

**APPLICATION FOR REASONABLE ACCESS ON VERMONT STATE HIGHWAYS WITH STINGER
STEERED TRUCKS & TWIN DOUBLES**

Commercial Vehicle Permit Unit

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TO:

FROM: Commercial Vehicle Permit Unit

DATE:

SUBJECT: REASONABLE ACCESS REQUEST

For your information, the National Network in Vermont, as contained in 23 CFR Part 658. Appendix A, is as follows:

1. The entire Interstate System - i.e., I-91, I-89, I-93 and I-189.
2. US 4 from the NY State Line to Rutland City's eastern Boundary.
3. US 7 from the end of four-lane divided highway in Wallingford to US 4 North intersection in Rutland.
4. Vt 9 from I-91 intersection 3 North of Brattleboro to NH state Line.

All requests for "reasonable access" shall be handled in conformance with Vermont's Rules pertaining to Reasonable Access -- STAA Vehicles, Safety Engineering Analysis, adopted August 27, 1991 and published at Code of Vermont Rules, Vol. 8, No. 14050032, a copy of which is attached to this memorandum.

Current Geometric Criteria for Evaluating the use of double trailers

	<u><1000</u>	<u>>1000</u>
Min. Paved Width	22'	24'
Min. Rdwy Width	30'	34'
Min. Bridge Width	30'	34'
Max. Hor. Curve(1)	25d	25d
Max. Grade	5% winter	3% winter
w/o climb ln(2)	9% summer	7% summer
Max Grade	7% winter	5% winter
w/Climb Ln(2)	NA summer	NA summer

(1) On the open highway - geometrics in built-up areas should be evaluated separately.

(2) Grade sustained for 500 feet or longer.

RULES PERTAINING TO
REASONABLE ACCESS--STAA VEHICLES, SAFETY AND ENGINEERING ANALYSIS

I) Definitions

For the purpose of these regulations:

- (A) **“Commissioner”** means the Commissioner of Motor Vehicles or any officer or employee of the department duly authorized by him/her to perform the functions herein mentioned or described;
- (B) **“National Network”** means the Interstate Highways in Vermont and those Federal-aid Primary System highways in Vermont designated by the Secretary, United States Department of Transportation and the Vermont Secretary of Transportation and set forth in 23 C.F.R. Part 658, Appendix A.
- (C) **“Tractor”** means a motor vehicle designed or used primarily as a traveling power plant or for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicles and load so drawn; except that a tractor -semitrailer combination engaged in the transportation of automobiles may transport motor vehicles on part of the power unit;
- (D) **“Tandem trailers”** means two twenty-eight foot (28') trailers in a tractor-semitrailer-trailer combination;
- (E) **“Terminal”** shall mean any location where:
 - (1) Freight either originates, terminates, or is handled in the transportation process; or
 - (2) Commercial motor carriers maintain operating facilities.
- (F) **“Interstate Highways”** mean the National System of Interstate and Defense Highways and includes the ramps thereto;
- (G) **“Long Stinger”** means a tractor-semitrailer combination engaged in the transportation of automobiles and having provision for transporting motor vehicles on part of the power unit;
- (H) **“Reasonable access”** means passage between the National Network and terminals, facilities for food, fuel, repairs and rest and points of loading and unloading by STAA vehicles;
- (I) **“Secretary”** means the Secretary of Transportation of the State of Vermont as appointed pursuant to 19 V.S.A., § 7, or any officer or employee of the Agency duly authorized by him/her to perform the functions herein mentioned or described.
- (J) **“STAA Vehicle”** means tandem trailers up to 28 feet long each, “long stingers”, and semitrailers 48 feet long and under, including household goods carriers, allowed to travel on the National Network but not generally on Vermont public highways without special permission.

Unless otherwise clear in context, other words shall have the same meaning as in 23 V.S.A S 4 and 23 C.F.R. S 658.5.

(II) Route Approval Required

Except as otherwise provided herein or by Vermont statutes, reasonable access is allowed only on those public highways in Vermont or portions thereof, for which approval has been issued by the Secretary. When a public highway or portion thereof, is approved for reasonable access for a particular STAA vehicle configuration, it shall be available for reasonable access to all vehicles of that configuration until such time as the approval is revoked.

