



## TRANSPORTATION RESEARCH SYNTHESIS

Local Road Research Board  
Minnesota Department of Transportation  
Research Services & Library  
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# Local Agency Permit Fee Policies for Oversize/Overweight Vehicles

*Prepared by CTC & Associates LLC*

**Members of the Local Road Research Board** are seeking basic data about the oversize/overweight (OSOW) permit fee policies of counties in Minnesota and in other states. This information will inform an ongoing statewide effort to move toward a unified permitting process for OSOW vehicles. Of particular interest in this project are the fee types, purpose and range of costs charged by local agencies when issuing OSOW permits and the authority upon which local agency permit fee structures are based.

To gather this information, a brief online survey was distributed to members of the Minnesota County Engineers Association and the National Association of County Engineers. Additional information about agency practices was acquired through follow-up research and contacts to selected survey respondents. This Transportation Research Synthesis presents results of the online survey and the limited follow-up investigation along with links to related resources provided by survey respondents.



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*The purpose of this Transportation Research Synthesis (TRS) is to serve as a synthesis of pertinent completed research to be used for further study and evaluation by MnDOT and the Local Road Research Board (LRRB). This TRS does not represent the conclusions of the authors, MnDOT or LRRB.*

# Local Agency Permit Fee Policies for Oversize/Overweight Vehicles

## **Introduction**

The Local Road Research Board (LRRB) is seeking information that will supplement other ongoing efforts in Minnesota to move toward a statewide unified permitting process for oversize/overweight (OSOW) vehicles. This project is focused on local agency practices in issuing permits for OSOW loads.

This Transportation Research Synthesis presents the findings from an online survey of local agencies (counties) expected to have experience with OSOW permits and fees. The survey sought information about permit fee types and costs, the authority under which permit fees are assessed, the purposes for which fees are collected and other observations noted by local agency staff members working with these permits. Follow-up research and contacts to selected survey respondents sought additional information about agency practices. Links to related resources provided by survey respondents supplement findings from the survey and limited follow-up investigation.

## **Summary of Findings**

### **Survey of Practice**

An eight-question online survey was distributed to members of the National Association of County Engineers and Minnesota County Engineers Association. The survey received 103 responses from local agencies in 10 states: Arizona, Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, New York, Washington and Wisconsin. Sixty-one respondents reported on their agencies' OSOW permitting fees and practices; 42 of the responding agencies do not assess permit fees for OSOW loads.

A limited follow-up investigation gathered information from selected agencies responding to the initial survey to clarify and supplement survey responses.

Below is a discussion of survey results in six topic areas:

- Fee implementation.
- Statutory authority or other basis for fees.
- Factors influencing fee amounts.
- Fee purpose.
- Additional observations.
- Permit fees by permit type.

### **Fee Implementation**

The implementation date of respondents' permit fee structures varied widely, ranging from the 1980s to a few months ago (Minnesota's Watonwan County implemented its fee structure in May 2018). Fourteen respondents have implemented fee structures in the last four years.

### **Statutory Authority or Other Basis for Fees**

Almost two-thirds of respondents reported that state statute provides the general authority for their agencies' OSOW permit fee structures. Slightly more than one-third of respondents reported that a local statute underlies their fee structures. Fewer respondents reported that a county board or commission action is the basis for

OSOW permit fees. (Respondents could indicate more than one type of authority as the basis for their agencies' OSOW fee structures.)

### **Factors Influencing Fee Amounts**

Respondents were asked to identify how their agencies arrived at the fee amounts associated with agency OSOW permits. Local statutes informed the fee amounts charged by 13 of the agencies responding to this question; state statute determined fee amounts for 12 agencies. The remaining respondents reported on other factors that influenced agency fee structures, including cost recovery, research, historical review, similarity to other agency fees and decisions made by a county board or other entity.

### **Fee Purpose**

Respondents described the purpose of their agencies' permit fee structures by selecting all that applied from among four options:

- To recover the administrative costs of issuing the permit.
- To recover the cost of highway maintenance addressing the impacts of OSOW loads.
- To better understand how the road network is being used.
- Another purpose described by the respondent.

Three-quarters of respondents assess OSOW permit fees to recover the administrative costs of issuing the permit. Slightly less than half of respondents are attempting to recover the cost of highway maintenance with their OSOW permit fees.

### **Additional Observations**

*Agencies not charging OSOW fees.* Respondents from Arizona, Illinois, Kansas, Minnesota and Washington provided additional perspective on why their agencies are not always assessing permit fees at this time.

*Agencies adopting or working with other agency fee structures.* Respondents from three counties in Illinois discussed their consideration of Illinois Department of Transportation's (DOT's) fee structure. In Washington, the County Road Administration Board has adopted the same fee schedule as the state of Washington. Similarly, Kitsap County, Washington, is honoring permits issued by Washington State DOT while the county restructures its permitting process.

*Exemplary permitting process.* A 2012 MnDOT research project informed the development of the OSOW permitting process implemented in Jackson County, Minnesota. This process has been shared with or adopted by other Minnesota counties. Related resources provide a comparison of rural construction costs per equivalent single axle load per mile for pavement and aggregate base, and the agency's interactive Excel-based tool that calculates OSOW permit fees.

*Use of online systems.* Respondents reported the use of online permitting systems (Oxcart in Will County, Illinois, and OneGov in Eau Claire County, Wisconsin).

*Other respondent comments.* Respondents offered additional perspective on the impacts of OSOW loads and the challenges of expedited application processing.

*Related resources.* [Appendix B](#) provides links to publicly available documents submitted by respondents. These resources include permit applications, fee schedules and ordinances, and internal publications that cannot be obtained on agency websites.

### **Permit Fees by Permit Type**

Tables that begin on page 20 summarize the permit fees charged by respondents for four permit types:

- Single trip.
- Timed (for example, 90-day permits).
- Annual.
- Special.

For each permit type, respondents selected all that applied among eight fee categories:

- \$25 to \$50.
- \$51 to \$100.
- \$101 to \$150.
- \$151 to \$200.
- \$201 to \$300.
- \$301 to \$400.
- \$401 to \$500.
- Above \$500.

In addition to choosing from these fee categories, some respondents offered details of fee structures that assess multiple prices for a single permit type. Other respondents provided a customized description of their fee structures rather than selecting from the eight fee categories. Information from all of these respondents is provided in the Description column of each table.

Below is a brief overview of survey findings by permit type:

*Single-trip permits.* When selecting from the eight fee categories provided in the survey, respondents most often selected the \$25 to \$50 fee category. The next most common fee category selected by respondents is \$51 to \$100. No respondents reporting on specific fees charge more than \$300 for this type of permit. Some agencies assess fees in more than one fee category.

*Timed permits.* Ten respondents reported on timed permit fees ranging from \$25 to \$50 to above \$500.

*Annual permits.* Fees ranged most widely for this permit type. The \$201 to \$300 fee category was most often reported (nine of the 34 respondents). The other most common fee categories were \$101 to \$150, \$301 to \$400 and above \$500 (six respondents reporting each of these fee categories). Manitowoc County, Wisconsin, reported an annual permit fee of \$5,000.

*Special permits.* Twenty-two respondents reported on special permit fees. The most commonly reported fees were in the \$201 to \$300 and \$401 to \$500 fee categories. This may be due to Minnesota counties assessing \$300 and \$500 fees established by state statute.

