

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****23 CFR Parts 657 and 658**

RIN 2125-AE08

**Truck Size and Weight; Technical Corrections**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Final rule; technical corrections.

**SUMMARY:** This document amends the rule on truck size and weight in Part 658 to extend the Interstate System axle weight exemption for intrastate public agency transit buses; reduce the maximum length limit on trailers in triple trailer combinations in Alaska from 45 to 28.5 feet and change the beginning date when they may operate from April 15 to May 1 of each year; correct the maximum weight of LCV's that may operate on I-15 in Arizona to 129,000 pounds; amend appendix C to show that longer and heavier vehicles allowed in Nebraska and South Dakota may operate into Sioux City, Iowa and its commercial zone; correct the listing of a vehicle combination in Oregon from a longer combination vehicle (LCV) to a commercial motor vehicle combination subject to the ISTEA freeze on the length of its cargo carrying units; correct the maximum weight for LCV's in Michigan to 164,000 pounds; add a listing in Nebraska for a truck tractor and two trailing unit combination to operate at a length of 71.5 feet; correct the maximum cargo carrying length for a truck tractor and two trailing units in Missouri from 109 to 110 feet; exclude I-39 in Wisconsin and exclude I-99 in Pennsylvania from the Interstate System weight limits; and add regulations for transporters of vehicles used in motorsport competition events. Four additional technical corrections clarify the overhang regulations for automobile transporters, clarify what citations or civil assessments must be reported by the States in their annual certifications; and update statutory references in 23 CFR 657 and 658 to reflect 23 U.S.C. 127(d) and 9 U.S.C. 31111-31114, as appropriate.

EFFECTIVE DATE: March 5, 1997.

**FOR FURTHER INFORMATION CONTACT:** Mr. Thomas Klimek, Office of Motor Carrier Information Analysis, (202) 366-2212 or Mr. Charles Medalen, Office of the Chief Counsel, (202) 366-1354, Federal Highway Administration, Department of Transportation, 400 Seventh Street SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION**

## Transit Vehicles

Section 341 of the Department of Transportation and Related Agencies Appropriations Act of 1993 (Pub. L. 102-388, 106 Stat. 1520, at 1552, October 6, 1992) added subsection (h) to section 1023 of the Intermodal Surface Transportation Efficiency Act of 1992 (ISTEA) (uncodified, see 23 U.S.C. 127 note). Under subsection (h)(1), "[t]he second sentence of section 127 of title 23, United States Code, relating to axle weight limitations for vehicles using the Dwight D. Eisenhower System of Interstate and Defense Highways, shall not apply, for the 2-year period beginning on the date of enactment of this Act, to any vehicle which is regularly and exclusively used as an intrastate public agency transit passenger bus. The Secretary may extend such 2-year period for an additional year." The FHWA extended the exemption to October 6, 1995 (59 FR 60242, November 22, 1994).

Section 326 of the National Highway System Designation Act of 1995 (NHS Act), Pub. L. 104-59, 109 Stat. 568, 592, November 29, 1995, amended section 1023(h)(1) of the ISTEA to provide that Federal axle weight limitations "shall not apply, for the period beginning on October 6, 1992, and ending on the date on which Federal-aid highway and transit programs are reauthorized after the date of the enactment of the National Highway System Designation Act of 1995 (November 28, 1995)." The current transit programs are authorized through the end of Fiscal Year 1997 (September 30, 1997). It is expected that these programs will be reauthorized on or about that date.

The new exemption, like the old, does not mean that transit buses are exempt from axle weight limits when operating on the Interstate System. It simply means that the FHWA may not impose financial sanctions on States that allow transit buses with axle weights in excess of the Federal limits to operate on the Interstate System.

Section 658.17(k) of 23 CFR will be amended to remove the October 6, 1995, expiration date for the exemption and reflect the statutory expiration date.

## ISTEA Freeze

In its Fiscal Year 1995 certification, Alaska advised that the maximum length of each trailing unit in a triple trailer combination has been reduced from 45 to 28.5 feet. It also advised that the beginning date when triple trailer combinations may operate has been changed from April 15 to May 1 of each

year. Appendix C to 23 CFR part 658 will be amended accordingly.

The weight limits shown in appendix C to 23 CFR part 658 for travel on I-15 in Arizona are 111,000 pounds for twin trailer combinations and 123,500 pounds for triple trailer combinations. However, the State has furnished information showing that on or before June 1, 1991, it authorized twin and triple trailer combinations weighing up to 129,000 pounds, the same as in Nevada and Utah, to operate on I-15 and that they did operate on I-15 on or before that date. The incorrect listing was caused by transcription errors compounded by miscommunication. Appendix C is being amended accordingly.