(III) General Provisions

- (A) Applications All applications for reasonable access routes on public highways shall be made by owners or operators of STAA vehicles and shall be submitted to the Commercial Vehicle Operations Section, Vermont Department of Motor Vehicles, Montpelier, Vermont 05603-0001 on forms prescribed for that purpose. Applications may be made and accepted by any other means as determined by the Commissioner;
- (B) Compliance with laws By utilizing a reasonable access route allowed under these regulations, all owners and operators agree that the STAA vehicle can and will be operated in strict compliance with the law, that the operator and vehicle are properly licensed and that all legal requirements concerning operation authority imposed by any government regulatory agency having jurisdiction have been satisfied;
- (C) Responsibility All owners and operators utilizing a reasonable access route shall assume all responsibility for injury to persons or damage to public or private property caused by the operation of their vehicle. Further, they agree to hold harmless the State of Vermont, the Agency of Transportation, the Department of Motor Vehicles, the Secretary and the Commissioner from all suits, claims, damages or proceedings of any kind resulting from the operation of their STAA vehicle on a reasonable access route.
- (D) Suspension for unsafe conditions All STAA vehicle travel on reasonable access routes, or part thereof, shall be suspended when highway conditions are unsafe or when ordered by a law enforcement officer for cause based on unsafe conditions.

(IV) Approval Issued Approval for a reasonable access route may be issued after application of any owner or operator of a

STAA vehicle wishing to utilize a specific route for reasonable access.

(V) Routing Restrictions and Waivers

- (A) Each approval shall designate a route which may be traveled in whole or in part by STAA vehicles. Approvals may contain special restrictions.
- (B) Upon receipt of a request for a reasonable access route the Agency shall perform analyses as follows:
- (1) The proposed route will be examined for continuity and for applicability of these regulations to the proposed route.
 - (2) The sufficiency rating of all segments of the proposed route will be identified.
 - (3) Accident data for all segments of the proposed route will be assembled.
 - (4) Traffic volume data for the route will be tabulated.
 - (5) Geometric data for the proposed route will be determined.
 - (6) An analysis of the proposed access route by application of vehicle templates to available plans of the proposed route.
- (C) Determination Using the information and data from V (B) above, the proposed reasonable access route will be examined.
- (1) Safety Criteria A recommendation for approval or denial of the reasonable access route request will be made as follows:
 - (a) Approval will be recommended if there are no high accident locations and there are no segments on the proposed route with a sufficiency rating below 40.
 - (b) Further, approval will be recommended if analysis of any high accident locations shows that there has not been a high incident of tractor-trailer and/or applicable STAA vehicle involvement in accidents at those locations.
 - (2) Application of Vehicle Templates to Plans A recommendation for approval, approval with restrictions, or denial of a reasonable access route will be made on the basis of application of vehicle templates to available plans of the proposed route.
 - (3) Approval or Denial; Test Vehicle Operation
 - (a) Reasonable Access Routes will either be approved or denied based upon the analysis from (1) and (2) above. Routes which are not continuous or which are not for reasonable access will be denied.
 - (b) When plans of all of the proposed route are available, application of vehicle templates to the proposed route shall be determinative.
 - (c) When plans of only some of the proposed route are available and templating alone is insufficient to prove or deny a proposed route, the applicant will be afforded an opportunity to provide for test vehicle operation over the portion (s) of the proposed route for which plans are not available.
 - (i) Test vehicle operation, including videotaping the entire test run from at least a trailing vehicle directly behind the test vehicle, shall be arranged and organized by the Agency. The Agency shall consult with the applicant, who shall cooperate with the Agency.
 - (ii) The cost of providing the vehicle, driver, and any other applicant personnel will be the responsibility of the applicant.
 - (iii) The cost of the videotaping organized by the Agency--including the cost of one vehicle, its operator, video equipment and its operator--shall be shared evenly by the Agency and the applicant. If reasonably possible, the applicant's estimated share shall be billed and paid prior to the test run.
 - (iv) The Agency shall be responsible for analyzing all data resulting from the videotaping of the test run as set out above.
 - (v) Any additional videotaping of the test run or production of other test data, and the analysis thereof, shall be the responsibility of and at the expense of the applicant.
 - (d) Opportunity for test vehicle operation shall be subject to the following timetable:
 - (i) Upon analysis of the application of vehicle templating when templating alone is not sufficient to approve or deny a route, the applicant shall be afforded the opportunity for a test vehicle operation. The applicant shall make such request in writing to the Secretary within 30 days of initial denial. Unless the Secretary has 10 business days to analyze the test vehicle operation videotapes and data before the 90 days under VI below have expired, for the purpose of Paragraph VI below a request for test vehicle operation is considered a new and separate application.
 - (ii) The Agency shall be responsible for organizing and making all arrangements for the test vehicle operation in accordance with the requirements set out in Paragraphs V (c) (3) (c) and (d).
 - (iii) Except as provided in Paragraph (I) directly above, completion of the test vehicle operation and presentation of the unedited videotapes and other information resulting from the test vehicle operation

