-95 North to Boston Street Exit 57, to north on Interstate Avenue, west on the O'Donnell Street Cut-Off to Interstate-895 Harbor Tunnel Thruway to Interstate-695 (Towson) to Harbor Tunnel Thruway to Interstate-695 (Towson) to Interstate-70 west to the Maryland-Pennsylvania State Line;

(b) From the Maryland-Pennsylvania State Line travel east on Interstate-70 to Interstate-695 (Glen Burnie) to Interstate-895 Harbor Tunnel Thruway to the Holabird Avenue Exit East to travel south on Broening Highway to the Dundalk Marine Terminal.

(2) Fort McHenry Tunnel (I-95) Routes:

(a) From the Dundalk Marine Terminal, north on Broening Highway, west on Keith Avenue to Interstate-95 South (Washington) through the Fort McHenry Tunnel to Interstate-695 (Towson) to Interstate-70 west to the Maryland-Pennsylvania Line;

(b) From the Maryland-Pennsylvania Line travel east on Interstate-70 to Interstate-695 (Glen Burnie) to Interstate-95 North (New York) through the Fort McHenry Tunnel to Keith Avenue Exit 56, east on Keith Avenue to Broening Highway, south on Broening Highway to the Dundalk Marine Terminal.

B. Between the Dundalk Marine Terminal and the Maryland-Delaware State Line as follows:

(1) From the Dundalk Marine Terminal, north on Broening Highway, west on Keith Avenue to Interstate-95 North to the John F. Kennedy Memorial Highway to the Maryland-Delaware State Line;

(2) From the Maryland-Delaware State Line travel the John F. Kennedy Memorial Highway to Interstate-95 South to the Keith Avenue Exit East to travel south on Broening Highway to the Dundalk Marine Terminal.

C. Between the CSX Intermodal Ramp and the Maryland-Pennsylvania State Line as follows:

(1) Harbor Tunnel (I-895) Routes:

(a) From the CSX Intermodal Ramp, west on Newgate Avenue, north on Newkirk Street to O'Donnell Street, east on O'Donnell Street to Interstate-895 Harbor Tunnel Thruway to Interstate-695 (Towson) to Interstate-70 west to the Maryland-Pennsylvania State Line;

(b) From the Maryland-Pennsylvania State Line travel east on Interstate-70 to Interstate-695 (Glen Burnie) to Interstate-895 Harbor Tunnel Thruway to O'Donnell Street west to Newkirk Street, south on Newkirk Street to Newgate Avenue, east on Newgate to the CSX Intermodal Ramp.

(2) Fort McHenry Tunnel (I-95) Routes:

(a) From the CSX Intermodal Ramp, east on Newgate Avenue, north on Vail Street to Keith Avenue, west on Keith Avenue to Interstate-95 South (Washington) through the Fort McHenry Tunnel to Interstate-695 (Towson) to Interstate-70 west to the Maryland-Pennsylvania Line;

(b) From the Maryland-Pennsylvania Line travel east on Interstate-70 to Interstate-695 (Glen Burnie) to Interstate-95 North (New York) through the Fort McHenry Tunnel to Keith Avenue Exit 56, east on Keith Avenue to Vail Street, south on Vail to Newgate Avenue, west on Newgate to the CSX Intermodal Ramp.

D. Between the CSX Intermodal Ramp and the Maryland-Delaware State Line as follows:

(1) From the CSX Intermodal Ramp, east on Newgate Avenue, north on Vail Street to Keith Avenue, west on Keith Avenue to Interstate-95 North to the John F. Kennedy Memorial Highway to the Maryland-Delaware State Line;

(2) From the Maryland-Delaware State Line travel the John F. Kennedy Memorial Highway to Interstate-95 South to the Keith Avenue Exit East to travel south on Vail Street to Newgate Avenue, west on Newgate to the CSX Intermodal Ramp.

