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The enforcement of vehicle size and weight laws requires that vehicles be weighed but it does not logically follow that the more vehicles weighed, the more effective the enforcement program, especially if the vehicles are weighed at a limited number of fixed locations. A ''numbers game'' does not necessarily provide a deterrent to deliberate overloading. Consistent, vigorous enforcement activities, the certainty of apprehension and of penalty, the adequacy of the penalty, even the publicity given these factors, may be greater deterrents than the number of weighings alone.

In recognizing that all States are unique in character, there are some similarities between certain States and useful perspectives may be obtained by relating their program elements. Some comparative factors are:

1. Truck registration (excluding pickups and panels)
2. Population
3. Average Daily Traffic (ADT) for trucks on FA highways
4. To total mileage of Federal-aid highways
5. Geographic location of the State
6. Annual truck miles traveled in State
7. Number of truck terminals (over 6 doors)
8. Vehicle miles of intrastate truck traffic

Quantities relating to the above items can become factors that in the aggregate are descriptive of a State's characteristics and can identify States that are similar from a trucking operation viewpoint. This is especially applicable for States within the same area.

After States with similar truck traffic operations have been identified in a regional area, another important variable must be considered: the type of weighing equipment that has been or is proposed for predominant use in the States. When data become available on the number of trucks weighed by each type of scale (fixed, portable, semi-portable, etc.) some indicators will be developed to relate one State's effort to those of other States. The measures of activity that are a part of each certification submitted will provide a basis for the development of more precise numerical criteria by which an enforcement plan and its activities can be judged for adequacy.

Previous certifications have provided information from which the following gross scale capabilities have been derived.

Potential Weighing Capacities

1. Permanent scales 60 veh/hr.
2. Weigh-in-motion scales 100 veh/hr.
3. Semi-portable scales 25 veh/hr.
4. Portable scales 3 veh/hr.

To meet the mandates of Federal and other laws regarding truck size and weight enforcement, the FHWA desires to become a resource for all States in achieving a successful exchange of useful information. Some States are more advanced in their enforcement activities. Some have special experience with portable, semi-portable, fixed, or weighing-in-motion devices. Others have operated permanent scales in combination with concentrated safety inspection programs. The FHWA is interested in information on individual State experiences in these specialized areas as part of initial plan submissions. If such information has recently been furnished to the Washington Headquarters, an appropriate cross reference should be included on the submission.

It is the policy of the FHWA to avoid red tape, and information volunteered by the States will be of assistance in meeting many needs. The ultimate goal in developing information through the evaluation process is to assemble criteria for a model enforcement program.

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

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APPENDIX A TO PART 658—NATIONAL NETWORK—FEDERALLY-DESIGNATED ROUTES
APPENDIX B TO PART 658—GRANDFATHERED SEMITRAILER LENGTHS
APPENDIX C TO PART 658—TRUCKS OVER 80,000 POUNDS ON THE INTERSTATE SYSTEM AND TRUCKS OVER STAA LENGTHS ON THE NATIONAL NETWORK
APPENDIX D TO PART 658—DEVICES THAT ARE EXCLUDED FROM MEASUREMENT OF THE LENGTH OR WIDTH OF A COMMERCIAL MOTOR VEHICLE

AUTHORITY: 23 U.S.C. 127 and 315; 49 U.S.C. 31111, 31112, and 31114; sec. 347, Pub. L. 108–7, 117 Stat. 419; sec, 756, Pub. L. 109–58, 119 Stat. 829; sec. 1309, Pub. L. 109–59, 119 Stat. 1219; sec. 115, Pub. L. 109–115, 119 Stat. 2408; 49 CFR 1.48(b)(19) and (c)(19).

SOURCE: 49 FR 23315, June 5, 1984, unless otherwise noted.

§ 658.1 Purpose.

The purpose of this part is to identify a National Network of highways available to vehicles authorized by provisions of the Surface Transportation Assistance Act of 1982 (STAA) as amended, and to prescribe national policies that govern truck and bus size and weight.

[59 FR 30419, June 13, 1994]

§ 658.3 Policy statement.

The Federal Highway Administration's (FHWA) policy is to provide a safe and efficient National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the STAA. This network includes the Interstate System plus other qualifying Federal-aid Primary System Highways.

§ 658.5 Definitions.

Automobile transporters. Any vehicle combination designed and used specifically for the transport of assembled highway vehicles, including truck camper units.

Beverage semitrailer. A van-type, dropframe semitrailer designed and used specifically for the transport and delivery of bottled or canned beverages (*i.e.*, liquids for drinking, including water) which has side-only access for loading and unloading this commodity. Semitrailer has the same meaning as in 49 CFR 390.5.

Boat transporters. Any vehicle combination designed and used specifically to transport assembled boats and boat hulls. Boats may be partially disassembled to facilitate transporting.

Bridge gross weight formula. The standard specifying the relationship between axle (or groups of axles) spacing and the gross weight that (those) axle(s) may carry expressed by the formula:

$$W = 500\left(\frac{LN}{N-1} + 12N + 36\right)$$

where W=overall gross weight on any group of two or more consecutive axles to the nearest 500 pounds, L=distance in feet between the extreme of any group of two or more consecutive axles, and N=number of axles in the group under consideration.

Cargo-carrying unit. As used in this part, cargo-carrying unit means any portion of a commercial motor vehicle (CMV) combination (other than a truck tractor) used for the carrying of cargo, including a trailer, semitrailer, or the cargo-carrying section of a single-unit truck. The length of the cargo carrying units of a CMV with two or more such units is measured from the front of the first unit to the rear of the last [including the hitch(es) between the units].

Commercial motor vehicle. For purposes of this regulation, a motor vehicle designed or regularly used to carry freight, merchandise, or more than ten passengers, whether loaded or empty, including buses, but not including vehicles used for vanpools, or recreational vehicles operating under their own power.

Drive-away saddlemount vehicle transporter combination. The term drive-away saddlemount vehicle transporter combination means a vehicle combination designed and specifically used to tow up to 3 trucks or truck tractors, each connected by a saddle to the frame or fifth wheel of the forward vehicle of the truck tractor in front of it. Such combinations may include up to one fullmount.

Dromedary unit. A box, deck, or plate mounted behind the cab and forward of the fifth wheel on the frame of the power unit of a truck tractor-semitrailer combination.

Federal-aid Primary System. The Federal-aid Highway System of rural arterials and their extensions into or through urban areas in existence on June 1, 1991, as described in 23 U.S.C. 103(b) in effect at that time.

Fullmount. A fullmount is a smaller vehicle mounted completely on the frame of either the first or last vehicle in a saddlemount combination.

Interstate System. The National System of Interstate and Defense Highways described in sections 103(e) and 139(a) of Title 23, U.S.C. For the purpose of this regulation this system includes toll roads designated as Interstate.

Length exclusive devices. Devices excluded from the measurement of vehicle length. Such devices shall not be designed or used to carry cargo.

Longer combination vehicle (LCV). As used in this part, longer combination vehicle means any combination of a truck tractor and two or more trailers or semitrailers which operates on the Interstate System at a gross vehicle weight greater than 80,000 pounds.

Maxi-cube vehicle. A maxi-cube vehicle is a combination vehicle consisting of a power unit and a trailing unit, both of which are designed to carry cargo. The power unit is a nonarticulated truck with one or more drive axles that carries either a detachable or a permanently attached cargo box. The trailing unit is a trailer or semitrailer with a cargo box so designed that the power unit may be loaded and unloaded through the trailing unit. Neither cargo box shall exceed 34 feet in length, excluding drawbar or hitching device; the distance from the front of the first to the rear of the second cargo box shall not exceed 60 feet, including the space between the cargo boxes; and the overall length of the combination vehicle shall not exceed 65 feet, including the space between the cargo boxes.

Motor carrier of passengers. As used in this part, a motor carrier of passengers is a common, contract, or private carrier using a bus to provide commercial transportation of passengers. Bus has the same meaning as in 49 CFR 390.5.

National Network (NN). The composite of the individual network of highways from each State on which vehicles authorized by the provisions of the STAA are allowed to operate. The network in each State includes the Interstate System, exclusive of those portions excepted under § 658.11(f) or deleted under § 658.11(d), and those portions of the Federal-aid Primary System in existence on June 1, 1991, set out by the FHWA in appendix A to this part.

Nondivisible load or vehicle.

(1) As used in this part, *nondivisible* means any load or vehicle exceeding applicable length or weight limits which, if separated into smaller loads or vehicles, would:

(i) Compromise the intended use of the vehicle, *i.e.*, make it unable to perform the function for which it was intended;

(ii) Destroy the value of the load or vehicle, *i.e.*, make it unusable for its intended purpose; or

(iii) Require more than 8 workhours to dismantle using appropriate equipment. The applicant for a nondivisible load permit has the burden of proof as to the number of workhours required to dismantle the load.

(2) A State may treat as nondivisible loads or vehicles: emergency response vehicles, including those loaded with salt, sand, chemicals or a combination thereof, with or without a plow or blade attached in front, and being used for the purpose of spreading the material on highways that are or may become slick or icy; casks designed for the transport of spent nuclear materials; and military vehicles transporting marked military equipment or materiel.

Over-the-road bus. The term over-the-road bus means a bus characterized by an elevated passenger deck located over a baggage compartment, and typically operating on the Interstate System or roads previously designated as making up the Federal-aid Primary System.

Saddlemount combination. A saddlemount combination is a combination of vehicles in which a truck or truck tractor tows one or more trucks or truck tractors, each connected by a saddle to the frame or fifth wheel of the vehicle in front of it. The saddle is a mechanism that connects the front axle of the towed vehicle to the frame or fifth wheel of the vehicle in front and functions like a fifth wheel kingpin connection. When two vehicles are towed in this manner the combination is called a double saddlemount combination. When three vehicles are towed in this manner, the combination is called a triple saddlemount combination.

Single axle weight. The total weight transmitted to the road by all wheels whose centers may be included between two parallel transverse vertical planes 40 inches apart, extending across the full width of the vehicle. The Federal single axle weight limit on the Interstate System is 20,000 pounds.

Special mobile equipment. Every self-propelled vehicle not designed or used

primarily for the transportation of persons or property and incidentally operated or moved over the highways, including military equipment, farm equipment, implements of husbandry, road construction or maintenance machinery, and emergency apparatus which includes fire and police emergency equipment. This list is partial and not exclusive of such other vehicles as may fall within the general terms of this definition.

Stinger-steered combination. A truck tractor semitrailer wherein the fifth wheel is located on a drop frame located behind and below the rear-most axle of the power unit.

Tandem axle weight. The total weight transmitted to the road by two or more consecutive axles whose centers may be included between parallel transverse vertical planes spaced more than 40 inches and not more than 96 inches apart, extending across the full width of the vehicle. The Federal tandem axle weight limit on the Interstate System is 34,000 pounds.

Terminal. The term *terminal* as used in this regulation means, at a minimum, any location where:

Freight either originates, terminates, or is handled in the transportation process; or

Commercial motor carriers maintain operating facilities.

Tractor or Truck tractor. The noncargo carrying power unit that operates in combination with a semitrailer or trailer, except that a truck tractor and semitrailer engaged in the transportation of automobiles may transport motor vehicles on part of the power unit, and a truck tractor equipped with a dromedary unit operating in combination with a semitrailer transporting Class 1 explosives and/or any munitions related security material as specified by the U.S. Department of Defense in compliance with 49 CFR 177.835 may use the dromedary unit to carry a portion of the cargo.

Truck-tractor semitrailer-semitrailer. In a truck-tractor semitrailer-semitrailer combination vehicle, the two trailing units are connected with a ''B-train'' assembly. The B-train assembly is a rigid frame extension attached to the rear frame of a first semitrailer which allows for a fifth wheel connection point for the second semitrailer. This combination has one less articulation point than the conventional ''A dolly'' connected truck-tractor semitrailer-trailer combination.

Truck-trailer boat transporter. A boat transporter combination consisting of a straight truck towing a trailer using typically a ball and socket connection. The trailer axle(s) is located substantially at the trailer center of gravity (rather than the rear of the trailer) but so as to maintain a downward force on the trailer tongue.

Width exclusive devices. Devices excluded from the measurement of vehicle width. Such devices shall not be designed or used to carry cargo.

[49 FR 23315, June 5, 1984]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 658.5, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at *www.fdsys.gov*.

§ 658.7 Applicability.

Except as limited in § 658.17(a) the provisions of this part are applicable to the National Network and reasonable access thereto. However, nothing in this regulation shall be construed to prevent any State from applying any weight and size limits to other highways, except when such limits would deny reasonable access to the National Network.

§ 658.9 National Network criteria.

(a) The National Network listed in the appendix to this part is available for use by commerical motor vehicles of the dimensions and configurations described in §§ 658.13 and 658.15.

(b) For those States with detailed lists of individual routes in the appendix, the routes have been designated on the basis of their general adherence to the following criteria.

(1) The route is a geometrically typical component of the Federal-Aid Primary System, serving to link principal cities and densely developed portions of the States.

(2) The route is a high volume route utilized extensively by large vehicles for interstate commerce.

(3) The route does not have any restrictions precluding use by conventional combination vehicles.

(4) The route has adequate geometrics to support safe operations, considering sight distance, severity and length of grades, pavement width, horizontal curvature, shoulder width, bridge clearances and load limits, traffic volumes and vehicle mix, and intersection geometry.

(5) The route consists of lanes designed to be a width of 12 feet or more or is otherwise consistent with highway safety.

(6) The route does not have any unusual characteristics causing current or anticipated safety problems.

(c) For those States where State law provides that STAA authorized vehicles may use all or most of the Federal-Aid Primary system, the National Network is no more restrictive than such law. The appendix contains a narrative summary of the National Network in those States.

[49 FR 23315, June 5, 1984, as amended at 53 FR 12148, Apr. 13, 1988]

§ 658.11 Additions, deletions, exceptions, and restrictions.

To ensure that the National Network remains substantially intact, FHWA retains the authority to rule upon all requested additions to and deletions from the National Network as well as requests for the imposition of certain restrictions. FHWA approval or disapproval will constitute the final decision of the U.S. Department of Transportation.

(a) *Additions.* (1) Requests for additions to the National Network, including justification, shall have the endorsement of the Governor or the Governor's authorized representative, and be submitted in writing to the appropriate FHWA Division Office. Proposals for addition of routes to the National Network shall be accompanied by an analysis of suitability based on the criteria in § 658.9.

(2) Proposals for additions that meet the criteria of § 658.9 and have the endorsement of the Governor or the Governor's authorized representative will be published in the FEDERAL REGISTER for public comment as a notice of proposed rulemaking (NPRM), and if found acceptable, as a final rule.

(b) *Deletions—Federal-aid primary—other than interstate.* Changed conditions or additional information may require the deletion of a designated route or a portion thereof. The deletion of any route or route segment shall require FHWA approval. Requests for deletion of routes from the National Network, including the reason(s) for the deletion, shall be submitted in writing to the appropriate FHWA Division Office. These requests shall be assessed on the basis of the criteria of § 658.9. FHWA proposed deletions will be published in the FEDERAL REGISTER as a Notice of Proposed Rulemaking (NPRM).

(c) *Requests for deletion—Federal-aid primary—other than interstate.* Requests for deletion should include the following information, where appropriate:

(1) Did the route segment prior to designation carry combination vehicles or 102-inch buses?

(2) Were truck restrictions in effect on the segment on January 6, 1983? If so, what types of restrictions?

(3) What is the safety record of the segment, including current or anticipated safety problems? Specifically, is the route experiencing above normal accident rates and/or accident severities? Does analysis of the accident problem indicate that the addition of larger trucks have aggravated existing accident problems?

(4) What are the geometric, structural or traffic operations features that might preclude safe, efficient operation? Specifically describe lane widths, sight distance, severity and length of grades, horizontal curvature, shoulder width, narrow bridges, bridge clearances and load limits, traffic volumes and vehicle mix, intersection geometrics and vulnerability of roadside hardware.

(5) Is there a reasonable alternate route available?

(6) Are there operational restrictions that might be implemented in lieu of deletion?

(d) *Deletions and use restrictions—Federal-aid interstate.* (1) The deletion of, or imposition of use restrictions on, any specific segment of the Interstate Highway System on the National Network, except as otherwise provided in this part, must be approved by the FHWA. Such action will be initiated on the FHWA's own initiative or on the

request of the Governor or the Governor's authorized representative of the State in which the Interstate segment is located. Requests from the Governor or the Governor's authorized representative shall be submitted along with justification for the deletion or restriction, in writing, to the appropriate FHWA Division Office for transmittal to Washington Headquarters.

(2) The justification accompanying a request shall be based on the following:

(i) Analysis of evidence of safety problems supporting the deletion or restriction as identified in § 658.11(c).

(ii) Analysis of the impact on interstate commerce.

(iii) Analysis and recommendation of any alternative routes that can safely accommodate commercial motor vehicles of the dimensions and configurations described in §§ 658.13 and 658.15 and serve the area in which such segment is located.

(iv) Evidence of consultation with the local governments in which the segment is located as well as the Governor or the Governor's authorized representative of any adjacent State that might be directly affected by such a deletion or restriction.

(3) Actions to ban all commercial vehicles on portions of the Interstate System not excepted under § 658.11(f) are considered deletions subject to the requirements of subsection (d) of this section.

(4) Reasonable restrictions on the use of Interstate routes on the National Network by STAA-authorized vehicles related to specific travel lanes of multi-lane facilities, construction zones, adverse weather conditions or structural or clearance deficiencies are not subject to the requirements of paragraph (d) of this section.

(5) Proposed deletions or restrictions will be published in the FEDERAL REGISTER as an NPRM, except in the case of an emergency deletion as prescribed in § 658.11(e). The FHWA will consider the factors set out in paragraph (d)(2) of this section and the comments of interested parties. Any approval of deletion or restriction will be published as a final rule. A deletion of or restriction on a segment for reasons ascribable to dimensions of commercial motor vehicles described in either § 658.13 or § 658.15 shall result in a deletion or restriction for the purposes of both §§ 658.13 and 658.15.

(e) *Emergency deletions.* FHWA has the authority to delete any route from the National Network, on an emergency basis, for safety considerations. Emergency deletions are not considered final, and will be published in the FEDERAL REGISTER for notice and comment.

(f) *Exceptions.* Those portions of the Interstate System which were open to traffic and on which all commercial motor vehicles were banned on January 6, 1983, are not included in the National Network.

(g) *Restrictions—Federal-aid primary—other than interstate.* (1) Reasonable restrictions on the use of non-Interstate Federal-aid Primary routes on the National Network by STAA-authorized vehicles may be imposed during certain peak hours of travel or on specific travel lanes of multi-lane facilities. Restrictions related to construction zones, seasonal operation, adverse weather conditions or structural or clearance deficiencies may be imposed.

(2) All restrictions on the use of the National Network based on hours of use by vehicles authorized by the STAA require prior FHWA approval. Requests for such restrictions on the National Network shall be submitted in writing to the appropriate FHWA Division Office. Approval of requests for restrictions will be contingent on the ability to justify significant negative impact on safety, the environment and/or operational efficiency.

[49 FR 23315, June 5, 1984, as amended at 53 FR 12148, Apr. 13, 1988]

§ 658.13 Length.

(a) The length provisions of the STAA apply only to the following types of vehicle combinations:

(1) Truck tractor-semitrailer

(2) Truck tractor-semitrailer-trailer.

The length provisions apply only when these combinations are in use on the National Network or in transit between these highways and terminals or service locations pursuant to § 658.19.

(b) The length provisions referred to in paragraph (a) of this section include the following:

(1) No State shall impose a length limitation of less than 48 feet on a semitrailer operating in a truck tractor-semitrailer combination.

(2) No State shall impose a length limitation of less than 28 feet on any semitrailer or trailer operating in a truck tractor-semitrailer-trailer combination.

(3) No State shall impose an overall length limitation on commercial vehicles operating in truck tractor-semitrailer or truck tractor-semitrailer-trailer combinations.

(4) No State shall prohibit commercial motor vehicles operating in truck tractor-semitrailer-trailer combinations.

(5) No State shall prohibit the operation of semitrailers or trailers which are 28½ feet long when operating in a truck tractor-semitrailer-trailer combination if such a trailer or semitrailer was in actual and lawful operation on December 1, 1982, and such combination had an overall length not exceeding 65 feet.

(c) State maximum length limits for semitrailers operating in a truck tractor-semitrailer combination and semitrailers and trailers operating in a truck tractor-semitrailer-trailer combination are subject to the following:

(1) No State shall prohibit the use of trailers or semitrailers of such dimensions as those that were in actual and lawful use in such State on December 1, 1982, as set out in appendix B of this part.

(2) If on December 1, 1982, State length limitations on a semitrailer were described in terms of the distance from the kingpin to rearmost axle, or end of semitrailer, the operation of any semitrailer that complies with that limitation must be allowed.

(d) No State shall impose a limit of less than 45 feet on the length of any bus on the NN.

(e) *Specialized equipment*—(1) *Automobile transporters.* (i) Automobile transporters are considered to be specialized equipment. As provided in § 658.5, automobile transporters may carry vehicles on the power unit behind the cab and on an over-cab rack. No State shall impose an overall length limitation of less than 65 feet on traditional automobile transporters (5th wheel located on tractor frame over rear axle(s)), including ''low boys,'' or less than 75 feet on stinger-steered automobile transporters. Paragraph (c) requires the States to allow operation of vehicles with the dimensions that were legal in the State on December 1, 1982.

(ii) All length provisions regarding automobile transporters are exclusive of front and rear cargo overhang. No State shall impose a front overhang limitation of less than 3 feet or a rear overhang limitation of less than 4 feet. Extendable ramps or ''flippers'' on automobile transporters that are used to achieve the allowable 3-foot front and 4-foot rear cargo overhangs are excluded from the measurement of vehicle length, but must be retracted when not supporting vehicles.

(iii) Drive-away saddlemount vehicle transporter combinations are considered to be specialized equipment. No State shall impose an overall length limit of less or more than 97 feet on such combinations. This provision applies to drive-away saddlemount combinations with up to three saddlemounted vehicles. Such combinations may include one fullmount. Saddlemount combinations must also comply with the applicable motor carrier safety regulations at 49 CFR parts 390–399.

(2) *Boat transporters.* (i) Boat transporters are considered to be specialized equipment. As provided for automobile transporters in § 658.5, boat transporters may carry boats on the power unit so long as the length and width restrictions of the vehicles and load are not exceeded. No State shall impose an overall length limitation of less than 65 feet on traditional boat transporters (fifth wheel located on tractor frame over rear axle(s), including ''low boys,'' or less than 75 feet on stinger-steered boat transporters. In addition, no State shall impose an overall length limitation of less than 65 feet on truck-trailer boat transporters. Paragraph (c) of this section requires the States to allow operation of vehicles with the dimensions that were legal in the State on December 1, 1982.

(ii) All length provisions regarding boat transporters are exclusive of front and rear overhang. Further, no State

shall impose a front overhang limitation of less than three (3) feet nor a rearmost overhang limitation of less than four (4) feet.

(3) *Truck-tractor semitrailer-semitrailer.* (i) Truck-tractor semitrailer-semitrailer combination vehicles are considered to be specialized equipment. No State shall impose a length limitation of less than 28 feet on any semitrailer or 28½ feet if the semitrailer was in legal operation on December 1, 1982, operating in a truck-tractor semitrailer-semitrailer combination. No State shall impose an overall length limitation on a truck-tractor semitrailer-semitrailer combination when each semitrailer length is 28 feet, or 28½ feet if grandfathered.

(ii) The B-train assembly is excluded from the measurement of trailer length when used between the first and second trailer of a truck-tractor semitrailer-semitrailer combination vehicle. However, when there is no semitrailer mounted to the B-train assembly, it will be included in the length measurement of the semitrailer, the length limitation in this case being 48 feet, or longer if grandfathered.

(4) *Maxi-cube vehicle.* No State shall impose a length limit on a maxi-cube vehicle, as defined in § 658.5 of this part, of less than 34 feet on either cargo box, excluding drawbar or hitching device; 60 feet on the distance from the front of the first to the rear of the second cargo box, including the space between the cargo boxes; or 65 feet on the overall length of the combination, including the space between the cargo boxes. The measurement for compliance with the 60- and 65-foot distance shall include the actual distance between cargo boxes, measured along the centerline of the drawbar or hitching device. For maxi-cubes with an adjustable length drawbar or hitching device, the 60- and 65-foot distances shall be measured with a drawbar spacing of not more than 27 inches. The drawbar may be temporarily extended beyond that distance to maneuver or load the vehicle.

(5) *Beverage semitrailer.* (i) A beverage semitrailer is specialized equipment if it has an upper coupler plate that extends beyond the front of the semitrailer, but not beyond its swing radius, as measured from the center line of the kingpin to a front corner of the semitrailer, which cannot be used for carrying cargo other than the structure of the semitrailer, and with the center line of the kingpin not more than 28 feet from the rear of the semitrailer (exclusive of rear-mounted devices not measured in determining semitrailer length). No State shall impose an overall length limit on such vehicles when operating in a truck tractor-beverage semitrailer or truck tractor-beverage semitrailer-beverage trailer combination on the NN.

(ii) The beverage trailer referred to in paragraph (e)(5)(i) of this section means a beverage semitrailer and converter dolly. Converter dolly has the same meaning as in 49 CFR 393.5.

(iii) Truck tractor-beverage semitrailer combinations shall have the same access to points of loading and unloading as 28-foot semitrailers (28.5-foot where allowed by § 658.13) in 23 CFR 658.19.

(6) *Munitions carriers using dromedary equipment.* A truck tractor equipped with a dromedary unit operating in combination with a semitrailer is considered to be specialized equipment, providing the combination is transporting Class 1 explosives and/or any munitions related security material as specified by the U.S. Department of Defense in compliance with 49 CFR 177.835. No State shall impose an overall length limitation of less than 75 feet on the combination while in operation.

(f) A truck tractor containing a dromedary box, deck, or plate in legal operation on December 1, 1982, shall be permitted to continue to operate, notwithstanding its cargo carrying capacity, throughout its useful life. Proof of such legal operation on December 1, 1982, shall rest upon the operator of the equipment.

(g) 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.

(h) Truck-tractors, pulling 2 trailers or semitrailers, used to transport custom harvester equipment during harvest months within the State of Nebraska may not exceed 81 feet 6 inches.

[49 FR 23315, June 5, 1984, as amended at 53 FR 2597, 2599, Jan. 29, 1988; 53 FR 25485, July 7, 1988; 53 FR 48636, Dec. 2, 1988; 55 FR 4998, Feb. 13, 1990; 55 FR 32399, Aug. 9, 1990; 59 FR 30419, June 13, 1994; 62 FR 10181, Mar. 5, 1997; 63 FR 70653, Dec. 22, 1998; 67 FR 15109, Mar. 29, 2002; 68 FR 37968, June 26, 2003; 72 FR 7748, Feb. 20, 2007]

§ 658.15 Width.

(a) No State shall impose a width limitation of more or less than 102 inches, or its approximate metric equivalent, 2.6 meters (102.36 inches) on a vehicle operating on the National Network, except for the State of Hawaii, which is allowed to keep the State's 108-inch width maximum by virtue of section 416(a) of the STAA.

(b) The provisions of paragraph (a) of this section do not apply to special mobile equipment as defined in § 658.5.

(c) Notwithstanding the provisions of this section or any other provision of law, a State may grant special use permits to motor vehicles, including manufactured housing, that exceed 102 inches in width.

[49 FR 23315, June 5, 1984, as amended at 59 FR 30419, June 13, 1994; 67 FR 15110, Mar. 29, 2002; 72 FR 7748, Feb. 20, 2007]

§ 658.16 Exclusions from length and width determinations.

(a) Vehicle components not excluded by law or regulation shall be included in the measurement of the length and width of commercial motor vehicles.

