

Overlimits on the Maine Turnpike



HNTB

Presentation Overview

- Overlimits and the Maine Turnpike
- Overlimit Permit Fees
- Overlimit Data from BMV
- Maine Turnpike Overlimit Issues
- Alternate Routes
- Bifurcation of Overlimit Regulations
- Conclusions



Maine Turnpike Overlimits

- MTA has own permitting Authority
- MTA relies on BMV to route vehicles
- MTA is member of NETC, but NETC cannot issue MTA permit
- MTA issues separate permits at toll plazas
- MTA permit good for one day only
- Permit good for one trip

Current Physical Restrictions on Maine Turnpike

- Maine Turnpike is posted at 13-6"
- Minimum mainline bridge clearance south of Exit 44 = 16'-1"
- Minimum mainline bridge clearance north of Exit 44 = 14'-1"
- Minimum clearance at toll plazas = 14'-6"

(Not able to be increased due to existing canopy heights)

Current Physical Restrictions on Maine Turnpike

- Minimum width* on mainline south of Exit 44 = 19'-8"
- Minimum width* on mainline north of Exit 44 = 15'-1"
- Minimum width of toll lane = 16'-0"

* - minimum width includes 12' travel lane plus width of shoulder over bridge

Overlimit Regulations (Dimensions/Weight)

Special Reviews are allowed in each state if proposed load exceeds maximum dimensions/weight

| | ME State Routes | ME Interstate | ME Turnpike Authority | CT | MA | NH | VT | New Brunswick & Quebec |
|----------------------------|------------------------------------|-----------------------------|-----------------------------|------------------|---------------|--------|-------|--------------------------|
| Max Width, without permit | 8'6" | 8'6" | 8'6" | 16' | 14' | 16'6" | 14'6" | 8' -6" (2.6 meters) |
| Max Width, with permit | route dependent | route dependent | 14'6" | | | | | |
| Max Height, without permit | 13'6" | 13'6" | 13'6" | route dependent | 13'8" | 13'6" | 13'6" | 13' -8" (4.15 meters) |
| Max Height, with permit | route dependent | route dependent | 13'6" | | | | | |
| Max Length, without permit | 65' | 65' | 65' | none found | 115' | 95' | 90' | 75' -6" (23 meters) |
| Max Length, with permit | no upper limit [1] | no upper limit ¹ | no upper limit ¹ | | | | | |
| Max Weight, without permit | 100K | 80K | 100K | 122k/5 130K/6 | 130k/ for 5-8 | 99k/6+ | 130k | Not identified |
| Max Weight, with permit | no upper limit ¹ | no upper limit ¹ | no upper limit ¹ | | | | | |

[\[1\]](#) Subject to engineering assessment. Other weight maximums apply based on number of axles.



Overlimit Hours of Operation

| | ME | ME Turnpike Authority | CT | MA | NH | VT |
|-----------------------------|---|--|---|---|---|---|
| Operating Hour Requirements | <p>Travel permitted from sunrise to sunset, except for holidays and July & Aug. weekends</p> <p>11'-6" to 13'-6" width – no permits</p> <p>13'-6" to 14'-6" same plus Friday after 12 pm</p> <p>14'-6" to 16'-8" same plus Friday and Thursday after preceding Friday holiday</p> | <p>Travel permitted beginning 1/2 hour before sunrise to 1/2 hour after sunset, except for Sat/Sun & Holidays</p> <p>MTA allows night trips with State Trooper escorts</p> | <p>Travel permitted beginning 1/2 hour after sunrise to 1/2 hour before sunset.</p> <p>Loads over 13'6" wide or 14' high can travel Tues – Thurs. from 9 am to 4 pm</p> | <p>All may travel Mon 12:01 am till 12:00 noon on Saturday</p> <p>Vehicles between 12' -14' wide over 80' but not longer than 115' & not over 14" high may travel during daylight hours except between 3:30 pm and 7:00 pm.</p> | <p>Travel permitted beginning 1/2 hour before sunrise to 1/2 hour after sunset</p> <p>Overweights only shall not be restricted to daylight hours</p> <p>No weekend travel</p> | <p>Travel permitted beginning 1/2 hour before sunrise to 1/2 hour after sunset</p> <p>Overweights only shall not be restricted to daylight hours</p> <p>No weekend travel</p> |