E. Between the South Locust Point Marine terminal and the Maryland-Pennsylvania State Line:

(1) From the South Locust Point Marine Terminal west on McComas Street to Interstate-95 South (Washington) to Interstate-695 (Towson) to Interstate-70 west to the Maryland-Pennsylvania Line;

(2) From the Maryland-Pennsylvania Line travel east on Interstate-70 to Interstate-695 (Glen Burnie) to Interstate-95 North (New York) to Key Highway Exit 55, east on McComas to the South Locust Point Marine Terminal.

F. Between the South Locust Point Marine Terminal and the Maryland-Delaware State Line:

(1) Harbor Tunnel (I-895) Routes:

(a) From the South Locust Point Marine Terminal west on McComas Street to south on Hanover/Potee Streets, east on Frankfurst Avenue north to I-895 Harbor Tunnel Thruway to Interstate-95 North (New York) to the John F. Kennedy Memorial Highway to the Maryland-Delaware State Line,

(b) From the Maryland-Delaware State Line travel the John F. Kennedy Memorial Highway to Interstate-95 South to Interstate-895 Harbor Tunnel Thruway to Frankfurst Avenue, west on Frankfurst Avenue to Hanover Street, north on Hanover Street to McComas Street, east on McComas Street to the South Locust Point Marine Terminal;

(2) Fort McHenry Tunnel (I-95) Routes:

(a) From the South Locust Point Marine Terminal to Interstate-95 North (New York), through the Fort McHenry Tunnel to the John F. Kennedy Memorial Highway to the Maryland-Delaware State Line,

(b) From the Maryland-Delaware State Line travel the John F. Kennedy Memorial Highway to Interstate-95 South (Washington) through the Fort McHenry Tunnel to Key Highway Exit 55, south on Key Highway to E. McComas Street, east on McComas Street to the South Locust Point Marine Terminal.

G. Intra-city routes between the Dundalk Marine Terminal and the South Locust Point Marine Terminal are as follows:

(1) Harbor Tunnel (I-895) Routes:

(a) From the Dundalk Marine Terminal, north on Broening Highway, west on Keith Avenue to Interstate-95 North to Boston Street Exit 57, to north on Interstate Avenue, west on the O'Donnell Street Cut-Off to I-895 Harbor Tunnel Thruway to Frankfurst Avenue, west on Frankfurst Avenue to Hanover Street, north on Hanover Street to McComas Street, east on McComas Street to the South Locust Point Marine Terminal,

(b) From the South Locust Point Marine Terminal, west on McComas Street, south on Hanover/Potee Streets, east on Frankfurst Avenue to Interstate-895 Harbor Tunnel Thruway to east on O'Donnell Street, south on Interstate Avenue to Interstate-95 South, to east on Keith Avenue, south on Broening Highway to the Dundalk Marine Terminal;

(2) Fort McHenry Tunnel (I-95) Routes:

(a) From the Dundalk Marine Terminal, north on Broening Highway, west on Keith Avenue to Interstate-95 South (Washington) through the Fort McHenry Tunnel to Key Highway Exit 55, south on Key Highway to E. McComas Street, east on McComas Street to the South Locust Point Marine Terminal,

(b) From the South Locust Point Marine Terminal to Interstate-95 North (New York) through the Fort McHenry Tunnel to Keith Avenue Exit 56, east on Keith Avenue to Broening Highway, south on Broening Highway to the Dundalk Marine Terminal.

H. Intra-city routes between the Dundalk Marine Terminal and Norfolk Southern Intermodal Ramp are as follows:

(1) From the Dundalk Marine Terminal, north on Broening Highway, west on Keith Avenue to Interstate-95 North to the Eastern Avenue Exit, west on Eastern Avenue to Kane Street, north on Kane Street to Lombard Street, west on Lombard Street to the Norfolk Southern Intermodal Ramp opposite Oldham Street;

(2) From the Norfolk Southern Intermodal Ramp, east on Lombard Street to Kane Street, south on Kane Street to Interstate-95 South to the Keith Avenue Exit east to Broening Highway, south on Broening Highway to the Dundalk Marine Terminal.

