

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 658

[FHWA Docket No. 92-15]

RIN 2125-AD53

Truck Size and Weight; Restrictions on Longer Combination Vehicles and Vehicles With Two or More Cargo-Carrying Units

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Final rule; technical corrections.

SUMMARY: This document corrects appendix C and appendix A to part 658, as well as a few other provisions of part 658. The final rule imposing a freeze on the operation of longer combination vehicles (LCVs) on the Interstate System and vehicles with two or more cargo-carrying units on the National Network (NN) was published on June 13, 1994, and created appendix C. The rule provided that the Federal Highway Administrator may determine if the information in appendix C is correct and if not, may make appropriate corrections. Accordingly, appendix C is being amended to correct the maximum vehicle weight in Michigan and Montana, access and route information in Oklahoma, add a new vehicle and correct a route in Oregon, and correct the offtracking formula in South Dakota. In appendix A, the route listing for the State of Virginia is being corrected, a note is being added to the entry for the State of Iowa, and the route listings for the State of Kentucky are being clarified. Minor corrections are also being made to other provisions in the final rule.

EFFECTIVE DATE: March 22, 1995.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas Klimek, Office of Motor Carrier Information Management, (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: A final rule implementing sections 1023 and 4006 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (Pub. L. 102-240, 105 Stat. 1914, 1951, codified at 23 U.S.C. 127(d) and 49 U.S.C. 31112, respectively) was published on June 13, 1994 (59 FR 30392). It provided that the Federal Highway Administrator, on his own motion or on the request of any other

person, may determine if the information in appendix C to the final rule is correct and, if not, make the appropriate corrections. This document makes corrections in appendix A as well as in appendix C and other corrections to the final rule.

In the preamble, under the heading, "Vehicles Submitted by States but Excepted From or Not Subject to Section 4006 of the ISTEA," a sentence in the middle of the first column on page 30394 reads as follows: "However, dromedary equipped truck tractors in actual operation on December 1, 1982, are grandfathered under § 658.13(f) * * *." This should be corrected to § 658.13(g) to conform to the numbering used in the final rule.

Paragraph (k) of § 658.17 is being amended to show that any vehicle which is regularly and exclusively used as an intrastate public agency transit passenger bus has been excluded from the axle weight limits in § 658.17(c), (d), and (e) until October 6, 1995, by a notice published November 22, 1994 (59 FR 60242). Axle weight limits authorized by each State will apply until then.

Paragraph (b)(3) of § 658.23 is being amended to indicate that "truck-trailer" and "truck-semitrailer" combinations with two or more cargo-carrying units 65 feet or less in length may operate on the NN. The current reference to a "truck tractor-semitrailer" and "truck tractor-trailer" is erroneous since these vehicles have only one cargo-carrying unit, and thus would not be subject to the freeze under any reading of the statute.

The NN for Iowa as shown in appendix A to part 658 is being amended. Effective July 1, 1994, the State amended its laws to allow vehicles with dimensions mandated in the Surface Transportation Assistance Act of 1982 (STAA) to operate on all State highways. Some States, before the NN was designated, already allowed STAA-dimensioned vehicles to operate on all primary Federal-aid highways. In those States, only Interstate highways were listed as NN routes. Iowa, on the other hand, allowed STAA vehicles on many, but not all, primary system highways, and the NN routes listed in appendix A reflect that choice. Although Iowa has now opened all of its highways to STAA-dimensioned vehicles, the federally-designated routes will continue to be shown along with a note at the beginning of the Iowa listing in appendix A explaining the State's current law.

The NN for Kentucky as shown in appendix A of part 658, "National Network—Federally Designated

Routes," is being changed. The State requested a clarification of its routes, such as showing exit numbers instead of referring to the end of a route. In addition, the note for I-75/71 in the Cincinnati area is being deleted since it was only valid through 1992 and has not been officially extended. A new note is being added at the end of the Kentucky routes to explain that although the Kentucky state line is near the Ohio shoreline on the U. S. Grant Bridge, the terminal point for US 23 is listed as the south end of the bridge. This is because the bridge is maintained by the State of Ohio.

The NN for Virginia as shown in appendix A of part 658, "National Network—Federally Designated Routes," is being corrected for Route US 360. "Richmond" should have been shown in the "From" column following "I-64 Exit 192" instead of the "To" column following "VA 627 Village" since Exit 192 on I-64 is in Richmond.