(b) The following shall be excluded from either the measured length or width of commercial motor vehicles, as applicable:

(1) Rear view mirrors, turn signal lamps, handholds for cab entry/egress, splash and spray suppressant devices, load induced tire bulge;

(2) All non-property-carrying devices, or components thereof—

(i) At the front of a semitrailer or trailer, or

(ii) That do not extend more than 3 inches beyond each side or the rear of the vehicle, or

(iii) That do not extend more than 24 inches beyond the rear of the vehicle and are needed for loading or unloading, or

(vi) Listed in appendix D to this part;

(3) Resilient bumpers that do not extend more than 6 inches beyond the front or rear of the vehicle;

(4) Aerodynamic devices that extend a maximum of 5 feet beyond the rear of the vehicle, provided such devices have neither the strength, rigidity nor mass to damage a vehicle, or injure a passenger in a vehicle, that strikes a trailer so equipped from the rear, and provided also that they do not obscure tail lamps, turn signals, marker lamps, identification lamps, or any other required safety devices, such as hazardous materials placards or conspicuity markings; and

(5) A fixed step up to 3 inches deep at the front of an existing automobile transporter until April 29, 2005. It will be the responsibility of the operator of the unit to prove that the step existed prior to April 29, 2002. Such proof can be in the form of a work order for equipment modification, a receipt for purchase and installation of the piece, or any similar type of documentation. However, after April 29, 2005, the step shall no longer be excluded from a vehicle's length.

(c) Each exclusion allowance is specific and may not be combined with other excluded devices.

(d) Measurements are to be made from a point on one side or end of a commercial motor vehicle to the same point on the opposite side or end of the vehicle.

[67 FR 15110, Mar. 29, 2002]

§ 658.17 Weight.

(a) The provisions of the section are applicable to the National System of Interstate and Defense Highways and reasonable access thereto.

(b) The maximum gross vehicle weight shall be 80,000 pounds except where lower gross vehicle weight is dictated by the bridge formula.

(c) The maximum gross weight upon any one axle, including any one axle of a group of axles, or a vehicle is 20,000 pounds.

(d) The maximum gross weight on tandem axles is 34,000 pounds.

(e) No vehicle or combination of vehicles shall be moved or operated on any Interstate highway when the gross weight on two or more consecutive axles exceeds the limitations prescribed by the following formula, referred to as the Bridge Gross Weight Formula:

$$W = 500\left(\frac{LN}{N-1} + 12N + 36\right)$$

except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the overall distance between the first and last axle is 36 feet or more. In no case shall the total gross weight of a vehicle exceed 80,000 pounds.

(f) Except as provided herein, States may not enforce on the Interstate System vehicle weight limits of less than 20,000 pounds on a single axle, 34,000 pounds on a tandem axle, or the weights derived from the Bridge Formula, up to a maximum of 80,000 pounds, including all enforcement tolerances. States may not limit tire loads to less than 500 pounds per inch of tire or tread width, except that such limits may not be applied to tires on the steering axle. States may not limit steering axle weights to less than 20,000 pounds or the axle rating established by the manufacturer, whichever is lower.

(g) The weights in paragraphs (b), (c), (d), and (e) of this section shall be inclusive of all tolerances, enforcement or otherwise, with the exception of a scale allowance factor when using portable scales (wheel-load weighers). The current accuracy of such scales is generally within 2 or 3 percent of actual weight, but in no case shall an allowance in excess of 5 percent be applied. Penalty or fine schedules which impose no fine up to a specified threshold, *i.e.*, 1,000 pounds, will be considered as tolerance provisions not authorized by 23 U.S.C. 127.

(h) States may issue special permits without regard to the axle, gross, or Federal Bridge Formula requirements for nondivisible vehicles or loads.

(i) The provisions of paragraphs (b), (c), and (d) of this section shall not apply to single-, or tandem-axle weights, or gross weights legally authorized under State law on July 1, 1956. The group of axles requirement established in this section shall not apply to vehicles legally grandfathered under State groups of axles tables or formulas on January 4, 1975. Grandfathered weight limits are vested on the date specified by Congress and remain available to a State even if it chooses to adopt a lower weight limit for a time.

(j) The provisions of paragraphs (c) through (e) of this section shall not apply to the operation on Interstate Route 68 in Allegany and Garrett Counties, Maryland, of any specialized vehicle equipped with a steering axle and a tridem axle and used for hauling coal, logs, and pulpwood if such vehicle is of a type of vehicle as was operating in such counties on U.S. Routes 40 or 48 for such purposes on August 1, 1991.

(k) Any over-the-road bus, or 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 1, 2009. Any State that has enforced, in the period beginning October 6, 1992, and ending November 30, 2005, a single axle weight limitation of 20,000 pounds or greater but less than 24,000 pounds may not enforce a single axle weight limit on these vehicles of less than 24,000 lbs.

(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.

(n) Any vehicle subject to this subpart that utilizes an auxiliary power or idle reduction technology unit in order to promote reduction of fuel use and emissions because of engine idling, may be allowed up to an additional 400 lbs. total in gross, axle, tandem, or bridge formula weight limits.

(1) To be eligible for this exception, the operator of the vehicle must be able to prove:

(i) By written certification, the weight of the APU; and

(ii) By demonstration or certification, that the idle reduction technology is fully functional at all times.

(2) Certification of the weight of the APU must be available to law enforcement officers if the vehicle is found in violation of applicable weight laws. The additional weight allowed cannot exceed 400 lbs. or the weight certified, whichever is less.

[49 FR 23315, June 5, 1984, as amended at 59 FR 30420, June 13, 1994; 60 FR 15214, Mar. 22, 1995; 62 FR 10181, Mar. 5, 1997; 63 FR 70653, Dec. 22, 1998; 72 FR 7748, Feb. 20, 2007]

§ 658.19 Reasonable access.

(a) No State may enact or enforce any law denying reasonable access to vehicles with dimensions authorized by the STAA between the NN and terminals and facilities for food, fuel, repairs, and rest. In addition, no State may enact or enforce any law denying reasonable access between the NN and points of loading and unloading to household goods carriers, motor carriers of passengers, and any truck tractor-semitrailer combination in which the semitrailer has a length not to exceed 28 feet (28.5 feet where allowed pursuant to § 658.13(b)(5) of this part) and which generally operates as part of a vehicle combination described in §§ 658.13(b)(5) and 658.15(a) of this part.

(b) All States shall make available to commercial motor vehicle operators information regarding their reasonable access provisions to and from the National Network.

(c) Nothing in this section shall be construed as preventing any State or local government from imposing any reasonable restriction, based on safety considerations, on access to points of loading and unloading by any truck tractor-semitrailer combination in which the semitrailer has a length not to exceed 28½ feet and which generally operates as part of a vehicle combination described in §§ 658.13(b)(5) and 658.15(a).

(d) No State may enact or enforce any law denying access within 1 road-mile from the National Network using the most reasonable and practicable route available except for specific safety reasons on individual routes.

(e) Approval of access for specific vehicles on any individual route applies to all vehicles of the same type regardless of ownership. Distinctions between vehicle types shall be based only on significant, substantial differences in their operating characteristics.

(f) Blanket restrictions on 102-inch wide vehicles may not be imposed.

(g) Vehicle dimension limits shall not be more restrictive than Federal requirements.

(h) States shall ensure compliance with the requirements of this section for roads under the jurisdiction of local units of government.

(i)(1) Except in those States in which State law authorizes the operation of STAA-dimensioned vehicles on all public roads and highways, all States shall have an access review process that provides for the review of requests for access from the National Network.

(2) State access review processes shall provide for:

(i) One or more of the following:

(A) An analysis of the proposed access routes using observations or other data obtained from the operation of test vehicles over the routes;

(B) An analysis of the proposed access routes by application of vehicle templates to plans of the routes;

(C) A general provision for allowing access, without requiring a request, for commercial motor vehicles with semitrailers with a kingpin distance of 41 feet or less (measured from the kingpin to the center of the rear axle, if single, or the center of a group of rear axles). State safety analyses may be conducted on individual routes if warranted; and

(ii) All of the following:

(A) The denial of access to terminals and services only on the basis of safety and engineering analysis of the access route.

(B) The automatic approval of an access request if not acted upon within 90 days of receipt by the State. This provision shall become effective no later than 12 months following the effective date of this rule unless an extension is requested by the State and approved by FHWA.

(C) The denial of access for any 102-inch wide vehicles only on the basis of the characteristics of specific routes, in particular significant deficiencies in lane width.

(j)(1) Each State shall submit its access provisions to FHWA for approval within 6 months after June 1, 1990. In

those States in which State law authorizes the operation of STAA-dimensioned vehicles on all public roads and highways, no submission or approval under this paragraph is required. If, in the future, such a State changes its authorizing legislation and restricts the operation of STAA-dimensioned vehicles, then compliance with these provisions will be necessary.

(2) The FHWA will review the access provisions as submitted by each State subject to the provisions in paragraph (j)(1) and approve those that are in compliance with the requirements of this section. The FHWA may, at a State's request, approve State provisions that differ from the requirements of this section if FHWA determines that they provide reasonable access for STAA-dimensioned vehicles and do not impose an unreasonable burden on motor freight carriers, shippers and receivers and service facility operators.

(3) Any State that does not have FHWA approved access provisions in effect within 1 year after June 1, 1990 shall follow the requirements and the criteria set forth in this section and section 658.5 and 658.19 for determining access for STAA-dimensioned vehicles to terminals and services. The FHWA may approve a State's request for a time extension if it is received by FHWA at least 1 month before the end of the 1 year period.

[53 FR 12149, Apr. 13, 1988, as amended at 55 FR 22763, June 1, 1990; 59 FR 30420, June 13, 1994]

§ 658.21 Identification of National Network.

(a) To identify the National Network, a State may sign the routes or provide maps of lists of highways describing the National Network.

(b) Exceptional local conditions on the National Network shall be signed. All signs shall conform to the Manual on Uniform Traffic Control Devices. Exceptional conditions shall include but not be limited to:

(1) Operational restrictions designed to maximize the efficiency of the total traffic flow, such as time of day prohibitions, or lane use controls.

(2) Geometric and structural restrictions, such as vertical clearances, posted weight limits on bridges, or restrictions caused by construction operations.

(3) Detours from urban Interstate routes to bypass of circumferential routes for commercial motor vehicles not destined for the urban area to be bypassed.

§ 658.23 LCV freeze; cargo-carrying unit freeze.

(a)(1) Except as otherwise provided in this section and except for tow trucks with vehicles in tow, a State may allow the operation of LCV's on the Interstate System only as listed in appendix C to this part.

(2) Except as otherwise provided in this section, a State may not allow the operation on the NN of any CMV combination with two or more cargo-carrying units (not including the truck tractor) whose cargo-carrying units exceed:

(i) The maximum combination trailer, semitrailer, or other type of length limitation authorized by State law or regulation of that State on or before June 1, 1991; or

(ii) The length of the cargo-carrying units of those CMV combinations, by specific configuration, in actual, lawful operation on a regular or periodic basis (including continuing seasonal operation) in that State on or before June 1, 1991, as listed in appendix C to this part.

(b) Notwithstanding paragraph (a)(2) of this section, the following CMV combinations with two or more cargo-carrying units may operate on the NN.

(1) Truck tractor-semitrailer-trailer and truck tractor-semitrailer-semitrailer combinations with a maximum length of the individual cargo units of 28.5 feet or less.

(2) Vehicles described in § 658.13(e) and (g).

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

(4) Maxi-cubes.

(5) Tow trucks with vehicles in tow.

(c) For specific safety purposes and road construction, a State may make minor adjustments of a temporary and emergency nature to route designation and vehicle operating restrictions applicable to combinations subject to 23 U.S.C. 127(d) and 49 U.S.C. 31112 and in

effect on June 1, 1991 (July 6, 1991, for Alaska). Minor adjustments which last 30 days or less may be made without notifying the FHWA. Minor adjustments which exceed 30 days require approval of the FHWA. When such adjustments are needed, a State must submit to the FHWA, by the end of the 30th day, a written description of the emergency, the date on which it began, and the date on which it is expected to conclude. If the adjustment involves alternate route designations, the State shall describe the new route on which vehicles otherwise subject to the freeze imposed by 23 U.S.C. 127(d) and 49 U.S.C. 31112 are allowed to operate. To the extent possible, the geometric and pavement design characteristics of the alternate route should be equivalent to those of the highway section which is temporarily unavailable. If the adjustment involves vehicle operating restrictions, the State shall list the restrictions that have been removed or modified. If the adjustment is approved, the FHWA will publish the notice of adjustment, with an expiration date, in the FEDERAL REGISTER. Requests for extension of time beyond the originally established conclusion date shall be subject to the same approval and publications process as the original request. If upon consultation with the FHWA a decision is reached that minor adjustments made by a State are not legitimately attributable to road or bridge construction or safety, the FHWA will inform the State, and the original conditions of the freeze must be reimposed immediately. Failure to do so may subject the State to a penalty pursuant to 23 U.S.C. 141.

(d) A State may issue a permit authorizing a CMV to transport an overlength nondivisible load on two or more cargo-carrying units on the NN without regard to the restrictions in § 658.23(a)(2).

(e) States further restricting or prohibiting the operation of vehicles subject to 23 U.S.C. 127(d) and 49 U.S.C. 31112 after June 1, 1991, shall notify the FHWA within 30 days after the restriction is effective. The FHWA will publish the restriction in the FEDERAL REGISTER as an amendment to appendix C to this part. Failure to provide such notification may subject the State to a penalty pursuant to 23 U.S.C. 141.

(f) The Federal Highway Administrator, on his or her own motion or upon a request by any person (including a State), shall review the information set forth in appendix C to this part. If the Administrator determines there is cause to believe that a mistake was made in the accuracy of the information contained in appendix C to this part, the Administrator shall commence a proceeding to determine whether the information published should be corrected. If the Administrator determines that there is a mistake in the accuracy of the information contained in appendix C to this part, the Administrator shall publish in the FEDERAL REGISTER the appropriate corrections to reflect that determination.

[59 FR 30420, June 13, 1994, as amended at 60 FR 15214, Mar. 22, 1995; 62 FR 10181, Mar. 5, 1997; 72 FR 7748, Feb. 20, 2007]

APPENDIX A TO PART 658—NATIONAL NETWORK—FEDERALLY-DESIGNATED ROUTES

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
	Alabama	
US 43	I–65 N. of Mobile	Sunflower.
US 43	AL 5 near Russellville.	TN State Line.
US 72	MS State Line	CR 33 Hollywood.
US 72 Alt	US 72 Tuscumbia	US 72/231/431 Huntsville.
US 78	End of 4-lane W. of AL 5 Jasper.	I–59 Birmingham.
US 80	AL 14 W. Int. Selma	US 82 Montgomery.
US 82	Coker W. of I–59	Eoline W. of AL 5.
US 82	AL 206 Prattville	US 231 N. Int. Montgomery.
US 84	AL 92 E. of Daleville (via AL 210 Dothan Cir.).	End of 4-lane E. of Dothan.
US 98	I–10 Daphne	End of 4-lane near Fairhope.
US 231	FL State Line (via AL 210 Dothan Circle.).	End of 4-lane N. of Wetumpka.
US 231	Arab	TN State Line.
US 280	US 31 Mountain Brook.	AL 22 Alexander City.
US 280	I–85 Opelika	GA State Line Phenix City.
US 431	AL 210 Dothan	AL 173 Headland.
US 431	I–20 Anniston	AL 79 N. Int. Columbus City (via I–59—AL 77 Gadsden).
US 431	CR 8 New Hope	TN State Line.
AL 21	US 31 Atmore	I–65 N. of Atmore.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
AL 21	US 431 Anniston	Jacksonville.
AL 67	I–65 Priceville	US 72 Alt. W. of Decatur.
AL 79	I–59 Birmingham	Pinson.
AL 152	US 231 N. Int. Montgomery.	I–65 N. Int. Montgomery.
AL 210	Dothan Circle (Beltway).	
AL 248	US 84 Enterprise	Ft. Rucker.
AL 249	Ft. Rucker	US 231.

Alaska

AK 1	Potter Weigh Station Anchorage.	AK 3 Palmer.
AK 2	AK 3 Fairbanks	Milepost 1412 Delta Junction.
AK 3	AK 1 Palmer	AK 2 Fairbanks.

Note: Routes added to the Interstate System under 23 U.S.C. 139(c) are included only to the extent designated above.

Arizona

US 60	I–10 Brenda	I–17 Phoenix.
US 60	AZ 87 Mesa	AZ 70 Globe.
US 60	AZ 260 E. Int. Show Low.	NM State Line.
US 64	US 160 Teec Nos Pos.	NM State Line.
US 70	US 60 Globe	NM State Line.
US 80	AZ 92 Bisbee	NM State Line.
US 89	I–10 Tucson	US 60 Florence Junction.
US 89	AZ 69 Prescott	I–40 Ash Fork.
US 89	I–40 Flagstaff	UT State Line.
US 95	Mexican Border	I–8 Yuma.
US 160	US 89 Tuba City	NM State Line.
US 163	US 160 Kayenta	UT State Line.
US 666	I–10 Bowie	US 70 Safford.
US 666	US 60 Springerville	I–40 Sanders.
US 666	Mexican Border	US 80 Douglas.
AZ 69	US 89 Prescott	I–17 Cordes Junction.
AZ 77	US 60 Show Low	I–40 Holbrook.
AZ 84	I–10 Picacho	AZ 87 E. of Eloy.
AZ 85	I–8 Gila Bend (via I–8B).	I–10 Buckeye (via AZ 85 Spur).
AZ 87	AZ 84 E. of Eloy	AZ 387 W. of Coolidge.
AZ 87	AZ 587 Chandler	US 60 Mesa.
AZ 90	I–10 Benson	AZ 92 Sierra Vista.
AZ 169	AZ 69 Dewey	I–17 S. of Camp Verde.
AZ 189	Mexican Border	I–19 Nogales.
AZ 287	AZ 87 Coolidge	US 89 Florence.
AZ 360	I–10 Phoenix	AZ 87 Mesa.
AZ 387	I–10 Exit 185	AZ 87 W. of Coolidge.
AZ 587 (Old AZ 93).	I–10 Exit 175	AZ 87 Chandler.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Arkansas

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

California

I–80 Bus. Loop (US 50–CA 51).	I–80 W. Sacramento	I–80 near Watt Ave., Sacramento.
US 6	US 395 Bishop	NV State Line.
US 50	I–80 W. of Sacramento.	Sly Park Rd. Pollock Pines.
US 95	I–40 near Needles	NV State Line.
US 101	I–5 Los Angeles	I–80 San Francisco.
US 395	I–15 S. of Victorville	NV State Line.
CA 2	I–5	I–210 Los Angeles.
CA 10 (San Bern. Fwy.).	US 101	I–5 Los Angeles.
CA 14	I–5 near San Fernando.	US 395 Ridgecrest.
CA 15	I–5	I–805 San Diego.
CA 22	I–405 Seal Beach	CA 55 Orange.
CA 24	I–580 Oakland	I–680 Walnut Creek.
CA 52	I–5	I–805 San Diego.
CA 55	I–405 Costa Mesa	CA 91 Anaheim.
CA 57	I–5 Santa Ana	I–210 Pomona.
CA 58	CA 99 Bakersfield	I–15 Barstow.
CA 60	I–10 Los Angeles	I–10 Beaumont.
CA 71	I–210	CA 60 Pomona.
CA 78	I–5 Carlsbad	I–15 Escondido.
CA 85	I–280 near San Jose	CA 101 Mountain View.
CA 91	I–110 Los Angeles	I–215/CA 60 Riverside.
CA 92	I–280 San Mateo	I–880 Hayward.
CA 94	I–5	CA 125 San Diego.
CA 99	I–5 Wheeler Ridge	I–80 Bus. Loop/US 50 Sacramento.
CA 110	I–10	US 101 Los Angeles.
CA 118	I–405 Los Angeles	I–210 San Fernando.
CA 125	CA 94	I–8 La Mesa.
CA 133	I–405	I–5 near El Toro.
CA 134	US 101 Los Angeles	I–210 Pasadena.
CA 163	I–8	I–15 San Diego.
CA 170	US 101	I–5 Los Angeles.
CA 198	I–5 Coalinga	CA 99 Visalia.
CA 215	I–15 N. of Temecula	CA 60 Riverside.
CA 905 (Old CA 117).	I–5	I–805 San Diego.

Note: I–580 Oakland—All vehicles over 4½ tons (except passenger buses and stages) are prohibited on MacArthur Freeway between Grand Avenue and the north city limits of San Leandro. (Excepted under 23 CFR 658.11(f)).

Colorado

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

Connecticut

CT 2	Columbus Blvd. Hartford.	I–395 Norwich.
CT 8	I–95 Bridgeport	US 44 Winsted.
CT 9	I–95 Old Saybrook	I–91 Cromwell.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
CT 20	CT 401 Bradley Intl. Airport, Windsor Locks.	I–91 Windsor.
CT 401	CT 20 Windsor Locks	Bradley Intl. Airport Access Rd., Windsor Lks.
Delaware		
US 13	MD State Line	I–495 S. Int. Wilmington.
US 40	MD State Line	I–295/US 13 Wilmington.
US 113	MD State Line	US 13 Dover.
US 301	MD State Line	I–295/US 13 Wilmington.
District of Columbia		
Anacostia Fwy/Ken. Ave.	I–295	MD State Line Cheverly MD

Note: I–66—There is a 24 hour total truck ban on the Theodore Roosevelt Memorial Bridge and its approaches. (Excepted under 23 CFR 658.11(f).)

Route	From	To
Florida		
US 27	FL Turnpike Ext	FL 84 Andytown.
US 27	South Bay	I–75 Ocala.
US 301	SR 24 Waldo	I–10.
FL 24	SR 331 Gainesville	US 301 Waldo.
FL 85	FL 397 Valparaiso	I–10 near Crestview.
FL 202	I–95 Jacksonville	FL A–1–A.
FL 263	US 90 W. of Tallahassee.	I–10.
FL 331	I–75 S. of Gainesville	FL 24.
FL 397	Entrance Eglin AFB	FL 85 Valparaiso.
FL 528–FL 407.	I–4 Orlando	Cape Canaveral.
20th St. Expwy.	1–95 Jacksonville	Adams St. near Matthews Bridge.
FL Turnpike	S. End of Homestead Extension.	I–75 Wildwood.
Georgia		
US 19	FL State Line	US 82 Albany.
US 23/GA 365.	I–985 near Gainesville.	US 441 near Cornelia.
US 25	I–16	N. of Statesboro.
US 27	GA 53 Rome	US 278 Cedartown.
US 27	FL State Line	GA 38 Bainbridge.
US 27 Alternate GA 85.	I–185 Columbus	Ellerslie.
US 29	US 78 W. Interchange.	US 129/441 E. Interchange Athens.
US 41	I–75 W. of Morrow	Near Barnesville.
US 41	GA 5 Connector	County Road 633 Emerson.
US 76	I–75 Dalton	US 411 Chatsworth.
US 78–US 29	GA 138 Monroe	US 29 W. Interchange Athens.
US 78/GA 410.	Valleybrook Rd. Scottsdale.	GA 10 Stone Mountain.
US 78/GA 10	Stone Mountain Freeway.	Monroe Bypass.
US 80/GA 22	AL State Line	GA 85 Columbus.
US 82/GA 520.	Dawson	I–95 Exit 6 Brunswick.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
US 84/GA 38	Alabama State Line	I–75.
US 84/GA 38	GA 520 Waycross	GA 32 Patterson.
US 129	I–16	Gray.
US 129	GA 247 Connector Warner Robins.	I–75 Macon.
US 129/GA 11.	I–85	I–985.
US 280/GA 520.	Alabama State Line	Dawson.
US 319/GA 35.	US 19/GA 300 Thomasville.	US 82/GA 520 Tifton.
US 411–US 41.	US 27 Rome	I–75 near Emerson.
US 441/GA 31.	US 82/GA 520 Pearson.	GA 135 Douglas.
US 441/GA 24.	I–20	GA 22 Milledgeville.
US 441/GA 15.	Athens Bypass	I–85.
GA 2	US 27 Fort Oglethorpe..	I–75.
GA 5 Connector.	I–75	US 41.
GA 6	I–20	GA 6 Bypass near Dallas.
GA 6 Bypass	E. of Dallas	W. of Dallas.
GA 10 Loop	E. and S. Bypass in Athens.	
GA 14 Spur	US 29/Welcome All Road.	I–85/285 S. Interchange Atlanta.
GA 21	I–95 Monteith	GA 204 Savannah.
GA 25	GA 520	GA 25 Spur.
GA 25 Spur	US 17 N. of Brunswick.	I–95 Exit 8.
GA 53	Rome	I–75 Calhoun.
GA 61	I–20	GA 166 near Carrollton.
GA 85	Fayetteville	I–75.
GA 138	I–20 Conyers	US 78 Monroe.
GA 166	GA 61	End of 4-lane section of W. GA 1 Carrollton.
GA 247C	I–75	GA 247 Warner Robins.
GA 300	US 82 Albany	I–75 near Cordele.
GA 316	I–85	US 29.
GA 400	I–285 near Atlanta	GA 60.
GA 515	I–575	Blairsville.
GA 520	I–95	GA 25.

Note: Atlanta area—Interstate highways within the I–285 beltway are not available to through trucks with more than 6 wheels because of construction.