I. Intra-city routes between the Dundalk Marine Terminal and the Port Covington CSX Railhead:

(1) Harbor Tunnel (I-895) Routes:

(a) From the Dundalk Marine Terminal north on Broening Highway, to west on Keith Avenue, to Interstate-95 North to O'Donnell Street Cut-Off, west on O'Donnell Street Cut-Off, to I-895 Harbor Tunnel Thruway, to Frankfurst Avenue, west on Frankfurst Avenue to north on Hanover Street, to east on Cromwell Street, north on Charles Street to Port Covington CSX Railhead,

(b) From Port Covington CSX Railhead, south on Charles Street to west on Cromwell Street, south on Hanover/Potee Streets, to east on Frankfurst Avenue, to I-895 Harbor Tunnel Thruway, to O'Donnell Street Exit, east on O'Donnell Street Cut-Off to south on Interstate Avenue, to Interstate-95 South, to east on Keith Avenue, to south on Broening Highway to the Dundalk Marine Terminal;

(2) Fort McHenry Tunnel (I-95) Routes:

(a) From the Dundalk Marine Terminal, north on Broening Highway to Keith Avenue, west on Keith Avenue to Interstate-95 South (Washington) through the Fort McHenry Tunnel to Key Highway Exit 55, west on McComas Street to Hanover Street, south on Hanover Street to Cromwell Street, east on Cromwell Street to Charles Street, north on Charles Street to Port Covington CSX Railhead,

(b) From Port Covington, south on Charles Street to Cromwell Street, west on Cromwell Street to Hanover Street, north on Hanover Street to McComas Street, east on McComas Street to Interstate-95 North (New York), through the Fort McHenry Tunnel to Keith Avenue Exit 56, east on Keith Avenue to Broening Highway, south on Broening Highway to the Dundalk Marine Terminal.

J. Intra-city routes between the Dundalk Marine Terminal and the CSX Intermodal Ramp:

(1) From the Dundalk Marine Terminal north on Broening Highway, west on Keith Avenue, south on Vail Street, west on Newgate Avenue to the CSX Intermodal Ramp on the south side of Newgate Avenue opposite Newkirk Street;

(2) From the CSX Intermodal Ramp, east on Newgate Avenue, north on Vail Street, east on Keith Avenue, south on Broening Highway to the Dundalk Marine Terminal.

K. Intra-city routes between the South Locust Point Marine Terminal and Port Covington CSX Railhead are as follows:

(1) From the South Locust Point Marine Terminal, west on McComas Street to Hanover Street, south on Hanover Street to Cromwell Street, into jughandle for east on Cromwell Street, north on Charles Street to Port Covington CSX Railhead;

(2) From Port Covington CSX Railhead, south on Charles Street to Cromwell Street, west on Cromwell Street to Hanover Street, north on Hanover Street to McComas Street, east on McComas Street to the South Locust Point Marine Terminal.

L. Intra-city routes between the South Locust Point Marine Terminal and the CSX Intermodal Ramp:

(1) Harbor Tunnel (I-895) routes:

(a) From the South Locust Point Marine Terminal west on McComas Street to south on Hanover/Potee Streets, to east on Frankfurst Avenue to I-895 Harbor Tunnel Thruway north to O'Donnell Street, east on the O'Donnell Street Cut-Off, south on Interstate Avenue to I-95 South to Keith Avenue, east on Keith Avenue, south on Vail Street, west on Newgate Avenue to the CSX Intermodal Ramp,

(b) From the CSX Intermodal Ramp, west on Newgate Avenue, north to Newkirk Street to O'Donnell Street, east on O'Donnell Street to I-895 Harbor Terminal Thruway south to Frankfurst Avenue exit, west on Frankfurst Avenue to north on Hanover Street, to east on McComas Street to the South Locust Point Marine Terminal;

(2) Fort McHenry Tunnel (I-95) Routes:

(a) From the South Locust Point Marine Terminal to Interstate-95 North (New York) through the Fort McHenry Tunnel to Keith Avenue Exit 56, east on Keith Avenue to Vail Street, south on Vail to Newgate Avenue, west on Newgate to the Sea-Land Terminal,

(b) From the Sea-Land Terminal, east on Newgate Avenue, north on Vail Street to Keith Avenue, west on Keith Avenue to Interstate-95 South (Washington) through the Fort McHenry Tunnel to Key Highway Exit 55, south on Key Highway to E. McComas Street, east on McComas Street to the South Locust Point Marine Terminal.