As shown in appendix C, Iowa did not allow longer combination vehicles (LCVs) to operate on its Interstate highways on or before June 1, 1991. LCVs are defined as combinations consisting of truck tractors with two or more semitrailers or trailers that operate on the Interstate System at weights in excess of 80,000 pounds. In addition, the State did not allow commercial motor vehicles with two or more cargo carrying units which exceeded the minimum lengths authorized by the Surface Transportation Assistance Act of 1982 (STAA) to operate on the NN on or before June 1, 1991. However, both types of vehicles operated in Nebraska and South Dakota. Consequently, these heavier and longer vehicles could not operate across their respective borders into Sioux City, Iowa. The Congress enacted an exception to the ISTEA freeze in section 312 of the NHS Act by providing that the heavier and longer vehicles authorized in Nebraska and South Dakota could travel across their respective borders into Sioux City, Iowa.

More specifically, Section 312(a) of the NHS Act amended 23 U.S.C. 127(a) to allow vehicles with a gross weight of more than 80,000 pounds to operate on I-29 and I-129 in Sioux City; amended 23 U.S.C. 127(d)(1) to permit Iowa to allow longer combination vehicles (LCV's) that were not in operation in that State on June 1, 1991, to operate on I-29 between the South Dakota border and Sioux City and on I-129 between the Nebraska border and Sioux City; and amended 49 U.S.C. 31112(c) to permit Iowa to allow (1) combinations with two or more cargo carrying units of the length allowed by South Dakota on June 1, 1991, on I-29 between the South Dakota border and Sioux City, and (2) combinations with two or more cargo carrying units of the length allowed by Nebraska on June 1, 1991, on I-129 between the Nebraska border and Sioux City. This provision is permissive and

not mandatory. However, Mr. Darrel Rensink, Director of the Iowa Department of Transportation, in a letter dated February 12, 1996, advised that the State was adopting legislation to implement the congressional authorization. The legislation, Iowa House Bill 2066, (76th General Assembly, 2d Sess. (1996)) with an immediate effective date, was signed by the Governor on March 1, 1996. (Iowa Code § 321.457(2)(f) (1995)).

In subsequent correspondence, Sioux City officials advised that their intent in seeking Federal legislation was to enable these vehicles to operate not only in Sioux City proper, but also "Siouxland", the commercial zone listed in 49 CFR 1048.101. Although the Sioux City commercial zone is not mentioned in Sec. 312(a), Iowa Code Annotated § 321.457.2.g (1985) authorized vehicles of legal length and weight in adjoining States to operate in the commercial zone of Iowa border cities. The inclusion of this statute in the Iowa code for more than 20 years strongly suggests that the supporters and sponsors of this Federal exception intended it to have the same geographical reach. Under the circumstances, we believe it is reasonable to allow the larger and heavier vehicles from Nebraska and South Dakota to operate on Interstate and NN routes not only in Sioux City but also in its commercial zone, as that zone existed on the date of enactment of the NHS Designation Act (November 28, 1995). Further expansion of the area covered by the exception will not be allowed even if the Sioux City commercial zone later expands as a result of population increase or expansion of the corporate limits of Sioux City. Appendix C will be amended accordingly.

Appendix C lists a truck-trailer—LCV combination authorized to operate in Oregon. Information received from the State dated January 31, 1992, and November 2, 1994, shows that the vehicle in actual and lawful operation in the State before June 2, 1991, was a truck-trailer combination operating at a maximum overall length of 75 feet. However, a truck-trailer combination cannot be an LCV, since the latter is defined as a combination of a truck tractor and two or more trailers. Appendix C will be corrected to delete the LCV listing and show the maximum cargo carrying unit length for this truck-trailer combination as 70 feet, 5 inches.

The maximum weight in Michigan for a truck tractor and 2 trailing units shown in appendix C of 23 CFR part 658 was corrected from 154,000 to 164,000 pounds in the Federal Register of March

22, 1995 (60 FR 15212) for the reasons given. However, the correction was inadvertently not made in the "STATE" section and is being done at this time.