Route	From	To
Hawaii		
HI 61	HI 98 (Vineyard Boulevard).	Kawainui Bridge Kailua.
HI 63	HI 92 (Nimitz Hwy.)	HI 83 (Kahekili Hwy.).
HI 64	Sand Island Park	HI 92 (Nimitz Hwy.).
HI 72	61 Kailua/Waimanalo Junction.	Ainakoa.
HI 78	H–1 Middle St	HI 99 (Kamehameha Hwy.) Aiea.
HI 83	HI 99 Weed Junction	HI 61 (Kalanianaole Hwy).
HI 92	Pearl Harbor/Main Gate.	Kalakaua Avenue.
HI 93	Beginning of H–1	Makaha Bridge.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
HI 95	H–1	Barbers Point Harbor.
HI 99	Pearl Harbor Int.	HI 83 Weed Junction.
Idaho		
I–15B	I–15/US 26 S. of Idaho Falls.	US 26 N. Int. Idaho Falls.
US 2	Dover	US 95 Sandpoint.
US 2	US 95 Bonners Ferry	MT State Line.
US 20/26	OR State Line	I–84 W. Caldwell Int. Caldwell
US 20	I–84 Mountain Home	MT State Line.
US 26	I–84 Bliss	I–15 Blackfoot.
US 30	US 95 Fruitland	ID 72 New Plymouth.
US 30	I–15 McCammon	WY State Line.
US 89	UT State Line	US 30 Montpelier.
US 91	UT State Line	I–15 Virginia.
US 93	NV State Line	Arco.
US 95	OR State Line S. of Marsing.	OR State Line Weiser (via US 95 Spur).
US 95	Grangeville	Moscow.
US 95	I–90 Coeur D'Alene	US 2 Bonners Ferry.
ID 16	ID 44 Star	Emmett.
ID 28	ID 33 Mud Lake	US 93 Salmon.
ID 33	ID 28 Mud Lake	US 20 Rexburg
ID 44	I–84 Caldwe1l	ID 55 Eagle.
ID 51	NV State Line	I–84 Mountain Home.
ID 53	WA State Line	US 95 Garwood.
ID 55	US 95 Marsing	I–84 Nampa.
ID 55	US 20/26 S. of Eagle	ID 44 Eagle.
ID 75	US 93 Shoshone	Ketchum.
ID 87	US 20 N. of Macks Inn.	MT State Line.
Illinois		
US 20	US 20 BR W. of Rockford.	I–39 Rockford.
US 36	IL 100 NW. of Winchester.	I–55 Springfield.
US 50	US 50 BR E. of Lawrenceville.	IN State Line.
US 51	US 51 BR S. of Decatur.	I–72 Decatur.
US 67	IL 92 Rock Island	IA State Line.
IL 6	I–74/474 Peoria	IL 88 N. of Peoria.
IL 53	Army Trail Rd. Addison.	IL 68 Arlington Heights.
IL 92	I–280 Rock Island	US 67 Rock Island.
IL 336	IL 57 Fall Creek	US 24 NE. of Quincy.
IL 394	IL 1 Goodenow	I–80/94/294 S. Holland.
IL Toll Hwys	All Routes.	
Indiana		
No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.		
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.		
US 6	NE State Line	I–80 Council Bluffs.
US 6	IA 48 Lewis	I–80 N. of Wilton.
US 6	IA 130 Davenport	I–74.
US 18	WCL Rock Valley	WI State Line.
US 20	I–29 Sioux City	IL State Line.
US 30	Missouri River Bridge (NE).	IL State Line Clinton.
US 34	Missouri River Bridge (NE).	IL State Line Burlington.
US 52	US 61 Dubuque	IA 386 N. Int. Sageville.
US 52	IA 3 Luxemburg	US 18 E. Int.
US 52	ECL Calmar	Burr Oak.
US 59	IA 2 Shenandoah	IA 184.
US 59	IA 92 Carson	US 6 N. Int.
US 59	IA 83 Avoca	US 30 Denison.
US 59	US 20 Holstein	IA 3.
US 59	IA 10 E. Int. W. of Sutherland.	US 18 Sanborn.
US 61	Des Moines River Bridge (MO) Keokuk.	WI State Line.
US 63	MO State Line	IA 146 New Sharon.
US 63	I–80 Malcom	NCL Chester.
US 65	US 34 N. Int. Lucas	IA 117/330.
US 65	US 30 Colo	Sheffield.
US 65	SCL Mason City	IA 105 Northwood.
US 67	IL State Line Davenport.	4.64 Miles N. of Clinton.
US 69	SCL Lamoni	I–35.
US 69	US 6/65 Des Moines	IA 105 Lake Mills.
US 71	MO State Line	IA 196 Ulmer.
US 71	US 20 Early	MN State Line.
US 75	I–29 N. Int. Sioux City.	IA 9 E. Int.
US 77	NE State Line	I–29 Sioux City.
US 136	Des Moines River Bridge (MO).	Mississippi River Bridge Keokuk.
US 151	I–80 E. of Williamsburg.	US 61 S. Int.
US 169	SCL Arispe	IA 92 Winterset.
US 169	SCL Desoto	I–80.
US 169	US 6 Adel	IA 141 Perry.
US 169	US 30 Beaver	IA 3.
US 169	US 18 Algona	IA 9 W. Int. Swea City.
US 218	US 136 Keokuk	IA 92 Ainsworth.
US 218	IA 22 Riverside	IA 227.
IA 1	IA 16 N. Int	IA 78 W. Int. Richland.
IA 1	IA 92 N. Int	IA 22 Kalona.
IA 1	US 6/218 N. Int. Iowa City.	I–80 Iowa City.
IA 1	SCL Martelle	US 151.
IA 2	NE State Line	IA 25 W. of Mt. Ayr.
IA 2	Decatur Co. Line	Mississippi River Bridge (IL) Ft. Madison.
IA 3	SD State Line	IA 12 N. Int. Akron.
IA 3	US 75 Le Mars	IA 7.
IA 3	IA 17 E. Int. Goldfield	IA 13 W. Int.
IA 4	IA 3 Pocahontas	US 18 E. Int.
IA 4	SCL Wallingford	IA 9 Estherville.
IA 5	IA 2 Centerville	I–35.
IA 7	IA 3	US 71 N. Int. Storm Lake.
IA 7	Barnum	US 20 Fort Dodge.
IA 8	US 63 Traer	US 218.
IA 9	IA 60	IA 26 Lansing.
IA 10	US 59 E. Int	ECL Sutherland.
IA 12	US 20	NCL Sioux City.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
IA 13	US 30 Bertram	US 52.
IA 14	IA 92/5	NCL Newton.
IA 14	US 30 Marshalltown	US 20 S. Int.
IA 15	US 18 Whittemore	IA 9 W. Int.
IA 16	NCL Eldon	IA 1 N. Int.
IA 16	Denmark	US 61 Wever.
IA 17	IA 141 Granger	IA 3 E. Int.
IA 21	SCL What Cheer	IA 412 Waterloo.
IA 22	WCL Wellman	IA 70 W. Int.
IA 23	US 63 Ottumwa	IA 137 Eddyville.
IA 25	IA 2	IA 92 Greenfield.
IA 25	IA 925 W. Int	IA 44 Guthrie Center.
IA 26	IA 9 Lansing	New Albin.
IA 28	IA 92	US 6 Des Moines.
IA 31	SCL Correctionville	US 59.
IA 37	WCL Earling	US 59.
IA 38	US 61 Muscatine	I–80.
IA 38	SCL Tipton	US 30 E. Int.
IA 39	US 59 Denison	Deloit.
IA 44	US 71 Hamlin	IA 141.
IA 46	IA 5	IA 163 Des Moines.
IA 48	US 59 Shenandoah	NCL Essex.
IA 48	US 34 Red Oak	US 6.
IA 49	SCL Lenox	US 34.
IA 51	US 18 Postville	IA 9.
IA 55	Seymour	IA 2.
IA 60	US 75 Lemars	MN State Line.
IA 62	US 61 Maquoketa	US 52 Bellevue.
IA 64	US 151 Anamosa	US 61.
IA 70	Columbus City	IA 22 W. Int.
IA 77	IA 92	Keota.
IA 78	IA 149	IA 249 Winfield.
IA 78	WCL Morning Sun	US 61.
IA 83	S. of Walnut	US 6 Atlantic.
IA 85	US 63 Montezuma	IA 21.
IA 86	US 71	IA 9 Montgomery.
IA 92	NE State Line	IA 48 Griswold.
IA 92	WCL Fontanelle	IA 1 N. Int.
IA 92	IA 1 S. Int	Cotter.
IA 93	WCL Sumner	IA 150 Fayette.
IA 94	I–380 Cedar Rapids	Palo.
IA 96	Gladbrook	US 63 Traer.
IA 99	Toolesboro	US 61 Wapello.
IA 100	IA 151 Cedar Rapids	I–380.
IA 103	US 218	US 61 Fort Madison.
IA 105	US 69 Lake Mills	US 218 St. Ansgar.
IA 107	SCL Thornton	US 18 Clear Lake.
IA 110	US 20	IA 7 Storm Lake.
IA 111	US 18 Britt	Woden.
IA 117	IA 163 Prairie City	US 65.
IA 127	IA 183 S. Int	US 30 Logan.
IA 130	US 61/67 Davenport	I–80.
IA 133	US 30	Nevada.
IA 136	ECL Delmar	WCL Lost Nation.
IA 136	SCL Worthington	US 52/IA 3 Luxemburg.
IA 137	IA 5 Albia	IA 23.
IA 141	I–29	US 30/59 Denison.
IA 141	WCL Manning	US 169.
IA 141	IA 210 Woodward	I–35 Urbandale.
IA 144	IA 141 Perry	US 30 Grand Junction.
IA 145	I–29	ECL Thurman.
IA 146	US 63 New Sharon	Dunbar.
IA 148	IA 2 Bedford	US 34.
IA 148	IA 951 Carbon	I–80.
IA 149	US 63	IA 78 Martinsburg.
IA 149	SCL Williamsburg	I–80.
IA 150	US 218 Vinton	IA 283.
IA 150	US 20	US 18 West Union.
IA 150 (Old)	I–380 Center Point	IA 150.
IA 157	US 63	Lime Springs.
IA 160	US 69/IA 415	I–35 Ankeny.
IA 163	US 65 Des Moines	IA 92 Oskaloosa.
IA 173	IA 83 Atlantic	I–80.
IA 175	NE State Line	ECL Onawa.
IA 175	US 71 S. Int	ECL Lake City.
IA 175	Gowrie	ECL Dayton.
IA 175	WCL Stratford	ECL Radcliffe.
IA 175	US 65 N. Int	US 63 Voorhies.
IA 181	Melcher-Dallas	IA 5/92.
IA 183	IA 127 N. Int	NCL Pisgah.
IA 184	WCL Randolph	US 59.
IA 192	I–29/80	I–29 Council Bluffs.
IA 196	US 71	US 20 Sac City.
IA 210	IA 141	NCL Woodward.
IA 210	IA 17 N. Int	ECL Slater.
IA 215	Union	IA 175 Eldora.
IA 221	I–35	Roland.
IA 227	US 218	Stacyville.
IA 244	I–80	IA 191 Neola.
IA 249	IA 78	Winfield.
IA 272	Elma	US 63.
IA 273	WCL Drakesville	US 63.
IA 276	US 71	IA 327 Orleans.
IA 279	US 30	Atkins.
IA 281	WCL Fairbank	IA 150.
IA 283	Brandon	IA 150.
IA 287	US 30	Newhall.
IA 300	Modale	I–29.
IA 316	IA 5 Pleasantville	NCL Runnells.
IA 330	US 65	US 30 Marshalltown.
IA 363	IA 101	Urbana.
IA 401	US 6	Johnston.
IA 405	Lone Tree	IA 22.
IA 406	US 34	US 61 Burlington.
IA 415	US 6 Des Moines	IA 160.
IA 927	IA 38 Wilton	1–280 Davenport.
IA 928	US 20/IA 17	US 20 Williams.
IA 930	US 30	Ames.
IA 939	IA 150 Independence	IA 187.
IA 964	IA 5/92	IA 975/14 Knoxville.
IA 967	US 20	Farley.
IA 975	IA 5/92	IA 964/14 Knoxville.
University Ave.	US 20 SW. of Cedar Falls.	US 218 Cedar Falls.

Kansas

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

Kentucky

I–471 Connector.	US 27 Highland Heights.	I–275/471 Interchange.
US 23	Virginia State Line	US 119 near Jenkins.
US 23	US 119 N. of Pikeville.	S. end U.S. Grant Bridge South Portsmouth.
US 23 Spur	US 60 Ashland (via 13th St. Bridge).	Ohio State Line.
US 25/421	Int. US 25/US 421 S. of Richmond.	KY 876 Richmond.
US 25/421	KY 418 (via KY 4)	Nandino Blvd., Lexington.
US 25E	Virginia State Line	I–75 Exit 29 N. of Corbin.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
US 27	Tennessee State Line (via KY 4 Lexington).	Ohio State Line.
US 31W	Tennessee State Line.	KY 255 Park City.
US 31W	Byp US 31W N. of Elizabethtown.	I–264 Exit 8 Louisville.
US 31W Byp	Western Kentucky Parkway Exit 136.	US 31W N. of Elizabethtown.
US 41	Pennyrile Parkway Henderson.	Indiana State Line.
US 41	Tennessee State Line.	Pennyrile Parkway near SCL Hopkinsville.
US 45	Jackson Purchase Parkway N. of Mayfield.	US 60 Paducah.
US 60	US 45 Paducah	Int. US 60/62 Paducah.
US 60	US 60 Byp W. of Owensboro.	KY 69 Hawesville.
US 60	KY 144 Garrett	US 31W S. of Muldraugh.
US 60	Int. US 421/KY 676 Frankfort (via KY 4 Lexington).	I–75 Exit 110 Lexington.
US 60	KY 180 Cannonsburg	US 23 Ashland.
US 60 Byp	US 60 W. of Owensboro.	US 60 E. of Owensboro.
US 62	I–24 Exit 7 Paducah (via US 60 Paducah).	US 68.
US 62/68	Washington	Ohio State Line.
US 68	US 62	I–24 Exit 16.
US 68	I–24 Exit 65 E. of Cadiz (via US 41 Hopkinsville).	Green River Parkway Exit 5 Bowling Green.
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 Harrosdburg).	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.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
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.
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 Spur	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 Prestonburg.
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.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
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 Parkway.	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.

Louisiana

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

Maine

US 1	I–95 Brunswick	Old US 1 (Vicinity of Congress St.) Bath.
Scarboro Connector.	I–295 South Portland	US 1 Scarborough.
South Portland Spur.	I–95 South Portland	US 1 South Portland.

Maryland

US 13	VA State Line	DE State Line.
US 15	US 40/340 Frederick	MD 26 Frederick.
US 40	US 15/340 Frederick	I–70/270 Frederick.
US 48	WV State Line	I–70 Hancock.
US 50	MD 201/Kenilworth Ave. Cheverly.	US 13 Salisbury.
US 301	VA State Line	DE State Line.
US 340	MD 67 Weverton	US 15/40 Frederick.
MD 3	US 50/301 Bowie	I–695/MD 695 Glen Burnie.
MD 4	I–95 Forestville	US 301 Upper Marlboro.
MD 10	MD 648 Glen Burnie	MD 695 Glen Burnie.
MD 100	MD 3	MD 607 Jacobsville.
MD 201 (Kenilw. Ave.).	D.C. Line	US 50 Cheverly.
MD 295	I–695 Linthicum	I–95 Baltimore.
MD 695	I–695/MD 3 Glen Burnie.	I–95/695 Kenwood.
MD 702	Old Eastern Avenue	MD 695 Essex.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To

Note: I–895 Baltimore—Widths over 96 inches and tandem trailers may be prohibited on the Harbor Tunnel Thruway because of construction.

Massachusetts

US 3	I–95 Burlington	NH State Line.
MA 2	I–190 Leominister	I–495 Littleton.
MA 24	I–195 Fall River	I–93 Randolph.
MA 140	I–195 New Bedford	MA 24 Taunton.

Note: I–93 Boston—Restrictions may be applied, when necessary, to portions of I–93 affected by reconstruction of the Central Artery (I–93) and construction of the Third Harbor Tunnel (I–90).

Michigan

I–75 Conn	US 24BR Pontiac	I–75.
US 2	WI State Line Ironwood.	WI State Line S. of Crystal Falls.
US 2	WI State Line Iron Mountain.	I–75 St. Ignace.
US 8	US 2 Norway	WI State Line.
US 10	Ludington	I–75 Bay City.
US 12	IN State Line	I–94 W. Jct. Ypsilanti.
US 23	OH State Line	I–75 Mackinaw City.
US 24	OH State Line	MI 15 Waterford.
US 24BR	US 24 S. of Pontiac	MI 1 Pontiac.
US 27	IN State Line	I–75 S. of Grayling.
US 31	IN State Line	I–75 Mackinaw City.
US 33	IN State Line	US 12 Niles.
US 41	WI State Line	Houghton.
US 45	WI State Line	MI 26 Rockland.
US 127	OH State Line	I–69/US 27 N. of Lansing.
US 131	IN State Line	US 31 Petoskey.
US 141	WI State Line S. of Crystal Falls.	US 41/MI 28.
US 223	US 23	US 12/127 Somerset.
MI 10	I–375 Detroit	Orchard Lake Road.
MI 13	I–69 Lennon	I–75 Saginaw (via MI 81).
MI 13	I–75 Kawkawlin (via I–75 Conn.).	US 23 Standish.
MI 14	I–94 Ann Arbor	I–96/275 Plymouth.
MI 15	US 24 Clarkston	MI 25 Bay City.
MI 18	US 10	MI 61 Gladwin.
MI 20	US 31 New Era	MI 37 White Cloud.
MI 20	US 27 Mt. Pleasant	US 10 Midland.
MI 21	I–96 near Grand Rapids.	I–69 Flint.
MI 24	I–75 Auburn Hills (via I–75 Conn.).	I–69 Lapeer.
MI 24	MI 46	MI 81 Caro.
MI 26	US 45 Rockland	MI 38.
MI 27	I–75	US 23 Cheboygan.
MI 28	US 2 Wakefield	I–75.
MI 32	Hillman	Alpena.
MI 33	Mio	Fairview.
MI 35	US 2/41 Escanaba	US 2/41 Gladstone.
MI 36	US 127 Mason	Dansville.
MI 37	MI 55	US 31/MI 72 Traverse City.
MI 37	I–96 Grand Rapids	MI 46 Kent City.
MI 38	US 45 Ontonagon	US 41 Baraga.
MI 39	I–75 Lincoln Park	MI 10 Southfield.
MI 40	MI 89 Allegan	US 31BR/I–196BL Holland.
MI 43	MI 37 Hastings	US 127 Lansing.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
MI 46	US 131 Howard City	MI 25 Port Sanilac.
MI 47	I–675 Saginaw (via MI 58).	US 10.
MI 50	MI 43/66 Woodbury	MI 99 Eaton Rapids.
MI 50	US 127 S. Jct	I–75 Monroe.
MI 51	US 12 Niles	I–94.
MI 52	OH State Line	US 12 Clinton.
MI 52	I–96 Webberville	MI 46 W. of Saginaw.
MI 53	MI 3 Detroit	MI 25 Port Austin.
MI 55	US 31 Manistee	I–75.
MI 55	MI 65	US 23 Tawas City.
MI 57	US 131 N. of Rockford.	US 27.
MI 57	MI 52 Chesaning	I–75 Clio.
MI 59	US 24 BR Pontiac	I–94.
MI 60	MI 62 Cassopolis	I–69/US 27.
MI 61	MI 115	US 27 Harrison.
MI 61	MI 18 Gladwin	US 23 Standish.
MI 63	US 31 Scottdale	I–196.
MI 65	US 23 Omer	MI 55.
MI 65	MI 72 Curran	MI 32.
MI 65	Posen	US 23 N. of Posen.
MI 66	IN State Line	US 12 Sturgis.
MI 66	Battle Creek	MI 78.
MI 66	MI 43/50 Woodbury	MI 46 Edmore.
MI 67	US 41 Trenary	MI 94 Chatham.
MI 68	US 31/131 Petoskey	US 23 Rogers City.
MI 69	US 2/141 Crystal Falls.	MI 95 Sagola.
MI 72	US 31/MI 37 Traverse City.	US 23 Harrisville.
MI 77	US 2	MI 28 Seney.
MI 78	MI 66	I–69 Olivet.
MI 81	MI 24 Caro	MI 53.
MI 82	MI 37 S. Jct. Newago	US 131.
MI 83	Frankenmuth	I–75.
MI 84	I–75	MI 25 Bay City.
MI 89	MI 40 Allegan	US 131.
MI 94	US 41	MI 28 Munising.
MI 95	US 2 Iron Mountain	US 41/MI 28.
MI 104	US 31 Grand Haven	I–96.
MI 115	US 27	MI 22 Frankfort.
MI 117	US 2 Engadine	MI 28.
MI 123	I–75 N. of St. Ignace	MI 28.
MI 142	MI 25 Bay Port	MI 53.
MI 205	IN State Line	US 12 W. of Union.

Minnesota

US 2	ND State Line E. Grand Forks.	I–35 Duluth.
US 10	CH 11 E. of Moorhead.	I–694 Arden Hills.
US 12	US 59 Holloway	I–94 Minneapolis.
US 14	US 75 Lake Benton	US 52 Rochester.
US 52	I–90 S. of Rochester	MN 110 Inver Grove Hts.
US 53	I–35/535 Duluth	US 169 S. Int. Virginia.
US 59	I–90 Worthington	MN 30 S. Int. Slayton.
US 59	MN 7 Appleton	US 12 Holloway.
US 59	I–94 N. Int. Fergus Falls.	MN 175 Lake Bronson.
US 61	WI State Line	MN 60 Wabasha.
US 61	MN 55 Hastings	I–94 St. Paul.
US 61	I–35 Duluth	CH 2 Two Harbors.
US 63	I–90 Rochester	US 52 Rochester.
US 63	MN 58 Red Wing	WI State Line.
US 71	IA State Line	MN 34 Park Rapids.
US 75	I–90	US 2 Crookston.
US 75	MN 175 Hallock	Canadian Border.
US 169	I–90 Blue Earth	US 212 Chanhassen.
US 169	I–94 Brooklyn Park	MN 23 Milaca.
US 169	US 2 Grand Rapids	US 53 S. Int. Virginia.
US 212	SD State Line	MN 62 Edina.
US 218	I–90 Austin	US 14 Owatonna.
MN 1	ND State Line	US 59/MN 32 Thief River Falls.
MN 3	MN 110 Inver Grove Hts.	I–94 St. Paul.
MN 5	MN 22 Gaylord	US 212.
MN 7	US 75 near Odessa	MN 100 St. Louis Park.
MN 9	US 12 Benson	US 59 Morris.
MN 11	MN 32 Greenbush	MN 72 Baudette.
MN 13	I–90	MN 14 Waseca.
MN 15	I–90 Fairmont	MN 60.
MN 15	US 14 New Ulm	MN 19 Winthrop.
MN 19	US 59 Marshall	MN 22 Gaylord.
MN 22	MN 109 Wells	US 14/MN 60 Mankato.
MN 22	US 212 Glencoe	US 12 Litchfield.
MN 23	US 75 Pipestone	I–35 near Hinckley.
MN 24	I–94 Clearwater	US 10 Clear Lake.
MN 25	I–94 Monticello	US 10 Big Lake.
MN 27	MN 29 Alexandria	MN 127 Osakis.
MN 27	US 71 N. Int. Long Prairie.	US 10 Little Falls.
MN 28	SD State Line Browns Valley.	I–94/US 71 Sauk Centre.
MN 29	I–94 Alexandria	MN 27 Alexandria.
MN 30	US 75 Pipestone	US 59 S. Int. Slayton.
MN 32	US 59/MN 1 Thief River Falls.	MN 11 Greenbush.
MN 33	I–35 Cloguet	US 53 Independence.
MN 34	US 71 Park Rapids	MN 371 Walker.
MN 36	I–35W Roseville	MN 95 Oak Park Hts.
MN 43	I–90 Wilson	US 61 Winona.
MN 55	MN 28 Glenwood	7th St. N., W. Int. Minneapolis.
MN 55	I–94 E. Int. Minneapolis.	MN 3 Inver Grove Hts.
MN 60	IA State Line Bigelow	US 14/169 Mankato.
MN 62	US 212 Edina	MN 100 Edina.
MN 65	I–694 Fridley	MN 23 Mora.
MN 68	US 75 Canby	MN 19 Marshall.
MN 101	I–94 Rogers	US 10 Elk River.
MN 109	I–90 Alden	MN 22 Wells.
MN 175	US 75 Hallock	US 59.
MN 210	ND State Line Breckenridge.	US 59 W. Int. Fergus Falls.
MN 210	US 10 Motley	I–35 Carlton.
MN 371	US 10 Little Falls	US 2 Cass Lake.

NOTE: I–35E St. Paul—The parkway segment of I–35E from 7th Street to I–94 is not available to trucks because of reduced design standards.

Mississippi

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

Missouri

US 24	I–435 Kansas City	US 65 Waverly.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
US 24	US 36 E. Jct. W. of Hannibal.	IL State Line.
US 36	KS State Line St. Joseph.	IL State Line Hannibal.
US 40	I–70 Wentzville	I–270 W. of St. Louis.
US 50	I–470 Exit 7 Kansas City.	I–44 Exit 247 Union.
US 54	US 54BR Lake Ozark	IL State Line.
US 59	KS State Line	I–229 St. Joseph.
US 60	OK State Line	US 71 Neosho.
US 60	MO 37 Monett	US 63 Cabool.
US 60	2 Mi. E. of E. Jct. MO 21 Ellsinore.	I–55/57 Sikeston.
US 61	I–70 Wentzville	IA State Line.
US 63	AR State Line Thayer	IA State Line.
US 65	AR State Line Ridgedale.	IA State Line.
US 67	AR State Line	I–55 Exit 174 Crystal City.
US 67	MO 367 N. of St. Louis.	IL State Line.
US 71	AR State Line	I–435/470 Kansas City.
US 71	I–29 Exit 53 N. of St. Joseph.	US 136 Maryville.
US 71 Alt	I–44 E. of Joplin	US 71 Carthage.
US 136	NE State Line	I–29 Exit 110 Rock Port.
US 166	KS State Line	I–44 SW. of Joplin.
US 169	I–29 Kansas City	MO 152 Kansas City.
US 412	AR State Line	I–55 Exit 19 Hayti.
MO 5	AR State Line	US 60 Mansfield.
MO 7	US 71 Harrisonville	MO 13 Clinton.
MO 13	I–44 Springfield	US 24 Lexington.
MO 25	US 412 near Kennett	US 60 Dexter.
MO 37	MO 76 Cassville	US 60 Monett.
MO 47	US 50 Union	MO 100 Washington.
MO 84	AR State Line	US 412 near Kennett.
MO 100	MO 47 Washington	I–44 SE. of Washington.
MO 171	KS State Line/KS 57	US 71 Webb City.
MO 367	I–270 N. of St. Louis	US 67 N. of St. Louis.

Montana

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

Nebraska

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

Nevada

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

New Hampshire

US 3	MA State Line	NH 101A Nashua.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
US 4/ Spaulding Tpk.	I–95 Portsmouth	Exit 6 E. of Durham.

New Jersey

US 130	US 322 Bridgeport	I–295 Logan Township.
US 130	I–295/NJ 44 West Deptford.	I–295 West Deptford.
US 322	PA State Line	US 130 Bridgeport.
NJ 42	Atlantic City Expwy. Turnersville.	I–295 Bellmawr.
NJ 81	I–95 Elizabeth	US 1/9 Newark Intl. Airport.
NJ 440	I–287/I–95 Edison	NY State Line Outerbridge Crossing.

Note: I–95—The following two sections of the New Jersey Turnpike are available to STAA-dimensioned vehicles. They were added to the Interstate System on March 3, 1983, but are not signed as Interstate.

PA Tpk. Connector.	PA State Line	Exit 6 Mansfield.
NJ Tpk.	Exit 6 Mansfield	Exit 10 Edison.

New Mexico

US 56	I–25 Springer	OK State Line.
US 60	AZ State Line	I–25 Socorro.
US 62	US 285 Carlsbad	Tx State Line.
US 64	AZ State Line	NM 516 Farmington.
US 70	AZ State Line	I–10 Lordsburg.
US 70	I–10 Las Cruces	U.S. 54 Tularosa.
US 70	US 285 Roswell	U.S. 84 Clovis.
NM 80	AZ State Line	I–10 Road Forks.
US 84	Tx State Line Clovis	CO State Line.
US 87	US 56 Clayton	Tx State Line.
US 160	Az State Line (Four Corners).	CO State Line.
US 285	Tx State Line s. of Carlsbad.	CO State Line.
US 491	1–40 Gallup	CO State Line.
NM 516	U.S. 64 Farmington	U.S. 550 Aztec.
US 550	NM 516 Aztec	CO State Line.

New York

US 15	Presho Int	NY 17 Corning.
US 20	NY 75 Mt. Vernon	Howard Rd. Mt. Vernon.
US 219	NY 39 Springville	I–90 S. of Exit 55.
NY 5	NY 174 Camillus	NY 695 Fairmont.
NY 5	ECL Schenectady	I–87 Colonie.
NY 5	NY 179 Woodlawn Beach.	NY 75 Mt. Vernon.
NY 7	Schenectady/Albany Co. Line.	I–87 Colonie.
NY 8	CR 9/Main St. Sauquoit.	I–790 Utica.
NY 12	I–790 Utica	Putnam Road Trenton.
NY 17	Exit 24 Allegany	I–87 Exit 16 Harriman.
NY 17	NJ State Line	I–87 Exit 15 Suffern.
NY 33	Michigan Ave. Buffalo.	Greater Buffalo Intl. Airport.
NY 49	NY 365 Rome	NY 291 near Oriskany.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
NY 104	Maplewood Dr. Rochester.	Monroe/Wayne Co. Line.
NY 179	NY 5 Woodlawn Beach.	I–90 Exit 56 Windom.
NY 198	I–190 Exit N11	NY 33 Buffalo.
NY 254	I–87 Glens Falls	0.3 Miles E. of US 9.
NY 365	I–90 Exit 33	NY 49 Rome.
NY 390	I–390/490 Rochester	NY 18 North Greece.
NY 400	I–90 Exit 54	NY 16 South Wales.
NY 481	I–81 North Syracuse	NY 3 Fulton.
NY 590	I–490/590 Rochester	NY 104 Irondequoit.
NY 690	I–90/690 Lakeland	NY 370 Baldwinsville.
NY 695	NY 5 Fairmont	I–690 Solvay.
Berkshire Conn. (NY 912M).	I–87 Exit 21A S. of Albany.	I–90 Exit B1.
Inner Loop (NY 940T).	I–490 W. Int. Rochester.	I–490 E. Int. Rochester.
Walden Avenue (NY 952Q).	I–90 Exit 52	NY 277 Cheektowaga.