M. Intra-city routes between the South Locust Point Marine Terminal and the Norfolk Southern Intermodal Ramp are as follows:

(1) Harbor Tunnel (I-895) Routes:

(a) From the South Locust Point Marine Terminal, west on McComas Street, south on Hanover/Potee Streets, east on Frankfurst Avenue to I-895 Harbor Tunnel Thruway north to Lombard Street, west on Lombard Street to Norfolk Southern Intermodal Ramp on north side of Lombard Street opposite Oldham Street,

(b) From the Norfolk Southern Intermodal Ramp, east on Lombard Street, south on Ponca Street to I-895 Harbor Tunnel Thruway, south to Frankfurst Avenue, west on Frankfurst Avenue to north on Hanover Street, to east on McComas Street to the South Locust Point Marine Terminal;

(2) Fort McHenry Tunnel (I-95) Routes:

(a) From the South Locust Point Marine Terminal to Interstate-95 North (New York) through the Fort McHenry Tunnel to the Eastern Avenue Exit, west on Eastern Avenue to Kane Street, north on Kane Street to Lombard Street, west on Lombard Street to Norfolk Southern Intermodal Ramp opposite Oldham Street,

(b) From the Norfolk Southern Intermodal Ramp, east on Lombard Street to Kane Street, south on Kane Street to Interstate-95 South (Washington) through the Fort McHenry Tunnel to Key Highway Exit 55, south on Key Highway to E. McComas Street, east on McComas Street to the South Locust Point Marine Terminal.

N. Intra-city routes between the CSX Intermodal Ramp and Norfolk Southern Intermodal Ramp are as follows:

(1) From the CSX Intermodal Ramp, east on Newgate Avenue, north on Vail Street, west on Keith Avenue to Interstate-95 North, to the Eastern Avenue Exit, west on Eastern Avenue to Kane Street, north on Kane Street, west on Lombard Street to the Norfolk Southern Intermodal Ramp opposite Oldham Street;

(2) From the Norfolk Southern Intermodal Ramp, east on Lombard Street to Kane Street, south on Kane Street to Interstate-95 South, to the Keith Avenue Exit, east on Keith Avenue, south on Vail Street, west on Newgate Avenue to the CSX Intermodal Ramp.

O. Intra-city routes between the CSX Intermodal Ramp and the Port Covington CSX Railhead are as follows:

(1) Harbor Tunnel (I-895) Routes:

(a) From the CSX Intermodal Ramp, west on Newgate Avenue, north on Newkirk Street to O'Donnell Street, east on O'Donnell Street to Interstate-895 Harbor Tunnel Thruway to Frankfurst Avenue, west on Frankfurst Avenue to north on Hanover Street, east on Cromwell Street, north on Charles Street to the Port Covington CSX Railhead,

(b) From the Port Covington CSX Railhead, south on Charles Street, west on Cromwell Street, south on Hanover/Potee Streets to east on Frankfurst Avenue, north on Interstate-895 Harbor Tunnel Thruway, to west on O'Donnell Street, south on Newkirk Street to Newgate Avenue, east on Newgate to CSX Intermodal Ramp;

(2) Fort McHenry Tunnel (I-95) Routes:

(a) From the CSX Intermodal Ramp, east on Newgate Avenue, north on Vail Street to Keith Avenue, west on Keith Avenue to Interstate-95 South (Washington) through the Fort McHenry Tunnel to Key Highway Exit 55, west on McComas Street, south on Hanover Street to Cromwell Street, into jughandle for east on Cromwell Street, north on Charles Street to the Port Covington CSX Railhead,

(b) From the Port Covington CSX Railhead, south on Charles Street, west on Cromwell Street, north on Hanover Street to McComas Street, east on McComas Street to Interstate-95 North (New York) through the Fort McHenry Tunnel to Keith Avenue Exit 56, east on Keith Avenue, south on Vail Street, west on Newgate to the CSX Intermodal Ramp.