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*Note:* Follow-up research and contacts sought additional information from selected survey respondents. While this information provided helpful clarification of OSOW fee schedules, a more in-depth evaluation and comparison of agency fees and practices across fee types is needed to draw general conclusions about local agency practices.

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## **Next Steps**

Going forward, LRRB might consider:

- Comparing the permit fee data in the tables that begin on page 20 to find common themes and patterns in respondents' fee schedules that could inform other agencies' OSOW permitting fees and practices.
- Examining the Excel-based fee calculators used by two Minnesota county respondents to assess the tools' viability for use by other agencies.
- Investigating opportunities for automating the permitting process through consultations with respondents reporting experience with these systems (Will County, Illinois, and Eau Claire County, Wisconsin).
- Reviewing in detail the related resources appearing in [Appendix B](#).

## **Detailed Findings**

### **Survey of Practice**

An eight-question online survey was distributed to members of the National Association of County Engineers and Minnesota County Engineers Association. Survey questions sought information about the oversize/overweight (OSOW) permit fees assessed by local agencies, the authority underlying each agency's permit fee structure, and the purpose of the permit fees imposed. [Appendix A](#) provides the full text of the survey questions.

The survey received 103 responses from local agencies in 10 states: Arizona, Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, New York, Washington and Wisconsin. Of these, 61 respondents reported on the OSOW permit fees their agencies assess:

#### **Arizona (3)**

Maricopa County  
Mohave County  
Pima County

#### **Illinois (12)**

Grundy County  
Kane County  
Kendall County  
Macon County  
McHenry County  
McLean County  
Peoria County  
Perry County  
Washington County  
White County  
Whiteside County  
Will County

#### **Indiana (2)**

Allen County  
Steuben County

#### **Iowa (1)**

Clinton County

#### **Kansas (4)**

Butler County  
Franklin County  
Ottawa County  
Sedgwick County

#### **Minnesota (26)**

Becker County  
Beltrami County  
Benton County  
Chippewa County  
Clay County  
Cottonwood County  
Dakota County  
Dodge County  
Faribault County  
Goodhue County  
Houston County  
Jackson County  
Kittson County  
Lincoln County  
Martin County  
McLeod County  
Nobles County  
Olmstead County  
Pipestone County  
Pope County  
Ramsey County  
St. Louis County  
Stearns County  
Traverse County  
Wabasha County  
Watonwan County

#### **New York (1)**

Chautauqua County

#### **Washington (6)**

County Road Administration Board  
Pend Oreille County  
Snohomish County  
Whatcom County  
Whitman County  
Yakima County

#### **Wisconsin (6)**

Dunn County  
Eau Claire County  
Iowa County  
Manitowoc County  
Outagamie County  
Washington County

Forty-two respondents reported that their agencies do not assess permit fees for OSOW loads:

**Arizona (1)**

Yuma County

**Illinois (4)**

Champaign County

Christian County

Macoupin County

Menard County

**Indiana (5)**

Boone County

Brown County

Harrison County

Hendricks County

Johnson County

**Kansas (3)**

Ellis County

Ellsworth County

Stafford County

**Minnesota (14)**

Aitkin County

Blue Earth County

Brown County

Clearwater County

Douglas County

Itasca County

Mahnomen County

Mower County

Nicollet County

Pennington County

Rock County

Wadena County

Waseca County

Winona County

**Washington (5)**

Benton County

Kitsap County

Klickitat County

Skagit County

Stevens County

**Wisconsin (9)**

Ashland County

Clark County

Columbia County

Douglas County

Jackson County

Kenosha County

Ozaukee County

Sauk County

Washburn County

**Missouri (1)**

Cole County

No further survey responses were requested from this group of respondents.

Below is a discussion of survey results in six topic areas:

- Fee implementation.
- Statutory authority or other basis for fees.
- Factors influencing fee amounts.
- Fee purpose.
- Additional observations.
- Permit fees by permit type.

**Fee Implementation**

The implementation date of respondents' permit fee structures varied widely, ranging from the 1980s to a few months ago (Minnesota's Watonwan County implemented its fee structure in May 2018). The table below summarizes responses.

Implementation of Respondents' OSOW Fee Structures			
Time Period	Year	Local Agency	State
1980s	1985	Snohomish County	Washington
	1986	Eau Claire County	Wisconsin
	1989	Maricopa County	Arizona



Implementation of Respondents' OSOW Fee Structures			
Time Period	Year	Local Agency	State
1990s	Early 1990s	Whitman County	Washington
	1990	Dunn County	Wisconsin
	1994	Kendall County	Illinois
	1996	Washington County	
	1997	Peoria County	
	1999	Whiteside County	
2000s	2000	Kittson County	Minnesota
		Martin County	
	2002	Ramsey County	
	~2004	Stearns County	
	2007	Outagamie County	Wisconsin
	~2008	Clay County	Minnesota
	2009	Grundy County	Illinois
2010 to 2014	2010	McHenry County	Illinois
		Jackson County	Minnesota
		Manitowoc County	Wisconsin
	2012	Sedgwick County	Kansas
		McLeod County <sup>1</sup>	Minnesota
		Wabasha County	
	2013	Mohave County	Arizona
		Benton County	Minnesota
		Lincoln County	
	2014	Macon County	Illinois
2015 to 2018	2015	Perry County	Illinois
		White County	
		Pope County	Minnesota
		Washington County <sup>2</sup>	Wisconsin
	2015 (February)	McLean County	Illinois
	2016	Yakima County	Washington
	2017	Steuben County	Indiana
	2017 (December)	Pima County	Arizona

Implementation of Respondents' OSOW Fee Structures			
Time Period	Year	Local Agency	State
2015 to 2018	2018	Will County	Illinois
		Cottonwood County	Minnesota
		Pipestone County	
		Traverse County	
	2018 (January)	Nobles County	
	2018 (May)	Watonwan County	
Estimated date or time period	Before 2004	Franklin County	Kansas
	Before 2006	Iowa County	Wisconsin
	Before 2007	Olmstead County	Minnesota
	Before 2009	Chautauqua County	New York
	More than 15 years ago	Butler County	Kansas
		Dodge County	Minnesota
	About 20 years ago	Dakota County	
	More than 20 years ago	St. Louis County	
	More than 25 years	Becker County	
	More than 30 years ago	Goodhue County	

1 Electronic permits issued in 2012; paper permits issued prior to that date.

2 Implementation date for current permit form and fee.

### **Statutory Authority or Other Basis for Fees**

Almost two-thirds of respondents reported that state statute provides the general authority for their agencies' OSOW permit fee structure. Fewer respondents reported that a local statute or a county board or commission action is the basis for OSOW permit fees. The table below summarizes responses.