Overlimit Fees

| Overlimit Permit Fees - Single trip | | | | | | | | | |
|-------------------------------------|--------------------------|---------|--------|---------|----------|---------|--|--|--|
| Maine | | MTA | NH | VT | MA | RI | | | |
| Excess Height (over 14') | Excess Width (over 8'6") | | | | | | | | |
| 14' - 19' | 8'6" - 10'6" | \$6.00 | \$5.00 | \$20.00 | \$15.00* | \$20.00 | | | |
| 19'1" - 20' | 10'7" - 11'6" | \$8.00 | | | | | | | |
| 20'1" - 21' | 11'7" - 12'6" | \$10.00 | | | | | | | |
| 21'1" - 22' | 12'7" - 13'6" | \$12.50 | | | | | | | |
| 22'1" - 23' | 13'7" - 14'6" | \$15.00 | | | | | | | |
| 23'1" - 24' | 14'7" - 15'6" | \$18.00 | | | | | | | |
| 24'1" - 25' | 15'7" - 16'6" | \$21.00 | | | | | | | |
| 25'1" - 26' | 16'7" - 17'6" | \$25.00 | | | | | | | |
| 26'1" + | 17'7" + | \$27.50 | | | | | | | |

* - Massachusetts Turnpike fee for excessive overlimits is \$350 per trip (>12' wide, >100 long, >99k weight)



Overlimit Data

- HNTB summarized BMV data for FY 2005 (July 1, 2004 through June 30, 2005)
- Summarized Turnpike and non Turnpike overlimit data
- Goal: gain a better understanding of overlimit vehicles both on and off of the Maine Turnpike

Findings – BMV Overlimit Data

- 1 out of every 3 Overlimit trips are on Maine Turnpike, regardless of O&D
- Mobile/Modular homes are the biggest overlimit group – 44% of all Maine overlimit trips (48% of MT trips)
- Of 14,000+ MTA Overlimit trips, over 5,600 issued at York

Overlimit Height Summary

| Overlimit Load | ON TURNPIKE | All Other State Roads* | |
|---|----------------|------------------------|---------------|
| | 13'6" or under | 13'6" or under | over 13'6" |
| Mobile Homes, Modular homes, plus trusses, walls, parts, etc. | 5679 | 7550 (74.63%) | 1861 (18.40%) |
| Construction equipment - incl. bulldozers, excavators, etc. | 2512 | 7393 (86.1%) | 1029 (13.9%) |
| Wood/Steel/Concrete Prods. - incl prefab, beams, structural | 1238 | 846 (94.84%) | 16 (1.79%) |
| Boat/Marine - incl. boats, masts, ship sections | 718 | 737 (76.45%) | 198 (20.54%) |
| Forest product equip., incl skidders, paper machinery, etc. | 244 | 750 (78.13%) | 199 (20.73%) |
| Other | 1510 | 1779 (61.13%) | 464 (15.95%) |