P. Routes using Interstate-83 to and from the Maryland-Pennsylvania State Line:

(1) Using the appropriate route from §§A through F of this regulation to reach Interstate-95 North, to Interstate-695 (Pikesville) to Interstate-83 (York) to the Maryland-Pennsylvania State Line;

(2) From the Maryland-Pennsylvania State Line travel Interstate-83 (Baltimore) to Interstate-695 (Essex) to Interstate-95 South then use the appropriate route from §§A through F of this regulation.

Q. Between the Port of Baltimore and Cambridge, Salisbury, the Maryland-Delaware State Line and Federalsburg:

(1) Between the Port of Baltimore and Cambridge and Salisbury via U.S. Route 50:

(a) Harbor Tunnel (I-895) Routes:

(i) Using the appropriate routes from §§G through O of this regulation to reach the Interstate-895 Harbor Tunnel Thruway, travel south to Maryland Route 3 to Maryland Route 100, to Maryland Route 2 South, to U.S. Route 50 East across the William Preston Lane, Jr. Memorial (Bay) Bridge, continue on U.S. Route 50 to Cambridge or Salisbury.

(ii) From Cambridge or Salisbury travel U.S. Route 50 West across the William Preston Lane, Jr. Memorial (Bay) Bridge, continue on U.S. Route 50 West to Maryland Route 2 (Baltimore) to Maryland Route 100, to Maryland Route 3 to the Interstate-895 Harbor Tunnel Thruway then use the appropriate routes from §§G through O of this regulation.

(b) Fort McHenry Tunnel (I-95) Routes:

(i) Using the appropriate routes from §§G through O of this regulation to reach Interstate-95 South (Washington)/Fort McHenry Tunnel, travel to Interstate-695 (Glen Burnie) to Maryland Route 3 South (Annapolis/Bay Bridge) to Maryland Route 100, to Maryland Route 2 South, to U.S. Route 50 East across the William Preston Lane, Jr. Memorial (Bay) Bridge, continue on U.S. Route 50 to Cambridge or Salisbury.

(ii) From Cambridge or Salisbury travel U.S. Route 50 West across the William Preston Lane, Jr. Memorial (Bay) Bridge, continue on U.S. Route 50 West to Maryland Route 2 (Baltimore) to Maryland Route 100, to Maryland Route 3, to Interstate-695 North (Baltimore) to Interstate-95 North (New York)/Fort McHenry Tunnel then use the appropriate routes from §§G through O of this regulation.

(2) Auxiliary routes between U.S. Route 50 and the Maryland-Delaware State Line:

(a) From U.S. Route 50 East travel Maryland Route 404 East, to Maryland Route 313 North, to Maryland Route 317 East to the Maryland-Delaware State Line.

(b) From the Maryland-Delaware State Line travel Maryland Route 317 West to Maryland Route 313 South to Maryland Route 404 West to U.S. Route 50 West.

(3) Auxiliary routes between U.S. Route 50 and Federalsburg:

(a) From U.S. Route 50 East travel Maryland Route 331 East to Maryland Route 318 East to Federalsburg.

(b) From Federalsburg travel Maryland Route 318 West to Maryland Route 331 to U.S. Route 50 West.