North Carolina

I–40 Conn	US 19/23/74 Clyde	I–40 W. of Clyde.
I–95 BR	I–95 S. of Fayetteville.	I–95 N. of Fayetteville.
US 1	US 74 Rockingham	I–85 near Henderson.
US 15	US 401 Laurinburg	US 1 Aberdeen.
US 15	US 1 Northview	US 64 Pittsboro.
US 17	SC State Line	US 74/76 W. of Wilmington.
US 17	SR 1409 E. of Wilmington.	VA State Line.
US 19/US 23	I–240 Asheville	N. Int. Mars Hill.
US 23	US 441 Franklin	US 74 Dillsboro.
US 25	SC State Line	I–26 East Flat Rock.
US 25/US 70	US 19/23 Weaverville	US 25/70 Bypass Marshall.
US 29	US 52 Lexington	VA State Line.
US 52	NC 24/27 Albemarle	VA State Line.
US 64	I–40 Morganton	US 321 Lenoir.
US 64	US 29 Lexington	US 15 Pittsboro.
US 64	US 1/70/401 Raleigh	US 17 Williamston.
US 70	I–77 Statesville	I–85 Salisbury (via US 601).
US 70	I–85 Durham	US 70A W. of Smithfield.
US 70A	US 70 W. of Smithfield.	US 70 Princeton.
US 70	US 70A Princeton	Beaufort.
US 74	TN State Line	I–40 Conn. Clyde.
US 74	US 221 Rutherfordton.	I–85 Kings Mountain.
US 74 (See Note Below).	I–277 Charlotte	US 17 W. Int. Wilmington.
US 74	I–26 EXIT 36	US 74 ALT: near Forest City.
US 76	US 17/74 W. Int. Wilmington.	SR 1409 E. of Wilmington.
US 158	I–40 Winston-Salem	US 29 Reidsville.
US 158	I–85 Henderson	US 258 Murfreesboro.
US 220	US 74 Rockingham	VA State Line.
US 221	US 74 Rutherfordton	I–40 Glenwood.
US 258	NC 24 N. Int. Richlands.	US 64 Tarboro.
US 258	US 158 Murfreesboro	VA State Line.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
US 264	US 64 Zebulon	US 17 Washington.
US 301	I–95 Kenly	NC 4 Battleboro.
US 321	SC State Line	I–85 Gastonia.
US 321	I–40 Hickory	NC 18/90 Lenoir.
US 401	SC State Line	I–40 Raleigh.
US 421	Carolina Beach	I–95 Dunn.
US 421	US 1 Sanford	US 64 Siler City.
US 421	I–40 Winston-Salem	Wilkesboro.
US 521	SC State Line	I–77 Charlotte.
US 601	SC State Line	US 74 Monroe.
NC 4	I–95 Gold Rock	US 301 Battleboro.
NC 11	US 70 Kinston	US 264 Greenville.
NC 24	US 74 Charlotte	US 52 Albemarle.
NC 24	NC 87 Spout Springs	I–95 Fayetteville.
NC 24	US 421 Clinton	US 70 Mansfield.
NC 49	I–85 Charlotte	US 64 Asheboro.
NC 87	NC 24/27 Spout Springs.	US 1 Sanford.
SR 1409	US 76 E. of Wilmington.	US 17.
SR 1728	I–40 W. of Raleigh	US 1/Wade Ave. Raleigh.
SR 1959–SR 2028.	US 70 Bethesda	I–40 S. of Durham.

Note: US 74 Charlotte—STAA-dimensioned vehicles are subject to State restrictions on US 74 in Charlotte because of narrow lane widths.

North Dakota

US 2	MT State Line	MN State Line Grand Forks.
US 10	I–94 W. Fargo	MN State Line.
US 12	MT State Line Marmarth.	SD State Line.
US 52	I–94 Jamestown	Canadian Border.
US 81	I–29 Manvel	I–29 Joliette.
US 83	SD State Line	Canadian Border Westhope.
US 85	SD State Line	Canadian Border Fortuna.
US 281	SD State Line Ellendale.	Canadian Border.
ND 1	ND 11 Ludden	ND 13 S. Jct.
ND 5	MT State Line	US 85 Fortuna.
ND 11	US 281 Ellendale	ND 1 Ludden.
ND 13	ND 1 S. Jct	MN State Line.
ND 32	West Junction of ND Highway 13.	1–94.
ND 68	MT State Line	US 85 Alexander.
ND 200	MT State Line	US 85 Alexander.

Ohio

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

Oklahoma

No additional routes have been federally designated; STAA-dimensioned commercial vehicles may legally operate on all Federal-aid Primary highways under State law.

Oregon

US 20	OR 34 W. Int. Philomath.	ECL Sweet Home.
US 20	OR 126 Sisters	ID State Line Nyssa.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
US 26	US 101 Cannon Beach Junction.	OR 126 Prineville.
US 30	US 101 Astoria	I–405 Portland.
US 30 BR	OR 201 Ontario	ID State Line.
US 95	NV State Line	ID State Line.
US 95 Spur	OR 201	ID State Line Weiser, ID.
US 97	CA State Line	WA State Line.
US 101	SCL Port Orford	OR 126 Florence.
US 101	US 20 Newport	OR 18 Otis.
US 101	OR 6 Tillamook	WA State Line.
US 197	I–84 The Dalles	WA State Line.
US 199	CA State Line	OR 99 Grants Pass.
US 395	CA State Line	US 26 John Day.
US 395	I–84 Stanfield	US 730 near Umatilla.
US 730	I–84 Boardman	WA State Line.
OR 6	US 101 Tillamook	US 26 Near Banks.
OR 8	OR 47 Forest Grove	OR 217 Beaverton.
OR 11	I–84 Pendelton	WA State Line.
OR 18	US 101 Otis	OR 99W Dayton.
OR 19	OR 206 Condon	I–84 Arlington.
OR 22	OR 18 near Willamina.	US 20 Santiam Junction.
OR 31	US 97 La Pine	US 395 Valley Falls.
OR 34	OR 99W Corvallis	US 20 Lebanon.
OR 35	US 26 Government Camp.	I–84 Hood River.
OR 38	US 101 Reedsport	I–5 Anlauf.
OR 39	CA State Line	OR 140 E. of Klamath Falls.
OR 42	US 101 Coos Bay	OR 42S Coquille.
OR 47	OR 8 Forest Grove	US 26 N. of Banks.
OR 58	I–5 Eugene	US 97 near Chemult.
OR 62	Medford	OR 140 White City.
OR 78	Burns	US 95 Burns Junction.
OR 99	I–5 E. of Rogue River.	I–5 Grants Pass.
OR 99	I–5 Eugene	OR 99W/E Junction City.
OR 99E	OR 99/99W Junction City.	I–5 Albany.
OR 99E	I–5 Salem	I–5 Portland.
OR 99W	OR 99/99E Junction City.	I–5 Portland.
OR 126	US 101 Florence	US 26 Prineville.
OR 138	OR 38 Elkton	I–5 near Sutherlin.
OR 140	OR 62 White City	OR 39 E. of Klamath Falls.
OR 201	US 26 Cairo	US 95 Spur near Weiser, ID.
OR 207	US 730 Cold Springs Jct.	OR 74 S. Int. Heppner.
OR 212	OR 224 E. Int. near Rock Ck. Corner.	US 26 near Boring.
OR 214	I–5 Woodburn	OR 213 Silverton.
OR 217	US 26 Beaverton	I–5 Tigard.
OR 223	Kings Valley Hwy. in Dallas.	OR 99W Rickreall.
OR 224	OR 99E Milwaukie	OR 212 E. Int. near Rock Ck. Corner
Pennsylvania		
US 1	US 13 Morrisville	NJ State Line.
US 6	Conneaut Lake Borough.	End of 4-lane Bypass NE. of Meadville.
US 11	Turnpike Int. 16	US 15 Harrisburg.
US 13	US 1 Morrisville	Turnpike Int. 29.
US 15	Turnpike Int. 17	US 11 Harrisburg Expwy.
US 15	PA 642 West Milton	White Deer Int.
US 15	I–180/US 220 Williamsport.	End of lim. acc. Williamsport.
US 20	PA 89 North East	I–90 Int. 12.
US 22	WV State Line	I–79 Int. 15 Carnegie.
US 22	I–78 Fogelsville	NJ State Line.
US 30	End of lim. acc. W. of Greensburg.	End of lim. acc. E. of Greensburg.
US 30	PA 462 W. of York	PA 462 E. of Lancaster.
US 119	End of lim. acc. S. of Uniontown.	US 30 Greensburg.
US 202	DE State Line	I–76 Int. 26 King of Prussia.
US 209	PA 33 Snydersville	I–80 Stroudsburg.
US 219	PA 601 N. of Somerset.	US 422 W. Int.
US 219	South Bradford Int	NY State Line.
US 220	Turnpike Int. 11	King.
US 220	End of lim. acc. Linden.	I–180/US 15 Williamsport.
US 220	PA 199 S. of Athens	NY State Line NY 17.
US 222	US 422 N. Int. Reading.	PA 61 S. of Tuckerton.
US 222	US 30 Lancaster	Turnpike Int. 21.
US 322	NJ State Line (Comm. Barry Br.).	I–95 Chester.
US 322	I–83/283	US 422/PA 39 Hershey.
US 422	US 322/PA 39 Hershey.	Hockersville Rd. Hershey.
US 422	US 422 Bus. Reiffton	US 422 Bus. Wyomissing.
PA 3	US 202	Garrett Rd. Upper Darby.
PA 9	Turnpike Int. 25	I–81 Int. 58 N. of Scranton.
PA 28	PA 8	Creighton.
PA 33	US 22 Easton	I–80.
PA 42	I–80 Int. 34	US 11 Bloomsburg.
PA 51	US 119 Uniontown	Monongahela Riv. Elizabeth.
PA 54	I–80 Int. 33	US 11 Danville.
PA 60	PA 51 Beaver Falls	US 22.
PA 60–US 422.	I–80 Int. 1	1 Mile E. of PA 65 New Castle.
PA 61	US 222 S. of Tuckerton.	I–78 Int. 9.
PA 93	I–81 Int. 41	PA 924 Hazelton.
PA 114	US 11 Hogestown	I–81 Int. 18.
PA 132	I–95 Cornwells Heights.	Turnpike Int. 28 (via US 1 Connection).
PA 283	I–283 Int. 2	US 30 Lancaster.
PA 924	I–81 Int. 40	PA 93 Hazelton.
Airport Access (SR 3032).	PA 283	Harrisburg International Airport.
Harrisburg Exp. (Sr 2022).	US 11/15	I–83 Int. 20.
Reading Outer Loop (SR 3055).	PA 183 Leinbachs	US 222.
Puerto Rico		
PR 1	PR 2 Ponce	PR 52 Ponce.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
PR 2	PR 22 San Juan	PR 1 Ponce.
PR 3	N. Ent. Roosevelt Roads Naval Sta..	PR 26 Carolina.
PR 18	PR 52 San Juan	PR 22 San Juan.
PR 22	PR 26 San Juan	PR 165 Toa Baja.
PR 26	PR 22 San Juan	PR 3 Carolina.
PR 30	PR 52 Caguas	PR 3 Humacao.
PR 52	PR 1 Ponce	PR 18 San Juan.
PR 165	PR 22 Toa Baja	PR 2 Toa Baja.

Note: Routes added to the Interstate System under 23 U.S.C. 139(c) are included only to the extent designated above.

Rhode Island

RI 10	RI 195 Providence	I–95 Cranston.
RI 37	I–295 Cranston	I–95 near Lincoln Park.
RI 146	I–95 Providence	I–295 N. of Lime Rock.
RI 195	I–295 Johnston	RI 10 Providence.

South Carolina

US 15/401	NC State Line	US 52 Society Hill.
US 17	I–95 Pocotaligo	US 21 Gardens Corner.
US 17	I–26 Charleston	NC State Line.
US 21	US 17 Gardens Corner.	SC 170 Beaufort.
US 25	NC State Line	US 78 North Augusta (via Greenwood Bypass).
US 52	US 15/401 Society Hill.	End of 4-ln. div. N. of urban limits of Kingstree.
US 52	US 17 A1t. S. Int. Moncks Corner.	I–26 Exit 208 N. Charleston connector.
US 76	US 52 Florence	SC 576 Marion.
US 76	SC 277 Columbia	I–126 Columbia.
US 78	GA State Line	I–95 St. George.
US 78	I–26 Exit 205 N. Charleston.	US 52 N. Charleston.
US 123	Bibb St. Westminister	US 25 Greenville.
US 21/178 Bypass.	US 601 Orangeburg	Orangeburg.
US276	I–385 Simpsonville	I–85 Greenville.
US 301	US 321 Ulmer	I–95 Santee.
US 321	I–26 S. of Columbia	I–95 Hardeeville.
US 378	SC 262 Columbia	US 501 Conway.
US 501	SC 576 Marion	US 17 Myrtle Beach.
US 601	NC State Line	SC 151 Pageland.
US 601	I–26 Jamison	US 21/178 Bypass Orangeburg.
SC 72	US 25 Byp. Greenwood.	I–77 Exit 61 (via SC 72 Byp.-US 21 BR-US 21 Rock Hill).
SC 121	SC 72 Whitmire	US 25 Trenton.
SC 151	US 601 Pageland	US 52 Darlington.
SC 2 77	I–77 Columbia	US 76 Columbia.
SC 576	US 76 Marion	US 501 Marion.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To

South Dakota

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

Tennessee

US 25E	I–81	VA State Line Cumberland Gap.
US 27	End of I–124 Chattanooga.	US 127 Chattanooga.
US 27	TN 153 Chattanooga	KY State Line Winfield.
US 43	AL State Line St. Joseph.	US 64 Lawrenceburg.
US 45	MS State Line	US 45 Bypass S. Int. Jackson.
US 45 Bypass-US 45W.	US 45 S. Int. Jackson.	US 51 Union City.
US 51	TN 300 Memphis	KY State Line Jackson Purchase Pkwy.
US 64	I–40 E. Int. Memphis	I–24 Monteagle.
US 70 Alt	US 79 Atwood	TN 22 Huntingdon.
US 70	TN 22 Huntingdon	TN 96 Dickson.
US 70	TN 155 Nashville	US 127 Crossville.
US 70S	TN 102 Smyrna	US 70/TN 111 Sparta.
US 72	AL State Line	I–24 Kimball.
US 74	I–75 Cleveland	NC State Line Isabella.
US 79	I–40 Memphis	KY State Line US 41 Guthrie.
US 127	US 27 Chattanooga	TN 27 W. Int.
US 127	TN 28 Dunlap	KY State Line Static.
US 231	AL State Line S. of Fayetteville.	KY State Line N. of Westmoreland.
US 412	I–40 Jackson	US 51 Dyersburg.
US 641	I–40 near Natchez Trace State Park.	KY State Line N. of Paris.
TN 96	US 70 Dickson	I–40 E. of Dickson.
TN 153	I–75 Chattanooga	US 27 Chattanooga.
TN 155	I–40 Nashville	I–65 N. of Nashville.
TN 300	I–40 Memphis	US 51 Memphis.

Texas

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

Utah

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

Vermont

US 4	NY State Line	ECL Rutland.
US 7	End of 4-lane divided hwy. Wallingford.	US 4 N. Int. Rutland.
VT 9	I–91 Int. 3 N. of Brattleboro.	NH State Line.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
Virginia		
US 11	I–81 Exit 195	0.16 Mi. N. of VA 645 Rockbridge Co.
US 11	VA 220 Alt. N. Int	2.15 Mi. S. of VA 220 Alt. N. Int. Cloverdale.
US 11	VA 100 Dublin	VA 643 S. of Dublin.
US 11	1.52 Mi. N. of VA 75	US 19 N. Int. Abington.
US 13	MD State Line	I–64 Exit 282 Norfolk.
US 17	US 29 Opal	VA 2/US 17 BR New Post.
US 17	VA 134 York County	I–64 Exit 258 Newport News.
US 17	BR/SCL Fredericksburg.	US 17 New Post VA 2.
US 19	I–81 Exit 14 (via VA 140) Abington.	US 460 N. Int./VA 720 Bluefield.
US 23	TN State Line	US 58 Alt. Big Stone Gap.
US 23	0.33 Mi. N. of US 23 BR Norton.	KY State Line.
US 25E	TN State Line	KY State Line.
US 29	NC State Line	I–66 Exit 43 Gainesville.
US 33	N. Carlton Street Harrisonburg.	US 340 Elkton.
US 33	I–295 Exit 49	0.96 Mi. W. of I–295 Hanover County.
US 50	VA 259 Gore	VA 37 Frederick County.
US 50	Apple Blossom Loop Road Winchester.	I–81 Exit 313 Winchester.
US 58	VA 721 W. of Martinsville.	US 220 BR N. Int. Martinsville.
US 58	S. Fairy Street Martinsville.	WCL Emporia.
US 58	0.6 Mi. E. of ECL Emporia.	VA 35 S. Int. Courtland.
US 58	US 58 BR E. of Courtland.	US 13/I–264 Bowers Hill.
US 58 Alt	US 23 Norton	US 19 Hansonville.
US 58 Alt	0.4 Mi. W. of US 11	I–81 Exit 17 Abington.
US 58 BR	VA 35 Courtland	US 58 E. of Courtland.
US 58	W. Int. VA 337 Claremont St. Norfolk.	US 460/St. Paul's Blvd. Norfolk.
US 60	0.03 Mi. West of VA 887 Chesterfield County.	US 522 Powhatan.
US 220	NC State Line	I–581 Roanoke.
US 220	I–81 Exit 150	SCL Fincastle.
US 220 BR	US 220 S. Int.	0.16 Mi. N. of VA 825 S. of Martinsville.
US 220 BR	US 58 N. Int. Martinsville.	US 220 N. Int. Bassett Forks.
US 250	US 340 E. Int. Waynesboro.	VA 254 Waynesboro.
US 250	I–81 Exit 222	VA 261 Statler Blvd. Staunton.
US 258	NC State Line	US 58 Franklin.
US 258	VA 10 Benns Church	VA 143 Jefferson Ave. Newport News.
US 301	VA 1250 S. of I–295	I–295 Exit 41 Hanover County.
US 301	US 301 BR N. Int. Bowling Green.	MD State Line.
US 340/522	I–66 Exit 6 Front Royal.	2.85 Mi. N. of I–66.
US 340	VA 7 Berryville	WV State Line.
US 360	US 58 South Boston	VA 150 Chesterfield County.
US 360	I–64 Exit 192 Richmond.	VA 617 Village.
US 460	VA 67 W. Int. Raven	US 19 Claypool Hill.
US 460	VA 720 Bluefield	WV State Line at Bluefield.
US 460	WV State Line at Glen Lyn.	I–81 Exit 118 Christiansburg.
US 460	I–581 Roanoke	0.08 Mi. E. of VA 1512 Lynchburg.
US 460	US 29 Lynchburg	1 Mi. W. of VA 24 Appomattox County.
US 460	0.64 Mi. E. of VA 707 Appomattox County.	I–85 Exit 61 Petersburg.
US 460	I–95 Exit 50 Petersburg.	US 58 Suffolk.
US 501	VA 360 S. Int. Halifax	US 58 South Boston.
US 522	0.6 Mi. S. of US 50	US 50 Frederick County.
US 522	VA 37 Frederick County.	1.07 Mi. N. of VA 705 Cross Junction.
VA 3	US 1 Fredericksburg	VA 20 Wilderness.
VA 7	I–81 Exit 315 Winchester.	0.68 Mi. W. of WCL Round Hill.
VA 10	US 58 Suffolk	VA 666 Smithfield.
VA 10	ECL Hopewell	0.37 Mi. W. of W. Int. VA 156 Hopewell.
VA 10	US 1 Chesterfield County.	VA 827 W. of Hopewell.
VA 20	I–64 Exit 121	Carlton Rd. Charlottesville.
VA 30	I–95 Exit 98 Doswell	US 1.
VA 33	I–64 Exit 220	VA 30 E. Int. West Point.
VA 36	I–95 Exit 52 Petersburg.	VA 156 Hopewell.
VA 37	I–81 Exit 310 S. of Winchester.	I–81 Exit 317 (via US 11) N. of Winchester.
VA 42	VA 257 S. Int. Bridgewater.	VA 290 Dayton.
VA 57	VA 753 Bassett	US 220 Bassett Forks.
VA 86	US 29 Danville	NC State Line.
VA 100	I–81 Exit 98	US 11 Dublin.
VA 105	US 60 Newport News	I–64 Exit 250.
VA 114	US 460 Christiansburg.	0.09 Mi. E. of VA 750 Montgomery County.
VA 156	VA 10 W. Int. Hopewell.	VA 36 Hopewell.
VA 199	US 60 Williamsburg	I–64 Exit 242.
VA 207	I–95 Exit 104	0.2 Mi. S. of VA 619 Milford.
VA 220 Alt	US 11 N. Int. N. of Cloverdale.	I–81 Exit 150/US 220.
VA 277	I–81 Exit 307 Stephens City.	1.6 MI. E. of I–81 Exit 307.
VA 419	I–81 Exit 141 Salem	Midland Ave. Salem.
VA 624	I–64 Exit 96	Old SCL Waynesboro.

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
Commonwealth Blvd. in Martinsville.	Market Street	N. Fairy Street.

Note 1: I–66 Washington, DC, area—There is a 24-hour total truck ban on I–66 from I–495 Capital Beltway to the District of Columbia. (Excepted under 23 CFR 658.11(f)).

Note 2: I–264 Norfolk—Truck widths are limited to 96 inches for the westbound tube of the Elizabeth River Downtown Tunnel from Norfolk to Portsmouth because of clearance deficiencies.

Washington

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

West Virginia

Route	From	To
US 19	I–77 Bradley	I–79 Gassaway.
US 35	WV 34 Winfield	OH State Line.
US 48	I–79 Morgantown	MD State Line.
US 50	I–77 Parkersburg	I–79 Clarksburg.
US 460	VA State Line Bluefield.	VA State Line Kelleysville.
WV 34	I–64 Putnam Co	US 35 Winfield.

Wisconsin

Route	From	To
US 2	I–535/US 53 Superior	MI State Line Hurley.
US 2	MI State Line W. of Florence.	MI State Line E. of Florence.
US 8	US 63 Turtle Lake	MI State Line Norway MI.
US 10	US 53 Osseo	I–43 Manitowoc.
US 12	I–94/CH ''EE'' W. of Eau Claire.	US 53 Eau Claire.
US 12	I–90/94 Lake Delton	End of 4-lane S. of W. Baraboo.
US 12	WI 67 S. Jct. Elkhorn	IL State Line Genoa City.
US 14	US 51 N. of Janesville.	I–90 Janesville.
US 14	WI 11/89 N. of Darien.	I–43 Darien.
US 18	IA State Line Prairie Du Chien.	I–90 Madison.
US 41	National Ave. Milwaukee.	Garfield Ave. Milwaukee.
US 41	107th St. Milwaukee	MI State Line Marinette.
US 45	IL State Line Bristol	WI 28 Kewaskum.
US 45	WI 29 Wittenberg	MI State Line Land O'Lakes.
US 51	SCL Janesville	US 14 Janesville.
US 51	WI 78 N. of Portage	US 2 Hurley.
US 53	US 14/61 La Crosse	US 10 Osseo.
US 53	I–94 Eau Claire	I–535/US 2 Superior.
US 61	IA State Line Dubugue IA.	MN State Line La Crosse (via WI 129 Lancaster Byp.).
US 63	MN State Line Red Wing MN.	US 2 W. of Ashland.
US 141	US 41 Abrams	US 8 Pembine.
US 151	IA State Line Dubugue IA.	US 18 E. of Dodgeville.
US 151	I–90/94 Madison	US 41 Fond Du Lac.
WI 11	IA State Line Dubuque IA.	US 51 Janesville.
WI 11	I–90 Janesville	US 14/WI 89 N. of Darien.
WI 11	I–43 Elkhorn	WI 31 Racine.
WI 13	WI 21 Friendship	US 2 Ashland.
WI 16	WI 78 Portage	I–94 Waukesha.
WI 17	US 8 Rhinelander	US 45 Eagle River.
WI 20	I–94 Racine	WI 31 Racine.
WI 21	WI 27 Sparta	US 41 Oshkosh.
WI 23	WI 32 N. of Sheboygan Falls.	Taylor Dr. Sheboygan.
WI 26	I–94 Johnson Creek	WI 16 Watertown.
WI 26	US 151 Waupun	US 41 SW. of Oshkosh.
WI 27	US 14/61 Westby	US 10 Fairchild.
WI 28	US 41 Theresa	US 45 Kewaskum.
WI 29	I–94 Elk Mound	US 53 Chippewa Falls.
WI 29	WI 124 S. of Chippewa Falls.	US 41 Green Bay.
WI 30	US 151 Madison	I–90/94 Madison.
WI 31	WI 11 Racine	WI 20 Racine.
WI 32	WI 29 W. of Green Bay.	Gillett.
WI 34	WI 13 Wisconsin Rapids.	US 51 Knowlton.
WI 42	I–43 Manitowoc	WI 57 SW. of Sturgeon Bay.
WI 47	US 10 Appleton	WI 29 Bonduel.
WI 50	I–94 Kenosha	45th Ave. Kenosha.
WI 54	WI 13 Wisconsin Rapids.	US 51 Plover.
WI 57	I–43 Green Bay	Sturgeon Bay.
WI 69	WI 11 Monroe	CH ''PB'' Paoli.
WI 73	US 51 Plainfield	WI 54 Wisconsin Rapids.
WI 78	I–90/94 S. of Portage	US 51 N. of portage.
WI 80	WI 21 Necedah	WI 13 Pittsville.
WI 119	I–94 Milwaukee	WI 38 Milwaukee.
WI 124	US 53 N. of Eau Claire.	WI 29 S. of Chippewa Falls.
WI 139	US 8 Cavour, Forest Co.	Long Lake.
WI 145	Broadway Milwaukee	US 41/45 Milwaukee.
WI 172	US 41 Ashwaubenon	CH ''x'' S. of Green Bay.
CH ''PB''	WI 69 Paoli	US 18/151 E. of Verona.

Wyoming

No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.

Note: Information on additional highways on which STAA-dimensioned vehicles may legally operate may be obtained from the respective State highway agencies.

[55 FR 17953, Apr. 30, 1990; 55 FR 19145, May 8, 1990, as amended at 59 FR 30421, June 13, 1994; 59 FR 36053, July 15, 1994; 60 FR 15214, Mar. 22, 1995; 60 FR 16571, Mar. 31, 1995; 62 FR 30758, June 5, 1997; 63 FR 70653, Dec. 22, 1998; 63 FR 71748, Dec. 30, 1998; 72 FR 7748, Feb. 20, 2007]

APPENDIX B TO PART 658—GRANDFATHERED SEMITRAILER LENGTHS

State	Feet and inches
Alabama	53–6
Alaska	48–0
Arizona	57–6
Arkansas	53–6
California	[1] 48–0
Colorado	57–4
Connecticut	48–0
Delaware	53–0
District of Columbia	48–0
Florida	48–0
Georgia	48–0
Hawaii	48–0
Idaho	48–0
Illinois	53–0
Indiana	[2] 48–6
Iowa	53–0
Kansas	57–6
Kentucky	53–0
Louisiana	59–6
Maine	48–0
Maryland	48–0
Massachusetts	48–0
Michigan	48–0
Minnesota	48–0
Mississippi	53–0
Missouri	53–0
Montana	53–0
Nebraska	53–0
Nevada	53–0
New Hampshire	48–0
New Jersey	48–0
New Mexico	57–6
New York	48–0
North Carolina	48–0
North Dakota	53–0
Ohio	53–0
Oklahoma	59–6
Oregon	53–0
Pennsylvania	53–0
Puerto Rico	48–0
Rhode Island	48–6
South Carolina	48–0
South Dakota	53–0
Tennessee	50–0
Texas	59–0
Utah	48–0
Vermont	48–0
Virginia	48–0
Washington	48–0
West Virginia	48–0
Wisconsin	[3] 48–0
Wyoming	57–4

[1] 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(g) may operate without a permit provided the distance from the kingpin to the center of the rear axle is 46 feet or less.

