

**HOW TO COMPLETE AN APPLICATION PACKAGE
FOR A
PA SUPER LOAD PERMIT**

(Preliminary and Final Application Processes)

(Via Application Forms M-936A, M-936AS & M-936AM

and

Application Forms M-936A RS & M-936A MDC

and

Application Forms M-936A SLCL & SLCA

and

Application Form M-936A CN

and

Application Forms M-936A TCP1 & TCP2)

What Is A Super Load in PA?

A Super Load in PA is a vehicle or combination with a nondivisible load having:

- a Gross Weight exceeding 201,000 pounds, or
- a Total Length exceeding 160 feet, or
- a Total Width exceeding 16 feet.

The following are *not* considered a Super Load:

- a building (Load Type 60)(see Regulation 179.11(b)), or
- a highway crossing operation (Load Types 52 series, 53 and 54A).

PRELIMINARY APPLICATION PROCESS

To obtain Preliminary approval for movement of one or more similar Super Loads along State highways, **first**, verify the maximum sizes and weights and **perform a physical windshield survey** of the proposed routes, considering proposed equipment. Then, the responsible motor carrier needs to submit a completed application package (*online*) via the online APRAS SYSTEM at least three weeks before the anticipated initial move date.

(1) Do not list Load Serial ID, Vehicle Registration Numbers/VIN, State, or State "Escort Meet" Location, Start Date/Time on the Preliminary application.

(2) Complete Form M-936AS data when required, for PENNDOT bridge capacity analysis.

(3) The motor carrier must ensure the following information is submitted with the application package:

- A. A detailed physical windshield route survey (on Form M-936A RS).
- B. The certification of the manufacturer or designer (on Form M-936A MDC) that the object cannot feasibly be manufactured in smaller sections.
- C. *When requested* by the Central Permit Office, signed statements from other transportation companies (on their letterhead) - that is air, water, and rail - that they are unable to accommodate such a move over all or any part of the course.
- D. Written approvals from all *cities* (on Form M-936A SLCA) through which the Super Load proposes to travel on non-limited access highways.
- E. The projected number of *similar* objects to be moved within the next year. Designers should obtain Preliminary approval prior to manufacturing a Super Load.
- F. The motor carrier's willingness to participate in conference calls with PENNDOT (additional fees will be assessed for costs incurred by PENNDOT).
- G. Whether the Super Load will stop at or near a state line to accommodate another state's travel restrictions, and what accommodations are needed.

(4) Provide written concurrence from each contractor (on Form M-936A CN) **if** arrangements have been made to travel through a highway construction work zone.

(5) Provide a written Traffic Control Plan (on Form M-936A TCP1 or TCP2 or otherwise consistent with PENNDOT Regulation 203) **if** traffic may be adversely affected by the proposed movement (e.g., if the

Super Load will be stopped on the pavement to adjust equipment, or will travel in any lane normally used by opposing traffic, or due to conditional bridge approvals).

(6) Provide security (e.g., a bond or irrevocable letter of credit) in the amount of at least \$1,000,000 if any combination's axle weight will exceed 27,000 pounds. See Regulation 179.8(5)(ii). Blanket security should already be executed if a motor carrier proposes to exceed 27,000 pounds on any axle.

Under PA law and regulations, PENNDOT staffs have a duty to review each application for genuineness, regularity, legality and truthfulness.

Applicants will be notified by wire of PENNDOT's final decision on a Preliminary application. If approved, the motor carrier will be notified of all special conditions under which the approval is granted. If denied, the motor carrier will be notified of the reason(s) for denial. **PENNDOT staff cannot anticipate whether or when an application may be approved or denied until their reviews are completed and a final decision is made. All applications are processed initially by APRAS. All Super Load applications then undergo manual review by PENNDOT staffs in the order analyzed by APRAS. As a planning aid, allow three weeks for the complete process.**

The fee for each submission of a Preliminary Super Load application listing a Gross Weight above 201,000 pounds is \$50. An additional \$10 fee is assessed for each county involved in the routing. See Regulation 179.9(e)(6). PENNDOT will also assess fees for conference calls, meetings, and associated preparation and follow-up work resulting from contacts initiated by or on behalf of the applicant.

FINAL PERMIT APPLICATION PROCESS

Upon receipt of your Preliminary application approval notice, a motor carrier may submit a completed Final application (*online*) to the Central Permit Office. Each Final application must be submitted at least two full workdays (but preferably five full workdays) before each anticipated move to allow adequate time for coordinating the State escort. See Regulation 179.10(12).

Be sure each Final application:

- is consistent with the Preliminary application and approval notice;
 - lists willingness to accept both **alternate routes** and **crawl speeds** consistent with the Preliminary application;
- lists the load's serial number (or bill of lading number if the load has no serial number);
- lists the registration numbers for each vehicle (or last six digits of the VIN number if vehicle is not registered) and State of registration (or N/A in State Field if vehicle is not registered);
- identifies the proposed date, time and specific location where the applicant proposes to meet the State escort;
- lists the Move Begins Date 1 day before the scheduled State escort date (to avoid re-reviews of Final applications and time extension Supplements).

If any information is incomplete, inaccurate or inconsistent, the application will be **denied**, so be sure to review each application for completeness, accuracy and consistency **before** submitting it to PENNDOT. Any increase in weights or dimensions from those certified as being accurate will require submission of a new Preliminary application for PENNDOT review. Any changes in the route origin or destination from the approved Preliminary application will require submission of a new Preliminary application for PENNDOT review. If interim routes change, an updated route survey (on Form M-936A RS) will be required.

Applications that are submitted online and are complete, accurate and consistent and that contain proposed routes that were **physically** surveyed will typically be reviewed in less overall time and at less cost to everyone, and will help ensure a safe, efficient Super Load movement.