shall be presented to the Secretary within 60 days of the request for test vehicle operation. Failure to timely submit the tapes will be sufficient reason for denial.

- (D) In any case, presence of any roadway or roadside condition(s) which is (are) deemed to make the operation of vehicles of the configuration for which reasonable access is requested either hazardous or otherwise undesirable, may result in route denial.
 - (1) Analysis of the test vehicle operation records indicating safety or engineering criteria problems can be cause for denial of a reasonable access route.
 - (2) A recommendation for approving a reasonable access route based on vehicle templating and/or test vehicle operation, coupled with a recommendation for denial on the basis of safety, will be approved if the incidence of tractor-trailer and applicable STAA vehicle accident involvement is judged to be low and the projected volume of STAA vehicles is low. In such instances high accident experience of tractor-trailers, high accident experience for the applicable STAA vehicle, or high projected STAA vehicle volume shall be sufficient cause for denial.
 - (3) Once a route is analyzed and approved for a particular configuration of STAA vehicle, all reasonable access by vehicles of the same configuration over the same route is allowed unless and until safety problems involving tractor-trailer and/or STAA vehicles develop.
- (E) The Secretary, or his/her own initiative, reserves the right to grant waivers when in his/her judgment the criteria being waived will not jeopardize the safety of the public.
- (VI) 90 Day Review Period If a reasonable access route request, properly completed, is not acted upon within 90 days of initial receipt by the Commercial Vehicle Operations Section, the reasonable access route is automatically granted.
- (VII) One (1) Mile Rule Reasonable access within one (1) road-mile from the National Network using the most reasonable and practicable route is hereby granted except where limited by the Secretary for specific safety reasons on individual routes.
- (VIII) List, Map, or Other Description of Reasonable Access Routes The Secretary shall provide a list, map, and/or other depiction or description of reasonable access routes of highways, including those within one (1) road-mile of the National Network, where reasonable access is approved. Copies can be obtained from the Commercial Vehicle Operations Section.
- (IX) Transitional Provision Until the Secretary can review the reasonable access routes for which persons operating or causing the operation of STAA vehicles have received permits prior to the adoption of these regulations, or December 1, 1992, whichever is earlier, reasonable access by previously permitted configurations over previously permitted routes is approved. Reasonable access pursuant to this section shall not extend beyond the previously permitted persons.

INSTRUCTIONS
**FOR COMPLETING APPLICATIONS FOR REASONABLE ACCESS PERMITS
 TO OPERATE STINGER STEERED TRUCKS OR TANDUM TRAILERS**

1. You must complete a separate application for each routing desired.
2. Give an exact location and routes - see example below:

From	Routes	To (Name & Address)
New York Line	Rt.4, Rt.7, Rt.189, I-89, Rt.2A	Industrial Av. XYZ Co.

3. Submit a map or sketch showing all main routes, exits, streets, street names and town highways to be traveled on. Mileage and directions of travel **must** be given from an intersection to a terminal.
4. All dimensions must be included for all points as indicated by the attached drawing.
5. If town highways or streets are to be used in the requested routing, you must submit letters of approval from the town in which you will be traveling.
6. These permits expire on April 1 of each year and you must submit an application for renewal by March 1 of each year in order to insure continuous operation.
7. Federal law allows for up to 90 days of review time for Reasonable Access. Carriers are advised not to inquire about the status of their application before at least 60 days have passed. The 90-day clock begins upon the receipt of a **complete** application by the Department of Motor Vehicles, Motor Carrier Safety Unit. Any application received, which does not contain all of the required information will be returned to the requester for completion.
8. Applications must be sent to:

Department of Motor Vehicles
 Commercial Vehicle Permit Unit
 120 State Street
 Montpelier, Vermont 05603-0001
9. Any questions regarding the application or operation of a 48' may be directed to the Motor Carrier Safety Coordinator @ 802-828-3587 between the hours of 8:00 A.M. to 4:30 P.M. E.S.T.