[2] 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(g) may operate without a permit provided the distance from the kingpin to the center of the rear axle is 46 feet or less.

[3] 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(g) may operate without a permit provided the distance from the kingpin to the center of the rear axle is 46 feet or less.

[53 FR 2599, Jan. 29, 1988, as amended at 54 FR 1931, Jan. 18, 1989; 62 FR 10181, Mar. 5, 1997; 72 FR 7749, Feb. 20, 2007]

APPENDIX C TO PART 658—TRUCKS OVER 80,000 POUNDS ON THE INTERSTATE SYSTEM AND TRUCKS OVER STAA LENGTHS ON THE NATIONAL NETWORK

This appendix contains the weight and size provisions that were in effect on or before June 1, 1991 (July 6, 1991 for Alaska), for vehicles covered by 23 U.S.C. 127(d) (LCV's) and 49 U.S.C. app. 2311(j) (commercial motor vehicles (CMV's) with 2 or more cargo-carrying units). Weights and dimensions are ''frozen'' at the values shown here, which were in effect on June 1, 1991 (Alaska, July 6, 1991). All vehicles are listed by configuration type.

Trucks Over 80,000 Pounds on the Interstate System

In the State-by-State descriptions, CMV combinations which can also be LCV's are identified with the letters ''LCV'' following the type of combination vehicle. The maximum allowable gross vehicle weight is given in this appendix (in thousands of pounds indicated by a ''K''), as well as information summarizing the operational conditions, routes, and legal citations. The term ''Interstate System'' as used herein refers to the Dwight D. Eisenhower System of Interstate and Defense Highways.

Trucks Over STAA Lengths on the National Network

Listed for each State by combination type is either:

1. The maximum cargo-carrying length (shown in feet); or
2. A notation that such vehicle is not allowed (indicated by a ''NO'').

CMV's are categorized as follows:

1. A CMV combination consisting of a truck tractor and two trailing units.
2. A CMV combination consisting of a truck tractor and three trailing units.
3. CMV combinations with two or more cargo-carrying units not included in descriptions 1 or 2.

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	1 Truck tractor and *2* trailing units	2 Truck tractor and *3* trailing units	3 Other
Alabama	NO	NO	NO
Alaska	95′	110′	83′
Arizona	95′ 129K	95′ 129K	(1)
Arkansas	NO	NO	NO
California	NO	NO	NO
Colorado	111′ 110K	115.5′ 110K	78′
Connecticut	NO	NO	NO
Delaware	NO	NO	NO
Dist. of Columbia	NO	NO	NO
Florida	106′ (2)	NO	NO
Georgia	NO	NO	NO
Hawaii	65′ (2)	NO	NO
Idaho	95′ 105.5K	95′ 105.5K	(1)
Illinois	NO	NO	NO
Indiana	106′ 127.4K	104.5′ 127.4K	58′
Iowa	100′ 129K	100′ 129K	78′
Kansas	109′ 120K	109′ 120K	NO
Kentucky	NO	NO	NO
Louisiana	NO	NO	NO
Maine	NO	NO	NO
Maryland	NO	NO	NO
Massachusetts	104′ 127.4K	NO	NO
Michigan	58′ 164K	No	63′
Minnesota	NO	NO	NO
Mississippi	65′ (2)	NO	NO
Missouri	110′ 120K(4)	109′ 120K	NO
Montana	93′ 137.8K	100′ 131.06K	(1)
Nebraska	95′ 95K	95′ (2)	68′
Nevada	95′ 129K	95′ 129K	98′
New Hampshire	NO	NO	NO
New Jersey	NO	NO	NO
New Mexico	86.4K(3)	NO	NO
New York	102′ 143K	NO	NO
North Carolina	NO	NO	NO
North Dakota	103′ 105.5K	100′ 105.5K	103′
Ohio	102′ 127.4K	95′ 115K	NO
Oklahoma	110′ 90K	95′ 90K	NO
Oregon	68′ 105.5K	96′ 105.5K	70′ 5″
Pennsylvania	NO	NO	NO
Puerto Rico	NO	NO	NO
Rhode Island	NO	NO	NO
South Carolina	NO	NO	NO
South Dakota	100′ 129K	100′ 129K	(1)
Tennessee	NO	NO	NO
Texas	NO	NO	NO
Utah	95′ 129K	95′ 129K	(1)
Vermont	NO	NO	NO
Virginia	NO	NO	NO
Washington	68′ 105.5K	NO	68′
West Virginia	NO	NO	NO
Wisconsin	NO	NO	NO
Wyoming	81′ 117K	NO	(1)

(1)—State submission includes multiple vehicles in this category—see individual State listings.

(2)—No maximum weight is established as this vehicle combination is not considered an ''LCV'' per the ISTEA definition. Florida's combination is not allowed to operate on the Interstate System, and the combinations for Hawaii, Mississippi, and Nebraska are not allowed to exceed 80,000 pounds.

(3)—No maximum cargo-carrying length is established for this combination. Because State law limits each trailing unit to not more than 28.5 feet in length, this combination is allowed to operate on all NN routes under the authority of the STAA of 1982, regardless of actual cargo-carrying length. The maximum weight listed is New Mexico's maximum allowable gross weight on the Interstate System under the grandfather authority of 23 U.S.C. 127.

(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.

The following abbreviation convention is used throughout the narrative State-by-State descriptions for the captions OPERATIONAL CONDITIONS, ROUTES, and LEGAL CITATIONS: two letter State abbreviation, dash, ''TT'' for truck tractor, and 2 or 3 for two or three trailing units. For example, the phrase ''Arizona truck tractor and 2 trailing units'', would be noted as ''AZ-TT2''; the phrase ''Indiana truck tractor and 3 trailing units'' would be noted as ''IN-TT3'', etc.

STATE: ALASKA

COMBINATION: Truck tractor and 2 trailing units

LENGTH OF THE CARGO-CARRYING UNITS: 95 feet

OPERATIONAL CONDITIONS:

WEIGHT: The combination must be in compliance with State laws and regulations. There are no highways in the State subject to Interstate System weight limits. Therefore, the ISTEA freeze as it applies to maximum weight is not applicable.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: Combinations with an overall length greater than 75 feet, measured bumper to bumper, must display an ''OVERSIZE## warning sign on the front and rear. In combinations where one cargo-carrying unit is more than 5,000 pounds heavier than the other, the heavier unit shall be placed immediately behind the power unit. Weather restrictions are imposed when hazardous conditions exist, as determined by the Alaska Department of Transportation and Public Facilities (DOT&PF) and the Alaska Department of Public Safety, Division of State Troopers. Time of day travel is not restricted.

PERMIT: None required.

ACCESS: Alaska allows reasonable access not to exceed 5 miles to reach or return from terminals and facilities for food, fuel, or rest. The most direct route must be used. The Commissioner of the Alaska DOT&PF may allow access to specific routes if it can be shown that travel frequency, necessity, and route accommodation are required.

ROUTES

	From	To
AK–1	Anchorage (Potter Weigh Station).	Palmer (Palmer-Wasilla Highway Junction).
AK–2	Fairbanks (Gaffney Road Junction).	Delta Junction (MP 1412 Alaska Highway).
AK–3	Jct. AK–1	Fairbanks (Gaffney Road Junction).

LEGAL CITATIONS:

17 AAC 25, and 35; the Administrative Permit Manual.

STATE: ALASKA

COMBINATION: Truck tractor and 3 trailing units

LENGTH OF THE CARGO-CARRYING UNITS: 110 feet

OPERATIONAL CONDITIONS:

WEIGHT and ACCESS: Same as the AK-TT2 combination.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement. Drivers of this combination must have 10 years of experience in Alaska and certified training in operation of these combinations.

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.

PERMIT: Permits are required with specified durations of not less than 3 months or more than 18 months. There is a fee.

ROUTES

	From	To
AK–1	Anchorage (Potter Weigh Station).	Jct. AK–3.
AK–3	Jct. AK–1	Fairbanks (Gaffney Road Junction)

LEGAL CITATIONS: Same as the AK-TT2 combination.

STATE: ALASKA

COMBINATION: Truck-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 83 feet

OPERATIONAL CONDITIONS:

WEIGHT, DRIVER, PERMIT, and ACCESS: Same as the AK-TT2 combination.

VEHICLE: Same as the AK-TT2 combination, except that overall combination length may not exceed 90 feet.

ROUTES: Same as the AK-TT2 combination.

LEGAL CITATIONS: Same as the AK-TT2 combination.

STATE: ARIZONA

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 95 feet

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.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement. Drivers must comply with the Federal Motor Carrier Safety Regulations of the U.S. Department of Transportation and Title 28, Arizona Revised Statutes.

VEHICLE: This vehicle must be able to operate at speeds compatible with other traffic on level roads and maintain 20 miles per hour speed on grades where operated. A heavy-duty fifth wheel is required. The kingpin must be a solid type, not a screw-out or folding type. All hitch connectors must be of a no-slack type, preferably an air-actuated ram. Axles must be those designed for the width of the body. All braking systems must comply with State and Federal requirements. A brake force limiting valve, sometimes called a ''slippery road'' valve, may be provided on the steering axle. Mud flaps or splash guards are required. When traveling on a smooth, paved surface, trailers 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.

PERMITS: Permits are required. Fees are charged. This vehicle is allowed continuous travel, however, the State may restrict or

prohibit operations during periods when traffic, weather, or other safety considerations make such operations unsafe or inadvisable. All multiple-trailer combinations shall be driven in the right-hand traffic lane.

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

ROUTES

	From	To
I–15	Nevada	Utah
US 89	20 miles south of Utah.	Utah
US 160	US 163	New Mexico
US 163	US 160	Utah
	LEGAL CITATIONS	
ARS 28–107	ARS 28–1009	ARS 28–1011.O
ARS 28–108.5	ARS 28–1009.01	ARS 28–1012
ARS 28–108.13	ARS 28–1011.A	ARS 28–1013
ARS 28–108.14	ARS 28–1011.C	ARS 28–1014
ARS 28–403	ARS 28–1011.F	ARS 28–1031
ARS 28–405	ARS 28–1011.K	ARS 28–1051
ARS 28–1001	ARS 28–1011.L	ARS 28–1052
ARS 28–1004.G	ARS 28–1011.M	R17–40–426
ARS 28–1008.		

STATE: ARIZONA

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 95 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 123,000 pounds (129,000 pounds on I–15).

OPERATIONAL CONDITIONS:

VEHICLE, and ACCESS: Same as the AZ-TT2 combination.

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.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement. Drivers must comply with the Federal Motor Carrier Safety Regulations of the U.S. Department of Transportation and Title 28, Arizona Revised Statutes. Drivers must be trained by an experienced driver of a three trailing unit combination. Training should be through special instructions or by traveling with the new driver until such time as the new driver is deemed adequately qualified by the trainer on the use and operation of these combinations.

PERMIT: Permits are required. Fees are charged. This vehicle is allowed continuous travel, however, the State may restrict or prohibit operations during periods when traffic, weather, or other safety considerations make such operations unsafe or inadvisable. These combinations shall not be dispatched during adverse weather conditions. All multiple-trailer combinations shall be driven in the right-hand traffic lane.

ROUTES: Same as the AZ-TT2 combination.

LEGAL CITATIONS: Same as the AZ-TT2 combination.

STATE: ARIZONA

COMBINATION: Truck-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 69 feet

OPERATIONAL CONDITIONS:

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

DRIVER, VEHICLE, PERMIT, and ACCESS: Same as the AZ-TT2 combination.

ROUTES: Same as the AZ-TT2 combination.

LEGAL CITATIONS: Same as the AZ-TT2 combination.

STATE: ARIZONA

COMBINATION: Truck-semitrailer-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 98 feet

OPERATIONAL CONDITIONS:

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

DRIVER, VEHICLE, PERMIT, and ACCESS: Same as the AZ-TT2 combination.

ROUTES: Same as the AZ-TT2 combination.

LEGAL CITATIONS: Same as the AZ-TT2 combination.

STATE: COLORADO

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 111 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 110,000 pounds

OPERATIONAL CONDITIONS:

WEIGHT: The maximum gross weight is 110,000 pounds, subject to the formula W=800(L+40) where ''W'' equals the gross weight in pounds and ''L'' equals the length in feet between the centers of the first and last axles, or the gross weight determined by the Federal Bridge Formula, whichever is least. A single axle shall not exceed 20,000

pounds and a tandem axle shall not exceed 36,000 pounds.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement. The driver cannot have had any suspension of driving privileges in any State during the past 3 years where such suspension arose out of the operation of a motor vehicle used as a contract or common carrier of persons or property.

The driver must be certified by the motor carrier permit holder's safety office. The certification shall demonstrate that the driver has complied with all written requirements, and that the driver has successfully completed a company-approved road test for each type of combination vehicle operated.

VEHICLE: Vehicles shall not have fewer than six axles or more than nine axles. They shall be configured such that the shorter trailer shall be operated as the rear trailer, and the trailer with the heavier gross weight shall be operated as the front trailer. In the event that the shorter trailer is also the heavier, the load must be adjusted so that the front trailer is the longer and heavier of the two.

Vehicles shall have adequate power to maintain a minimum speed of 20 miles per hour on any grade over which the combination operates and can resume a speed of 20 miles per hour after stopping on any such grade.

Tires must conform to the standards in the Department of Public Safety's (DPS) Rules and Regulations Concerning Minimum Standards for the Operation of Commercial Motor Vehicles, at 8 CCR 1507–1 and C.R.S. 42–4–225 and 42–2–406.

Vehicles are required to have a heavy-duty fifth wheel and equal strength pick-up plates that meet the standards in the DPS Commercial Vehicle Rules. This equipment must be properly lubricated and located in a position that provides stability during normal operation, including braking. The trailers shall 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.

Kingpins must be of a solid type and permanently fastened. Screw-out or folding type kingpins are prohibited.

Hitch connections must be of a no-slack type, preferably air-actuated ram.

Drawbar lengths shall be adequate to provide for the clearances required between the towing vehicle and the trailer(s) for turning and backing maneuvers.

Axles must be those designed for the width of the body of the trailer(s).

Braking systems must comply with the DPS Commercial Vehicle Rules and C.R.S. 42–4–220. Fast air-transmission and release valves must be provided on all trailer(s) and converter dolly axles. A brake force limiting valve, sometimes called a ''slippery road'' valve, may be provided on the steering axle.

PERMIT: An annual permit is required for which a fee is charged. Also, the vehicle must have an overweight permit pursuant to C.R.S. 42–4–409(11)(a)(II) (A), (B), or (C), and comply with Rule 4–15 in the rules pertaining to Extra-Legal Vehicles or Loads.

A truck tractor and two trailing units wherein at least one of the trailing units exceeds 28.5 feet in length shall not operate on the following designated highway segments during the hours of 6 a.m. to 9 a.m. and from 3 p.m. to 6 p.m., Monday through Friday, for Colorado Springs, Denver, and Pueblo. (A truck tractor with two trailing units wherein at least one of the trailing units exceeds 28.5 feet in length not operating at greater than the legal maximum weight of 80,000 pounds is subject to different hours-of-operation restrictions. Refer to rules pertaining to Extra-Legal Vehicles or Loads).

Colorado Springs: I–25 between Exit 135 (CO 83 Academy Blvd. So.) and Exit 150 (CO 83, Academy Blvd. No.).

Denver: I–25 between Exit 200 (Jct. I–225) and Exit 223 (CO 128, 120th Avenue),

I–70 between Exit 259 (CO 26/US 40) and Exit 282 (Jct. I–225),

I–76 between Exit 5 (Jct. I–25) and Exit 12 (US 85),

I–225 entire length,

I–270 entire length.

Pueblo: I–25 between Exit 94 (CO 45 Lake Ave.) and Exit 101 (US 50/CO 47).

The holder of a longer vehicle combination (LVC) permit must have an established safety program as provided in Chapter 9 of the ''Colorado Department of Highways Rules and Regulations for Operation of Longer Vehicle Combinations on Designated State Highway Segments.'' Elements of the program include compliance with minimum safety standards at 8 CCR 1507–1, hazardous materials regulations at 8 CCR 1507–7, –8, and –9, Colorado Uniform Motor Vehicle Law, Articles 1 through 4 of Title 42, C.R.S. as amended, and Public Utility Commission regulations at 4 CCR 723–6, –8, –15, –22, and –23.

ACCESS: A vehicle shall not be operated off the designated portions of the Interstate System except to access food, fuel, repairs, and rest or to access a facility. Access to a facility shall be subject to the following conditions:

(1) The facility must:

(a) Be either a manufacturing or a distribution center, a warehouse, or truck terminal located in an area where industrial uses are permitted;

(b) Be a construction site; and

(c) Meet the following criteria:

1 vehicles are formed for transport or broken down for delivery on the premises;

2 adequate off-roadway space exists on the premises to safely maneuver the vehicles; and

3 adequate equipment is available on the premises to handle, load, and unload the vehicle, its trailers, and cargo.

(2) The facility must be located within a maximum distance of 10 miles from the point where the vehicle enters or exits the designated portions of the Interstate System. Such 10-mile distance shall be measured by the actual route(s) to be traveled to the facility, rather than by a straight line radius from the designated Interstate System to the facility;

(3) The access route(s) between the designated Interstate System and the facility must be approved in advance by the public entity (Colorado DOT, municipality, or county) having jurisdiction for the roadway(s) that make up the route(s). Where the State of Colorado has jurisdiction over the access route(s), it will consider the following safety, engineering, and other criteria in determining whether to approve the route(s):

(a) Safety of the motoring public;

(b) Geometrics of the street and roadway;

(c) Traffic volumes and patterns;

(d) Protection of State highways, roadways, and structures;

(e) Zoning and general characteristics of the route(s) to be encountered; and

(f) Other relevant criteria warranted by special circumstances of the proposed route(s).

Local entities, counties, and municipalities having jurisdiction over route(s), should consider similar criteria in determining whether to approve the proposed ingress and egress route(s); and

(4) A permit holder shall access only the facility or location authorized by the permit. If the permit authorizes more than one facility or location, then on any single trip by an LVC from the designated Interstate System the permit holder may access only one facility or location before returning to the designated Interstate System.

ROUTES

	From	To
I–25	New Mexico	Wyoming
I–70	Utah	I–70 Exit 90 Rifle
I–70	I–70 Exit 259 Golden.	Kansas
I–76	Jct. I–70	Nebraska
I–225	Jct. I–25	Jct. I–70
I–270	Jct. I–76	Jct. I–70

LEGAL CITATIONS: Vehicles must comply with all applicable statutes, such as C.R.S. 42–4–402(1), 42–4–404(1), 42–4–407(1)(c)(III)(A), 42–4–409(11)(a)(II) (A), (B) or (C). All LVC's must comply with the Extra-Legal Vehicles and Loads Rules and the Longer Vehicle Combination Rules. However, when the rules address the same subject, the LVC, since it is operating at greater than 80,000 pounds, must comply with the Extra-Legal Vehicles and Loads Rules. Such rules are: 4–1–2 and 4–1–3 concerning holiday travel restrictions, 4–1–5 concerning hours of operation restrictions, 4–8 concerning minimum distance between vehicles and 4–15 concerning maximum allowable gross weight.

STATE: COLORADO

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 115.5 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 110,000 pounds

OPERATIONAL CONDITIONS: Same as the CO-TT2 combination.

ROUTES: Same as the CO-TT2 combination.

LEGAL CITATIONS: Same as the CO-TT2 combination.

STATE: COLORADO

COMBINATION: Truck-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 78 feet

OPERATIONAL CONDITIONS:

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

DRIVER, VEHICLE, PERMIT, and ACCESS: Same as the CO-TT2 combination.

ROUTES: Same as the CO-TT2 combination.

LEGAL CITATIONS: Same as the CO-TT2 combination.

STATE: FLORIDA

COMBINATION: Truck tractor and 2 trailing units

LENGTH OF THE CARGO-CARRYING UNITS: 106 feet

OPERATIONAL CONDITIONS: All overdimensional and weight regulations of the Florida Turnpike Authority shall apply to such units unless specifically excluded under the terms of the Tandem Trailer Permit or these regulations.

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

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement. Proposed drivers of tandem-trailer units shall be registered by the Florida Turnpike Authority prior to driving such equipment on the turnpike system. For further information, see Rule 14–62.016 FAC.

VEHICLE: A complete tandem-trailer combination shall consist of a truck tractor, first semitrailer, fifth-wheel converter dolly, and a second semitrailer. The converter dolly may be either a separate unit or an integral component of the first semitrailer. The width shall not exceed 102 inches and the height shall not exceed 13 feet 6 inches. A tractor used in the tandem-trailer operations shall be capable of hauling the maximum gross load to be transported by a permittee at a speed of not less than 40 miles per hour on all portions of the turnpike system excepting that portion of the roadway, as posted in 1988, between mileposts 234 and 238 where a minimum speed of 30 miles per hour will be permitted.

Every tandem-trailer combination shall be equipped with full air brakes or air-activated hydraulic brakes on the tractor and either air or electric brakes on the dolly and trailers.

A tractor, which will be used to haul a complete tandem-trailer combination with a total gross weight of 110,000 pounds or more, shall be equipped with tandem rear axles and driving power shall be applied to all wheels on both axles. When the above tandem-axle tractor is required, a tandem-axle dolly converter must be used.

Every tandem-trailer combination shall be equipped with emergency equipment that equals or exceeds both the equipment requirements and the performance standards cited in Chapter 316, Florida Statutes and subpart H ''Emergency Equipment'' of 49 CFR 393.95.

A converter (fifth-wheel) dolly used in the tandem-trailer operations may have either single or tandem axles, according to its total gross weight. In addition to the primary towbar(s), the dolly vehicle must be equipped with safety chains or cables for connecting the dolly to the lead semitrailer and must be adequate to prevent breakaway.

Lamps and Reflectors. Each tractor, trailer, and converter dolly in a tandem-trailer combination shall be equipped with electric lamps and reflectors mounted on the vehicle in accordance with Chapter 316, Florida Statutes, and subpart B ''Lighting Devices, Reflectors and Electrical Equipment,'' of 49 CFR 393.9 through 49 CFR 393.33.

Coupling Devices. Coupling devices shall be so designed, constructed, and installed and the vehicles in a tandem-trailer combination shall equal or exceed both the equipment requirements and the performance standards established on 49 CFR 393.70, except that such devices shall be so designed and constructed as to ensure that any such combination traveling on a level, smooth paved surface will follow in the path of the towing vehicle without shifting or swerving from side to side over 2 inches to each side of the path of the vehicle when it is moving in a straight line. (For further information see Rule 14–62.002; 14–62.005; 14–62.006; 14–62.007; 14–62.008; 14–62.009; 14–62.010; 14–62.011; 14–62.012; 14–62.013; and 14–62.015, FAC)

PERMIT: Tandem-trailer units may operate on the turnpike system under a Tandem Trailer Permit issued by the Florida Turnpike Authority upon application, except as provided in subparagraph (2) below.

(1) The Florida Turnpike Authority shall provide a copy of each such permit to the Motor Carrier Compliance Office.

(2) Tandem-trailer trucks of the dimensions mandated by the STAA of 1982 and operating in compliance with Rule Chapter 14–54, FAC, and under the provisions of section 316.515, Florida Statutes shall be exempt from the provisions of this rule chapter to the extent provided in Rule 14–54.0011, FAC.

(For further information see Rules 14–62.001; 14–62.022; 14–62.023; 14–62.024; 14–62.026; 14–62.027, FAC)

ACCESS: Staging. Tandem-trailer combinations shall be made up and broken up only in special assembly (staging) areas as designated for this purpose. For further information, see Rule 14–62.017, FAC. Make-up and break-up of tandem-trailer combinations shall not be allowed on a public right-of-way unless the area is designated for such use or unless an emergency exists.

ROUTES

	From	To
Florida's Turnpike	South end Homestead Extension at US 1.	Exit 304 Wildwood.

LEGAL CITATIONS: Chapter 14–62, ''Regulations Governing Tandem Combinations of Florida's Turnpike,'' Florida Administrative Code.

STATE: HAWAII

COMBINATION: Truck tractor and 2 trailing units

LENGTH OF CARGO CARRYING UNITS: 65 feet

OPERATIONAL CONDITIONS:

WEIGHT: This combination must operate in compliance with State laws and regulations.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: No load may exceed the carrying capacity of the axles specified by the manufacturer and no combination vehicle shall have a total weight in excess of its designed gross combination weight limit.

PERMITS: No permits are required.

ACCESS: Designated routes off the NN.

ROUTES: All NN routes except HI–95 from H–1 to Barbers Point Harbor.

LEGAL CITATIONS: Chapter 291, Section 34, Hawaii Revised Statutes and Chapter 104 of Title 19, Administrative Rules.

STATE: IDAHO

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 95 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 105,500 pounds

OPERATIONAL CONDITIONS:

WEIGHT: Single axle: 20,000 pounds, tandem axle: 34,000 pounds, and gross vehicle weight up to 105,500 pounds.

Axle spacing: must comply with Idaho Code 49–1001.

Trailer weights: The respective loading of any trailer shall not be substantially greater than the weight of any trailer located ahead of it in the vehicle combination. Substantially greater shall be defined as more than 4,000 pounds heavier.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: The rules provide that all CMV's with two or more cargo-carrying units (except for truck-trailer combinations which are limited to an 85-foot combination length) are subject to calculated maximum off-tracking (CMOT) limits. The CMOT formula is:

$$CMOT = R - [R^2 - (A^2 + B^2 + C^2 + D^2 + E^2)]^{1/2}$$

$$R = 161$$

A, B, C, D, E, etc.= measurements between points of articulation or pivot. Squared dimensions to stinger steer points of articulation are negative.

The power unit of LCV's and extra-length combinations shall have adequate power and traction to maintain a speed of 15 miles per hour under normal operating conditions on any up-grade over which the combination is operated.

Fifth-wheel, drawbar, and other coupling devices shall be as specified by Federal Motor Carrier Safety Regulations, section 393.70.

Every combination operated under special permit authority shall be covered by insurance meeting State and Federal requirements. Evidence of this insurance must be carried in the permitted vehicle.

PERMIT: Permits are required. Permit duration is for 1 year from the date of issuance.

ACCESS: Combinations with a CMOT limit of less than 6.5 feet may use any Interstate or designated highway system interchange for access. Combinations with a CMOT of 6.5 to 8.75 feet may use only the following Interstate System interchanges:

I–15 Exits 58 and 119.

I–84 Exits 3, 49, 50, 52, 54, 57, 95, 168, 173, 182, 208, and 211.

I–86 Exits 36, 40, 56, and 58.

ROUTES: All NN routes.

LEGAL CITATIONS: Other regulations and restrictions that must be complied with are:

Idaho Code 49–1001, –1002, –1004, –1010, and –1011.

Idaho Transportation Department Rules 39.C.01, .06, .08, .09, .10, .11, .15, and .19–.23.

STATE: IDAHO

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 95 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 105,500 pounds

OPERATIONAL CONDITIONS: Same as the ID-TT2 combination.

ROUTES: Same as the ID-TT2 combination.

LEGAL CITATIONS: Same as the ID-TT2 combination.

STATE: IDAHO

COMBINATION: Truck-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 78 feet

OPERATIONAL CONDITIONS:

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

DRIVER, PERMIT, and ACCESS: Same as the ID-TT2 combination.

VEHICLE: Overall combination length limited to 85 feet.

ROUTES: Same as the ID-TT2 combination.

LEGAL CITATIONS: Same as the ID-TT2 combination.