Authority for Permit Fee Structure				
State	Local Agency	State Statute	Local Statute	County Board or Commission Action
Arizona	Maricopa County	X	X	
	Mohave County	X		
	Pima County	X		
Illinois	Grundy County		X	
	Kane County			
	Kendall County		X	
	Macon County	X		

Authority for Permit Fee Structure				
State	Local Agency	State Statute	Local Statute	County Board or Commission Action
Illinois	McHenry County	X		
	McLean County		X	
	Peoria County	X	X	
	Perry County	X	X	
	Washington County	X		
	White County		X	
	Whiteside County	X	X	
	Will County		X	
Indiana	Allen County		X	
	Steuben County		X	
Iowa	Clinton County	X	X	
Kansas	Butler County	X		
	Franklin County		X	
	Ottawa County	X		
	Sedgwick County	X		X
Minnesota	Becker County	X		
	Beltrami County			
	Benton County	X		
	Chippewa County	X		
	Clay County			
	Cottonwood County	X		X
	Dakota County	X		X
	Dodge County		X	
	Faribault County			X
	Goodhue County			
	Houston County			
	Jackson County			X
	Kittson County	X		
	Lincoln County	X		X
	Martin County	X		
	McLeod County	X <sup>1</sup>		
	Nobles County	X		X
	Olmstead County	X	X	X
	Pipestone County	X		
	Pope County	X		X <sup>2</sup>
	Ramsey County			
	St. Louis County	X		

Authority for Permit Fee Structure				
State	Local Agency	State Statute	Local Statute	County Board or Commission Action
	Stearns County	X	X	
	Traverse County	X		
	Wabasha County			X
	Watonwan County			
<b>New York</b>	Chautauqua County	X		
<b>Washington</b>	County Road Administration Board		X	
	Pend Oreille County	X	X	
	Snohomish County	X	X	
	Whatcom County	X		
	Whitman County	X	X	
	Yakima County		X	
<b>Wisconsin</b>	Dunn County	X	X	
	Eau Claire County	X		
	Iowa County	X		
	Manitowoc County		X	
	Outagamie County	X		
	Washington County	X		
<b>TOTAL</b>		<b>39</b>	<b>23</b>	<b>10</b>

- 1 Based on statute. The county attempts to apply all of MnDOT's conditions "for simplicity for permittee."
- 2 Single-trip moving permit fees are set by county board resolution. Special OW permit fees are set by county board resolution and authorized by state statute.

### **Factors Influencing Fee Amounts**

Respondents identified how their agencies arrived at the fee amounts associated with agency OSOW permits by selecting the best answer from among these options:

- Unknown.
- Local statute.
- State statute.
- Calculated, based on elements described by the respondent.

Local statutes informed the fee amounts charged by 13 of the agencies responding to this question; state statutes determined fee amounts for 12 agencies. The remaining respondents reported on other factors that influenced agency fee structures, including cost recovery, research, similarity to other agency fees and decisions made by a county board or other entity.

The two tables below summarize the factors influencing permit fee amounts. The first table presents the agencies reporting local and state statutory influences; the second table summarizes the other factors affecting respondents' fee structures.

<b>Factors Influencing Permit Fee Amounts</b>		
<b>Influencing Factor</b>	<b>State</b>	<b>Local Agency</b>
<b>Local statute</b>	<b>Illinois</b>	Grundy County
		Kendall County
		Macon County
		McHenry County
		Perry County
		White County
		Will County
	<b>Indiana</b>	Steuben County
	<b>Kansas</b>	Ottawa County
	<b>Minnesota</b>	Clay County
	<b>Washington</b>	Yakima County
	<b>Wisconsin</b>	Dunn County
		Manitowoc County
<b>State statute</b>	<b>Arizona</b>	Maricopa County
	<b>Illinois</b>	Whiteside County
	<b>Iowa</b>	Clinton County
	<b>Kansas</b>	Butler County
	<b>Minnesota</b>	Chippewa County
		Cottonwood County
		Kittson County
		Martin County
		Pipestone County
		Traverse County
	<b>New York</b>	Chautauqua County
	<b>Wisconsin</b>	Outagamie County

Other Factors Influencing Permit Fee Amounts			
Factor	State	County/Entity	Description
Cost recovery	Minnesota	Goodhue County	Considered staff time required for processing.
		Wabasha County	Based on equivalent single axle load (ESAL) cost for pavement and administration.
	Wisconsin	Eau Claire County	Reviewed average labor review time cost.
		Washington County	Estimated administrative time.
Decision by county board or other entity	Minnesota	Nobles County	Established by county board based on estimated damages to the roadway, statutes and other entities' rates. Fees are reviewed annually and approved by county board based on the recommendation of county engineer.
		Olmstead County	Approved by county board after comparison with fees assessed by similarly sized counties.
		Pope County	Established single-trip fees under county fee structure adopted by county board. Set amounts for special OW permits to mirror state statute language for state permits.
		Stearns County	Established by state statute or based on sliding scale approved by county board.
	Wisconsin	Iowa County	Established by committee and acted on based on staff request.
Historical review	Illinois	McLean County	Reviewed fees that dated back to 1995.
	Minnesota	Dakota County	Reviewed system and historic permit applications.
Research	Minnesota	Jackson County	Considers axle configurations, weight of axles and cost of pavement construction. See page 17 for details of the research project that informed the county's fee structure.
Similar to other agencies	Minnesota	Benton County	Followed practices of neighboring agencies.
		Olmstead County	Approved by county board after comparison with fees assessed by similarly sized counties.
		St. Louis County	Compared with other local agency permit fees.
Other factors	Washington	County Road Administration Board	Based on size, weight and distance traveled.
		Whatcom County	Calculated fees to be low enough to encourage haulers to apply for permits and not make the fee "overly burdensome."

## **Fee Purpose**

Respondents described the purpose of their agencies' permit fee structures by selecting all that applied from among five options:

- Unknown.
- To recover the administrative costs of issuing the permit.
- To recover the cost of highway maintenance addressing the impacts of OSOW loads.
- To better understand how the road network is being used.
- Another purpose (respondents were asked to briefly describe this other purpose).

Three-quarters of respondents assess OSOW permit fees to recover the administrative costs of issuing the permit. Slightly less than half of respondents are attempting to recover the cost of highway maintenance with their OSOW permit fees. The table below summarizes survey responses.

<b>OSOW Permit Fee Purpose</b>				
<b>State</b>	<b>Local Agency</b>	<b>Recover the Administrative Costs of Issuing the Permit</b>	<b>Recover the Cost of Highway Maintenance Addressing the Impacts of OSOW Loads</b>	<b>Better Understand How the Road Network is Being Used</b>
<b>Arizona</b>	Maricopa County	X		
	Pima County	X		
<b>Illinois</b>	Grundy County	X		
	Kane County		X	
	Kendall County		X	
	Macon County	X		
	McHenry County			X
	McLean County		X	
	Perry County	X	X	
	Washington County			X
	White County	X	X	
	Whiteside County	X		
	Will County	X	X	X
<b>Indiana</b>	Allen County	X	X	
	Steuben County	X	X	
<b>Iowa</b>	Clinton County	X <sup>1</sup>		
<b>Kansas</b>	Butler County	X <sup>2</sup>		
	Franklin County <sup>3</sup>			
	Ottawa County	X		
	Sedgwick County <sup>4</sup>			

OSOW Permit Fee Purpose				
State	Local Agency	Recover the Administrative Costs of Issuing the Permit	Recover the Cost of Highway Maintenance Addressing the Impacts of OSOW Loads	Better Understand How the Road Network is Being Used
Minnesota	Becker County	X		
	Benton County	X		X
	Clay County	X	X	
	Cottonwood County	X	X	
	Dakota County	X	X	X
	Dodge County	X	X	
	Faribault County	X	X	
	Goodhue County	X		X
	Houston County	X		X
	Jackson County	X	X	
	Kittson County	X	X	
	Lincoln County	X	X	
	Martin County	X		
	McLeod County	X		
	Nobles County	X	X	
	Olmstead County	X	X	
	Pope County	X		
	Ramsey County	X	X	
	St. Louis County	X		
	Stearns County	X	X	
	Traverse County	X	X	X
	Wabasha County	X	X	X
	Watsonwan County	X		
New York	Chautauqua County	X	X	
Washington	County Road Administration Board	X	X	X
	Snohomish County			X
	Whatcom County	X		
	Whitman County <sup>5</sup>			
	Yakima County	X	X	
Wisconsin	Dunn County	X		
	Eau Claire County	X		
	Iowa County	X		X
	Manitowoc County	X	X	X