The listing for Nebraska in appendix C is being corrected based on material previously submitted to the FHWA by the State as described in a March 20, 1992 (57 FR 9900) notice of proposed rulemaking. The State may issue permits for a truck tractor and 2 trailing unit combination to exceed 65 feet in length by 10 percent (up to 71.5 feet) when carrying seasonally harvested products from the field where they are harvested to storage, market, or stockpile in the field or from stockpile to market or factory when failure to move such product or products in abundant quantities would cause an economic loss to the person or persons whose product or products are being transported or when failure to move such product or products in as large quantities as possible would not be in the best interests of the national defense or general welfare. Permits are valid for 30 days and are renewable four times per year. Such a combination may not travel on the Interstate System and is limited to a maximum of 70 miles per permitted trip between origin and destination.

Appendix C provides that vehicles from Kansas, Nebraska, and Oklahoma that do not exceed the ISTEAL length freeze may travel up to 20 miles into Missouri. The maximum cargo carrying length for a truck tractor and 2 trailing units listed for Missouri is 109 feet, the same as in Kansas, rather than 110 feet as in Oklahoma. The maximum cargo carrying length for Missouri will be corrected to 110 feet.

#### Additions to Interstate System

Section 312(b) of the NHS Act provided that if the 104-mile portion of Wisconsin State Route 78 and U.S. Route 51 between I-90/94 near Portage, Wisconsin, and Wisconsin State Route 29 south of Wausau was designated as part of the Interstate System, the Interstate weight limits would not apply with respect to the operation of any vehicle that could legally operate on this 104 mile segment before November 28, 1995. The route was designated as I-39 on January 11, 1996, and, therefore, 23 CFR 658.17 is amended to reflect that State weight limits in effect before November 28, 1995, will continue to apply for vehicles that could legally operate on it at that time.

Section 404 of the ICC Termination Act of 1995 (ICCTA), Pub. L. 104-88, 109 Stat. 803, 956, December 29, 1995, amended 23 U.S.C. 127 by adding new subsection (g) which provided that if the

segment of U.S. Route 220 between Bedford and Bald Eagle, Pennsylvania, was designated as part of the Interstate System, the single axle weight, tandem axle weight, gross vehicle weight, and the bridge formula limits would be those that applied to any vehicle which could have operated on it before December 29, 1995. The route from the I-70/76 Pennsylvania Turnpike Exit 11 connection interchange near Bedford northerly to the U.S. 220/PA 350 interchange near Bald Eagle was designated as I-99 on January 26, 1996. Therefore, 23 CFR 658.17 is amended to reflect that State weight limits in effect before December 29, 1995, will continue to apply for vehicles that could legally operate on what is now I-99.

#### Motorsports Trailers

Section 104(b) of the ICCTA amended 49 U.S.C. 31111(b)(1), part of the Surface Transportation Assistance Act of 1982 (STAA), by adding a new paragraph (E) which, in context, provides as follows:

(b) GENERAL LIMITATIONS.—(1) Except as provided in this section, a State may not prescribe or enforce a regulation of commerce that \* \* \*.

(E) imposes a limitation of less than 46 feet on the distance from the kingpin to the center of the rear axle on trailers used exclusively or primarily in connection with motorsports competition events.

Although the statute uses the word "trailers," the issue of kingpin settings arises almost exclusively in connection with semitrailers. The FHWA does not believe the word "trailers" was used as a term of art to mean a freight vehicle where no part of its weight, except the hitch, rests on the towing unit but was intended to include and primarily refer to semitrailers, where the front of the towed unit rests upon the self-propelled towing unit.

The STAA requires all States to allow truck tractors to operate in combination with 48-foot or grandfathered length semitrailers on the National Network and reasonable access routes. In the States of California, Indiana, and Wisconsin, where 53 feet is the grandfathered semitrailer length, subject to minimum kingpin distances of 38 feet, 40.5 feet, and 41 feet, respectively, these kingpin distances have been superseded for vehicles subject to 23 CFR 658.13(h). The grandfathered lengths remain 53 feet but the minimum kingpin settings have been amended to reflect the minimum 46-foot distance required for the vehicles described in paragraph (h). A minimum kingpin setting of 46 feet also applies to motorsports semitrailers to which States might later attempt to apply a kingpin

rule. The 46-foot minimum applies whether the length of such semitrailers is grandfathered under appendix B to part 658 or governed solely by State law.

The statute prohibits States from setting kingpin distances of less than 46 feet for trailers used exclusively or "primarily" in connection with motorsports competition events. This would include such trailers when transporting competition vehicles to or from off-track repair shops, storage facilities between races, or similar facilities.