STATE: IDAHO

COMBINATION: Truck-trailer-trailer, and Truck-semitrailer-trailer.

LENGTH OF THE CARGO-CARRYING UNITS: 98 feet

OPERATIONAL CONDITIONS:

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

DRIVER, PERMIT, and ACCESS: Same as the ID-TT2 combination.

VEHICLE: Overall combination length limited to 105 feet.

ROUTES: Same as the ID-TT2 combination.

LEGAL CITATIONS: Same as the ID-TT2 combination.

STATE: INDIANA

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 106 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 127,400 pounds

OPERATIONAL CONDITIONS:

WEIGHT: Single axle=22,400 pounds. Axles spaced less than 40 inches between centers are considered to be single axles.

Tandem axle=36,000 pounds. Axles spaced more than 40 inches but less than 9 feet between centers are considered to be tandem axles.

Gross vehicle weight=90,000 pounds plus 1,070 pounds per foot for each foot of total vehicle length in excess of 60 feet with a maximum gross weight not to exceed 127,400 pounds.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement, and a Toll Road identification card. Drivers must be at least 26 years old, in good health, and with 5 years of experience driving tractor-semitrailers or tandem-trailer combinations. Experience must include driving in all four seasons.

VEHICLE: Lightest trailer to the rear. Distance between coupled trailers shall not exceed 9 feet. The combination vehicle, including coupling devices, shall be designed and constructed so as to ensure that while traveling on a level, smooth paved surface each trailing unit will follow in the path of the towing vehicle without shifting or swerving from side to side more than 3 inches. The combination vehicle must have at least five axles but not more than nine axles and except on ramps be able to achieve and maintain a speed of 45 miles per hour. Following distance is 500 feet, and passing maneuvers must be completed within 1 mile. The truck tractor must be equipped at a minimum with emergency equipment including fire extinguisher, spare fuses, tire chains, tire tread minimums, and disabled vehicle warning devices. Every dolly must be coupled with safety chain directly to the frame of the semitrailer by which it is towed. Each unit in a multi-trailer combination must be equipped at a minimum with electric lights and reflectors mounted on the vehicle.

PERMIT: A free annual tandem-trailer permit must be obtained from the Indiana DOT for loads which exceed 90,000 pounds. A multiple-trip access permit, for which a fee is charged, must also be obtained for access to points of delivery or to breakdown locations. Permission to operate can be temporarily suspended by the Indiana DOT due to weather, road conditions, holiday traffic, or other emergency conditions. Any oversize vehicle whose length exceeds 80 feet shall not be operated at a speed in excess of 45 miles per hour. Oversize loads are not to be operated at any time when wind velocity exceeds 25 miles per hour.

ACCESS: 15 miles from toll gates.

ROUTES

	From	To
I–80/90 (IN Toll Road).	Toll Road Gate 21	Ohio.
I–90 (IN Toll Road)	Illinois	Toll Road Gate 21.

LEGAL CITATIONS:

Indiana Code 9–8–1–16
Indiana Code 8–15–2
135 Indiana Administrative Code 2

STATE: INDIANA

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 104.5 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 127,400 pounds

OPERATIONAL CONDITIONS:

WEIGHT, DRIVER, PERMIT, and ACCESS: Same as the IN-TT2 combination.

VEHICLE: Semitrailers and trailers shall not be longer than 28.5 feet, and the minimum number of axles for the combination is seven. Three trailing unit combinations must be equipped with adequate spray-suppressant mud flaps which are properly maintained.

ROUTES: Same as the IN-TT2 combination.

LEGAL CITATIONS: Same as the IN-TT2 combination.

STATE: INDIANA

COMBINATION: Combination of three or more vehicles coupled together

LENGTH OF THE CARGO CARRYING UNITS: 58 feet

OPERATIONAL CONDITIONS:

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

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: The maximum width is 102 inches, and the maximum height is 13 feet 6 inches.

PERMIT: None required.

ACCESS: Unlimited.

ROUTES: All roads within the State.

LEGAL CITATIONS: Indiana Code 9–8–1–2.

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 ISTEA 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: KANSAS

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 109 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 120,000 pounds

OPERATIONAL CONDITIONS:

WEIGHT: Combinations consisting of a truck tractor and two trailing units must comply with the Federal Bridge Formula, with maximum weights of 20,000 pounds on a single axle and 34,000 pounds on a tandem axle, and with a maximum gross weight of 120,000 pounds.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: Truck tractor and two trailing unit combinations must meet legal width and height with no time-of-day travel restrictions or other special requirements.

PERMIT: Permits are not required for operation on the Kansas Turnpike. A permit is required for access between the Turnpike and motor freight terminals located within a 10-mile radius of each toll booth, except at the northeastern end of the Turnpike where a 20-mile radius is allowed. Access permits are valid for 6 months.

ACCESS: Turnpike access routes include all routes between the Turnpike and a motor freight terminal located within a 10-mile radius of each toll booth, except at the northeastern end of the Turnpike where a 20-mile radius is allowed.

ROUTES

	From	To
I–35 Kansas Tpk. Authority (KTA).	Oklahoma	KTA Exit 127.
I–70 KTA	KTA Exit 182	KTA Exit 223.
I–335 KTA	KTA Exit 127	KTA Exit 177.
I–470 KTA	KTA Exit 177	KTA Exit 182.
LEGAL CITATIONS:		
Kansas Statutes Annotated (KSA)		
KSA 8–1911	KSA 68–2004	KSA 68–2019.
KSA 8–1914	KSA 68–2005	KSA 68–2048a.
KSA 68–2003.		

STATE: KANSAS

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 109 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 120,000 pounds

OPERATIONAL CONDITIONS: The operations of triple trailing unit combinations are governed by two sets of criteria: (1) The Turnpike and Turnpike access rules, and (2) the SVC rules which apply off of the Turnpike except in the case of vehicles operating under Turnpike access authority. The Turnpike and Turnpike access rules allow a maximum combination vehicle length of 119 feet overall. The SVC rules require ''Triples'' to have trailers of no more than 28.5 feet maximum length or a cargo-carrying length of approximately 95 feet.

The Turnpike and Turnpike access rules have no time-of-day travel restrictions or other special requirements.

The SVC rules have several operational conditions. SVC's cannot operate on holidays or during holiday weekends. SVC's cannot be dispatched or operated during adverse weather conditions. SVC's must travel in the right lane, except for passing, and the following distance is 100 feet for every 10 miles per hour. SVC permits can include any restrictions deemed necessary, including specific routes and hours, days, and/or seasons of operation. Rules and regulations can be promulgated regarding driver qualifications, vehicle equipment, and operational standards.

WEIGHT: All triple trailing unit combinations must comply with the Federal Bridge Formula with maximum axle weights of 20,000 pounds on a single axle and 34,000 pounds on a tandem axle. The maximum gross weight is 120,000 pounds on the Turnpike and Turnpike access routes, but the SVC's have a maximum weight of 110,000 pounds.

DRIVER: A commercial driver's license with the appropriate endorsement is required under both Turnpike and SVC rules. In addition, for SVC operation drivers must have completed SVC driver training and a company road test. Drivers must also have 2 years of experience driving tractor-semitrailers and 1 year driving doubles.

VEHICLE: Vehicle requirements apply to the SVC program only. All axles, except steering axles, must have dual wheels, and all vehicles must be able to achieve and maintain a speed of 40 miles per hour on all grades. Antispray mud flaps shall be attached to the rear of each axle except the steering axle. Mud flaps shall have a surface designed to absorb and deflect excess moisture to the road surface. Drop and lift axles

are prohibited. Vehicles may have a minimum of six and a maximum of nine axles. The heaviest trailers are to be placed forward. Hazardous cargo is prohibited. Convex mirrors are required on both sides of the cab. Equipment must comply with the requirements of 49 CFR 390–399.

Any SVC shall be stable at all times during normal braking and normal operation. When traveling on a level, smooth paved surface, an SVC shall follow the towing vehicle without shifting or swerving beyond the restraints of the lane of travel.

PERMIT: Same as the KS-TT2 combination on the Turnpike and Turnpike access routes. A fee per company plus a permit fee for each power unit is required for the SVC program, and the SVC permits are valid for 1 year. SVC's operated pursuant to regulation 36–1–33 under an annual permit shall be covered by insurance.

ACCESS: Turnpike access routes include all routes between the Turnpike and a motor freight terminal located within a 10-mile radius of each toll booth, except at the northeastern end of the Turnpike where a 20-mile radius is allowed. SVC access routes include all routes between the Interstate and a motor freight terminal located within 5 miles of the Interstate at Goodland.

ROUTES:

A. For vehicles subject to the Turnpike and Turnpike access rules:

	From	To
I–35 KTA	Oklahoma	KTA Exit 127.
I–70 KTA	KTA Exit 182	KTA Exit 223.
I–335 KTA	KTA Exit 127	KTA Exit 177.
I–470 KTA	KTA Exit 177	KTA Exit 182.

B. For vehicles subject to the SVC rules:

	From	To
I–70	Colorado	I–70 Exit 19 Goodland.

LEGAL CITATIONS: Same as the KS-TT2 combination, plus KSA 8–1915.

STATE: MASSACHUSETTS

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF CARGO-CARRYING UNITS: 104 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 127,400 pounds

OPERATIONAL CONDITIONS:

WEIGHT: Any combination of vehicles may not exceed a maximum gross weight of 127,400 pounds. The maximum gross weight of the tractor and first semitrailer shall not exceed 71,000 pounds. The maximum gross weight of each unit of dolly and semitrailer shall not exceed 56,400 pounds. The maximum gross weight for the tractor and first semitrailer is governed by the formula 35,000 pounds plus 1,000 pounds per foot between the center of the foremost axle and the center of the rearmost axle of the semitrailer. The maximum gross weight on any one axle is 22,400 pounds, and on any tandem axle it is 36,000 pounds. Axles less than 46 inches between centers are considered to be one axle.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement and must be registered with the Massachusetts Turnpike Authority (MTA). Registration shall include all specified driving records, safety records, physical examinations, and minimum of 5 years of driving experience with tractor trailers.

VEHICLE:

(1) Brake Regulation. The brakes on any vehicle, dolly converter, or combination of vehicles used in tandem-trailer operations as a minimum shall comply with Federal Motor Carrier Safety Regulations in 49 CFR part 393. In addition, any vehicle, dolly converter or combination of vehicles used in tandem-trailer operations shall meet the requirements of the provisions of the Massachusetts Motor Vehicle Law. Tandem-trailer combinations certified on or after June 1, 1968, shall be equipped with suitable devices to accelerate application and release of the brakes of the towed vehicle.

(2) Axles. A tractor used to haul a tandem trailer combination with a gross weight of more than 110,000 pounds shall be equipped with tandem rear axles, each of which shall be engaged to bear its full share of the load on the roadway surface.

(3) Tandem Assembly. When the gross weight of the trailers vary by more than 20 percent, they shall be coupled with the heaviest trailer attached to the tractor. Coupling devices and towing devices shall comply with the Federal regulations as stated in 49 CFR part 393. When the distance between the rear of the one semitrailer and the front of the following semitrailer is 10 feet or more, the dolly shall be equipped with a device, or the trailers shall be connected along the sides with suitable material, which will indicate to other Turnpike users that the trailers are connected and are in effect one unit. The MTA shall approve the devices or connections to be used on the semitrailers that would indicate it is one unit. Coupling devices shall be so designed, constructed, and installed, and the vehicles in a tandem trailer combination shall be so designed and constructed to ensure that when traveling on a level, smooth paved surface they will follow in the path of the towing vehicle without shifting or swerving over 3 inches to each side of the path of the towing vehicle when it is moving in a straight line. A tandem

trailer unit may pass another vehicle traveling in the same direction only if the speed differential will allow the tandem trailer unit to complete the maneuver and return to the normal driving lane within a distance of 1 mile.

Each truck tractor shall be equipped with at least one spare fuse or other overload protective device, if the devices are not of a reset type, for each kind and size used. The vehicle is to carry at least one set of tire chains for at least one driving wheel on each side between October 15 and May 1 of each year. Each truck tractor shall carry a fire extinguisher which shall have an aggregate rating of 20 BC.

PERMIT: A permittee must demonstrate to the MTA that it has insurance coverage of the type and amounts required by Turnpike regulation. Both the tractor manufacturer and the permittee shall certify to the MTA, prior to the approval of a tractor, that it is capable of hauling the maximum permissible gross load to be transported by the permittee at a speed not less than 20 miles per hour on all portions of the turnpike system. The MTA may revoke or temporarily suspend any permit at will and the instructions of the MTA or Massachusetts State Police shall be complied with immediately.

ACCESS: Makeup and breakup areas. Tandem trailer units shall not leave the Turnpike right-of-way and shall be assembled and disassembled only in designated areas.

ROUTES

	From	To
I–90 Mass Turnpike.	New York State	Turnpike Exit 18 Boston.

LEGAL CITATIONS:

The MTA, Massachusetts Rules and Regulations 730, and CMR 4.00.

STATE: MICHIGAN

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF CARGO-CARRYING UNITS: 58 feet

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.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: Truck height may not exceed 13.5 feet. There is no overall length for LCV's operating on the Interstate System when semitrailer and trailer lengths do not exceed 28.5 feet. If either the trailer or semitrailer is longer than 28.5 feet, the distance from the front of the first box to the rear of the second box may not exceed 58 feet. A combination of vehicles shall not have more than 11 axles, and the ratio of gross weight to net horsepower delivered to the clutch shall not exceed 400 to 1.

PERMIT: Permits for divisible loads of more than 80,000 pounds must conform to either Federal or grandfathered axle and bridge spacing requirements.

ACCESS: All designated State highways.

ROUTES: All Interstate routes and designated State highways.

LEGAL CITATIONS:

Michigan Public Act 300, section 257.722
Michigan Public Act 300, section 257.719

STATE: MICHIGAN

COMBINATION: Truck-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 63 feet

OPERATIONAL CONDITIONS:

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

DRIVER: The driver must have a commercial driver's license with appropriate endorsement.

VEHICLE: The overall length of this combination is limited to 70 feet. The only cargo that may be carried is saw logs, pulpwood, and tree length poles.

PERMIT: None required.

ACCESS: All NN routes.

ROUTES: All NN routes.

LEGAL CITATIONS: Michigan Public Act 300, section 257.719.

STATE: MISSISSIPPI

COMBINATION: Truck tractor and 2 trailing units

LENGTH OF THE CARGO-CARRYING UNITS: 65 feet

OPERATIONAL CONDITIONS:

WEIGHT: This combination must operate in compliance with State laws and regulations.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: Each trailing unit may be a maximum of 30 feet long.

PERMIT: None required.

ACCESS: No restrictions, may operate Statewide.

ROUTES: All NN routes.

LEGAL CITATIONS: Section 63–5–19, Mississippi Code, Annotated, 1972.

STATE: MISSOURI

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 110 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 120,000 pounds when entering Missouri from Kansas; 95,000 pounds when entering from Nebraska; 90,000 pounds when entering from Oklahoma.

OPERATIONAL CONDITIONS: Missouri allows vehicles from neighboring States access to terminals in Missouri which are within 20 miles of the Missouri State Line. These vehicles must be legal in the State from which they are entering Missouri.

WEIGHT, DRIVER, VEHICLE: Same conditions which apply to a truck tractor and two trailing units legally operating in Kansas, Nebraska, or Oklahoma.

PERMIT: Annual blanket overdimension permits are issued to allow a truck tractor and two trailing units legally operating in Kansas, Nebraska, or Oklahoma to move to and from terminals in Missouri which are located within a 20-mile band of the State Line for these three States. There is a permit fee per power unit. The permits carry routine permit restrictions, but do not address driver qualifications or any other restrictions not included in the rules and regulations for all permitted movement.

ACCESS: Routes as necessary to reach terminals.

ROUTES: All NN routes within a 20-mile band from the Kansas, Nebraska, and Oklahoma borders.

LEGAL CITATIONS: §304.170 and §304.200 Revised Statutes of Missouri 1990.

STATE: MISSOURI

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 109 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 120,000 pounds when entering Missouri from Kansas; 90,000 pounds when entering from Oklahoma.

OPERATIONAL CONDITIONS: Missouri allows vehicles from neighboring States access to terminals in Missouri which are within 20 miles of the Missouri State Line. These vehicles must be legal in the State from which they are entering Missouri.

WEIGHT, DRIVER, VEHICLE: Same conditions which apply to a truck tractor and three trailing units legally operating in Kansas or Oklahoma.

PERMIT: Annual blanket overdimension permits are issued to allow a truck tractor and three trailing units legally operating in Kansas or Oklahoma, to move to and from terminals in Missouri which are located within a 20-mile band of the State Line for these two States. There is a permit fee per power unit. The permits carry routine permit restrictions, but do not address driver qualifications or any other restrictions not included in the rules and regulations for all permitted movement.

ACCESS: Routes as necessary to reach terminals.

ROUTES: All NN routes within a 20-mile band from the Kansas and Oklahoma borders.

LEGAL CITATIONS: §304.170 & §304.200 Revised Statutes of Missouri 1990.

STATE: MONTANA

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF CARGO-CARRYING UNITS: 93 feet

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.

WEIGHT, MONTANA/ALBERTA MOU:

Maximum single-axle limit: 20,000 pounds

Maximum tandem-axle limit: 37,500 pounds
Maximum tridem-axle limit:
Axles spaced from 94″ to less than 118″: 46,300 pounds
Axles spaced from 118″ to less than 141″: 50,700 pounds
Axles spaced from 141″ to 146″: 52,900 pounds
Maximum gross weight:
A-Train: 118,000 pounds
B-Train (eight axle): 137,800 pounds
B-Train (seven axle): 124,600 pounds

The designation of ''A-Train'' or ''B-Train'' refers to the manner in which the two trailing units are connected.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: No special requirements beyond compliance with Federal Motor Carrier Safety Regulations.

PERMIT: Special permit required for double trailer combinations if either trailer exceeds 28.5 feet. Permits are available on an annual or a trip basis and provide for continuous travel. Statutory reference: 61–10–124, MCA. For vehicles being operated under the Montana/Alberta MOU, operators must have paid gross vehicle weight fees for the total weight being carried. In addition, a term Restricted Route and Oversize Permit for which an annual fee is charged must be obtained. Finally, vehicle operators must secure a single-trip, overweight permit prior to each trip.

ACCESS: Access must be authorized by the Montana DOT. For vehicles operated under the Montana/Alberta MOU, access routes from I–15 into Shelby are authorized when permits are issued. For vehicles with a cargo-carrying length greater than 88 feet, but not more than 93 feet, a 2-mile access from the Interstate System is automatically granted to terminals and service areas. Access outside the 2-mile provision may be granted on a case-by-case basis by the Administrator of the Motor Carrier Services Division.

ROUTES: Combinations with a cargo-carrying length greater than 88 feet, but not more than 93 feet, are limited to the Interstate System. Combinations with a cargo-carrying length of 88 feet or less can use all NN routes except U.S. 87 from milepost 79.3 to 82.5. For vehicles being operated under the Montana/Alberta MOU, the only route available is I–15 from the border with Canada to Shelby.

LEGAL CITATION:

61–10–124 MCA ..	61–10–104 MCA ..	ARM 18.8.509(6)
61–10–107 (3) MCA.	61–10–121 MCA ..	ARM 18.8.517, 518

Montana/Alberta Memorandum of Understanding
Administrative Rules of Montana

STATE: MONTANA

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 100 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 131,060 pounds

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.

DRIVER: Drivers of three trailing unit combinations must be certified by the operating company. This certification includes an actual driving test and knowledge of Federal Motor Carrier Safety Regulations and State law pertaining to triple vehicle operations. Drivers are also required to have a commercial driver's license with the appropriate endorsement.

VEHICLE: The 100-foot cargo-carrying length is only with a conventional tractor within a 110-foot overall length limit. If a cabover tractor is used, the cargo length is 95 feet within a 105-foot overall length limit. Vehicles involved in three trailing unit operations must comply with the following regulations:

1. Shall maintain a minimum speed of 20 miles per hour on any grade;
2. Kingpins must be solid and permanently affixed;
3. Hitch connections must be no-slack type;
4. Drawbars shall be of minimum practical length;
5. Permanently affixed axles must be designed for the width of the trailer;
6. Anti-sail mudflaps or splash and spray suppression devices are required;
7. The heavier trailers shall be in front of lighter trailers;
8. A minimum distance of 100 feet per 10 miles per hour is required between other vehicles except when passing;
9. Operating at speeds greater than 55 miles per hour is prohibited; and
10. Vehicle and driver are subject to Federal Motor Carrier Safety Regulations.

Reference: 18.8.517 Administrative Rules of Montana.

PERMIT: Special triple vehicle permits are required for the operation of these combinations. Permits are available on an annual or trip basis. Permits are good for travel on the Interstate System only and are subject to the following conditions:

1. Travel is prohibited during adverse weather conditions;
2. Transportation of Class A explosives is prohibited; and
3. Companies operating triple combinations must have an established safety program including driver certifications.

ACCESS: Access is for 2 miles beyond the Interstate System, or further if granted by the Administrator of the Motor Carrier Services Division.

ROUTES: Interstate System routes in the State.

LEGAL CITATION: 18.8.517 Administrative Rules of Montana.

STATE: MONTANA

COMBINATION: Truck-Trailer

LENGTH OF CARGO-CARRYING UNITS: 88 feet

OPERATIONAL CONDITIONS:

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

DRIVER, and ACCESS: Same as the MT-TT2 combination.

VEHICLE: Same as the MT-TT2 combination, except overall length limited to 95 feet.

PERMIT: Special permit required if overall length exceeds 75 feet. Special permits allow continuous travel and are available on an annual or trip basis.

ROUTES: Same as the MT-TT2 combination.

LEGAL CITATIONS: 61–10–121 and 61–10–124, MCA.

STATE: MONTANA

COMBINATION: Truck-trailer-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 103 feet

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

DRIVER, PERMIT, and ACCESS: Same as the MT-TT2 combination.

VEHICLE: The cargo-carrying unit length is 103 feet with a conventional truck within a 110-foot overall length limit, and 98 feet with a cab-over-engine truck within a 105-foot overall length limit. On two-lane highways the cargo-carrying unit length is 88 feet within a 95-foot overall length limit.

ROUTES: All NN routes except U.S. 87 between mileposts 79.3 and 82.5.

LEGAL CITATIONS:

61–10–124 MCA
61–10–121 MCA
ARM 18–8–509

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.

Truck tractor and 2 trailing unit combinations with a length of cargo-carrying units of over 65 feet are required to travel empty.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement. There are no additional special qualifications where the cargo-carrying unit lengths are 65 feet or less. For cargo-carrying unit lengths over 65 feet, the driver must comply with all State and Federal requirements and must not have had any accidents while operating such vehicles.

VEHICLE: For combinations with a cargo-carrying length over 65 feet, but not over 85 feet, the semitrailer cannot exceed 48 feet in length and the full trailer cannot be less than 26 feet or more than 28 feet long. The shorter trailer must be placed to the rear. The wheel path of the trailer(s) cannot vary more than 3 inches from that of the towing vehicle.

For combinations with a cargo-carrying length greater than 85 feet, up to and including 95 feet, the trailers must be of approximately equal length.

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 150 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.

LEGAL CITATIONS:

Nebraska Revised Statutes Reissued 1988

§ 39–6,179 (Double trailers under 65 feet)

§ 39–6,179.01 (Double trailers over 65 feet)

§ 39–6,180.01 (Authorized weight limits)

§ 39–6,181 (Vehicles; size; weight; load; overweight; special permits; etc.)

Nebraska Department of Roads Rules and Regulations, Title 408, Chapter 1 (Double trailers over 65 feet)

STATE: NEBRASKA

COMBINATION: Truck tractor and 3 trailing units

LENGTH OF THE CARGO-CARRYING UNITS: 95 feet

OPERATIONAL CONDITIONS:

WEIGHT: A truck tractor and three trailing unit combination is required to travel empty.

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.

VEHICLE: A three trailing unit combination must have trailers of approximately equal length and the overall vehicle length cannot exceed 105 feet.

ROUTES: I–80 from Wyoming to Exit 440 (Nebraska Highway 50).

LEGAL CITATIONS:

Neb. Rev. Stat. § 39–6.179,01 (Reissue 1988)

Nebraska Department of Roads Rules and Regulations, Title 408, Chapter 1

STATE: NEBRASKA

COMBINATION: Truck-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 68 feet

OPERATIONAL CONDITIONS:

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

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: The overall vehicle length, including load, cannot exceed 75 feet.

PERMIT: No permit is required.

ACCESS: Statewide during daylight hours only.

ROUTES: All NN routes.

LEGAL CITATIONS: Neb. Rev. Stat. §39–6,179.

STATE: NEVADA

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 95 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 129,000 pounds

OPERATIONAL CONDITIONS:

WEIGHT: The single-axle weight limit is 20,000 pounds, the tandem-axle weight limit is 34,000 pounds, and the gross weight is subject to the Federal Bridge Formula limits, provided that two consecutive tandems with a distance of 36 feet or more between the first and last axle may carry 34,000 pounds on each tandem.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement, be at least 25 years old, and have had a medical exam within previous 24 months. Every operator must be covered by a liability insurance policy with personal injury and property damage limits meeting State requirements.

VEHICLE: No trailer may be longer than 48 feet. If one trailer is 48 feet long, the other trailer cannot exceed 42 feet. Towed vehicles must not shift or sway more than 3 inches to right or left and must track in a straight line on a level, smooth paved highway. Vehicles must be able to accelerate and operate on a level highway at speeds which are compatible with other traffic and with the speed limits and must be able to maintain a minimum of 20 miles per hour on any grade on which they may operate. All vehicles must have safety chains on converter dollies. Vehicles must carry snow chains for each drive wheel.

Vehicle operations may be suspended in adverse weather and high winds, as determined by police or the Nevada DOT.

The shortest trailer must be in the rear of a combination unless it is heavier than the longer trailer.

Brakes must comply with all State and Federal requirements for commercial vehicles including automatic braking for separation of vehicles, parking brakes, and working lights.

Vehicles must not exceed posted speed limits and cannot operate on any highway on which they cannot at all times stay on the right side of the center line. All LCV's must keep a distance of at least 500 feet from each other.

Every full-sized truck or truck tractor used in a combination of vehicles must be equipped with at least the following emergency and safety equipment:

1. One fire extinguisher which meets ''Classification B'' of the National Fire Protection Association.

2. One spare light bulb for every electrical lighting device used on the rear of the last vehicle in a combination of vehicles.

3. One spare fuse for each different kind and size of fuse used in every vehicle in the combination of vehicles. If the electrical system of any vehicle in the combination contains any devices for protection of electrical circuits from overloading, other than fuses and circuit breakers which can be reset, one spare of each such device must be kept as emergency and safety equipment.

4. Any flares, reflectors or red electrical lanterns which meet State or Federal law or regulation.

Before operating a combination of vehicles on a highway of this State, the owner or operator of the combination shall certify to the Nevada DOT, on a form provided by it, that all vehicles and equipment in the combination meet the requirements of and will be operated in compliance with NAC 484.300 to 484.440, inclusive.

All axles except for steering axles and axles that weigh less than 10,000 pounds must have at least four tires unless the tire width of each tire on the axles is 14 inches or greater.

PERMIT: Permits are required and a fee is charged. They may be revoked for violation of any of the provisions of the legal regulations. The State may suspend operation on roads deemed unsafe or impracticable. Permits must be carried in the vehicle along with identification devices issued by the Nevada Department of Motor Vehicles.

ACCESS: As authorized by the Nevada DOT.

ROUTES: All NN routes, except US 93 from Nevada State route 500 to Arizona.

LEGAL CITATIONS: NRS 484.400, .405(4), .425, .430, .739, 408.100–4, .100–6(a), and 706.531. Also, ''Regulations for the Operation of 70 to 105 foot Combinations'' (1990).

STATE: NEVADA

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 95 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 129,000 pounds

OPERATIONAL CONDITIONS: Same as the NV-TT2 combination.