OSOW Permit Fee Purpose				
State	Local Agency	Recover the Administrative Costs of Issuing the Permit	Recover the Cost of Highway Maintenance Addressing the Impacts of OSOW Loads	Better Understand How the Road Network is Being Used
Wisconsin	Outagamie County	X	X	
	Washington County	X		
TOTAL		46	27	13

- 1 Permit fees cover any engineering fees for special OSOW load analysis.
- 2 Overwide and overheight loads require follow-up to make sure signs are reinstalled correctly.
- 3 Permit fees are used to establish an agreement between the parties.
- 4 Permit fees are used to reduce damage to county-owned bridges and overhead utilities.
- 5 Permit fees allow the county to limit significant impacts to roads and bridges, and to select better routing and/or timing.

### **Additional Observations**

Several respondents provided additional details and observations about their OSOW permit fee structures, the permitting process and related topics. This information is summarized below in six categories:

- Agencies not charging fees for some or all permits.
- Agencies adopting or working with other agency fee structures.
- Exemplary permitting process.
- Use of online systems.
- Other respondent comments.
- Related resources.

### **Agencies Not Charging Fees for Some or All Permits**

The respondents below provided additional perspective on why their agencies are not always assessing permit fees at this time.

#### ***Arizona***

*Pima County.* Under Arizona statutes, if the state issues a permit for a specified route, jurisdictions along the route are not allowed to charge an OSOW permit fee.

#### ***Illinois***

*Menard County.* The county issues permits but does not charge any fees at this time.

*Washington County.* Permits are required to record loads and routes, but no fee is charged. Permit issuance helps the agency track where OSOW loads are going and check for conflicts with load-limited structures.

## **Kansas**

*Sedgwick County.* Technically, the county does not assess permit fees. Fees would be set at \$100 per permit (single- or multi-trip) if the county's code were adopted. Currently all fees are waived. The per-permit internal cost is estimated at \$100 to \$400.

## **Minnesota**

*Beltrami County.* The county issues permits but does not charge any fees at this time.

*Chippewa County.* The county does not assess fees for single-trip and annual permits.

*Clearwater County.* The county issues permits but does not charge any fees at this time. The respondent noted that the county does not issue enough permits to justify setting up a charging system that is convenient enough for users.

## **Washington**

*Pend Oreille County.* OSOW permits are associated with the county's seasonal weight restriction resolution; no fees are assessed.

*Whitman County.* The county charges no permit fees. The agency "want[s] people to come to us rather than ignoring the permit system."

## **Agencies Adopting or Working With Other Agency Fee Structures**

Respondents from Illinois and Washington reported that their agencies have based current OSOW permit fees on another agency's fee structure.

## **Illinois**

*Kendall County.* Fees are based on Illinois Department of Transportation's (DOT's) lowest mileage-based fee rate structure given the small size of the county (permittee can't travel more than about 20 miles in the county due to its small size).

*Peoria County.* The respondent reported being frustrated that many trucking firms obtain a state permit but do not acquire the local permit, "so an increase to the local permit fee would only punish the law-abiding trucking firms." The respondent has discussed bundling the state and local permits with Illinois DOT representatives, but to date no action has been taken.

*Whiteside County.* The county uses Illinois DOT's fee schedule, with a maximum weight of 120,000 lbs. A fee of \$0.035 per mile per ton is assessed for loads over 80,000 lbs, plus a \$50 handling fee.

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*Note:* Information about Illinois DOT's OSOW permit fees is available at <http://www.idot.illinois.gov/doing-business/permits/Oversize-and-Overweight-Permits/index>.

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## **Washington**

*County Road Administration Board.* As its website indicates, the "Washington State County Road Administration Board (CRAB) provides accountability through standards of good practice, fair administration of funding programs, and technical and professional assistance to the 39 Washington State County Road Departments in accordance with (RCW 36.78.070)." CRAB has adopted the same fee schedule as the state of Washington (see <http://app.leg.wa.gov/RCW/default.aspx?cite=46.44.0941>).

*Kitsap County.* What began as an idea to streamline OSOW permitting by introducing an electronic process now includes an examination of the county's OSOW permit fee schedule. Electronic permit processing is expected to be more convenient for the customer and also allow for "getting more eyes on the potential move from other departments (public works, sheriff, health, community development)." The county continues its examination of fees, which includes making a determination as to the fee purpose—to recover the cost of potential damage to county roads or to recover the cost associated with managing the program. Coordinating the input of multiple stakeholders has proved to be challenging. During the restructuring period, the county is honoring permits issued by Washington State DOT. Haulers of local loads are required to make contact with the county's Public Works Department and provide the route.

### **Exemplary Permitting Process**

The respondent from Jackson County, Minnesota, provided details of the county's permitting process that is based on recent MnDOT research and has influenced other agencies' permitting practices.

#### ***Minnesota***

*Jackson County.* A 2012 MnDOT research project developed a traffic generator calculation tool that estimates the impacts to pavements associated with heavy vehicle traffic related to the construction of large wind turbine developments (see **Related Resources** below for more information about this project). The permit fee structure applied in Jackson County is derived from this research project. Permit fees are based on axle configurations, weight of axles and the cost of pavement construction. The survey respondent noted that the permit fee process developed in Jackson County has been shared with at least 20 counties in Minnesota. The same process or a derivative of the county's process is in place in at least two other counties in southern Minnesota. (Wabasha County uses a similar tool with different inputs.)

#### ***Related Resources:***

**Traffic Generating Development and Roadway Life Consumption**, W. James Wilde, Minnesota Department of Transportation, August 2012.

<https://www.dot.state.mn.us/research/documents/2012RIC11.pdf>

*From the abstract:* This report describes the development of a tool to estimate the impacts to pavements associated with heavy vehicle traffic related to the construction of large wind turbine developments. In a growing number of areas, large wind farms are constructed in a very short time, often resulting in extreme impacts to the pavements on which the construction traffic must travel. This report attempts to assist the local agency in estimating the damage expected due to the sudden influx of construction traffic and in predicting the associated maintenance and rehabilitation costs to the road network used by the traffic.

The Traffic Generators calculation tool for estimating pavement impacts, developed as part of this project, is a spreadsheet based tool that takes user input from the agency as well as the developer, and combines this information into an estimate of pavement damage. This is done in three ways—difference in granular equivalent pavement design, MnDOT overlay design, and percent of pavement life consumed. With guidance in this report, the agency can select which of the three methods is most appropriate for their particular situation. The tool then provides an estimate of cost required to repair the roadway network to its condition prior to the heavy influx of construction traffic.

**Jackson County Moving Permit**, Jackson County, Minnesota, 2012.

[https://www.co.jackson.mn.us/vertical/Sites/%7B47B68709-5081-4D2D-A79C-49891B025171%7D/uploads/2012\\_Moving\\_Permit.xls](https://www.co.jackson.mn.us/vertical/Sites/%7B47B68709-5081-4D2D-A79C-49891B025171%7D/uploads/2012_Moving_Permit.xls)

This Excel workbook is used by permittees to calculate OW fees.