R. Additional authorized containerized cargo access routes are:

(1) Interstate-68 east and west and Interstate-70 east and west to existing containerized cargo and return;

(2) Taneytown, Maryland Route 140 north and south, Maryland Route 97 north and south, and Interstate-70 east and west to existing containerized cargo routes and return;

(3) Hanover, Maryland, Candlewood Road, Maryland Route 176 east and west and Interstate-97 north and south to existing containerized cargo routes and return;

(4) From the Maryland—Virginia Line, Interstate-495 north and south, and Interstate-95 north and south to existing containerized cargo routes and return;

(5) Snowden River Parkway, Maryland Route 175 east and west to Interstate-95 north and south to existing containerized cargo routes and return;

(6) North Langley Road to Maryland Route 2, Maryland Route 270, Maryland Route 10, and Interstate-695 Dundalk Exit 44 over the Francis Scott Key Bridge; and

(7) Federalsburg, Maryland to Maryland Route 307 south to Maryland Route 331 south (Hurlock, Maryland) to Maryland Route 392 west to Maryland Route 16 south to the intersection of U.S. Route 50 (Cambridge, Maryland), and return via Maryland Route 16 north to Maryland Route 392 east (Hurlock, Maryland) to Maryland Route 331 north to Maryland Route 307 north (Federalsburg, Maryland).

11.04.11.05

.05 Authority to Issue Permit

The Unit may issue permits to allow the movement of overweight vehicles hauling an indivisible load of containerized cargo as described in Regulation .03 of this chapter.

11.04.11.06

.06 Procedures

- A.** To obtain a containerized cargo permit, the applicant shall submit, directly to the Unit, an original signed and completed application on a form and in a manner prescribed by the Unit. The applicant shall allow 5 working days for processing the permit request.
- B.** The Unit may issue a containerized cargo permit that is valid for 1 year.
- C.** The Unit shall complete all blanks on the face of the containerized cargo permit before issuing the permit directly to the applicant.
- D.** The permittee shall sign the permit upon receipt.
- E.** The permittee or user of a containerized cargo permit shall carry the original (not a copy) of the permit on the overweight vehicle when moving the vehicle on a highway in the State.
- F.** The permit vehicle may travel permitted routes on a 24-hour daily basis.
- G.** A permittee shall comply with all restrictions attached to the permit as well as any hauling permit restrictions posted of the Motor Carrier Division and CHART websites found at www.marylandroads.com. It is the responsibility of the permittee to review these websites for current hauling permit restrictions prior to any move being made under authority of this permit.

11.04.11.07

.07 Fees

A permit issued under this chapter may be issued at no cost to the applicant.

11.04.11.08

.08 Denial of Permit

- A.** The Unit may not issue a containerized cargo permit unless the vehicle has 5 axles or more.
- B.** A permit may not be issued for more than one container on a truck tractor-semitrailer combination of vehicles.
- C.** For any vehicle exceeding 80,000 pounds gross vehicle weight up to and including the maximum 90,000 pounds gross vehicle weight, the distance measured horizontally between the vertical center lines of the second axle and the last axle shall measure at least 36 feet.
- D.** Repealed.
- E.** A vehicle weighing 80,000 pounds or more gross vehicle weight shall be registered for the maximum gross weight in its state of registration.
- F.** Vehicles weighing less than 80,000 pounds gross vehicle weight shall be registered for not less than their actual gross vehicle weight.
- G.** The permit vehicle and load may not exceed the vehicle size limits allowed by the Maryland Transportation Article, Title 24, Annotated Code of Maryland.

11.04.11.09

.09 Miscellaneous Conditions

The following conditions apply to every containerized cargo permit:

- A.** The conditions specified in this regulation apply to every containerized cargo permit.
- B.** A permit does not authorize a vehicle to travel upon roadways and bridges when the gross vehicle weight exceeds the posted weight restriction.
- C.** The permittee or user shall comply with the vehicle laws of Maryland (except those weight limits from which the permit authorizes departure) and with all the conditions of the permit and these regulations.
- D.** A permit vehicle may not be operated at speeds greater than 50 miles per hour.