ROUTES: Same as the NV-TT2 combination.

LEGAL CITATIONS: Same as the NV-TT2 combination.

STATE: NEVADA

COMBINATION: Truck-trailer, and Truck-trailer-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 98 feet

OPERATIONAL CONDITIONS:

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

DRIVER, VEHICLE, and ACCESS: Same as the NV-TT2 combination.

PERMITS: Same as the NV-TT2 combination, except permits for Truck-trailer, or Truck-trailer-trailer combinations are only required when the overall length is 70 feet or more.

ROUTES: Same as the NV-TT2 combination.

LEGAL CITATIONS: Same as the NV-TT2 combination.

STATE: NEW MEXICO

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: Not applicable

MAXIMUM ALLOWABLE GROSS WEIGHT: 86,400 pounds

OPERATIONAL CONDITIONS: The cargo-carrying length restriction does not apply to this combination. The length of each trailing unit is limited to 28.5 feet. This describes a two trailing unit vehicle whose operation is guaranteed by the STAA of 1982 regardless of inter-unit spacing. As long as each trailing unit is 28.5 feet long or less, cargo-carrying length is not restricted. This combination is listed as a LCV because it can exceed the 80,000-pound threshold established in the Congressional definition. The 86,400-pound gross weight limit is grandfathered for New Mexico.

WEIGHT: Single axle = 21,600 pounds. Tandem axle = 34,200 pounds. Load per inch of tire width = 600 pounds. The total gross weight with load imposed on the highway by any vehicle or combination of vehicles where the distance between the first and last axles is less than 19 feet shall not exceed that given for the respective distances in the following table:

Distance in feet between first and last axles of group	Allowed load in pounds on group of axles
4	34,320
5	35,100
6	35,880
7	36,660
8	37,440
9	38,220
10	39,000
11	39,780
12	40,560
13	41,340
14	42,120
15	42,900
16	43,680
17	44,460
18	45,240

The total gross weight with load imposed on the highway by any vehicle or combination of vehicles where the distance between the first and last axles is 19 feet or more shall not exceed that given for the respective distances in the following table:

Distance in feet between first and last axles of group	Allowed load in pounds on group of axles
19	53,100
20	54,000
21	54,900
22	55,800
23	56,700
24	57,600
25	58,500
26	59,400
27	60,300
28	61,200
29	62,100
30	63,000
31	63,900
32	64,800
33	65,700
34	66,600
35	67,500
36	68,400
37	69,300
38	70,200
39	71,100
40	72,000
41	72,900
42	73,800
43	74,700
44	75,600
45	76,500
46	77,400
47	78,300

Distance in feet between first and last axles of group	Allowed load in pounds on group of axles
48	79,200
49	80,100
50	81,000
51	81,900
52	82,800
53	83,700
54	84,600
55	85,500
56 and over	86,400

The distance between the centers of the axles shall be measured to the nearest even foot. When a fraction is exactly one-half the next larger whole number shall be used.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: No special requirements beyond normal Federal Motor Carrier or State regulations. The maximum length of the trailing units is 28.5 feet.

PERMIT: None Required.

ACCESS: STAA vehicles must be allowed reasonable access in accordance with 23 CFR 658.19.

ROUTES: All Interstate highways.

LEGAL CITATIONS:

66–7–409 NMSA 1978
66–7–410 NMSA 1978

STATE: NEW YORK

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 102 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 143,000 pounds

OPERATIONAL CONDITIONS:

WEIGHT: The following information pertains to tandem trailer combinations with either trailer more than 28.5 feet long but not more than 48 feet long. A nine-axle combination vehicle may not exceed a total maximum gross weight of 143,000 pounds. An eight-axle combination vehicle may not exceed a total maximum gross weight of 138,400 pounds. The maximum gross weight that may be carried upon any combination of units is limited by the maximum gross weight that can be carried upon the axles as follows. For a nine-axle combination: Drive axles—36,000 pounds, axles four/five—36,000 pounds, axles six/seven—27,000 pounds, and axles eight/nine—36,000 pounds. A minimum 12-foot axle spacing between the fifth and sixth axles is also required on the nine-axle LCV. For an eight-axle combination: Drive axles—36,000 pounds, axles four/five—36,000 pounds, sixth axle—22,400 pounds, and axles seven/eight—36,000 pounds. The eight-axle LCV has no minimum axle-spacing requirements. For gross weights in excess of 138,400 pounds the combination must include a tandem-axle dolly to meet the nine-axle requirements. Maximum permissible gross weight for B-train combination is 127,000 pounds.

When the gross weight of the two trailers in a tandem combination vary more than 20 percent, the heaviest of the two must be placed in the lead position.

For tandem trailer combinations in which neither trailing unit exceeds 28.5 feet in length the following maximum allowable weights apply: for a single axle—28,000 pounds (except that steering axles may not exceed 22,400 pounds), for a tandem axle—42,500 pounds, for a tri-axle—52,500 pounds. The gross weight may not exceed 100,000 pounds or the manufacturers gross weight rating, whichever is lower.

DRIVER: For operation on highways under the jurisdiction of the New York State Thruway Authority (NYSTA), except for the full length of I–84 and that portion of I–287 from Thruway exit 8 to I–95, the driver must have a commercial driver's license with the appropriate endorsement, and hold a Tandem Trailer Driver's Permit issued by the NYSTA. In order to obtain an NYSTA driver's permit, an applicant must (1) hold a valid commercial driver's license with multiple-trailer endorsement; (2) be over 26 years old, in good health, and have at least 5 years of provable experience driving tractor-trailer combinations; and (3) meet all other application requirements with regard to driving history established by the NYSTA. Qualified drivers receive a Tandem Trailer Driver's Permit for Tandem Vehicle Operation which is valid only for the operation of the certified equipment owned by the company to which the permit is issued.

For operation on highways under the jurisdiction of the New York State DOT, cities not wholly included in one county, the full length of I–84 and that portion of I–287 from Thruway exit 8 to I–95, the driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: All vehicles must meet the requirements of applicable Federal and State statutes, rules, and regulations. Vehicles operating on highways under the jurisdiction of the NYSTA, except for the full length of I–84 and that portion of I–287 from Thruway exit 8 to I–95, must also meet the following additional requirements. The tractor manufacturer and the permittee shall certify to the NYSTA prior to the approval of the tractor that it is capable of hauling the maximum permissible gross load at a speed of not less than 20 miles per hour on all portions of the thruway system.

The brakes on any vehicle, dolly converter, or combination of vehicles shall comply with

49 CFR part 393 and, in addition, any vehicle or dolly converter shall meet the provisions of the New York State Traffic Law.

Tandem trailer operations shall be equipped, at a minimum, with emergency equipment as required by 49 CFR part 393, subpart H, as amended, tire chains from October 15 to May 1 of each year, a fire extinguisher with an aggregate rating of 20BC, and each trailer with specific lamps and reflectors.

All tractors certified by the NYSTA for use with tandem trailers will be assigned an identification number by the NYSTA which must be placed on the vehicle. The number must be at least 3 inches in height and visible to a person standing at ground level opposite the driver's position in the cab.

Axle Type. Tractors to be used for hauling 110,000 pounds or more shall be equipped with tandem rear axles, both with driving power. Tractors to be used for hauling 110,000 pounds or less may have a single drive axle. Tandem combinations using single wheel tires commonly referred to as ''Super Singles'' are required to use triple-axle tractors, dual-axle trailers, and dual-axle dollies.

Dollies. Every converter dolly certified on and after June 1, 1968, used to convert a semitrailer to a full trailer may have either single or tandem axles at the option of the permittee. Single-axle dollies may not utilize low profile tires. Combination vehicles with a gross weight in excess of 138,400 pounds must have a tandem-axle dolly to meet the nine-axle requirement. If the distance between two semitrailers is 10 feet or more, the dolly shall be equipped with a device or the trailers connected along the sides with suitable material to indicate they are in effect one unit. The devices or connection shall be approved by the NYSTA prior to use on a tandem trailer combination. The NYSTA tandem-trailer provisions require that converter dollies shall be coupled with one or more safety chains or cables to the frame or an extension of the frame of the motor vehicle by which it is towed. Each dolly converter must also be equipped with mud flaps. Tandem combinations using a sliding fifth wheel attached to the lead trailer, known as a ''B-Train'' combination, will require a separate Thruway Engineer Service approval prior to the initial tandem run. Special provisions regarding B-Trains will be reviewed at the time of the application or request for use on the Thruway.

PERMIT: For operation on highways under the jurisdiction of the New York State DOT, cities not wholly included in one county, or the following highway sections under NYSTA jurisdiction; the full length of I–84 and that portion of I–287 from Thruway exit 8 to I–95, a permit to exceed the weight limits set forth in section 385(15) of the New York State Vehicle and Traffic Law must be obtained from the State DOT, city involved, or the NYSTA. A fee is charged for the permit.

For operation on highways under the jurisdiction of the NYSTA, except for the full length of I–84 and that portion of I–287 from Thruway exit 8 to I–95, companies must file an application for a Tandem Trailer Permit with the NYSTA. Permits are issued to such companies upon meeting qualifications, including insurance, for tandem combinations over 65 feet in length. No permit fee is charged; however, Thruway tolls are charged for each use of the Thruway, and the equipment must be certified by the NYSTA annually. The annual re-certification of equipment is handled by: New York State Thruway Authority, Manager of Traffic Safety Services, P.O. Box 189, Albany, New York 12201–0189

Transportation of hazardous materials is subject to special restrictions plus 49 CFR part 397 of the Federal Motor Carrier Safety Regulations.

ACCESS: For tandem trailer combinations with either trailer more than 28.5 feet long but not more than 48 feet long, the following access is available to authorized operating routes.

I–87 (New York Thruway) Access provided at Thruway Exit 21B to or from a point 1,500 feet north of the Thruway on US 9W.

I–90 (NYSTA-Berkshire Section) access provided at:

(1) Thruway Exit B–1 to or from a point 0.8 mile north of the southern most access ramp on US 9.

(2) Thruway Exit B–3 within a 2,000-foot radius of the Thruway ramps to NY 22.

I–90 (New York Thruway) access provided at:

(1) Thruway Exit 28 within a radius of 1,500 feet of the toll booth at Fultonville, New York.

(2) Thruway Exit 32 to or from a point 0.6 mile north of the Thruway along NY 233.

(3) Thruway Exit 44 to or from a point 0.8 mile from the Thruway along NY 332 and Collett Road.

(4) Thruway Exit 52 to or from:

(a) A point 1.7 miles west and south of the Thruway via Walden Avenue and NY 240 (Harlem Road);

(b) A point 0.85 mile east and south of the Thruway via Walden Avenue and a roadway purchased by the Town of Cheektowaga from Sorrento Cheese, Inc.

(5) Thruway Exit 54 to or from a point approximately 2.5 miles east and north of the Thruway via routes NY 400 and NY 277.

(6) Thruway Exit 56 to or from a point approximately 2 miles west and south of the Thruway via NY 179 and Old Mile Strip Road.

I–190 (NYSTA—Niagara Section) access provided at:

(1) Thruway Exit N1 to or from:

(a) A point 0.8 mile west of the Thruway exit along Dingens Street.

(b) A point 0.45 mile from the Thruway exit via Dingens Street and James E. Casey Drive.

(2) Thruway Exit N5 to or from a point approximately 1.0 miles south of the Thruway via Louisiana Street and South Street.

(3) Thruway Exit N15 to or from a point 0.5 mile southeast of the Thruway via NY 325 (Sheridan Drive) and Kenmore Avenue.

(4) Thruway Exit N17 to or from:

(a) A point 1.5 miles north of the Thruway on NY 266 (River Road).

(b) A point approximately 0.4 mile south of the Thruway on NY 266 (River Road).

Tandem trailer combinations in which neither trailing unit exceeds 28.5 feet in length are restricted to the Designated Qualifying and Access Highway System.

ROUTES: For tandem trailer combinations with either trailer more than 28.5 feet long, but not more than 48 feet long, the following routes are available:

	From	To
I–87 (New York Thruway).	Bronx/Westchester County Line.	Thruway Exit 24.
I–90 (New York Thruway).	Pennsylvania.	Thruway Exit 24.
I–90 (New York Thruway Berkshire Section).	Thruway Exit B–1	Massachusetts.
I–190 (New York Thruway Niagara Section).	Thruway Exit 53 ...	Int'l Border with Canada.
NY 912M (Berkshire Connection of the New York Thruway).	Thruway Exit 21A	Thruway Exit B–1.

Tandem trailer combinations in which neither trailing unit exceeds 28.5 feet in length may operate on all NN Highways.

LEGAL CITATIONS:

Public Authorities Law—Title 9, sec. 350, et. seq. (section 361 is most relevant)

New York State Thruway Authority Rules & Regulations, sections 100.6, 100.8, and 103.13

New York State Vehicle & Traffic Law, sections 385 and 1630

STATE: NORTH DAKOTA

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 103 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 105,500 pounds

OPERATIONAL CONDITIONS:

WEIGHT: The Gross Vehicle Weight (GVW) of any vehicle or combination of vehicles is determined by the Federal Bridge Formula, including the exception for two sets of tandems spaced 36 feet apart.

No single axle shall carry a gross weight in excess of 20,000 pounds. Axles spaced 40 inches or less apart are considered one axle. Axles spaced 8 feet or more apart are considered as individual axles. The gross weight of two individual axles may be restricted by the weight formula. Spacing between axles shall be measured from axle center to axle center.

Axles spaced over 40 inches but less than 8 feet apart shall not carry a gross weight in excess of 17,000 pounds per axle. The gross weight of three or more axles in a grouping is determined by the measurement between the extreme axle centers. During the spring breakup season or on otherwise posted highways, reductions in the above axle weights may be specified.

The weight in pounds on any one wheel shall not exceed one-half the allowable axle weight. Dual tires are considered one wheel.

The weight per inch of tire width shall not exceed 550 pounds. The width of tire shall be the manufacturer's rating.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: The cargo length of a two trailing unit combination may not exceed 100 feet (when the power unit is a truck tractor) or 103 feet (when the power unit is a truck) when traveling on the NN or local highways designated by local authorities.

All hitches must be of a load-bearing capacity capable of bearing the weight of the towed vehicles. The towing vehicle must have a hitch commonly described as a fifth wheel or gooseneck design, or one that is attached to the frame.

The hitch on the rear of the vehicle connected to the towing vehicle must be attached to the frame of the towed vehicle. All hitches, other than a fifth wheel or gooseneck, must be of a ball and socket type with a locking device or a pintle hook.

The drawn vehicles shall be equipped with brakes and safety chains adequate to control the movement of, and to stop and hold, such vehicles. When the drawn vehicle is of a fifth wheel or gooseneck design, safety chains are not required.

In any truck or truck tractor and two trailer combination, the lighter trailer must always be operated as the rear trailer, except when the gross weight differential with the other trailer does not exceed 5,000 pounds.

The power unit shall have adequate power and traction to maintain a minimum speed of 15 miles per hour on all grades.

PERMIT: No permits are required for GVW of 80,000 pounds or less. Single-trip permits are required for GVW exceeding 80,000 pounds. Weather restrictions (37–06–04–06, NDAC), weight distribution on trailers (37–06–04, NDAC), and signing requirements (37–06–04–05, NDAC) are applicable.

Movements of LCV's are prohibited when:

1. Road surfaces, due to ice, snow, slush, or frost present a slippery condition which may be hazardous to the operation of the unit or to other highway users;

2. Wind or other conditions may cause the unit or any part thereof to swerve, whip, sway, or fail to follow substantially in the path of the towing vehicle; or

3. Visibility is reduced due to snow, ice, sleet, fog, mist, rain, dust, or smoke.

The North Dakota Highway Patrol may restrict or prohibit operations during periods when in its judgment traffic, weather, or other safety conditions make travel unsafe.

The last trailer in any combination must have a ''LONG LOAD'' sign mounted on the rear. It must be a minimum of 12 inches in height and 60 inches in length. The lettering must be 8 inches in height with 1-inch brush strokes. The letters must be black on a yellow background.

Legal width—8 feet 6 inches on all highways.

Legal height—13 feet 6 inches.

ACCESS: Access for vehicles with cargo-carrying length of 68 feet or more is 10 miles off the NN. Vehicles with a cargo-carrying length less than 68 feet may travel on all highways in North Dakota.

ROUTES: All NN routes.

LEGAL CITATIONS: North Dakota Century Code, section 38–12–04; North Dakota Administrative Code, article 37–06.

STATE: NORTH DAKOTA

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 100 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 105,500 pounds

OPERATIONAL CONDITIONS:

WEIGHT, DRIVER, PERMIT, and ACCESS: Same as the ND-TT2 combination.

VEHICLE: Same as the ND-TT2 combination, and in addition, in any combination with three trailing units the lightest trailer must always be operated as the rear trailer. For the first two trailing units the lighter trailer must always be second except when the gross weight differential with the other trailer does not exceed 5,000 pounds.

ROUTES: Same as the ND-TT2 combination.

LEGAL CITATIONS: Same as the ND-TT2 combination.

STATE: NORTH DAKOTA

COMBINATION: Truck-trailer, and Truck-trailer-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 103 feet

OPERATIONAL CONDITIONS:

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

DRIVER, VEHICLE, PERMIT, and ACCESS: Same as the ND-TT2 combination.

ROUTES: Same as the ND-TT2 combination.

LEGAL CITATIONS: Same as the ND-TT2 combination.

STATE: OHIO

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 102 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 127,400 pounds

OPERATIONAL CONDITIONS: Long double combination vehicles are only allowed on that portion of Ohio's Interstate System which is under the jurisdiction of the Ohio Turnpike Commission (OTC). These same vehicles are not allowed on any portion of the Interstate System under the jurisdiction of the Ohio DOT.

WEIGHT: The OTC has established the following provisions for operation:

Maximum Weight: Single axle = 21,000 pounds; tandem axle spaced 4 feet or less apart = 24,000 pounds; tandem axle spaced more than 4 feet but less than 8 feet apart = 34,000 pounds; gross weight for doubles 90 feet or less in length = 90,000 pounds; gross weight for doubles over 90 feet but less than 112 feet in length = 127,400 pounds.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement, be over 26 years of age, in good health, and shall have not less than 5 years of experience driving tractor-trailer or tractor-short double trailer motor vehicles. Such driving experience shall include experience throughout the four seasons. Drivers must

comply with the applicable current requirements of the Federal Motor Carrier Safety Regulations, Federal Hazardous Materials Regulations, and the Economic and Safety regulations of the Ohio Public Utility Commission.

VEHICLE: Vehicles being operated under permit at night must be equipped with all lights and reflectors required by the Ohio Public Utilities Commission and the Federal Motor Carrier Safety Regulations, except that the trailer shall be equipped with two red tail lights and two red or amber stop lights mounted with one set on each side. Trailer and semitrailer length for doubles cannot exceed 48 feet, and mixed trailer length combinations are not allowed for combination vehicles over 90 feet in length. Combined cargo-carrying length, including the trailer hitch, cannot be less than 80 feet or more than 102 feet. The number of axles on a double shall be a minimum of five and a maximum of nine. A tractor used in the operation of a double shall be capable of hauling the maximum weight at a speed of not less than 40 miles per hour on all portions of the Turnpike.

PERMIT: A special permit is required if the vehicle is over 102 inches wide, 14 feet high, or 65 feet in length including overhang. Tractor-semitrailer-semitrailer combinations require a permit if over 75 feet in length, excluding an allowed 3-foot front overhang and a 4-foot rear overhang. For vehicles over 120 inches wide, 14 feet high, or 80 feet long or if any unit of the combination vehicle is over 60 feet in length, travel is restricted to daylight hours Monday through noon Saturday, except holidays and the day before and after holidays. Operators are restricted to daylight driving if the load overhang is more than 4 feet. A ''Long Double Trailer Permit'' issued by the OTC is required for operation of doubles in excess of 90 feet in length. Towing units and coupling devices shall have sufficient structural strength to ensure safe operation. Vehicles and coupling devices shall be so designed, constructed, and installed in a double as to ensure that any towed vehicles when traveling on a level, smooth paved surface will follow in the path of the towing vehicle without shifting or swerving more than 3 inches to either side of the path of the towing vehicle when the latter is moving in a straight line. Vehicle coupling devices and brakes shall meet the requirements of the Ohio Public Utilities Commission and Federal Motor Carrier Safety Regulations. The distance between the rearmost axle of a semitrailer and the front axle of the next semitrailer in a coupled double unit shall not exceed 12 feet 6 inches. In no event shall the distance between the semitrailers coupled in a double exceed 9 feet. Double and triple trailer combinations must be equipped with adequate, properly maintained spray-suppressant mud flaps on all axles except the steering axle. In the event that the gross weights of the trailers vary by more than 20 percent, they shall be coupled according to their gross weights with the heavier trailer forward. A minimum distance of 500 feet shall be maintained between double units and/or triple units except when overtaking and passing another vehicle. A double shall remain in the right-hand, outside lane except when passing or when emergency or work-zone conditions exist. When, in the opinion of the OTC, the weather conditions are such that operation of a double is inadvisable, the OTC will notify the permittee that travel is prohibited for a certain period of time.

Class A and B explosives; Class A poisons; and Class 1, 2, and 3 radioactive material cannot be transported in double trailer combinations. Other hazardous materials may be transported in one trailer of a double. The hazardous materials should be placed in the front trailer unless doing so will result in the second trailer weighing more than the first trailer.

ACCESS: Tandem trailer units shall not leave the Turnpike right-of-way and shall be assembled and disassembled only in designated areas located at Exits 4, 7, 10, 11, 13, 14, and 16.

ROUTES

	From	To
I–76 Ohio Turnpike	Turnpike Exit 15 ...	Pennsylvania.
I–80 Ohio Turnpike	Turnpike Exit 8A ..	Turnpike Exit 15.
I–80/90 Ohio Turnpike.	Indiana	Turnpike Exit 8A.

LEGAL CITATIONS: Statutory authority, as contained in Chapter 5537 of the Ohio Revised Code, to regulate the dimensions and weights of vehicles using the Turnpike.

STATE: OHIO

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 95 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 115,000 pounds

OPERATIONAL CONDITIONS: Same as the OH-TT2 combination, except as follows:

WEIGHT: Gross weight for triples with an overall length greater than 90 feet but not over 105 feet in length = 115,000 pounds.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement, be over 26 years of age, in good health, and shall have not less than 5 years of experience driving double trailer combination units. Such driving experience shall include experience throughout the four seasons. Each driver must have special training

on triple combinations to be provided by the Permittee.

VEHICLE: Triple trailer combination vehicles are allowed to operate on the Turnpike provided the combination vehicle is at least 90 feet long but less than 105 feet long and each trailer is not more than 28.5 feet in length. The minimum number of axles on the triple shall be seven and the maximum is nine.

PERMIT: A triple trailer permit to operate on the Turnpike is required for triple trailer combinations in excess of 90 feet in length. There is an annual fee for the permit. Class A and B explosives; Class A poisons; and Class 1, 2, and 3 radioactive material cannot be transported in triple trailer combinations. Other hazardous materials may be transported in two trailers of a triple. The hazardous materials should be placed in the front two trailers unless doing so will result in the third trailer weighing more than either one of the lead trailers.

ACCESS: With two exceptions, triple trailer units shall not leave the Turnpike right-of-way and shall be assembled and disassembled only in designated areas located at Exits 4, 7, 10, 11, 13, 14, and 16. The first exception is that triple trailer combinations are allowed on State Route 21 from I–80 Exit 11 (Ohio Turnpike) to a terminal located approximately 500 feet to the north in the town of Richfield. The second exception is for a segment of State Route 7 from Ohio Turnpike Exit 16 to 1 mile south.

ROUTES

	From	To
I–76 Ohio Turnpike	Turnpike Exit 15	Pennsylvania.
I–80 Ohio Turnpike	Turnpike Exit 8A	Turnpike Exit 15.
I–80/90 Ohio Turnpike.	Indiana	Turnpike Exit 8A.
OH–7	Turnpike Exit 16	Extending 1 mile south.

LEGAL CITATIONS: Same as the OH-TT2 combination.

STATE: OKLAHOMA

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 110 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 90,000 pounds

OPERATIONAL CONDITIONS:

WEIGHT: Single axle = 20,000 pounds; tandem axle = 34,000 pounds; gross vehicle weight = 90,000 pounds. The total weight on any group of two or more consecutive axles shall not exceed the amounts shown in Table 1.

TABLE 1—OKLAHOMA ALLOWABLE AXLE GROUP WEIGHT

Axle Spacing (ft)	Maximum load (lbs) by axle group				
	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles
4	34,000				
5	34,000				
6	34,000				
7	34,000				
8	34,000	42,000			
9	39,000	42,500			
10	40,000	43,500			
11		44,000			
12		45,000	50,000		
13		45,500	50,500		
14		46,500	51,500		
15		47,000	52,000		
16		48,000	52,500	58,000	
17		48,500	53,500	58,500	
18		49,500	54,000	59,000	
19		50,000	54,500	60,000	
20		51,000	55,500	60,500	66,000
21		51,500	56,000	61,000	66,500
22		52,500	56,500	61,500	67,000
23		53,000	57,500	62,500	68,000
24		54,000	58,000	63,000	68,500
25		54,500	58,500	63,500	69,000
26		56,000	59,500	64,000	69,500
27		57,500	60,000	65,000	70,000
28		59,000	60,500	65,500	71,000
29		60,500	61,500	66,000	71,500
30		62,000	62,000	66,500	72,000
31		63,500	63,500	67,000	72,500
32		64,000	64,000	68,000	73,500
33			64,500	68,500	74,000
34			65,000	69,000	74,500
35			66,000	70,000	75,000
36			68,000	70,500	75,500
37			68,000	71,000	76,000
38			69,000	72,000	77,000
39			70,000	72,500	77,500
40			71,000	73,000	78,000
41			72,000	73,500	78,500
42			73,000	74,000	79,000
43			73,280	75,000	80,000
44			73,280	75,500	80,500
45			73,280	76,000	81,000
46			73,280	76,500	81,500
47			73,500	77,500	82,000
48			74,000	78,000	82,000
49			74,500	78,500	83,500
50			75,500	79,000	84,000
51			76,000	80,000	84,500
52			76,500	80,500	85,000
53			77,500	81,000	86,000
54			78,000	81,500	86,500
55			78,500	82,500	87,000
56			79,500	83,000	87,500
57			80,000	83,500	88,000
58				84,000	89,000
59				85,000	89,500
60				85,500	90,000

DRIVER: All drivers must have a commercial driver's license with the appropriate endorsement and must meet the requirements of the Federal Motor Carrier Safety Regulations (49 CFR parts 390–397). State requirements more stringent and not in conflict with Federal requirements take precedence.

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.

PERMIT: An annual special authorization permit is required for tandem trailer vehicles operating on the Interstate System having a gross weight of more than 80,000 pounds. A fee is charged for the special authorization permit.

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.
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.

LEGAL CITATIONS:

Title 47 1981 O.S. 14–101
Title 47 1990 O.S. 14–103, –109, and –116
DPS Size and Weight Permit Manual 595:30.

STATE: OKLAHOMA

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 95 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 90,000 pounds

OPERATIONAL CONDITIONS:

WEIGHT and ACCESS: Same as the OK-TT2 combination.

DRIVER: Same as the OK-TT2 combination except that in addition, a driver of a three trailing unit combination must have had at least 2 years of experience driving tractor-trailer combinations.

VEHICLE: All vehicles must meet the requirements of applicable Federal and State statutes, rules, and regulations. Vehicle and load shall not exceed 102 inches in width on the Interstate System and other four-lane divided highways. Maximum unit length of triple trailers is 29 feet. Truck tractors pulling triple trailers must have sufficient horsepower to maintain a minimum speed of 40 miles per hour on the level and 20 miles per hour on grades under normal operation conditions. Heavy-duty fifth wheels, pick-up plates equal in strength to the fifth wheel, solid kingpins, no-slack hitch connections, mud flaps and splash guards, and full-width axles are required on triple trailer combinations. All braking systems must comply with State and Federal requirements.