In the table published in appendix C in the final rule on pages 30422 and 30423, "Vehicle Combinations Subject to Pub. L. 102-240," the maximum cargo-carrying length and maximum gross weight are shown on the same line in columns 1 and 2, with the length on the left and the weight on the right. The text of the paragraph immediately preceding the table is being amended to correspond to the present table citation format which places the length and weight figures on the same line, rather than one above the other, as originally planned.

The maximum allowable gross weight in Michigan for a truck tractor and two trailing units with a maximum cargo-carrying length of 58 feet was established in appendix C of part 658 as 154,000 pounds because the FHWA believed that was the maximum practical gross weight. However, the State has verified that a truck tractor and two trailing units with 11 total axles may carry 164,000 pounds. The weight limit is determined from axle and axle group weights. The axles, for purposes of this discussion, are numbered from 1, for the steering axle, to 11 for the last axle in the combination, and are arranged as follows: 1 23 4567 8 9 1011. The longer distances between axles are all 9 feet and the shorter are 3 feet 6 inches. The first three are on the tractor, the next four on the semitrailer, and the last four on the full trailer. Axles 1, 8, and 9 may carry 18,000 pounds each; axles 2 and 3 may carry 16,000 pounds each; and axles 4, 5, 6, 7, 10, and 11 may carry 13,000 pounds each for a total of 164,000 pounds.

The maximum allowable gross weight for LCV's in Montana is shown as

137,800 pounds. However, this is the maximum only for LCV's operating on I-15 between Sweetgrass and Shelby under the Montana/Alberta Memorandum of Understanding. Based on material previously submitted by the State, the maximum gross weight for other LCV's is 131,060 pounds. This has been corrected.

Under Oklahoma in appendix C, the maximum length of cargo-carrying units for a truck tractor and two trailing units is 110 feet. Under the heading of "VEHICLE" for the same combination, the maximum semitrailer or trailer length is shown as 59.5 feet. The State had previously claimed a cargo-unit length of 118 feet, based on the operation of two 57-foot trailers spaced 4 feet apart. Trailers 59.5 feet long are grandfathered for single-trailer operations, as indicated in appendix B to part 658, but the State did not demonstrate that they ran in a twin-trailer configuration before June 1, 1991. The Oklahoma Transportation Commission amended the State's administrative rules in April 1994 to limit the length of the trailers allowed to operate in a double configuration to 53 feet and the overall cargo-carrying length of such a configuration to 110 feet. The reference to a 59.5-foot semitrailer or trailer will therefore be changed to 53 feet, which is consistent with a 110-foot overall maximum cargo-carrying length.

The listing of "ROUTES" for truck tractors and 2 trailing units in Oklahoma was incomplete as some of the routes were shown under the "ACCESS" listing. This was corrected by putting all of the routes under "ROUTES", which left the "ACCESS" provisions (to service facilities and terminals within a 5-mile radius) applicable to all of the routes. The State also indicated that access is allowed from one multilane highway to another via two-lane roads when the distance is not over 15 miles. This correction was also made.

The "PERMIT" section for a truck tractor and three trailing units is also being corrected to reflect that a single special permit authorizes both three units and the maximum gross weight of 90,000 pounds. The permit fee statement at the end of the "PERMIT" section is also being corrected to show that there is only one fee for the permit.

Finally, the "PERMIT" section is being corrected by removing the time-of-travel restriction since it applies only on vehicles or loads which are not easily divided. This type of permitted movement is not subject to the provisions of § 658.23.

A truck-trailer combination is being added under Oregon in appendix C. This was inadvertently overlooked in the material previously furnished by the State.

The list in appendix C showing routes available to triple trailer combinations in Oregon is also being corrected. One segment of US 20 is shown as extending from "Jct. OR 22/OR 126" to "US 26 Vale Santiam Junction." However, Santiam Junction should be under the "From" column since it is located near the junction of OR 22/OR 126.

The offtracking formula for South Dakota in the first column on page 30443 was corrected by the State to read as follows:

$$\text{Offtracking Formula} = 161 - [161^2 - (L_1^2 + L_2^2 + L_3^2 + L_4^2 + L_5^2 + L_6^2 + L_7^2 + L_8^2)]^{1/2}$$

Utah found that the information under the heading "Routes" in appendix C was not clearly presented. It has been revised to provide greater clarity.