A question may arise as to whether a vehicle transporting competition vehicles may be considered an automobile transporter subject to a 65-foot minimum overall length limit (75-foot if stinger steered). Although the statute does not specifically address this issue, kingpin settings are seldom at issue in automobile transporters since States may not require settings that would prevent them from realizing the minimum overall lengths. Furthermore, automobile transporters are defined as vehicle combinations "designed and used specifically for the transport of assembled highway vehicles," while the title of section 104(b) makes it clear that these trailers are designed to carry "off-road, competition vehicles." In addition, the trailers that are used to haul competition vehicles usually include other facilities, such as workshops or lounges. This fact would disqualify them from being considered automobile transporters.

#### Technical Amendments

A sentence in 23 CFR 658.13(e)(1)(ii) reads, "Further, no State shall impose a front overhang limitation of less than three (3) feet nor a rearmost overhand limitation of less than four (4) feet." The word "overhand" is an obvious error and will be changed to "overhang."

Regulations in 23 CFR 657.15(f)(3)(ii) read as follows:

Penalties reported shall include citations issued, civil assessments, and incidences of load shifting or off-loading of excess weight categorized as follows: violations of axle and/or gross vehicle weights, or violations resulting from application of the bridge formula.

One State has interpreted this to mean that it may choose between reporting only axle and gross weight violations or only bridge formula violations. The purpose of the regulation is to require States to provide information used in evaluating the adequacy of their enforcement efforts, as explained in the preamble to the final rule published on August 7, 1980 (45 FR 52365):

The certification shall include citations for gross and axle weights and also now must

include, by specific reference, violations of the bridge formula, which is the central element in ensuring compliance with 23 U.S.C. 127. \* \* \* It is essential that the bridge formula be enforced and it is not possible to evaluate State efforts in this respect without a specific reporting of activity. (45 FR 52368).

The regulation will be clarified accordingly.

Statutory references in 23 CFR 657.15 (b) and (c)(2), and 23 CFR 658.23 (c) and (e) will be updated to the current codification or recodification.

#### Regulatory Analyses and Notices

The Administrative Procedure Act allows agencies engaged in rulemaking to dispense with prior notice to the public when the agency for good cause finds that such procedure is impracticable, unnecessary, or contrary to the public interest. 5 U.S.C. 553(b). The FHWA has determined that providing prior notice on this action is unnecessary because it merely amends regulations to incorporate statutory requirements and makes several technical corrections to 23 CFR parts 657 and 658, and appendix C to 23 CFR part 658. This document also contains several interpretations and general statements of policy which are not subject to notice and comment procedures under the Administrative Procedure Act. For the reasons set forth here, the FHWA has also determined that it has good cause under 5 U.S.C. 553(d)(3) to make the rule effective upon publication in the Federal Register.

#### *Executive Order 12866 (Regulatory Planning and Review) and DOT Regulatory Policies and Procedures*

The FHWA has determined that this action is not a significant regulatory action within the meaning of Executive Order 12866 or significant within the meaning of U.S. Department of Transportation Regulatory Policies and Procedures. The changes will reflect the statutory requirements and make several technical corrections. It is anticipated that the economic impact of this rulemaking will be minimal. Most of the new regulations adopted here codify statutes designed to preserve the status quo. The amended regulations were requested by the States, are substantively insignificant even to the parties affected or correct ministerial errors in previous rules; some fall into more than one category. Therefore a full regulatory evaluation is not required.

#### *Regulatory Flexibility Act*

In compliance with the Regulatory Flexibility Act (5 U.S.C. 601-612), the

FHWA has evaluated the effects of this rule on small entities. Most of these rules simply preserve the current status quo. Many of the changes benefit truckers by removing restrictions on their operations or correcting errors that could have led them inadvertently to violate Federal standards. The change with the greatest apparent impact—reducing the length of the trailers allowed in a triple-trailer combination in Alaska—is a ministerial amendment to codify a decision made by the State under State law. For these reasons, the FHWA hereby certifies that this action will not have a significant economic impact on a substantial number of small entities.

#### *Executive Order 12612 (Federalism Assessment)*

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that it does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The Statutes underlying this rule—primarily the ISTEA, the NHS Designation Act, and the ICC Termination Act—specify the Department's role. These technical amendments carry out the various Congressional mandates. Nearly all of the changes that affect the States were requested by the States. None preempts any significant State activity or authority.

#### *Executive Order 12372 (Intergovernmental Review)*

The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities do not apply to this proceeding.

#### *Paperwork Reduction*

This action does not add or expand a collection of information requirement for purposes of the Paperwork Reduction Act of 1995, 44 U.S.C. 3501 et seq.