* - includes overlimit trips that would not travel on Maine Turnpike

Overlimit Width Summary

| Overlimit Loads | ON TURNPIKE | | All Other State Roads | | |
|---|----------------|----------------|-----------------------|-------------|----------|
| | 14'6" or under | 14'6" or under | 14'6" or under | over 14'6" | over 16' |
| Mobile Homes, Modular homes, plus trusses, walls, parts, etc. | 5835 | 8523 (84.25%) | 1587 (15.69%) | 198 (1.96%) | |
| Construction equipment - incl. bulldozers, excavators, etc. | 2531 | 8461 (98.53%) | 51 (0.59%) | 13 (0.15%) | |
| Wood/Steel/Concrete Prods. - incl prefab, beams, structural | 1243 | 862 (96.75%) | 15 (1.68%) | 6 (0.67%) | |
| Boat/Marine - incl. boats, masts, ship sections | 720 | 849 (88.99%) | 114 (11.83%) | 21 (2.18%) | |
| Forest product equip., incl skidders, paper machinery, etc. | 245 | 956 (99.58%) | 2 (0.21%) | 1 (0.10%) | |
| Other | 1513 | 2150 (73.88%) | 157 (5.40%) | 94 (3.23%) | |



* - includes overlimit trips that would not travel on Maine Turnpike

Overlimit Length Summary

| Overlimit Loads | ON TURNPIKE | | | All Other State Roads | | |
|---|--------------|---------------|-----------|-----------------------|---------------|-----------|
| | 90' or under | 90'1" to 115' | over 115' | 90' or under | 90'1" to 115' | over 115' |
| Mobile Homes, Modular homes, plus trusses, walls, parts, etc. | 5131 | 551 | 0 | 7602 | 1818 | 3 |
| Construction equipment - incl. bulldozers, excavators, etc. | 2468 | 5 | 0 | 6135 | 85 | 3 |
| Wood/Steel/Concrete Prods. - incl. prefab, beams, structural | 1028 | 112 | 53 | 736 | 39 | 48 |
| Boat/Marine - incl. boats, masts, ship sections | 712 | 1 | 0 | 915 | 6 | 1 |
| Forest product equip., incl skidders, paper machinery, etc. | 238 | 1 | 0 | 908 | 5 | 1 |
| Other | 1473 | 18 | 1 | 2147 | 72 | 5 |



* - includes overlimit trips that would not travel on Maine Turnpike

Maine Turnpike Overlimit Issues

- Height is most noted constraint (13'-6" mainline, 14'-6" toll plaza)
- 11 documented bridge hits from 2004 through 2006
- 8 Overlimit vehicle accidents in 2005/2006
- No State or Regional standard for overlimit vehicles

Maine Turnpike Overlimit Bridge Hits



Warren Ave Bridge Hit - 2006



Hackett Road Bridge Hit - 2005

Alternate Routes – Route 1

- US Route 1 south of Portland noteworthy route for overlimit vehicles not on Turnpike
- 1,539 overlimit vehicles permits issued which traveled on US Route 1 south of Portland (FY 2005).
- 98% had local origin or destination

Alternate Routes – Route 236

- Route 236 in Berwick/Kittery noteworthy route for overlimit vehicles not on Turnpike
- 1,877 overlimit permits issued (FY 2005), 35% local origin/destination
- 22% could travel but are not routed on Maine Turnpike
- Remainder exceeded Turnpike limitations or did not have a direct Turnpike connection

Bifurcation of Overlimit Regulations

- Current Turnpike system has consistent regulations
- Bifurcation of overlimit regulations possible, but following issues identified:
 - Confusion between sections of the Maine Turnpike
 - Challenge in Enforcement / Rules of the Road
 - Limitations of an Automated Overlimit System which would likely be required to monitor vehicles at key locations.
- No other agencies have bifurcated regulations

Conclusions

- **Maintain consistent overlimit regulations on entire Maine Turnpike**
- **No bifurcation of overlimit regulations due to safety and regulatory issues**
- **Continue current bridge and toll plaza policy**
 - Increase new bridges to 16' – 6"
 - Increase rehab bridges to 15'-0"
 - New toll plazas with 16'-6" clearance and 16' wide lane
- **Evaluate opportunity for limited increase overlimit dimension movements**

Conclusions

- Support BMV to route all overlimit vehicles that meet dimensional regulations on MT
- Cost to increase physical restrictions not fiscally feasible in near future, however, establish reasonable schedule
- Review overlimit permit fee rates