Regulatory Analyses and Notices

The Administrative Procedure Act, 5 U.S.C. 551 *et seq.*, 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)(3)(B). The FHWA has determined that providing prior notice to the public on this action is unnecessary. This action merely makes corrections to two of the appendices to 23 CFR 658. It does not add new requirements to the regulations. For these same reasons, the FHWA has determined that it has good cause to make the rule effective upon publication in the **Federal Register**. 5 U.S.C. 553(d)(3).

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 rule simply makes minor changes to Part 658 to correct errors. It is anticipated that the economic impact of this rulemaking will be minimal; therefore, a regulatory evaluation is not required.

Regulatory Flexibility Act

In compliance with the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the FHWA has evaluated the effects of this rule on small entities. Based on this

evaluation, and for the reasons set forth in the preceding two paragraphs, 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.

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 contain an additional or expanded collection of information requirement for purposes of the Paperwork Reduction Act of 1980, 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 in 23 CFR Part 658

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

Issued on: March 16, 1995.

Rodney E. Slater,

Federal Highway Administrator.

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

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

1. 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. 31111-31115; 49 CFR 1.48(b)(19) and (c)(19).

2. In § 658.17, paragraph (k) is revised 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 until October 6, 1995.

3. In § 658.23, paragraph (b)(3) is revised to read as follows:

§ 658.23 LCV freeze; cargo-carrying unit freeze.

* * * * *

(b) * * *

(3) Truck-trailer and truck-semitrailer combinations with an overall length of 65 feet or less.

* * * * *

4. Appendix A to part 658 is amended for the State of Iowa by adding a note at the beginning of the listing. The entry for the State of Kentucky is revised and the entry for the State of Virginia is amended by revising the entry for US 360. These changes are as follows:

Appendix A to Part 658—National Network—Federally-Designated Routes

* * * * *

Route	From	To
Iowa		

Note: Iowa State law allows STAA-dimensioned vehicles to operate on all highways in the State. The routes shown below were incorporated into the NN by the FHWA in 1984.

* * * * *

Route	From	To
Kentucky		

I-471 Connector	US 27 Highland Heights	I-275/471 Interchange.
US 23	Virginia State Line	US 119 near Jenkins, S. end U.S. Grant Bridge South Portsmouth.
US 23	US 119 N. of Pikeville	Ohio State Line.
US 23 Spur	US 60 Ashland (via 13th St. Bridge)	KY 876 Richmond.
US 25/421	Int. US 25/US 421 S. of Richmond	Nandino Blvd., Lexington.
US 25/421	KY 418 (via KY 4)	I-75 Exit 29 N. of Corbin.
US 25E	Virginia State Line	Ohio State Line.
US 27	Tennessee State Line (via KY 4 Lexington)	KY 255 Park City.
US 31W	Tennessee State Line	I-264 Exit 8 Louisville.
US 31W	Byp US 31W N. of Elizabethtown	US 31W N. of Elizabethtown.
US 31W Byp	Western Kentucky Parkway Exit 136	Indiana State Line.
US 41	Pennyriile Parkway Henderson	Pennyriile Parkway near SCL Hopkinsville.
US 41	Tennessee State Line	US 60 Paducah.
US 45	Jackson Purchase Parkway N. of Mayfield	Int. US 60/62 Paducah.
US 60	US 45 Paducah	KY 69 Hawesville.
US 60	US 60 Byp W. of Owensboro	US 31W S. of Muldraugh.
US 60	KY 144 Garrett	I-75 Exit 110 Lexington.
US 60	Int. US 421/KY 676 Frankfort (via KY 4 Lexington)	US 23 Ashland.
US 60	KY 180 Cannonsburg	US 60 E. of Owensboro.
US 60 Byp	US 60 W. of Owensboro	US 68.
US 62	I-24 Exit 7 Paducah (via US 60 Paducah)	Ohio State Line.
US 62/68	Washington	I-24 Exit 16 Green River Parkway Exit 5 Bowling Green.
US 68	US 62	
US 68	I-24 Exit 65 E. of Cadiz (via US 41 Hopkinsville)	
US 68	US 27 Paris (via Paris Byp)	Int. US 62/68 Washington.
US 119	KY 15 E. of Whitesburg	US 23 near Jenkins.
US 119	US 25E S. of Pineville	US 421 Harlan.
US 119	US 23 N. of Pikeville	KY 1441.
US 127	KY 22 Owenton	KY 35 Bromley.
US 127	US 127 Byp N. of Danville (via US 68 Harrodsburg)	US 60 Frankfort (via Lawrenceburg Byp.).
US 127 Byp	US 127 S. of Danville	US 127 N. of Danville.
US 127 Byp	US 127 S. of Lawrenceburg	US 127 N. of Lawrenceburg.
US 150	US 62 Bardstown (via US 68 Perryville, the Danville Byp, and the Stanford Byp).	US 27 N. of Stanford.
US 150 Byp	US 127 S. of Danville	US 150 E. of Danville.
US 150 Byp	US 150 N. of Stanford	US 27 N. of Stanford.
US 231	US 60 Byp Owensboro	Indiana State Line.
US 421	0.1 mile S. of Harlan Appalachian Regional Hospital	US 119.
US 421	Int. US 60/460 Frankfort	US 127 Wilkinson Blvd./Owenton Rd. Interchange Frankfort.
US 431	US 60 Byp Owensboro	US 60 (4th St.) Owensboro.
US 460	I-64 Exit 110 N. of Mt. Sterling	KY 686 Mt. Sterling.
US 460	E. end Mountain Pkwy. Extension	US 23 W. of Paintsville.
US 641	Tennessee State Line	KY 348 Benton.
KY 4	US 27 S. Lexington	Entire Circle of Lexington.