#### *National Environmental Policy Act*

The FHWA has analyzed this action for the purpose of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and has determined that this action would not have any effect on the quality of the environment.

#### *Regulation Identification Number*

A regulation identification number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and

October of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

List of Subjects

23 CFR Part 657

Enforcement, Enforcement plan, Highways and roads, Sanctions, and Vehicle size and weight certification.

23 CFR Part 658

Grant programs—transportation, Highways and roads, and Motor carrier size and weight.

Issued on: February 5, 1997.

Rodney E. Slater

Federal Highway Administrator.

In consideration of the foregoing, the FHWA is amending 23 CFR, subchapter G, parts 657 and 658 as set forth below.

**PART 657—CERTIFICATION OF SIZE AND WEIGHT ENFORCEMENT**

1. The authority citation for 23 CFR part 657 is revised to read as follows:

Authority: Sec. 123, Pub. L. 95-599, 92 Stat. 2689; 23 U.S.C. 127, 141, and 315; 49 U.S.C. 31111-31114; sec. 1023, Pub. L. 102-240, 105 Stat. 1914; and 49 CFR 1.48 (b) and (c).

2. In § 657.15, paragraphs (b) and (c)(2) are amended removing the words “49 U.S.C. app. 2311(j)” and adding “49 U.S.C. 31112”.

3. In § 657.15, paragraph (f)(3)(ii) is revised to read as follows:

**§ 657.15 Certification content.**

\* \* \* \* \*

(f) \* \* \*

(3) \* \* \*

(ii) *Penalties.* Penalties reported shall include the number of citations or civil assessments issued for violations of each of the following: Axle, gross and bridge formula weight limits. The number of vehicles whose loads are either shifted or offloaded must also be reported.

\* \* \* \* \*

**PART 658—TRUCK SIZE AND WEIGHT, ROUTE DESIGNATIONS—LENGTH, WIDTH, AND WEIGHT LIMITATIONS**

4. The authority citation for 23 CFR part 658 is revised to read as follows:

Authority: 23 U.S.C. 127 and 315; 49 U.S.C. 31111-31114; 49 CFR 1.48 (b) and (c).

5. In § 658.13, paragraph (e)(1)(ii) is amended by removing the word “overhand” and adding the word

“overhang”, and paragraph (h) is added to read as follows:

**§ 658.13 Length.**

\* \* \* \* \*

(h) No State shall impose a limitation of less than 46 feet on the distance from the kingpin to the center of the rear axle on trailers or semitrailers used exclusively or primarily to transport vehicles in connection with motorsports competition events.

6. In § 658.17, paragraph (k) is revised and new paragraphs (l) and (m) are added to read as follows:

**§ 658.17 Weight.**

\* \* \* \* \*

(k) Any vehicle which is regularly and exclusively used as an intrastate public agency transit passenger bus is excluded from the axle weight limits in paragraphs (c) through (e) of this section from October 6, 1992, until the date on which Federal-aid highway and transit programs are reauthorized after November 28, 1995.

(l) The provisions of paragraphs (b) through (e) of this section shall not apply to the operation, on the 104 mile portion of I-39 between I-90/94 near Portage, Wisconsin, and Wisconsin State Route 29 south of Wausau, Wisconsin, of any vehicle that could legally operate on this highway section before November 28, 1995.

(m) The provisions of paragraphs (b) through (e) of this section shall not apply to the operation, on I-99 between Bedford and Bald Eagle, Pennsylvania, of any vehicle that could legally operate on this highway section before December 29, 1995.

7. In 23 CFR 658.23, paragraphs (c) and (e) are amended by removing the words “sections 1023 and 4006 of Pub. L. 102-240” and adding “23 U.S.C. 127(d) and 49 U.S.C. 31112” wherever they appear.

8. Appendix B to part 658 is amended by revising footnote numbers 1, 2, and 3 for the States of California, Indiana, and Wisconsin, respectively, to read as follows:

**Appendix B to Part 658—Grandfathered Semitrailer Lengths**

\* \* \* \* \*

<sup>1</sup> Semitrailers up to 53 feet may also operate without a permit by conforming to a kingpin-to-rearmost axle distance of 38 feet. Semitrailers that are consistent with 23 CFR 658.13(h) may operate without a permit provided the distance from the kingpin to the center of the rear axle is 46 feet or less.

<sup>2</sup> Semitrailers up to 53 feet in length may operate without a permit by conforming to a kingpin-to-rearmost axle distance of 40 feet 6 inches. Semitrailers that are consistent with 23 CFR 658.13(h) may operate without a permit provided the distance from the kingpin to the center of the rear axle is 46 feet or less.