	Doubles Current ADT <1000	>1000	
Min Paved	22'	24'	(1) On the open highway - geometrics in built-up areas should be evaluated separately. (2) (2) Grade sustained for 500 feet or longer.
Min Rdwy	30'	34'	
Min Bridge	30'	34'	
Max Hor	25deg	25deg	
Max Grade	5%winter	3%winter	
w/o Climb	9%summer	7%winter	
Max grade	7%winter	5%winter	
w/Climb Ln(2)	NA summer	NA summer	

Reasonable Access Permit to Operate:
This permit is issued at no fee.

Stinger Steered Vehicle

Tandem Trailers

COMPANY NAME: _____ DATE: _____

MAILING ADDRESS: (Street) _____
(City) _____ (State) _____ (Zip) _____

YOUR TELEPHONE NUMBER: _____ YOUR FAX NUMBER: _____

INDICATE EXACT LOCATION AND ROUTE DESIRED
REFER TO EXAMPLE IN INSTRUCTIONS.

From	Via Routes	To (Name & Address)

Submit a map or sketch of Route and Terminal location.

DIAGRAM OF VEHICLE WITH REQUIRED DIMENSIONS SHOWN:
Complete attached diagram and submit with application.

ENTER THE FOLLOWING INFORMATION:

Overall length of truck & trailer: _____ ft. _____ inches. Total number of axles on truck: _____.

Total number of axles on trailer: _____. Type of truck: _____ Cabover Or _____ Conventional.

Total number of trucks permitted: _____.

By use of this permit, user certifies that all vehicles used in operations hereunder will comply with all applicable laws, rules and regulation. A copy of this permit must be carried in the truck tractor.