Route	From	To
KY 11	KY 3170 Lewisburg	US 62/68 Maysville.
KY 15	US 119 Whitesburg (via KY 7 Isom)	KY 15 Spur/KY 191 Campton.
KY 15	KY 15/191 Campton	Mountain Parkway Exit 43.
KY 21	I-75 Exit 76 W. of Berea	US 25 Berea.
KY 35	US 127 Bromley	I-71 Exit 57.
KY 55	Cumberland Parkway Exit 49 Columbia	US 150 Springfield.
KY 61	Peytonsburg	KY 90 Burkesville
KY 69	US 60 Hawesville	Indiana State Line.
KY 70/90	I-65 Exit 53	US 31E Glasgow.
KY 79	KY 1051 Brandenburg	Indiana State Line.
KY 80	KY 80 Byp. E. of Somerset	US 25 N. of London.
KY 80	KY 15 N. of Hazard	US 23 Watergap.
KY 80/US 421	S. ramps Daniel Boone Parkway Exit 20	2nd Street Manchester.
KY 80 Byp	US 27 Somerset	KY 80 E. of Somerset.
KY 90	KY 61 Burkesville	US 27 Burnside.
KY 114	US 460 E. of Salyersville	US 23/460 S. of Prestonsburg.
KY 118	Int. US 421/KY 80 Hyden	Daniel Boone Parkway Exit 44.
KY 144	KY 448	US 60 Garrett.
KY 151	US 127 N. of Lawrenceburg	I-64 Exit 48.
KY 180	I-64 Exit 185	Int. US 60/KY 180 Cannonsburg.
KY 192	I-75 Exit 38	Daniel Boone Parkway E. of London.
KY 259	Western Kentucky Parkway Exit 107	US 62 Leitchfield.
KY 418	US 25/421 Lexington	I-75 Exit 104.
KY 446	US 31W Bowling Green	I-65 Exit 28.
KY 448	KY 144	KY 1051 Brandenburg.
KY 555	US 150 Springfield	Bluegrass Parkway Exit 42.
KY 676	US 127 Frankfort	US 60/421 Frankfort.
KY 686	US 460 Mt. Sterling	KY 11 S. of Mt. Sterling.
KY 876	I-75 Exit 87 Richmond	KY 52.
KY 922	KY 4 Lexington	I-64/75 Exit 115.
KY 1051	KY 448 S. of Brandenburg	KY 79.
KY 1682	US 68 W. of Hopkinsville	Pennyrile Parkway Exit 12 NCL Hopkinsville.
KY 1958	KY 627 S. of Winchester	I-64 Exit 94 Winchester.
Audubon Parkway	Pennyrile Parkway Exit 77 Henderson	US 60 Byp Owensboro.
Blue Grass Parkway	I-65 Exit 93 E. of Elizabethtown	US 60 E. of Versailles.
Cumberland Parkway	I-65 Exit 43 N. of Hays	US 27 Somerset.
Daniel Boone Parkway	US 25 N. of London	KY 15 N. of Hazard.
Green River Parkway	I-65 Exit 20 S.E. of Bowling Green	US 60 Byp Owensboro.
Jackson Purchase Parkway	Tennessee State Line	I-24 Exit 25 E. of Calvert City.
Mountain Parkway and Mountain Parkway Extension.	I-64 Exit 98 E. of Winchester	US 460 Salyersville.
Pennyrile	US 41 Alt. Hopkinsville	US 41 Henderson.
Western Kentucky Parkway	I-24 Exit 42 S. of Eddyville	I-65 Exit 91 S. of Elizabethtown.