**Jackson County Rural Construction Costs Per ESAL/MILE for Pav[e]ment and Aggregate Base**, Jackson County, Minnesota, 2012.

See [Attachment A](#).

This spreadsheet compares construction costs in the years 2001, 2004, 2005, 2007 and 2012.

**Permitting Process**, Jackson County, Tim Stahl, undated.

See [Attachment B](#).

This presentation was delivered several years ago at a meeting of the Association of Minnesota Counties Region 8 to describe the county's permitting process.

## **Use of Online Systems**

### ***Illinois***

*Will County*. In March 2018, the county began use of the Oxcart online permitting system to process all trucking permits (see Oxcart Permit Systems LLC at <https://www.oxcartpermits.com/>). The respondent noted that "[t]he system works very well and has made our approval process more efficient. At the same time we increased our fees for the first time in 16 years by about 300 percent, causing a lot of backlash from the public. As of last month, we had to issue an amendment with several changes (adding limited continuous operation permits and annual permits)."

### ***Wisconsin***

*Eau Claire County*. In 2017, the county implemented OneGov, an RTVision, Inc. product, for online permitting (see <https://www.rtvision.biz/epermits/>). The county's online permitting dashboard is available at <https://wi-co-eau-claire.onegov.rtvision.com/>.

## **Other Respondent Comments**

### ***Minnesota***

*Becker County*. The respondent noted that OSOW permit fees "make sure oversize loads aren't routed through construction projects or restricted bridge heights."

*Kittson County*. The respondent is "[l]ooking forward to a statewide system that is entirely online," which is expected to reduce the administrative time needed to issue OSOW permits. The respondent further noted that "[m]any loads are happening without a permit," and "[t]he fees we collect are not paying for road damages. No enforcement whatsoever from local government."

*Nobles County*. The respondent indicated that for "overwidth loads, wider loads are more likely to have tires tracking onto the gravel shoulder requiring more maintenance of the shoulder. For OW loads, the heavier the load, the more life taken out of the pavement. The longer the move, the more roadway is impacted."

*Olmstead County*. The respondent noted that permits give the county "the ability to look at what local maintenance projects may affect an OS load route, or for an OW load there may be culverts, not on the state bridge system, that cannot support an OW load."

***Wisconsin***

*Washington County.* The county's OSOW permit application form clearly states that three to five business days are required for processing. However, the county continues to receive many applications on very short notice and is strongly considering imposing an additional fee for expediting permit review and approval in such cases.

**Related Resources**

[Appendix B](#) provides links to publicly available documents submitted by respondents. These resources include permit applications, fee schedules and ordinances, and internal publications that cannot be obtained on agency websites.

## **Permit Fees by Permit Type**

The tables below summarize the permit fees charged by respondents for four permit types:

- Single trip.
- Timed (for example, 90-day permits).
- Annual.
- Special.

For each permit type, respondents selected all that applied among eight fee categories:

- \$25 to \$50.
- \$51 to \$100.
- \$101 to \$150.
- \$151 to \$200.
- \$201 to \$300.
- \$301 to \$400.
- \$401 to \$500.
- Above \$500.

In addition to choosing from these fee categories, some respondents offered details of fee structures that assess multiple prices for a single permit type. Other respondents provided a customized description of their fee structures rather than selecting from the eight fee categories. Information from all of these respondents is provided in the Description column of the following tables.

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*Note:* Permit fees assessed by the Western Dakota Energy Association (WDEA) also appear in the tables below. WDEA “supports sustainable energy development and responsible revenue sharing for its members, and promotes the greater good of North Dakota.” Permit fee data is taken from the LoadPass Permits website (<https://permits.loadpasspermits.com/Content/files/LoadPassFeeSchedule.pdf>).

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State	Local Agency	Single-Trip Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Arizona	Maricopa County	X								OS: \$15 per day or \$30 for 30 days.
	Pima County	X	X							OS: \$15 per day or \$30 for 30 days. OW: \$75 per day. OS and OW: \$75 per day.

State	Local Agency	Single-Trip Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Illinois	Grundy County									Separate fees for overdimension and OW loads: <ul style="list-style-type: none"> <li>• Five overdimension fee categories range from \$12 to \$50.</li> <li>• Twelve OW fee categories range from \$10 to \$30.</li> </ul> <b>Calculation for permits over 120,000 lbs:</b> <ul style="list-style-type: none"> <li>• Pounds over legal weight (typically 80,000 lbs) ÷ 2,000 = number of tons over legal weight.</li> <li>• Number of tons over legal weight X \$0.035 per ton X the number of miles for the permit.</li> <li>• Add \$50 minimum fee plus additional fee if overdimension.</li> </ul>
	Kane County	X	X							Standard single trip: \$50. Standard round trip: \$85. Nonstandard single trip: \$100.
	Macon County		X							N/A
	McHenry County		X							N/A
	McLean County									All permits are individually calculated by weight and size: <ul style="list-style-type: none"> <li>• Overdimension fees range from \$30 to \$45.</li> <li>• OW fees range from \$25 to \$35 based on the number of axles.</li> <li>• Overdimension fees are added to OW fees, if applicable.</li> </ul>

State	Local Agency	Single-Trip Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Illinois	McLean County (continued)									<i>Note:</i> An additional \$30 is added for OW loads on 6- or 7-axle trucks for every 10,000 lbs over 120,000 lbs.
	Peoria County	X								N/A
	Perry County	X	X			X				All OS loads: \$25. OW loads: <ul style="list-style-type: none"> <li>80,000 lbs to less than 120,000 lbs: \$50.</li> <li>120,000 lbs to less than 250,000 lbs: \$100.</li> <li>250,000 lbs and greater: \$250.</li> </ul>
	White County	X	X			X				80,000 to 120,000 lbs: \$50. 120,000 to 250,000 lbs: \$100. Over 250,000 lbs: \$250.
	Whiteside County									Illinois DOT fee schedule applies up to 120,000 lbs, then \$0.035 per mile per ton over 80,000 lbs plus \$50 handling fee.
	Will County	X	X	X						Single-trip OW fees: <ul style="list-style-type: none"> <li>Up to 100,000 lbs: \$50.</li> <li>100,001 to 120,000 lbs: \$75.</li> <li>120,001 to 150,000 lbs: \$100.</li> <li>Over 150,000 lbs: \$125.</li> </ul> Round-trip fees are double the single-trip fees. These permits are valid for 10 days from the time of issuance and cover two trips over the same route in opposite directions.



State	Local Agency	Single-Trip Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Illinois	Will County (continued)	X	X	X						Single-trip OS fees: <ul style="list-style-type: none"> <li>12' wide or less, 13'6" high or less and 85' long or less: \$30.</li> <li>14' wide or less, 15' high or less, and 115' long or less: \$50.</li> <li>More than 14' wide, more than 15' high and more than 115' long: \$100.</li> </ul>
Indiana	Allen County		X							N/A
	Steuben County		X							N/A
Iowa	Clinton County	X								N/A
Kansas	Butler County	X								N/A
	Franklin County									All moving permits are \$1.
	Ottawa County	X								N/A
Minnesota	Becker County									OW fees include a \$50 base fee plus an overage fee.
	Benton County									Fee includes \$50 for permit review. OW permits are assessed an additional graduated fee based on the gross weight of the load transported, with \$50 increments for every 50,000 lbs.
	Clay County	X	X							Less than or equal to 100,000 lbs: \$25. 100,001 to 160,000 lbs: \$50. Over 160,000 lbs and house moves: \$100.
	Cottonwood County	X	X							OS only: \$25 to cover administrative costs. OW: \$100.