E. Failure to Comply.

(1) Failure to comply with permit conditions or these regulations shall:

- (a) Void the permit and subject the permittee or user to the full assessment of fines under Transportation Article, §27-105, Annotated Code of Maryland, as if the permit were not issued;
- (b) Cause the permit to be subject to immediate revocation and confiscation by any officer or authorized civilian employee of the Maryland State Police, any officer of the Maryland Transportation Authority Police, or any other police officer; and
- (c) Cause the load subject to reduction in compliance with Transportation Article, Title 24, Annotated Code of Maryland.

(2) If an officer confiscates a permit, the office shall immediately notify the Unit and return the permit to the Unit after it has been used as evidence in any law enforcement proceedings.

F. The permittee or user shall present the permit for inspection, upon request, to an officer or authorized civilian employee of the Maryland State Police, an officer of the Maryland Transportation Authority Police, or any other police officer; and the permit shall be open to inspection by a State, county, municipal, or other public official and to a person involved in an accident in which the vehicle was involved.

11.04.11.10

.10 Suspension

A. If a permittee has violated these regulations, or the terms of a permit two times within a 6-month period, the Unit may suspend for 30 days the permittee from use of a containerized cargo permit issued and outstanding.

B. If a permittee has violated these regulations, or the terms of a permit three times within a 12-month period, the Unit may suspend for 60 days the permittee from use of a containerized cargo permit issued and outstanding.

C. If a permittee has violated these regulations, or the terms of a permit more than three times within a 12-month period, the Unit may revoke permanently the permittee from use of a containerized cargo permit.

D. Procedures.

- (1) The Unit determines initially all violations of these regulations or the terms of a permit.
- (2) If the Unit determines that there has been a violation, it shall notify the permittee by certified mail of the specific violations, of a period of suspension, of a revocation, and the opportunity for appeal and to be heard.
- (3) The permittee has 7 business days from receipt of the written notice of violation to file a written appeal with the Director, Office of Traffic and Safety, State Highway Administration. An appeal will not be accepted unless it is in writing and filed within the prescribed time limit.
- (4) If an appeal is filed, the Director, Office of Traffic and Safety, State Highway Administration, shall review the entire record relating to the violation charged. If the appellant specifically requests a hearing, the Director shall grant a hearing. If the appellant fails to appear at the hearing, the Director, Office of Traffic and Safety, State Highway Administration, may proceed by a review of the record.
- (5) After reviewing the record and any evidence submitted at a hearing, the Director shall affirm, amend, or reverse the findings of the Unit.
- (6) The decision of the Director, Office of Traffic and Safety, is the final decision of the State Highway Administration.

11.04.11.11

.11 False Statement in Permit Application

- A.** If an application for a containerized cargo permit contains a false statement of a material fact, the Unit may that permit and any future permits to the permittee.

B. Procedures.

- (1) If the Unit determines that an application contains a false statement of a material fact, the Unit shall notify the permittee by certified mail of its determination, the status of suspension from future permits, the duration of the suspension as provided in Regulation .10 of this chapter and the opportunity for appeal and to be heard.
- (2) The permittee has 7 business days from receipt of the written notice of violation to file a written appeal to the Director, Office of Traffic and Safety, State Highway Administration. Only a written appeal filed within the time specified will be accepted.

(3) If an appeal is filed, the Director, Office of Traffic and Safety, State Highway Administration, shall review the entire record relating to any violation charged. If the appellant specifically requests a hearing, the Director, Office of Traffic and Safety, State Highway Administration, shall grant a hearing. If the appellant fails to appear the hearing, the Director, Office of Traffic and Safety, State Highway Administration, may proceed by a review of the record.

(3-1) After reviewing the record and any evidence submitted at any hearing, the Director, Office of Traffic and Safety, State Highway Administration, shall affirm, amend, or reverse the decision of the Unit.

(4) The decision of the Director, Office of Traffic and Safety, is the final decision of the State Highway Administration.