Note: US 23 crosses the Ohio River between South Portsmouth, KY and Portsmouth, OH via the U.S. Grant Bridge. Although the state line is near the Ohio shoreline, putting most of the bridge in Kentucky, the terminal point for US 23 is listed as the south end of the bridge because the bridge is maintained by the Ohio DOT.

* * * * *

Route	From	To
Virginia		
US 360	I-64 Exit 192 Richmond	VA 617 Village.

* * * * *

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

A. By revising the paragraph immediately preceding the table entitled "Vehicle Combinations Subject to Pub. L. 102-240"; and revising the entry for the State of Michigan in that table;

B. In the listing for the State of Montana for the combination "Truck tractor and 2 trailing units—LCV"

revising the weight under the heading "Maximum Allowable Gross Weight" and by revising the maximum gross weight limit under the heading "Operational Conditions: Weight"; and for the combination "Truck tractor and 3 trailing units—LCV", revising the maximum gross weight limit under the heading "Operational Conditions: Weight";

C. In the listing for the State of Oklahoma for the combination "Truck tractor and 2 trailing units—LCV", under "Operational Conditions" and under the heading "Vehicles", "Access", and "Routes", revising the vehicle access and route information. Also in the listing for the State of Oklahoma for the combination "Truck tractor and 3 trailing units—LCV", under "Operational Conditions",

revising the text under the heading "Permit";

D. In the listing for the State of Oregon, adding at the end a new vehicle "Truck-trailer—LCV", and revising the reference to US 20 route for a "Truck tractor and 3 trailing units—LCV";

E. In the listing for the State of South Dakota for the combination "Truck tractor and 2 trailing units—LCV", under "Operational Conditions" and under "Vehicle", the offtracking formula is revised; and

F. In the listing for the State of Utah for the combinations "Truck tractor and 2 trailing units—LCV", "Truck-trailer", and "Automobile transporter", under "Operational Conditions", revising the information under the heading "Routes" in three places.

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

* * * * *

In the following table the left number is the maximum cargo-carrying length measured in feet from the front of the first cargo unit to the rear of the last cargo unit. This distance is not to include length exclusive devices which have been approved by the Secretary or by any State. Devices excluded from length determination shall only include items whose function is related to the safe and efficient operation of the semitrailer or trailer. No device excluded from length determination shall be designed or used for carrying cargo. The right number is the maximum gross weight in thousands of pounds that the type of vehicle can carry when operating as an LCV on the Interstate System. For every State where there is a length or weight number in the table that follows, additional information is provided.

VEHICLE COMBINATIONS SUBJECT TO PUB. L. 102-240

State	Truck tractor and 2 trailing units	Truck tractor and 3 trailing units	Other
	1	2	3
Michigan ..	58' 164K	No	No.
* ..	* ..	* ..	* ..

STATE: MONTANA

COMBINATION: Truck tractor and 2 trailing units—LCV

* * * * *

MAXIMUM ALLOWABLE GROSS WEIGHT: 137,800 pounds for vehicles operating under the Montana/Alberta Memorandum of Understanding (MOU). For other MT-TT2 combinations, the maximum allowable gross weight is 131,060 pounds.

OPERATIONAL CONDITIONS:

WEIGHT: Except for vehicles operating under the MOU, any vehicle carrying a divisible load over 80,000 pounds must comply with the Federal Bridge Formula found in 23 U.S.C. 127.
 Maximum single-axle limit: 20,000 pounds
 Maximum tandem-axle limit: 34,000 pounds
 Maximum gross weight limit: 131,060 pounds
 Maximum weight allowed per inch of tire width is 600 pounds.

* * * * *

COMBINATION: Truck tractor and 3 trailing units—LCV

* * * * *

OPERATIONAL CONDITIONS:

WEIGHT: Any vehicle carrying a divisible load over 80,000 pounds must comply with the Federal Bridge Formula found in 23 U.S.C. 127.