<sup>3</sup> Semitrailers up to 53 feet in length may operate without a permit by conforming to a kingpin-to-rear axle distance of 41 feet, measured to the center of the rear tandem assembly. Semitrailers that are consistent with 23 CFR 658.13(h) may operate without a permit provided the distance from the kingpin to the center of the rear axle is 46 feet or less.

9. Appendix C to part 658 is amended as follows:

A. By revising the entries for the States of Arizona, Iowa, Missouri, and Oregon in the table entitled “Vehicle Combinations Subject to Pub. L. 102-240”.

B. By changing the maximum length of each trailing unit in a triple trailer combination in Alaska from 45 to 28.5 feet and also changing the beginning date when they may operate from April 15 to May 1 of each year.

C. By changing the maximum weight for double and triple trailer combinations that may operate in Arizona on I-15 from 111,000 and 123,500 pounds, respectively, to 129,000 pounds.

D. By adding the State of Iowa to the detailed State listing to reflect the fact that vehicles subject to the ISTEA freeze in Nebraska and South Dakota are authorized to operate on I-29 and I-29 from their borders into Sioux City.

E. In the listing for the State of Michigan for the combination “Truck tractor and 2 trailing units—LCV” by revising the weight under the heading “Maximum Allowable Gross Weight”.

F. By adding a listing in Nebraska for a truck tractor and 2 trailing unit combination over 65 feet up to 71.5 feet in length when carrying seasonally harvested products for a maximum of 70 miles per permitted trip between origin and destination.

G. In the listing for the State of Missouri for the combination “Truck tractor and 2 trailing units—LCV” by revising the “Length of the Cargo-Carrying Units” from 109 to 110 feet.

H. In the listing for the State of Oregon by removing the combination “Truck-trailer—LCV” and by adding new text for the combination “Truck-trailer”.

The amended, added, and revised portions of appendix C read as follows:

**Appendix C to Part 658—Trucks Over 80,000 Pounds on the Interstate System and Trucks Over STAA Lengths on the National Network**

\* \* \* \* \*

VEHICLE COMBINATIONS SUBJECT TO PUB. L. 102-240

State	Truck tractor and 2 trailing units	Truck tractor and 3 trailing units	Other
Arizona	95' 129K	95' 129K	(1)
Iowa	100' 129K	100' 129K	78'
Missouri	110' 120K(4)	109' 120K	NO
Oregon	68' 105.5K	96' 105.5K	70' 5''

(4) These dimensions do not apply to the same combinations. The 110-foot length is limited to vehicles entering from Oklahoma, also limited to 90K gross weight. The 120K gross weight is limited to vehicles entering from Kansas, also limited to a cargo carrying length of 109 feet.

\* \* \* \* \*

State: Alaska

**Combination:** Truck Tractor and 3 Trailing Units.

\* \* \* \* \*

**Vehicle:** Individual trailer length in a three trailing unit combination shall not exceed 28.5 feet. Engine horsepower rating shall not be less than 400 horsepower.

These combinations are allowed to operate only between May 1 and September 30 of each year. Weather restrictions are imposed when hazardous conditions exist, as determined by the Alaska DOT&PF and the Department of Public Safety, Division of State Troopers. No movement is permitted if visibility is less than 1,000 feet.

State: Arizona

**Combination:** Truck Tractor and 2 Trailing Units—LCV.

\* \* \* \* \*

**Maximum Allowable Gross Weight:** 129,000 pounds.

**Operational Conditions:**

\* \* \* \* \*

**Weight:** Single-axle maximum weight limit is 20,000 pounds, tandem-axle maximum weight limit is 34,000 pounds, and the gross vehicle weight limit is 129,000 pounds, subject to the Federal Bridge Formula.

\* \* \* \* \*

**Access:** Access is allowed for 20 miles from I-15 Exits 8 and 27 or 20 miles from other authorized routes.

\* \* \* \* \*

State: Arizona

**Combination:** Truck tractor and 3 trailing units—LCV.

\* \* \* \* \*

**Maximum Allowable Gross Weight:** 123,000 pounds (129,000 pounds on I-15).

**Operational Conditions:**

\* \* \* \* \*

**Weight:** Single-axle maximum weight limit is 20,000 pounds, tandem-axle maximum weight limit is 34,000 pounds, and the gross vehicle weight is 123,500 pounds (129,000 on I-15), subject to the Federal Bridge Formula.