State	Local Agency	Single-Trip Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Minnesota	Dakota County									Up to 220,000 lbs: \$25. Over 220,000 lbs: \$25 per 100,000 lbs. An online system automatically approves permits up to 220,000 lbs. Weights over 220,000 lbs require a bridge review, which requires more time and involves a higher fee.
	Dodge County	X	X							Nonhouse loads under 20' wide: \$25. All other loads: \$100. The county distinguishes between smaller loads (trusses, garages) and larger loads (mobile homes, wind turbines).
	Faribault County									OS only: \$25 administrative fee. OW under 110,000 lbs: \$100. OW over 110,000 lbs: \$6 per ESAL per mile.
	Goodhue County	X								OS: \$20. OW: \$50 plus the cost of a load analysis if needed to evaluate a bridge crossing. <b>Load analysis:</b> The county uses MnDOT's State Aid Bridge Office load rating assistance <sup>1</sup> when a load analysis is needed for one of the county's 439 non-MnDOT structures. Currently there is no charge for this service, so most often the county assesses only the \$50 fee.
	Houston County	X								N/A

State	Local Agency	Single-Trip Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Minnesota	Jackson County									<p>OS load: \$25 (fee attempts to address OS-related damage to highway signage).</p> <p><b>Cost calculator:</b> The agency uses an Excel-based cost calculator based on ESAL per mile for all OW loads; see page 17 for more information.</p> <ul style="list-style-type: none"> <li>OW fee is based on “road life consumed.”</li> <li>\$25 fee for OW loads that do not exceed legal weight but require a review of the route to ensure there are no restrictions (i.e., posted bridges).</li> </ul> <p><b>Benefits and challenges:</b> The calculator captures fees needed to offset the damage caused by OW loads. The only minor challenge is applying the permit to nonstandard axle configurations (see <a href="#">Attachment C</a> for an example).</p>
	Kittson County	X								N/A
	Lincoln County	X	X	X	X	X				<p>Overdimension and OW (legal):</p> <ul style="list-style-type: none"> <li>To 100,000 lbs: \$50.</li> <li>100,001 to 150,000 lbs: \$75.</li> <li>150,001 to 200,000 lbs: \$100.</li> <li>200,001 to 250,000 lbs: \$125.</li> <li>250,001 to 300,000 lbs: \$175.</li> <li>Over 300,000 lbs: \$225.</li> </ul>
	Martin County	X	X							Different fee for OS versus OS and OW.

State	Local Agency	Single-Trip Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Minnesota	McLeod County	X								N/A
	Nobles County									Overwidth 12' and under: \$25. Overwidth over 12': \$50. OW: Minimum of \$50. Fee calculated using \$0.50 per ton over 40 tons per mile of roadway traveled.
	Olmstead County	X								Applicable for a single trip and OSOW loads; 10-day limit to complete move.
	Pope County		X							OW: \$100. OS: No fee.
	Ramsey County	X								N/A
	St. Louis County	X								The county offers only single-trip permits. The annual permit was eliminated at the end of 2017.
	Stearns County	X	X	X	X					Base fee for OS only: \$25. Sliding scale for OW fees: <ul style="list-style-type: none"> <li>80,001 to 100,000 lbs: \$25.</li> <li>100,001 to 150,000 lbs: \$50.</li> <li>150,001 to 200,000 lbs: \$75.</li> <li>200,001 to 250,000 lbs: \$100.</li> <li>250,001 to 300,000 lbs: \$150.</li> <li>Over 300,000 lbs: \$200.</li> </ul> Additional fees for OW loads address the need to evaluate routes and bridges, and to cover costs associated with OW load impacts on roads and bridges.

State	Local Agency	Single-Trip Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Minnesota	Wabasha County									OS or OW: \$25 base fee. For OW vehicles, add an amount calculated for ESALs and miles. <b>Cost calculator:</b> The county uses a calculator tool similar to the one used by Jackson County but with a different rate per mile (see page 17 for more information about the Jackson County tool). Wabasha County's rate per mile is based on the county's actual pavement cost per design ESALs of constructed projects. While the rate has not been adjusted recently to reflect the most current costs, the county considers this rate "reasonable."
	Watonswan County	X								N/A
New York	Chautauqua County	X								N/A
North Dakota	Western Dakota Energy Association	X	X	X						Overwidth or overlength but not OW: \$20. OW fees are assessed based on gross vehicle weight (GVW): <ul style="list-style-type: none"> <li>• 80,001 to 105,500 lbs: \$20.</li> <li>• 105,501 to 110,000 lbs: \$30.</li> <li>• 110,001 to 115,000 lbs: \$40.</li> <li>• 115,001 to 120,000 lbs: \$50.</li> <li>• 120,001 to 125,000 lbs: \$60.</li> <li>• 125,001 to 130,000 lbs: \$70.</li> <li>• 130,001 to 135,000 lbs: \$80.</li> </ul>

State	Local Agency	Single-Trip Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
North Dakota	Western Dakota Energy Association (continued)	X	X	X						<ul style="list-style-type: none"> <li>135,001 to 140,000 lbs: \$90.</li> <li>140,001 to 145,000 lbs: \$100.</li> <li>145,001 to 150,000 lbs: \$110.</li> <li>Over 150,000 lbs: \$5 per ton per mile driven on county or participating township roads (referred to as an Xcess Load Permit).<sup>2</sup></li> </ul>
Washington	Snohomish County	X								\$50 if the load is not previously permitted on state highways. If previously permitted, the county endorses the permit without a fee.
	Whatcom County									\$10 per load for building structures only (houses, mobile homes, sheds, offices). No fee is charged for equipment and material loads, including superloads.
Washington	Yakima County					X				Fee only applies to loads over 25' in width. OW load permits are free.
Wisconsin	Dunn County									The cost of a single-trip permit is \$20.
	Eau Claire County	X								N/A
	Iowa County		X							Flat rate of \$75.
	Manitowoc County	X								N/A
	Outagamie County									Based on size and weight; \$50 fee for OS, plus a \$10 per every 10,000 lbs over limit.
	Washington County	X								N/A

State	Local Agency	Single-Trip Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
TOTAL		30	18	5	2	4	0	0	0	

- 1 The county provides permit application materials to MnDOT to request a load analysis, which is typically conducted within one business day. See below for links to flowcharts describing this review process and a truck classification calculator, which was developed to determine the weight classification of an OW vehicle:

**Single Trip Overweight Permit Process for Local Bridges**

<http://www.dot.state.mn.us/stateaid/bridge/docs/single-trip-permit-flowchart.pdf>

**Annual Permit Process for Local Bridges**

<http://www.dot.state.mn.us/stateaid/bridge/docs/annual-permit-flowchart.pdf>

**A, B, C Permit Truck Classification Calculator**

<http://www.dot.state.mn.us/stateaid/bridge/docs/abc-calculator-guide.pdf> (user guide)

<http://www.dot.state.mn.us/stateaid/bridge/docs/abc-truck-calculator.xlsm> (Excel spreadsheet)

*Note:* See page 8 of the January 2018 issue of *State Aid Bridge News*, available at <http://www.dot.state.mn.us/stateaid/bridge/docs/sa-br-news-jan2018.pdf>, for more information about the classification tool.