Maximum single-axle limit: 20,000 pounds
 Maximum tandem-axle limit: 34,000 pounds
 Maximum gross weight limit: 131,060 pounds
 Maximum weight allowed per inch of tire width is 600 pounds.
 * * * * *

STATE: OKLAHOMA

COMBINATION: Truck tractor and 2 trailing units—LCV

* * * * *

OPERATIONAL CONDITIONS:

* * * * *

VEHICLE: All vehicles must meet the requirements of applicable Federal and State statutes, rules, and regulations. Vehicles and load shall not exceed 102 inches in width on the Interstate System and four-lane divided highways. Maximum semitrailer length is 53 feet.

Multiple trailer combinations must be stable at all times during braking and normal operation. A multiple trailer combination when traveling on a level, smooth, paved surface must follow in the path of the towing vehicle without shifting or swerving more than 3 inches to either side when the towing vehicle is moving in a straight line. Heavier trailers are to be placed to the front in multiple trailer combinations.

* * * * *

ACCESS: Access is allowed from legally available routes (listed below) to service facilities and terminals within a 5-mile radius. Access is also authorized on two-lane roadways which connect multi-lane divided highways when such connection does not exceed 15 miles.

ROUTES: Doubles with 29-foot trailers may use any route on the NN. Doubles with at least one trailer or semitrailer over 29 feet in length are limited to the Interstate and other multi-lane divided highways listed below.

	From	To
I-35	Texas	Kansas.
I-40	Texas	Arkansas.
I-44	Texas	Missouri.
I-235	Entire length in Oklahoma City	
I-240	Entire length in Oklahoma City	
I-244	Entire length in Tulsa	
I-444	Entire length in Tulsa	
I-40 Bus	I-40 Exit 119	US 81 El Reno.
US 60	I-35 Exit 214	US 177 Ponca City.
US 62	US 69 Muskogee	OK 80 Ft. Gibson.
US 62	I-44 Exit 39A Lawton	OK 115 Cache.
US 64	Cimarron Turnpike	I-244 Tulsa.
US 64	I-35 Exit 186 Perry	US 77 Perry.
US 64	I-40 Exit 325 Roland	Arkansas.
US 69	Texas	I-44 (Will Rogers Tpk.) Exit 282.
US 70	OK 76 Wilson	I-35 Exits 31A-B Ardmore.
US 75	I-40 Exits 240A-B Henryetta	I-244 Exit 2 Tulsa.

	From	To
US 75	I-44 Exits 6A-B Tulsa	Dewey.
US 77	I-35 Exit 141 Edmond	3.5 mi. W of I-35.
US 81	I-44 (Bailey Tpk.) Exit 80	South Intersection OK 7 Duncan.
US 81	OK 51 Hennessey	11.5 mi. N of US 412.
US 169	OK 51 Tulsa	OK 20 Collinsville.
US 270	Indian Nation Tpk. Exit 4	US 69 McAlester.
US 270	OK 9 Tecumseh	I-40 Exit 181.
US 271	Texas	Indian Nation Tpk. Hugo.
US 412	I-44 Exit 241 Catoosa	US 69.
US 412	OK 58 Ringwood	I-35 Exits 194A-B.
US 412	US 69 Chouteau	OK 412 B.
OK 3	I-44 Exit 123	Oklahoma/Canadian County Line.
OK 3A	OK 3 Oklahoma City	I-44 Exit 125B Oklahoma City.
OK 7	I-44 Exits 36A-B	OK 65 Pumpkin Center.
OK 7	I-35 Exit 55	US 177 Sulphur.
OK 7	South intersection US 81 Duncan	7.5 mi. E of US 81.
OK 9	I-35 Exit 108A	US 77 Norman.
OK 11	I-35 Exit 222	US 177 Blackwell.
OK 11	US 75 Tulsa	I-244 Exit 12B.
OK 33	US 77 Guthrie	I-35 Exit 157 Guthrie.
OK 51	I-35 Exit 174	US 177 Stillwater.
OK 51	I-44 Exit 231 Tulsa	Muskogee Tpk. Broken Arrow.
OK 165	Connecting two sections of the Muskogee Turnpike at Muskogee.	
OK 165	US 64/Bus. US 64 Muskogee	Muskogee Tpk.
Cimarron Tpk .	I-35 Exit 194	US 64.
Cimarron Tpk Conn.	US 177 Stillwater	Cimarron Tpk.
Indian Nation Turnpike.	US 70/271 Hugo	I-40 Exits 240A-B Henryetta.
Muskogee Tpk	OK 51 Broken Arrow	US 62/OK 165 Muskogee.
Muskogee Tpk	OK 165 Muskogee	I-40 Exit 286 Webber's Falls.