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.

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.

ROUTES: Same as the OK-TT2 combination.

LEGAL CITATIONS:

Title 47 1981 O.S. 14–101
Title 47 1990 O.S. 14–109, –116, –121
DPS Size and Weight Permit Manual 595:30.

STATE: OREGON

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 68 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 105,500 pounds

OPERATIONAL CONDITIONS:

WEIGHT: Maximum allowable weights are as follows: single wheel—10,000 pounds, single axle—20,000 pounds, tandem axle—34,000 pounds. Gross vehicle weights over 80,000 pounds must follow the Oregon extended weight table, with a maximum of 105,500 pounds. Weight is also limited to 600 pounds per inch of tire width.

EXTENDED WEIGHT TABLE

Gross weights over 80,000 pounds are authorized only when operating under the authority of a Special Transportation Permit.

MAXIMUM ALLOWABLE WEIGHTS

1. The maximum allowable weights for single axles and tandem axles shall not exceed those specified under ORS 818.010.

2. The maximum allowable weight for groups of axles spaced at 46 feet or less apart shall not exceed those specified under ORS 818.010.

3. The maximum weights for groups of axles spaced at 47 feet or more and the gross combined weight for any combination of vehicles shall not exceed those set forth in the following table:

Axle spacing in feet	Maximum gross weight in pounds on			
	5 Axles	6 Axles	7 Axles	8 or More axles
47	77,500	81,000	81,000	81,000
48	78,000	82,000	82,000	82,000
49	78,500	83,000	83,000	83,000
50	79,000	84,000	84,000	84,000
51	80,000	84,500	85,000	85,000
52	80,500	85,000	86,000	86,000
53	81,000	86,000	87,000	87,000
54	81,500	86,500	88,000	91,000
55	82,500	87,000	89,000	92,000
56	83,000	87,500	90,000	93,000
57	83,500	88,000	91,000	94,000
58	84,000	89,000	92,000	95,000
59	85,000	89,500	93,000	96,000
60	85,500	90,000	94,000	97,000
61	86,000	90,500	95,000	98,000
62	87,000	91,000	96,000	99,000
63	87,500	92,000	97,000	100,000
64	88,000	92,500	97,500	101,000
65	88,500	93,000	98,000	102,000
66	89,000	93,500	98,500	103,000
67	90,000	94,000	99,000	104,000
68	90,000	95,000	99,500	105,000
69	90,000	95,500	100,000	105,500
70	90,000	96,000	101,000	105,500
71	90,000	96,500	101,500	105,000
72	90,000	96,500	102,000	105,500
73	90,000	96,500	102,500	105,500
74	90,000	96,500	103,000	105,500
75	90,000	96,500	104,000	105,500
76	90,000	96,500	104,500	105,500
77	90,000	96,500	105,000	105,500
78	90,000	96,500	105,500	105,500

Distance measured to nearest foot; when exactly one-half foot, take next larger number.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: For a combination which includes a truck tractor and two trailing units, the lead trailing unit (semitrailer) may be up to 40 feet long. The second trailing unit may be up to 35 feet long. However, the primary control is the total cargo-carrying distance which has a maximum length of 68 feet. Any towed vehicles 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. Permitted movements must have the lighter trailing unit placed to the rear, and 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.

ACCESS: As allowed by the Oregon DOT.

ROUTES: All NN routes.

LEGAL CITATIONS: ORS 810.010, ORS 810.030 through 810.060, and ORS 818.010 through 818.235.

STATE: OREGON

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 96 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 105,500 pounds

OPERATIONAL CONDITIONS:

WEIGHT, DRIVER, PERMIT, and ACCESS: Same as the OR-TT2 combination.

VEHICLE: Trailing units must be of reasonably uniform in length. The overall length of the combination is limited to 105 feet. Any towed vehicles 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.

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

	From	To
I–5	California	Washington.
I–105	Entire length in the Eugene-Springfield area.	
I–205	Jct. I–5	Washington.
I–405	Entire length in Portland.	
I–82	Washington	Jct. I–84.
I–84	Jct. I–5	Idaho.
US 20	Jct OR 22/OR 126 Santiam Junction.	US 26 Vale.
US 20	East Jct OR 99E Albany.	I–5 Exit 233.
US 26	US 101 Cannon Beach Junction.	OR 126 Prineville.
US 20/26	Vale	Idaho.
US 30	US 101 Astoria	I–405 Exit 3 Portland.
US 95	Nevada	Idaho.
SPUR US 95	OR 201	Idaho.
US 97	California	Washington.
US 101	US 30 Astoria	US 26 Cannon Beach Jct.
US 101	OR 18 Otis	US 20 Newport.

	From	To
US 101	Bandon	North city limit Coos Bay.
US 197	I–84 Exit 87 The Dalles.	Washington.
US 395	I–82 Exit 1 Umatilla.	I–84 Exit 188 Stanfield.
US 395	US 26 John Day	OR 140 Lakeview.
US 730	I–84 Exit 168	Washington.
OR 6	US 101 Tillamook	US 26 near Banks.
OR 8	OR 47 Forest Grove.	OR 217 Beaverton.
OR 11	Washington	Mission Cutoff near Pendleton.
OR 18	US 101 Otis	OR 99W Dayton.
OR 19	I–84 Exit 137	South 2.5 miles.
OR 22	OR 18 near Willamena.	OR 99E Salem.
OR 22	I–5 Exit 253	Jct US 20/OR 126 Santiam Jct.
OR 31	US 97 La Pine	US 395 Valley Falls.
OR 34	Jct US 20/OR 99W Corvallis.	I–5 Exit 228.
OR 35	I–84 Exit 64	Mt. Hood Hood River.
OR 39	OR 140 East of Klamath Falls.	California.
OR 58	I–5 Exit 188 Goshen.	US 97 near Chemult.
OR 62	OR 99 Medford	OR 140 White City.
OR 78	Jct US 20/ US 395 Burns.	US 95 Burns Junction.
OR 99	I–5 Exit 58 Grants Pass.	I–5 Exit 48 Rogue River.
OR 99	I–5 Exit 192 Eugene.	Jct OR 99E/ OR 99W Junction City.
OR 99E	I–5 Exit 307 Portland.	I–205 Exit 9 Oregon City.
OR 99E	I–5 Exit 233 Albany.	Tangent.
OR 99E	OR 228 Halsey	Harrisburg.
OR 99W	Jct US 20/OR 34 Corvallis.	I–5 Exit 294 Portland.
OR 126	US 20 Sisters	US 26 Prineville.
OR 138	I–5 Exit 136 Sutherlin.	East 2 miles.
OR 140	OR 62 White City	Jct US 97/OR 66 Klamath Falls.
OR 201	Jct US 20/US 26	SPUR US 95 Cairo Junction.
OR 207	I–84 Exit 182	OR 74 Lexington.
OR 207/OR 74	Jct OR 207/OR 74 Lexington.	Jct OR 207/ OR 74/OR 206 Heppner.
OR 212	I–205 Exit 12	US 26 Boring.
OR 214	I–5 Exit 271 Woodburn.	OR 99E Woodburn.
OR 217	I–5 Exit 292 Tigard	US 26 Beaverton.
OR 224	OR 99E Milwaukie	I–205 Exit 13.

LEGAL CITATIONS: Same as the OR-TT2 combination.

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 ISTEA 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.

STATE: SOUTH DAKOTA

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF CARGO-CARRYING UNITS: 100 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 129,000 pounds

OPERATIONAL CONDITIONS:

WEIGHT: For all combinations, the maximum gross weight on two or more consecutive axles is limited by the Federal Bridge Formula but cannot exceed 129,000 pounds. The weight on single axles or tandem axles spaced 40 inches or less apart may not exceed 20,000 pounds. Tandem axles spaced more than 40 inches but 96 inches or less may not exceed 34,000 pounds. Two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each, provided the overall distance between the first and last axles of the tandems is 36 feet or more. The weight on the steering axle may not exceed 600 pounds per inch of tire width.

For combinations with a cargo-carrying length greater than 81.5 feet the following additional regulations also apply. The weight on all axles (other than the steering axle) may not exceed 500 pounds per inch of tire width. Lift axles and belly axles are not considered load-carrying axles and will not

count when determining allowable vehicle weight.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: For all combinations, a semitrailer or trailer may neither be longer than nor weigh 3,000 pounds more than the trailer located immediately in front of it. Towbars longer than 19 feet must be flagged during daylight hours and lighted at night.

For combinations with a cargo-carrying length of 81.5 feet or less, neither trailer may exceed 45 feet, including load overhang. Vehicles may be 12 feet wide when hauling baled feed during daylight hours.

For combinations with a cargo-carrying length over 81.5 feet long, neither trailer may exceed 48 feet, including load overhang. Loading the rear of the trailer heavier than the front is not allowed. All axles except the steering axle require dual tires. Axles spaced 8 feet or less apart must weigh within 500 pounds of each other. The trailer hitch offset may not exceed 6 feet. The maximum effective rear trailer overhang may not exceed 35 percent of the trailer's wheelbase. The power unit must have sufficient power to maintain 40 miles per hour. A ''LONG LOAD'' sign measuring 18 inches high by 7 feet long with black on yellow lettering 10 inches high is required on the rear. Offtracking is limited to 8.75 feet for a turning radius of 161 feet.

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

NOTE: L_1 through L_8 are measurements between points of articulation or vehicle pivot points. Squared dimensions to stinger steer points of articulation are negative. For two trailing unit combinations where at least one trailer is 45 feet long or longer, all the dimensions used to calculate offtracking must be written in the ''Permit Restriction'' area of the permit along with the offtracking value derived from the calculation.

PERMIT: For combinations with a cargo-carrying length of 81.5 feet or less, a single-trip permit is required for movement on the Interstate System if the gross vehicle weight exceeds 80,000 pounds. An annual or single-trip permit is required for hauling baled feed over 102 inches wide.

For combinations with a cargo-carrying length greater than 81.5 feet, a single-trip permit is required for all movements. Operations must be discontinued when roads are slippery due to moisture, visibility must be good, and wind conditions must not cause trailer whip or sway.

For all combinations, a fee is charged for any permit.

ACCESS: For combinations with a cargo-carrying length of 81.5 feet or less, access is Statewide off the NN unless restricted by the South Dakota DOT.

For combinations with a cargo-carrying length greater than 81.5 feet, access to operating routes must be approved by the South Dakota DOT.

ROUTES: Combinations with a cargo-carrying length of 81.5 feet or less may use all NN routes. Combinations with a cargo-carrying length over 81.5 feet, are restricted to the Interstate System and:

	From	To
US 14	W. Jct. US 14 Bypass and US 14 Brookings.	So. Jct. US 14 and US 281.
Bypass US 14	I–29 Exit 133 Brookings.	W. Jct. US 14 Bypass and US 14 Brookings.
US 85	I–90 Exit 10 Spearfish.	North Dakota.
US 281	I–90 Exit 310.	So. Jct. US 14 and US 281.
US 281	8th Ave. Aberdeen	North Dakota.
SD 50	Burleigh Street Yankton.	I–29 Exit 26.

LEGAL CITATIONS: SDCL 32–22–8.1, –38, –39, –41, –42, and –52; and Administrative Rules 70:03:01:37, :47, :48, and :60 through :70.

STATE: SOUTH DAKOTA

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF CARGO-CARRYING UNITS: 100 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 129,000 pounds

OPERATIONAL CONDITIONS:

WEIGHT, DRIVER, PERMIT, and ACCESS: Same as the SD-TT2 combination.

VEHICLE: Same as the SD-TT2 combination, except trailer lengths are limited to 28.5 feet, including load overhang, and the overall length cannot exceed 110 feet, including load overhang.

ROUTES: Same as the SD-TT2 combination with a cargo-carrying length over 81.5 feet.

LEGAL CITATIONS: SDCL 32–22–14.14, –38, –39, –42, and –52; and Administrative Rules 70:03:01:60 through :70.

STATE: SOUTH DAKOTA

COMBINATION: Truck-Trailer

LENGTH OF CARGO-CARRYING UNITS: 73 feet

OPERATIONAL CONDITIONS:

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

DRIVER, and PERMIT: Same as the SD-TT2 combination.

VEHICLE: Same as the SD-TT2 combination except that in addition, the overall length including load overhang is limited to 80 feet. Trailer length is not limited.

ACCESS: Same as the access provisions for the SD-TT2 combination with a cargo-carrying length of 81.5 feet or less.

ROUTES: Same as the route provisions for the SD-TT2 combination with a cargo-carrying length of 81.5 feet or less.

LEGAL CITATIONS: SDCL 32–22–8.1, –38, –39, –41, –42, and –52; and Administrative Rules 70:03:01:37, :47, and :48.

STATE: SOUTH DAKOTA

COMBINATION: Truck-Trailer

LENGTH OF CARGO-CARRYING UNITS: 78 feet

OPERATIONAL CONDITIONS:

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

DRIVER, and PERMIT: Same as the SD-TT2 combination.

VEHICLE: Same as the SD-TT2 combination with a cargo-carrying length over 81.5 feet, except that in addition, the overall length is limited to 85 feet.

ACCESS: Same as the access provisions for the SD-TT2 combination with a cargo-carrying length greater than 81.5 feet.

ROUTES: Same as the route provisions for the SD-TT2 combination with a cargo-carrying length greater than 81.5 feet.

LEGAL CITATIONS: SDCL 32–22–38, –39, –42, and –52; and Administrative Rules 70:03:01:60 through :70.

STATE: UTAH

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 95 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 129,000 pounds

OPERATIONAL CONDITIONS:

WEIGHT: Weight limits are as follows:
Single axle: 20,000 pounds
Tandem axle: 34,000 pounds
Gross weight: 129,000 pounds
Vehicles must comply with the Federal Bridge Formula

Tire loading on vehicles requiring an overweight or oversize permit shall not exceed 500 pounds per inch of tire width for tires 11 inches wide and greater, and 450 pounds per inch of tire width for tires less than 11 inches wide as designated by the tire manufacturer on the side wall of the tire. Tire loading on vehicles not requiring an overweight or oversize permit shall not exceed 600 pounds per inch of tire width as designated by the tire manufacturer on the sidewall.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement. Carriers must certify that their drivers have a safe driving record and have passed a road test administered by a qualified safety supervisor.

VEHICLE: While in transit, no trailer shall be positioned ahead of another trailer which carries an appreciably heavier load. An empty trailer shall not precede a loaded trailer. Vehicles shall be powered to operate on level terrain at speeds compatible with other traffic. They must be able to maintain a minimum speed of 20 miles per hour under normal operating conditions on any grade of 5 percent or less over which the combination is operated and be able to resume a speed of 20 miles per hour after stopping on any such grade, except in extreme weather conditions.

Oversize signs are required on vehicles in excess of 75 feet in length on two-lane highways.

A heavy-duty fifth wheel is required. All fifth wheels must be clean and lubricated with a light-duty grease prior to each trip. The fifth wheel must be located in a position which provides adequate stability. Pick-up plates must be of equal strength to the fifth wheel. The kingpin must be of a solid type and permanently fastened. Screw-out or folding-type kingpins are prohibited.

All hitch connections must be of a no-slack type, preferably a power-actuated ram. Air-actuated hitches which are isolated from the primary air transmission system are recommended.

The drawbar length should be the practical minimum consistent with the clearances required between trailers for turning and backing maneuvers.

Axles must be those designed for the width of the body.

All braking systems must comply with State and Federal requirements. In addition, fast air transmission and release valves must be provided on all semitrailer and converter-dolly axles. A brake force limiting valve, sometimes called a ''slippery road'' valve, may be provided on the steering axle. Anti-sail type mud flaps are recommended.

The use of single tires on any combination vehicle requiring an overweight or oversize permit shall not be allowed on single axles. A single axle is defined as one having more than 8 feet between it and the nearest axle or group of axles on the vehicle.

When traveling on a level, smooth paved surface, the trailing units 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. Each combination shall maintain a minimum distance of 500 feet from another commercial vehicle traveling in the same direction on the same highway. Loads shall be securely fastened to the transporter with material and devices of sufficient strength to prevent the load from becoming loose, detached, dangerously displaced, or in any manner a hazard to other highway users. The components of the load shall be reinforced or bound securely in advance of travel to prevent debris from being blown off the unit and endangering the safety of the traveling public. Any debris from the special permit vehicle deposited on the highway shall be removed by the permittee.

Bodily injury and property damage insurance is required before a special Transportation Permit will be issued.

In the event any claim arises against the State of Utah, Utah Department of Transportation, Utah Highway Patrol, or their employees from the operation granted under the permit, the permittee shall agree to indemnify and hold harmless each of them from such claim.

PERMIT: Permits must be purchased. The Utah DOT Motor Carrier Safety Division will, on submission of an LCV permit request, assign an investigator to perform an audit on the carrier, which must have an established safety program that is in compliance with the Federal Motor Carrier Safety Regulations (49 CFR parts 387–399), the Federal Hazardous Materials Regulations (49 CFR parts 171–178), and a ''Satisfactory'' safety rating. The request must show a travel plan for the operation of the vehicles. Permits are subject to Highway Patrol supervision and permitted vehicles may be subject to temporary delays or removed from the highways when necessary during hazardous road, weather, or traffic conditions. The permit will be cancelled without refund if violated. Expiration dates cannot be extended except for reasons beyond the control of the permittee, including adverse weather. Permits are void if defaced, modified, or obliterated. Lost or destroyed permits cannot be duplicated and are not transferable.

ACCESS: Routes approved by the Utah DOT plus local delivery destination travel on two-lane roads.

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.
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.

LEGAL CITATIONS:

Utah Code 27–12–154 and –155; Utah Administrative Code, Section R–909–1.

STATE: UTAH

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 95 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 129,000 pounds

OPERATIONAL CONDITIONS: Same as the UT-TT2 combination.

ROUTES: Same as the UT-TT2 combination with a cargo-carrying length greater than 85 feet.

LEGAL CITATIONS: Same as the UT-TT2 combination.

STATE: UTAH

COMBINATION: Truck-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 88 feet

OPERATIONAL CONDITIONS:

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

DRIVER, VEHICLE, PERMIT, and ACCESS: Same as the UT-TT2 combination.

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.

LEGAL CITATIONS: Same as the UT-TT2 combination.

STATE: UTAH

COMBINATION: Truck-trailer-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 88 feet

OPERATIONAL CONDITIONS: Same as the Utah truck-trailer combination.

ROUTES: Same as the UT-TT2.

LEGAL CITATIONS: Same as the UT-TT2 combination.

STATE: UTAH

COMBINATION: Automobile transporter

LENGTH OF THE CARGO-CARRYING UNITS: 105 feet

OPERATIONAL CONDITIONS:

WEIGHT, DRIVER, PERMIT, and ACCESS: Same as the Utah truck-trailer combination.

VEHICLE: The cargo-carrying length of automobile transporters that carry vehicles on the power unit is the same as the overall length.

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.

LEGAL CITATIONS: Same as the UT-TT2 combination.

STATE: WASHINGTON

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 68 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 105,500 pounds

OPERATIONAL CONDITIONS:

WEIGHT: Single axle limit=20,000 pounds; tandem axle limit=34,000 pounds; gross weight must comply with the Federal Bridge Formula.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: Operating conditions are the same for permitted doubles as for STAA of 1982 doubles.

PERMIT: Combinations with a cargo-carrying length over 60 feet in length but not exceeding 68 feet must obtain an annual overlength permit to operate. A fee is charged.

ACCESS: All State routes except SR 410 and SR 123 in or adjacent to Mt. Rainier National Park. In addition, restrictions may be imposed by local governments having maintenance responsibilities for local highways.

ROUTES: All NN routes except SR 410 and SR 123 in the vicinity of Mt. Rainier National Park.

LEGAL CITATIONS:

RCW 46.37, 46.44.030, .037(3), .041, and .0941.

STATE: WASHINGTON

COMBINATION: Truck-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 68 feet

OPERATIONAL CONDITIONS:

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

DRIVER, PERMIT, and ACCESS: Same as the WA-TT2 combination.

VEHICLE: Overall length limited to 75 feet.

ROUTES: Same as the WA-TT2 combination.

LEGAL CITATIONS: Same as the WA-TT2 combination.

STATE: WYOMING

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 81 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 117,000 pounds

OPERATIONAL CONDITIONS:

WEIGHT: No single axle shall carry a load in excess of 20,000 pounds. No tandem axle shall carry a load in excess of 36,000 pounds. No triple axle, consisting of three consecutive load-bearing axles that articulate from an attachment to the vehicle including a connecting mechanism to equalize the load between axles having a spacing between the first and third axle of at least 96 inches and not more than 108 inches, shall carry a load in excess of 42,500 pounds. No vehicles operated on the Interstate System shall exceed the maximum weight allowed by application of Federal Bridge Weight Formula B.

No wheel shall carry a load in excess of 10,000 pounds. No tire on a steering axle shall carry a load in excess of 750 pounds per inch of tire width and no other tire on a vehicle shall carry a load in excess of 600 pounds per inch of tire width. ''Tire width'' means the width stamped on the tire by the manufacturer.

Dummy axles may not be considered in the determination of allowable weights.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement.

VEHICLE: The lead semitrailer can be up to 48 feet long with the trailing unit up to 40 feet long. In a truck tractor-semitrailer-trailer combination, the heavier towed vehicle shall be directly behind the truck-tractor and the lighter towed vehicle shall be last if the weight difference between consecutive towed vehicles exceeds 5,000 pounds.

PERMITS: No permits required.

ACCESS: Unlimited access off the NN to terminals.

ROUTES: All NN routes.

LEGAL CITATIONS:

WS 31–5–1001, –1002, –1004, –1008, and WS 31–17–1–1 through 31–17–117.

STATE: WYOMING

COMBINATION: Truck-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 78 feet

OPERATIONAL CONDITIONS:

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

DRIVER, PERMIT, and ACCESS: Same as the WY-TT2 combination.

VEHICLE: No single vehicle shall exceed 60 feet in length within an overall limit of 85 feet.

ROUTES: Same as the WY-TT2 combination.

LEGAL CITATIONS:

WS 31–5–1002

STATE: WYOMING

COMBINATION: Automobile/Boat Transporter

LENGTH OF CARGO CARRYING UNITS: 85 feet

OPERATIONAL CONDITIONS:

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

DRIVER, PERMIT, and ACCESS: Same as the WY-TT2 combination.

VEHICLE: The cargo-carrying length of automobile transporters that carry vehicles on the power unit is the same as the overall length. No single vehicle shall exceed 60 feet in length within an overall limit of 85 feet.

ROUTES: Same as the WY-TT2 combination.

LEGAL CITATIONS: Same as the WY-TT2 combination.

STATE: WYOMING

COMBINATION: Saddlemount Combination

LENGTH OF CARGO CARRYING UNITS: 85 feet

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

DRIVER, PERMIT, and ACCESS: Same as the WY-TT2 combination.

VEHICLE: The cargo-carrying length of saddlemount combinations that carry vehicles on the power unit is the same as the overall length. No single vehicle shall exceed 60 feet in length within an overall limit of 85 feet.

No more than three saddlemounts may be used in any combination, except additional vehicles may be transported when safely loaded upon the frame of a vehicle in a properly assembled saddlemount combination.

Towed vehicles in a triple saddlemount combination shall have brakes acting on all wheels which are in contact with the roadway.

All applicable State and Federal rules on coupling devices shall be observed and complied with.

ROUTES: Same as the WY-TT2 combination.

LEGAL CITATIONS: Same as the WY-TT2 combination.

[59 FR 30422, June 13, 1994, as amended at 60 FR 15215, Mar. 22, 1995; 60 FR 16571, Mar. 31, 1995; 62 FR 10181, Mar. 5, 1997; 63 FR 70653, Dec. 22, 1998; 67 FR 15110, Mar. 29, 2002; 77 FR 32014, May 31, 2012]

APPENDIX D TO PART 658—DEVICES THAT ARE EXCLUDED FROM MEASUREMENT OF THE LENGTH OR WIDTH OF A COMMERCIAL MOTOR VEHICLE

The following devices are excluded from measurement of the length or width of a commercial motor vehicle, as long as they do not carry property and do not exceed the dimensional limitations included in §658.16. This list is not exhaustive.

1. All devices at the front of a semitrailer or trailer including, but not limited to, the following:

(a) A device at the front of a trailer chassis to secure containers and prevent movement in transit;

(b) A front coupler device on a semitrailer or trailer used in road and rail intermodal operations;

(c) Aerodynamic devices, air deflector;

(d) Air compressor;

(e) Certificate holder (manifest box);

(f) Door vent hardware;

(g) Electrical connector;

(h) Gladhand;

(i) Handhold;

(j) Hazardous materials placards and holders;

(k) Heater;

(l) Ladder;

(m) Non-load carrying tie-down devices on automobile transporters;

(n) Pickup plate lip;

(o) Pump offline on tank trailer;

(p) Refrigeration unit;

(q) Removable bulkhead;
(r) Removable stakes;
(s) Stabilizing jack (anti-nosedive device);
(t) Stake pockets;
(u) Step;
(v) Tarp basket;
(w) Tire carrier; and
(x) Uppercoupler.

2. Devices excluded from length measurement at the rear of a semitrailer or trailer including, but not limited to, the following:
(a) Handhold;
(b) Hazardous materials placards and holders;
(c) Ladder;
(d) Pintle hook;
(e) Removable stakes;
(f) Splash and spray suppression device;
(g) Stake pockets; and
(h) Step.

3. Devices excluded from width determination, not to exceed 3 inches from the side of the vehicle including, but not limited to, the following:
(a) Corner caps;
(b) Hazardous materials placards and holders;
(c) Lift pads for trailer on flatcar (piggyback) operation;
(d) Rain gutters;
(e) Rear and side door hinges and their protective hardware;
(f) Side marker lamps;
(g) Structural reinforcement for side doors or intermodal operation (limited to 1 inch from the side within the 3 inch maximum extension);
(h) Tarping systems for open-top trailers;
(i) Movable devices to enclose the cargo area of flatbed semitrailers or trailers, usually called tarping systems, where no component part of the system extends more than 3 inches from the sides or back of the vehicle when the vehicle is in operation. This exclusion applies to all component parts of tarping systems, including the transverse structure at the front of the vehicle to which the sliding walls and roof of the tarp mechanism are attached, provided the structure is not also intended or designed to comply with 49 CFR 393.106, which requires a headerboard strong enough to prevent cargo from penetrating or crushing the cab; the transverse structure may be up to 108 inches wide if properly centered so that neither side extends more than 3 inches beyond the structural edge of the vehicle. Also excluded from measurement are side rails running the length of the vehicle and rear doors, provided the only function of the latter, like that of the transverse structure at the front of the vehicle, is to seal the cargo area and anchor the sliding walls and roof. On the other hand, a headerboard designed to comply with 49 CFR 393.106 is load bearing and thus limited to 102 inches in width. However, the ''wings'' designed to close the gap between such a headerboard and the movable walls and roof of a tarping system are width exclusive, provided they are add-on pieces designed to bear only the load of the tarping system itself and are not integral parts of the load-bearing headerboard structure;
(j) Tie-down assembly on platform trailers;
(k) Wall variation from true flat; and
(l) Weevil pins and sockets on low-bed trailers.

[67 FR 15110, Mar. 29, 2002]

PART 660—SPECIAL PROGRAMS (DIRECT FEDERAL)

Subpart A—Forest Highways

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Subpart A—Forest Highways

AUTHORITY: 16 U.S.C. 1608–1610; 23 U.S.C. 101, 202, 204, and 315; 49 CFR 1.48.

SOURCE: 59 FR 30300, June 13, 1994, unless otherwise noted.

§ 660.101 Purpose.

The purpose of this subpart is to implement the Forest Highway (FH) Program which enhances local, regional, and national benefits of FHs funded under the public lands highway category of the coordinated Federal Lands Highway Program. As provided in 23 U.S.C. 202, 203, and 204, the program, developed in cooperation with State and local agencies, provides safe and adequate transportation access to and