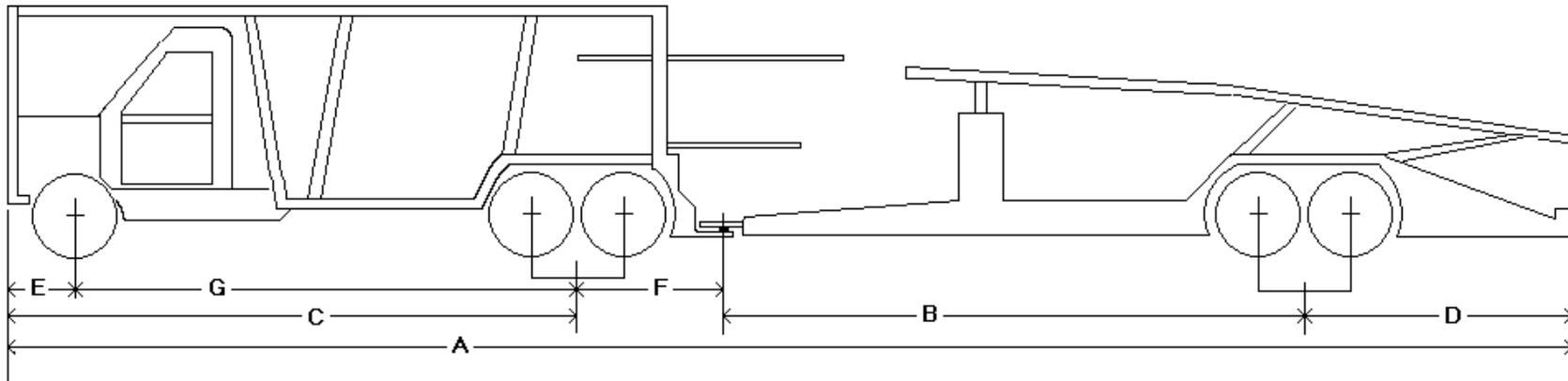
FOR AGENCY USE ONLY:
NOT VALID UNLESS OFFICIALLY STAMPED BELOW

RESTRICTIONS: _____

APPROVAL DATE _____

VOID DATE _____

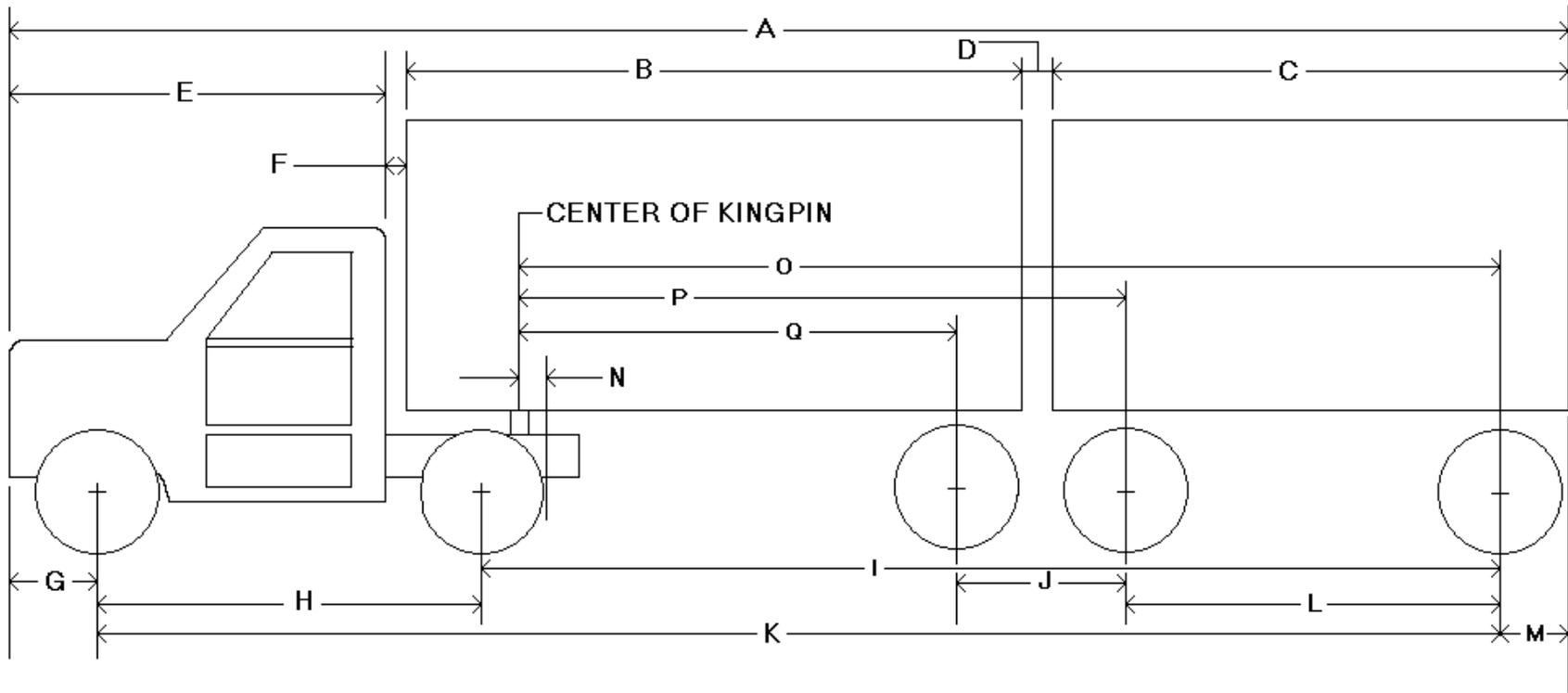
PERMIT # _____



LOCATION	LENGTH	
A		
B		
C		
D		
E		
F		
G		

DIAGRAM ASSUMES A LEGAL WIDTH OF 8'-6". IF DIFFERENT, SO STATE _____.

MAXIMUM OVERALL LENGTH IS 75'-0"



(AXLES MAY BE ADDED IN ACCORDANCE WITH YOUR VEHICLE'S CONFIGURATION.)

LOCATION	LENGTH	LOCATION	LENGTH
A		J	
B		K	
C		L	
D		M	
E		N	
F		O	
G		P	
H		Q	
I			