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

PERMIT: An annual special combination permit is required for the operation of triple-trailer combinations on the Interstate System and other four-lane divided primary highways. This permit also authorizes such combinations to exceed 80,000 pounds on the Interstate System.

The permit holder must certify that the driver of a triple-trailer combination is qualified. Operators of triple-trailer combinations must maintain a 500-foot following distance and must drive in the right lane, except when passing or in an emergency.

Speed shall be reduced and extreme caution exercised when operating triple-trailer combinations under hazardous conditions, such as those caused by snow, wind, ice, sleet, fog, mist, rain, dust, or smoke. When conditions become sufficiently dangerous, as determined by the company or driver, operations shall be discontinued and shall not resume until the vehicle can be safely operated. The State may restrict or prohibit operations during periods when, in the State's judgment, traffic, weather, or other safety conditions make such operations unsafe or inadvisable.

Class A and B explosives; Class A poisons; Class 1, 2, and 3 radioactive material; and any other material deemed to be unduly hazardous by the U.S. Department of Transportation cannot be transported in triple-trailer combinations.

A fee is charged for the annual special authorization permit.

* * * * *

STATE: OREGON

COMBINATION: Truck tractor and 3 trailing units—LCV

* * * * *

ROUTES: The following NN routes are also open to truck tractor and three trailing unit combinations.

* * * * *

	From	To
US 20 ...	Jct OR 22/OR126 Santiam Junction.	US 26 Vale.

* * * * *

STATE: OREGON

COMBINATION: Truck-trailer—LCV
WEIGHT, DRIVER, ACCESS, ROUTES, AND LEGAL CITATIONS: Same as OR-TT2 combination.

VEHICLE: The truck may have a built-in hoist to load cargo. Including the hoist it may be up to 41.5 feet long.

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: A permit is required for operation if the gross combination weight exceeds 80,000 pounds. A fee is charged. The combination must use splash and spray devices when operating in rainy weather. Movement is not allowed when road surfaces are hazardous due to ice or snow, or when other atmospheric conditions make travel unsafe.

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STATE: SOUTH DAKOTA

COMBINATION: Truck tractor and 2 trailing units—LCV

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OPERATIONAL CONDITIONS:

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VEHICLE:

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Offtracking Formula = $161 - [161^2 - (L_1^2 + L_2^2 + L_3^2 + L_4^2 + L_5^2 + L_6^2 + L_7^2 + L_8^2)]^{1/2}$
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STATE: UTAH

COMBINATION: Truck tractor and 2 trailing units—LCV
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OPERATIONAL CONDITIONS:
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ROUTES: For combinations with a cargo-carrying length of 85 feet or less, all NN routes. Combinations with a cargo-carrying length over 85 feet are restricted to the following NN routes:

	From	To
I-15	Arizona	Idaho.
I-70	Jct. I-15	Colorado.
I-80	Nevada	Wyoming.
I-84	Idaho	Jct. I-80.

	From	To
I-215	Entire length in the Salt Lake City area.	
UT-201 .	I-80 Exit 102 Lake Point Jct.	300 West Street, Salt Lake City.

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 COMBINATION: Truck-trailer
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OPERATIONAL CONDITIONS:
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- ROUTES:
1. Truck-trailer combinations hauling bulk gasoline or LP gas: cargo-carrying length less than or equal to 78 feet, all NN routes; cargo-carrying lengths over 78 feet up to and including 88 feet, same as UT-TT2 with cargo-carrying length over 85 feet.
 2. All other truck-trailer

combinations: cargo-carrying length less than or equal to 70 feet, all NN routes; cargo-carrying lengths over 70 feet up to and including 78 feet, same as UT-TT2 with cargo-carrying length over 85 feet.
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COMBINATION: Automobile transporter
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OPERATIONAL CONDITIONS:
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ROUTES: For automobile transporters with a cargo-carrying length of 92 feet or less, all NN routes. Automobile transporters with a cargo-carrying length over 92 feet up to and including 105 feet, same as UT-TT2 with cargo-carrying length over 85 feet.

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