- 2 Xcess Load Permits require approval. See the formula example below:

$$300,000 \text{ lbs GVW} - 105,500 = 194,500$$

$$194,500 \div 2,000 = 97.25 \text{ tons}$$

$$97.25 \text{ tons} \times \$5 = \$486.25 \text{ per mile}$$

State	Local Agency	Timed Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Illinois	Kane County					X				N/A
	Macon County		X							N/A
	McHenry County					X				N/A
	McLean County									Spring posting permits are available as single-trip and one-day permits. Overdimension fees are added if applicable.
	Will County		X			X		X	X	Limited continuous operation permits for OSOW loads range from \$100 to \$2,500 for daily, weekly, monthly, quarterly and annual permits.
Indiana	Allen County		X							N/A
Kansas	Sedgwick County		X							N/A
Washington	Snohomish County	X								N/A
Wisconsin	Manitowoc County								X	Fee is \$1,000 per month.
	Outagamie County									Based on size and weight.
TOTAL		1	4	0	0	3	0	1	2	



State	Local Agency	Annual Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Arizona	Maricopa County						X			Permit fee is \$360.
	Pima County						X			Permit fee is \$360.
Illinois	Macon County					X			X	N/A
	McHenry County								X	N/A
	Washington County									N/A
	Will County								X	Annual permits for limited continuous operation OSOW loads range from \$1,500 to \$2,500.
Indiana	Allen County									Local companies do not pay annual permit fees; companies outside the county pay \$100.
	Steuben County					X				N/A
Iowa	Clinton County	X					X			N/A
Kansas	Sedgwick County		X							N/A
Minnesota	Benton County									Companies expecting to make more than four moves in a calendar year can apply for a \$200 annual permit. If those moves are OW, each move is still subject to an additional fee based on the load's weight.
	Clay County		X	X		X		X	X	N/A
	Cottonwood County						X	X		N/A
	Dakota County					X				\$250 fee. Annual permits are issued as one per truck (plate number).
	Dodge County			X						Annual overweight permit: \$150.
	Goodhue County			X						Overdimension fee: \$120.
	Houston County		X							N/A
	Jackson County						X	X		N/A

State	Local Agency	Annual Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Minnesota	Kittson County			X						N/A
	Lincoln County		X							N/A
	Martin County					X				N/A
	McLeod County			X						N/A
	Nobles County									Annual permit fees are five times the single-trip permit fee.
	Olmstead County				X					The county follows MnDOT size limits.
	Pipestone County					X		X		The county charges for an annual permit but does not charge for single-trip OSOW moves.
	Ramsey County					X				N/A
	Stearns County									Annual (single): \$200. Annual (fleet): \$1,000 plus OW fees per load as for a single-trip permit.
	Traverse County					X			X	N/A
	Wabasha County	X		X						N/A
	Watonwan County		X							N/A
New York	Chautauqua County						X			N/A
Washington	Snohomish County	X								N/A
Wisconsin	Iowa County					X				Flat rate of \$225.
	Manitowoc County								X	\$5,000.
TOTAL		3	5	6	1	9	6	4	6	

State	Local Agency	Special Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Illinois	Grundy County									Special permits to move vehicles, combination of vehicles and loads with OW gross loads not included in the county's standard fee categories are charged \$50 plus \$0.035 per ton per mile. An additional fee of \$50 is charged for an overdimension load that falls into one of the county's five overdimension fee categories.
	Kane County					X				N/A
	Macon County					X				N/A
	McHenry County									Reviewed on a case-by-case basis.
	McLean County									Utility companies conducting emergency repairs, companies providing feed, food and beverages, fuel, garbage and milk pickups may be issued limited weight permits on a seasonal basis with a fee of \$60 per business plus \$15 per truck.
	Whiteside County									Single-trip fee plus cost of bridge analysis for loads exceeding 150,000 lbs.
Indiana	Allen County									\$100 plus unspecified consultant fees.
Kansas	Sedgwick County		X							Permittee must contract with local engineering firm to provide load ratings for major structures/very heavy overloads of 200 tons and heavier.
Minnesota	Benton County						X	X		N/A
	Chippewa County					X		X		N/A
	Clay County		X							N/A

State	Local Agency	Special Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Minnesota	Cottonwood County		X							N/A
	Dodge County					X				Annual agricultural product: \$300.
	Kittson County							X		N/A
	Lincoln County					X		X		N/A
	Nobles County									Use permit fees are set by Minnesota statute for agricultural products and construction materials.
	Pope County					X		X		Special OW 6 axle: \$300. Special OW 7 axle: \$500. (Allowable loads by statute.)
	Stearns County					X		X		\$300 or \$500 annually, per state statute.
New York	Chautauqua County									Exceeding the posted weight limit (e.g., 6 tons/axle): \$100. Superloads (if more than 7 axles and/or more than 117,000 lbs gross) and using a road that has less than 7" of pavement: \$0.02 per lb for every lb over 18,000 lbs per axle per mile traveled.
North Dakota	Western Dakota Energy Association									Workover rigs and cranes: <ul style="list-style-type: none"> <li>\$30 to \$140 based on weight.</li> <li>Over 150,000 lbs, Xcess permit fees apply (\$5 per ton per mile).</li> </ul> Earth-moving equipment (roaded): \$30 to \$50 based on weight. Drilling rig move: \$500 per local government per move. Approval may be required on any category of permit fee if specified by the local government.

State	Local Agency	Special Permit Fees								Description
		\$25 to \$50	\$51 to \$100	\$101 to \$150	\$151 to \$200	\$201 to \$300	\$301 to \$400	\$401 to \$500	Above \$500	
Washington	Snohomish County	X								N/A
Wisconsin	Manitowoc County								X	N/A
TOTAL		1	3	0	0	7	1	6	1	

# Appendix A

## Local Agency Permit Fee Policies for Oversize/Overweight Vehicles: Survey Questions

The following survey was distributed to members of the National Association of County Engineers and Minnesota County Engineers Association expected to have experience with oversize/overweight (OSOW) permit fee policies.

1. Does your agency issue permit fees for OSOW loads?
2. What year was your agency's current OSOW permit and fee structure implemented?
3. Please indicate the corresponding fee(s) for each type of OSOW permit your agency issues. Check all fee ranges that apply for each permit type. **(If you select more than one fee range for a permit type, you'll be asked to explain below why there are multiple prices.)**

### Single-Trip Permit

- \$25 to \$50.
- \$51 to \$100.
- \$101 to \$150.
- \$151 to \$200.
- \$201 to \$300.
- \$301 to \$400.
- \$401 to \$500.
- Above \$500.
- Calculated for each load (please describe the calculation below).

### Timed Permit (for example, 90 days)

- \$25 to \$50.
- \$51 to \$100.
- \$101 to \$150.
- \$151 to \$200.
- \$201 to \$300.
- \$301 to \$400.
- \$401 to \$500.
- Above \$500.
- Calculated for each load (please describe the calculation below).

### Annual Permit

- \$25 to \$50.
- \$51 to \$100.
- \$101 to \$150.
- \$151 to \$200.
- \$201 to \$300.
- \$301 to \$400.