State: Iowa

**Combination:** Truck tractor and 2 trailing units—LCV.

**Length of the Cargo-Carrying Units:** 100 feet when entering Sioux City from South Dakota or South Dakota from Sioux City; 65 feet when entering Sioux City from Nebraska or Nebraska from Sioux City..

**Maximum Allowable Gross Weight:** 129,000 pounds when entering Sioux City from South Dakota or South Dakota from Sioux City; 95,000 pounds when entering Sioux City from Nebraska or Nebraska from Sioux City.

**Operational Conditions:**

Iowa allows vehicles from South Dakota and Nebraska access to terminals which are located within the corporate limits of Sioux City and its commercial zone as shown in 49 CFR 1048.101 on November 28, 1995. These vehicles must be legal in the State from which they enter Iowa.

**Weight, Driver, Vehicle, and Permit:** Same conditions which apply to a truck tractor and 2 trailing units legally operating in South Dakota or Nebraska.

**Access:** These combinations may operate on any road within the corporate limits of Sioux City and its commercial zone as shown in 49 CFR 1048.101 on November 28, 1995, when authorized by appropriate State or local authority.

**Routes:** LCV combinations may operate on all Interstate System routes in Sioux City and its commercial zone as shown in 49 CFR 1048.101 on November 28, 1995. If subject only to the ISTEAs freeze on length, they may operate on all NN routes in Sioux City and its commercial zone, as above.

**Legal Citations:** Iowa Code § 321.457(2)(f) (1995).

State: Iowa

**Combination:** Truck tractor and 3 trailing units—LCV

**Length of Cargo-Carrying Units:** 100 feet when entering Sioux City from South Dakota or South Dakota from Sioux City.

**Maximum Allowable Gross Weight:** 129,000 POUNDS when entering Sioux City from South Dakota or South Dakota from Sioux City.

**Operational Conditions:**

**Weight, Driver, Vehicle, and Permit:** Same as the SD-TT3 combination.

**Access:** Same as the IA-TT2 combination.

**Routes:** Same as the IA-TT2 combination.

**Legal Citation:** Same as the IA-TT2 combination.

State: Iowa

**Combination:** Truck-trailer

**Length of the Cargo-Carrying Units:** 78 feet when entering Sioux City from South Dakota or South Dakota from Sioux City; 68 feet when entering Sioux City from Nebraska or Nebraska from Sioux City.

**Operational Conditions:**

Iowa allows vehicles from South Dakota and Nebraska access to terminals which are located within the corporate limits of Sioux City and its commercial zone, as shown in 49 CFR 1048.101 on November 28, 1995. These vehicles must be legal in the State from which they enter Iowa.

**Weight, Driver, Vehicle, and Permit:** Same conditions which apply to a truck-trailer combination legally operating in Nebraska or South Dakota.

**Access:** Same as the IA-TT2 combination.

**Routes:** Same as IA-TT2 combination.

**Legal Citation:** Same as the IA-TT2 combination.

\* \* \* \* \*

State: Michigan

\* \* \* \* \*

**Combination:** Truck tractor and 2 trailing units—LCV.

\* \* \* \* \*

**Maximum Allowable Gross Weight:** 164,000 pounds.

**Operational Conditions:**

**Weight:** The single-axle weight limit for LCV's is 18,000 pounds for axles spaced 9 feet or more apart. For axles spaced more than 3.5 but less than 9 feet apart, the single-axle weight limit is 13,000 pounds. The tandem-axle weight limit is 16,000 pounds per axle for the first tandem and 13,000 pounds per axle for all other tandems. Axles spaced less than 3.5 feet apart are limited to 9,000 pounds per axle. Maximum load per

inch width of tire is 700 pounds. Maximum gross weight is determined based on axle and axle group weight limits.

When restricted seasonal loadings are in effect, load per inch width of tire and maximum axle weights are reduced as follows: Rigid pavements—525 pounds per inch of tire width, 25 percent axle weight reduction; Flexible pavements—450 pounds per inch of tire width, 35 percent axle weight reduction.

\* \* \* \* \*

State: Missouri

*Combination:* Truck tractor and 2 trailing units—LCV.

*Length of the Cargo Carrying Units:* 110 feet.

State: Nebraska

*Combination:* Truck tractor and 2 trailing units—LCV

*Length of the Cargo-Carrying Units:* 95 feet for combination units traveling empty. 65 feet for combination units carrying cargo, except those carrying seasonally harvested products from the field where they are harvested to storage, market, or stockpile in the field, or from stockpile to market, which may extend the length to 71.5 feet.