11.04.11.12

.12 Costs and Damages for which Permittee is Responsible

A. The permittee is responsible for payment of each of the following items:

(1) All damage that the vehicle causes, either directly or indirectly, to any road surface, bridge, signs, or other structure, whether maintained by the Administration or by another entity;

(2) The cost of all correspondence, whether telephonic or written, made in connection with the permit;

(3) Any additional expense incurred by the Administration in connection with the permit or the movement authorized by the permit.

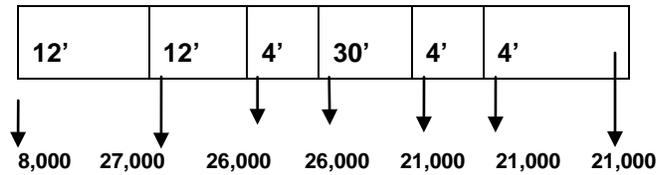
B. The Administration shall repair or correct all damage caused to any property owned by or maintained by it and shall collect the expense of the repairs or corrections from the permittee. This includes but is not limited to road surfaces, approaches, embankments, drainage areas, ditches, bridges, signs, structures of any kind, and other property not specifically listed.

THESE ARE TYPICAL CASES WHERE THESE TRUCKS WOULD BE O.K. AND WOULD NOT NEED A BRIDGE REVIEW. NOTE THAT NOT EVERY SCENARIO IS SHOWN.

AXLE NO. WTS. IN POUNDS SPACING FEET/INCHES DRAWING

1)

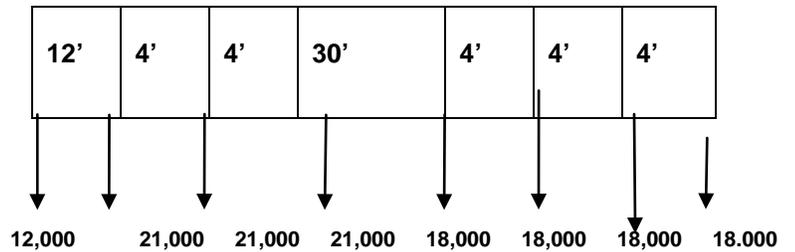
1	8,000	12 FEET
2	27,000	12 FEET
3	26,000	4 FEET
4	25,000	30 FEET (minimum)
5	21,000	4 FEET
6	21,000	4 FEET



150,000 POUNDS TOTAL WEIGHT

2)

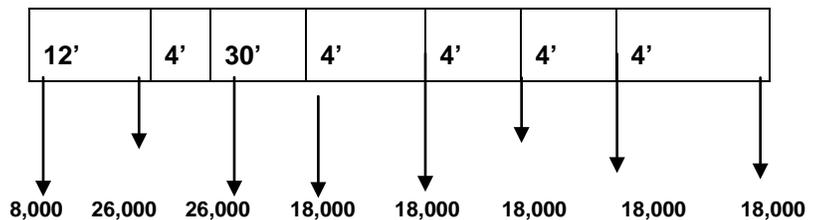
1	12,000	12 FEET
2	21,000	4 FEET
3	21,000	4 FEET
4	21,000	30 FEET (MINIMUM)
5	18,000	4 FEET
6	18,000	4 FEET
7	18,000	4 FEET



147,000 POUNDS TOTAL WEIGHT

3)

1	8,000	12 FEET
2	26,000	4 FEET
3	26,000	30 FEET (MINIMUM)
4	18,000	4 FEET
5	18,000	4 FEET
6	18,000	4 FEET
7	18,000	4 FEET
8	18,000	



150,000 POUNDS TOTAL WEIGHT

TRUCK #1) SHOWS THE MAXIMUM SINGLE AXLE, TWO (TANDEM) AXLE, AND THREE TRIDEM) AXLE GROUP SITUATION

TRUCK #2) SHOWS A MAXIMUM THREE AXLE GROUP AND 4 AXLE GROUP

TRUCK #3) SHOWS A MAXIMUM TWO AXLE GROUP AND 5 AXLE GROUP*THE "BIG" OR "CENTER" OR "MAIN" SPACING MUST BE AT LEAST 30 FEET