- \$401 to \$500.
- Above \$500.
- Calculated for each load (please describe the calculation below).

**Special Permit**

- \$25 to \$50.
- \$51 to \$100.
- \$101 to \$150.
- \$151 to \$200.
- \$201 to \$300.
- \$301 to \$400.
- \$401 to \$500.
- Above \$500.
- Calculated for each load (please describe the calculation below).

**For Single-Trip Permits:** If you have checked more than one fee range, please explain why your agency has set multiple prices for a single-trip permit.

**For Timed Permits:** If you have checked more than one fee range, please explain why your agency has set multiple prices for a timed permit.

**For Annual Permits:** If you have checked more than one fee range, please explain why your agency has set multiple prices for an annual permit.

**For Special Permits:** If you have checked more than one fee range, please explain why your agency has set multiple prices for a special permit.

- Please indicate the general authority for your agency's OSOW permit fee structure. Select all that apply.
  - I don't know.
  - State statute.
  - Local statute.
  - Other (please explain).
- How did your agency arrive at the fee amount(s) for your OSOW permit(s)? Select the best answer.
  - I don't know.
  - State statute.
  - Local statute.
  - Calculated, based on these elements (please explain).
- Please describe the purpose of your agency's OSOW permit fee(s). Select all that apply.
  - I don't know.
  - To recover the administrative costs of issuing the permit.
  - To recover the cost of highway maintenance and other activities to address the impacts of OSOW loads.
  - To better understand how the road network is being used.
  - Other (please explain).
- If available, please provide links to documents or webpages describing your agency's OSOW permit fee structure. Send any documents not available online to [chris.kline@ctcandassociates.com](mailto:chris.kline@ctcandassociates.com).
- Please use this space to provide any comments or additional information about your answers above.

## Appendix B

### Local Agency Permit Fee Policies for Oversize/Overweight Vehicles: Related Resources

The following links to related resources were provided by respondents in nine states:

- Arizona.
- Illinois.
- Indiana.
- Iowa.
- Kansas.
- Minnesota.
- New York.
- Washington.
- Wisconsin.

#### **Arizona**

##### **Maricopa County**

<https://www.maricopa.gov/DocumentCenter/View/356/Oversize-Overweight-Vehicles-Application-PDF>

##### **Mohave County**

<https://resources.mohavecounty.us/file/Public%20Works/Engineering/PDF/OSOW/Oversize-Overweight%20Policy%209-13.pdf>

##### **Pima County**

Pima County Ordinance 2017-47; see [Attachment D](#).  
Pima County Ordinance 2009-111; see [Attachment E](#).

#### **Illinois**

##### **Kendall County**

Permit fee schedule; see [Attachment F](#).

##### **Macon County**

<http://www.co.macon.il.us/download/general-truck-permit/>

##### **McHenry County**

<https://www.mchenrycountyil.gov/home/showdocument?id=5209>

##### **McLean County**

Permit fees; see [Attachment G](#).

##### **Peoria County**

OS permit ordinance; see [Attachment H](#).

##### **Whiteside County**

OSOW fee schedule; see [Attachment I](#).



**Will County**

<https://www.willcountyillinois.com/County-Offices/Economic-Development/Division-of-Transportation/Permit-and-Access-Regulations/Oversize-and-Overweight-Vehicles-Details>

**Indiana****Steuben County**

<http://www.co.steuben.in.us/SCHD%20Form%201508%20-%20Oversized%20&%20Overweight%20Permit.pdf>

**Iowa****Clinton County**

<http://www.clintoncounty-ia.gov/SiteContent/Documents//File/Engineer/Forms///Moving%20Permit.pdf>

**Kansas****Butler County**

<http://www.bucoks.com/DocumentCenter/View/263>

**Sedgwick County**

Non-House Moving Permit; see [Attachment J](#).

**Minnesota****Becker County**

<https://www.co.becker.mn.us/dept/highway/PDFs/forms/Moving%20Permit.pdf>

**Benton County**

<http://www.co.benton.mn.us/DocumentCenter/View/1893/Oversize---Overweight-Load-Permit-PDF>

**Clay County**

<http://claycountymn.gov/572/Moving>

**Cottonwood County**

[http://www.co.cottonwood.mn.us/files/5715/2872/4929/OVERSIZE\\_MAPS.pdf](http://www.co.cottonwood.mn.us/files/5715/2872/4929/OVERSIZE_MAPS.pdf)

**Dakota County**

<https://www.co.dakota.mn.us/Permits/HighwayPermits/Pages/default.aspx>

**Dodge County**

Fee schedule; see [Attachment K](#).

**Faribault County**

<http://www.faribaultcountypublicworks.com/files/Moving%20permit%202-2016.pdf>

[http://www.faribaultcountypublicworks.com/index.php?option=com\\_content&view=article&id=7&Itemid=6](http://www.faribaultcountypublicworks.com/index.php?option=com_content&view=article&id=7&Itemid=6)

**Goodhue County**

<https://www.co.goodhue.mn.us/DocumentCenter/View/1054/Transportation-Permit-PDF?bidId=>

**Jackson County**

<https://www.dot.state.mn.us/research/documents/2012RIC11.pdf>

**Lincoln County**

<http://www.co.lincoln.mn.us/Departments/Highway.htm#Forms & Permits>

**Martin County**

<http://www.co.martin.mn.us/images/Highway%20Dept/Moving%20Permit.pdf>

**McLeod County**

<https://www.co.mcleod.mn.us/government/departments/highway/epermits.php>

**Nobles County**

Permit fees; see [Attachment L](#).

**Pipestone County**

<https://www.pipestone-county.com/Special%20Agricultural%20Products%20Permit.pdf>

<https://www.pipestone-county.com/Special%20Road%20Construction%20Materials%20Permit.pdf>

**Ramsey County**

<https://www.ramseycounty.us/business/licenses-permits-inspections/permits>

**Stearns County**

<https://co.stearns.mn.us/Government/LicensesandPermits/PropertyandRoadsPermits>

**Watsonwan County**

<http://www.co.watsonwan.mn.us/documentcenter/view/1068>

<http://www.co.watsonwan.mn.us/DocumentCenter/View/940>

**New York****Chautauqua County**

<http://www.co.chautauqua.ny.us/339/Engineering>

**Washington****County Road Administration Board**

<http://app.leg.wa.gov/RCW/default.aspx?cite=46.44.0941>

**Pend Oreille County**

<https://pendoreilleco.org/wp-content/uploads/2016/01/R2013-3.pdf>

**Whatcom County**

<http://www.whatcomcounty.us/DocumentCenter/View/8228/2017-18-Unified-Fee-Schedule-Ordinance-2016-049?bidId=> (see page 27 of Appendix A for moving permit fee)

**Yakima County**

<http://www.codepublishing.com/WA/YakimaCounty/>

## **Wisconsin**

### **Dunn County**

<http://www.co.dunn.wi.us/highwaydivision>

### **Iowa County**

<https://evogov.s3.amazonaws.com/107/media/89612.pdf>

### **Outagamie County**

<http://www.outagamie.org/government/f-through-m/highway/permit-information/oversize-overweight-moving-information>

### **Washington County**

<http://www.co.washington.wi.us/uploads/docs/single-trip-permit.docx>

<http://www.co.washington.wi.us/departments.iml?mdl=departments.mdl&ID=HWY>