*Operational Conditions:*

*Weight:* Maximum weight:

Single axle = 20,000 pounds

Tandem axle = 34,000 pounds

Gross = Determined by Federal Bridge

Formula B, but not to exceed 95,000 pounds.

\* \* \* \* \*

*Permit:* A weight permit in accordance with Chapter 12 of the Nebraska Department of Roads (NDOR) Rules and Regulations is required for operating on the Interstate System with weight in excess of 80,000 pounds.

A length permit, in accordance with Chapters 8 or 11 of the NDOR Rules and Regulations, is required for two trailing unit combinations with a length of cargo-carrying units over 65 feet. Except for permits issued to carriers hauling seasonally harvested products in combinations with a cargo-carrying length greater than 65 feet but not more than 71.5 feet which may move as necessary to accommodate crop movement requirements, holders of length permits are subject to the following conditions.

Movement is prohibited on Saturdays, Sundays, and holidays; when ground wind speed exceeds 25 miles per hour; when visibility is less than 800 feet; or when steady rain, snow, sleet, ice, or other conditions cause slippery pavement. Beginning November 15 until April 16 permission to move must be obtained from the NDOR Permit Office within 3 hours of movement. Beginning April 16 until November 15 permission to move must be obtained within 3 days of the movement.

Fees are charged for all permits. Length permits for combinations carrying seasonally harvested products are valid for 30 days and are renewable but may not authorize operation for more than 120 days per year.

All permits are subject to revocation if the terms are violated.

*Access:* Access to NN routes is not restricted for two trailing unit combinations with a cargo-carrying length of 65 feet or less, or 71.5 feet or less if involved in carrying seasonally harvested products. For two trailing unit combinations with a cargo-carrying length greater than 65 feet and not involved in carrying seasonally harvested products, access to and from I-80 is limited to designated staging areas within six miles of the route between the Wyoming State Line and Exit 440 (Nebraska Highway 50); and except for weather, emergency, and repair, cannot reenter I-80 after exiting.

*Routes:* Except for length permits issued to carriers hauling seasonally harvested products in combinations with a cargo-carrying length greater than 65 feet but not more than 71.5 feet which may use all non-Interstate NN routes, vehicles requiring length permits are restricted to Interstate 80 between the Wyoming State Line and Exit 440 (Nebraska Highway 50). Combinations not requiring length permits may use all NN routes.

\* \* \* \* \*

State: Nebraska

*Combination:* Truck tractor and 3 trailing units.

\* \* \* \* \*

*Operational Conditions:*

\* \* \* \* \*

*Driver:* Same as the NE-TT2 combination.

*Permit:* A length permit, in accordance with Chapter 11 of the NDOR Rules and Regulations is required for a three trailing unit combination. Conditions of the length

permit prohibit movements on Saturdays, Sundays, and holidays; when ground wind speed exceeds 25 miles per hour; and when visibility is less than 800 feet. Movement is also prohibited during steady rain, snow, sleet, ice, or other conditions causing slippery pavement. Beginning November 15 until April 16 permission to move must be obtained from the NDOR Permit Office within 3 hours of movement. Beginning April 16 until November 15 permission to move must be obtained within 3 days of the movement. A fee is charged for the annual length permit. These permits can be revoked if the terms are violated.

*Access:* Access to and from I-80 is limited to designated staging areas within 6 miles of the route between Wyoming State Line and Exit 440 (Nebraska Route 50). Except for weather, emergency, and repair, three trailing unit combinations cannot reenter the Interstate after having exited.

\* \* \* \* \*

State: Oregon

*Combination:* Truck-trailer.

*Length of Cargo-Carrying Units:* 70 feet, 5 inches.

*Weight:* This combination must operate in compliance with State laws and regulations. Because it is not an LCV, it is not subject to the ISTEPA freeze as it applies to maximum weight.

*Driver, Access, Routes, and Legal Citations:* Same as OR-TT2 combination.

*Vehicle:* The truck or trailer may be up to 40 feet long not to exceed 75 feet overall. The truck may have a built-in hoist to load cargo. Any towed vehicle in a combination must be equipped with safety chains or cables to prevent the towbar from dropping to the ground in the event the coupling fails. The chains or cables must have sufficient strength to control the towed vehicle in the event the coupling device fails and must be attached with no more slack than necessary to permit proper turning. However, this requirement does not apply to a fifth-wheel coupling if the upper and lower halves of the fifth wheel must be manually released before they can be separated.

*Permit:* No overlength permit required.

\* \* \* \* \*

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