

LEGISLATIVE STUDY ON OVERSIZE/OVERWEIGHT VEHICLE PERMIT ISSUES
ACT. 149 OF 2020, SEC. 26(B)

Senate Transportation Committee

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THREE SEPARATE QUESTIONS

General Description	Bill Language
Class 2 Town Highway Weight Limits	(A) identify any safety or financial implications to infrastructure , including bridges, culverts, pavement, and roadways, or jurisdictional issues for class 2 town highways if municipal permits currently required by municipalities are not required for vehicles that are allowed on State highways without a permit;
Oversize-Overweight Permits for Wreckers in Combination with Disabled Vehicles	(B) identify any safety or financial implications to infrastructure, including bridges, culverts, pavement, and roadways, if an additional permit or permits are not required when a wrecker, as defined under 23 V.S.A. § 4(76), is towing one or more disabled vehicles and the wrecker and disabled vehicle or vehicles individually do not exceed the limitations imposed by 23 V.S.A. chapter 13, subchapter 15, article 1 or are lawfully operating under a blanket permit; (C) make recommendations on any limitations, including distance towed, or conditions that should be imposed if an additional permit or permits are not required in the situation identified in subdivision (B) of this subdivision (1); and identify any safety or financial implications to infrastructure, including bridges, culverts, pavement, and roadways, if 23 V.S.A. § 1432(c) is repealed;
US 4 Overlength Permit	(D) identify any safety or financial implications to infrastructure, including bridges, culverts, pavement, and roadways, if 23 V.S.A. § 1432(c) is repealed.

CLASS 2 TOWN HIGHWAYS

- Definition (19 V.S.A. § 302)
 - Most important local roads
 - Connect two or more municipalities
 - Higher levels of traffic than Class 3 THs
- 2,791 Miles (10.4 miles per town)
- 24,000 Pound Weight Limit (23 VSA § 1392)
- General Characteristics
 - Most are 2 Lanes
 - Speeds 25-45 MPH
 - Non-engineered base and pavement



STATEWIDE FINANCIAL IMPACTS

- Assumes all Class 2 Town highways would be reconstructed for 80,000 pounds weight

- \$3.15 Billion Total

- \$105 Million/Year

Cost to Upgrade Class 2 THs to 80,000 Pounds (\$ Millions)

Roadway Component	Federal	State	Local	Total
Roadway reconstruction	\$0.0	\$1,953.7	\$837.3	\$2,791.0
Long Structures	\$256.2	\$32.0	\$32.0	\$320.3
Short Structures	\$0.0	\$26.4	\$9.4	\$37.7
Totals	\$256.2	\$2,012.1	\$878.8	\$3,149.0

Gas and Diesel Tax Impact for State Share

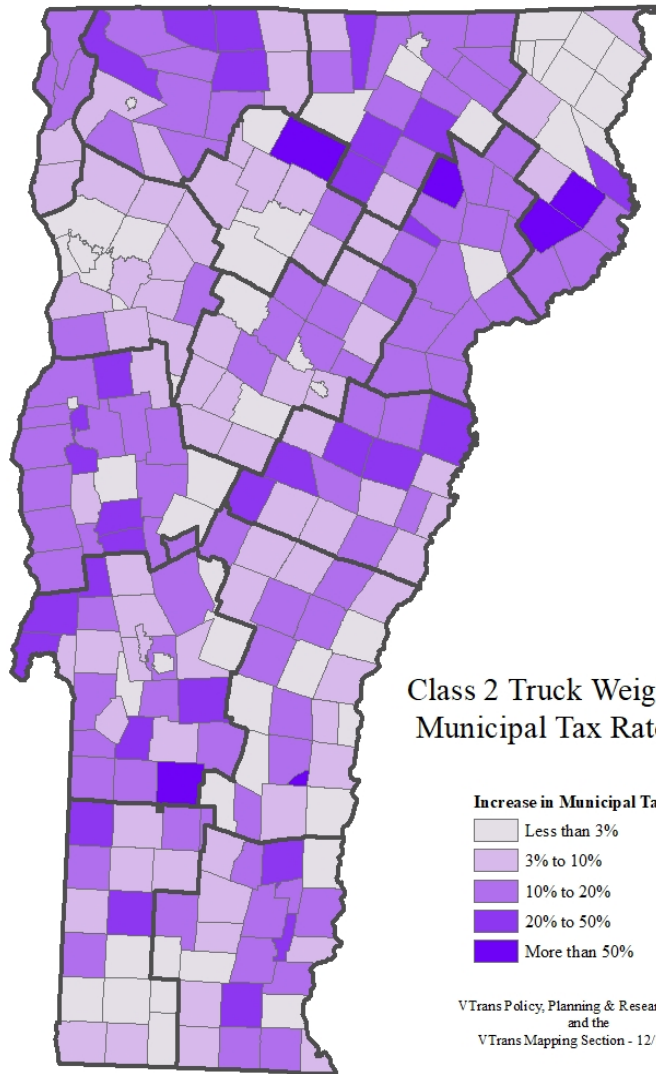
Scenario	Gas Tax	Diesel Tax
Existing	\$0.25	\$0.32
Additional Tax with Diesel Only	\$0.00	\$1.02
Additional Tax with Gas and Diesel	\$0.17	\$0.20

MUNICIPAL FINANCIAL IMPACT

Average increase of **6 cents/\$100** of Assessed Value

Increase in Municipal Tax Rate

Rate	Towns	Towns
Less than 3%	49	19%
3% to 10%	81	32%
10% to 20%	89	35%
20% to 50%	31	12%
More than 50%	5	2%
Totals	255	100%



Class 2 Truck Weight Study
Municipal Tax Rate Impact

Increase in Municipal Tax Rate
 ■ Less than 3%
 ■ 3% to 10%
 ■ 10% to 20%
 ■ 20% to 50%
 ■ More than 50%

VTrans Policy, Planning & Research Bureau
and the
VTrans Mapping Section - 12/15/2020

CLASS 2 TH - JURISDICTIONAL ISSUES

- Issues
 - Variation in how towns administer the local permit
 - Permit fee does not cover administration costs
 - Lack of staff to administer permits
- Many towns still want to maintain control over when and where trucks travel
 - Especially during Mud Season
 - Avoid sensitive areas
 - Reduce cut-through truck traffic
- Adding municipalities to the OS-OW E-Permitting System may address the administrative challenges, but needs to account for local control

OS/OW PERMITS FOR WRECKERS TOWING DISABLED VEHICLE

- **Current Requirements**

- Must haul to nearest safe parking area
- OS/OW Permit required to Final Repair Destination if components cannot be moved separately
- Disabled vehicles can be removed from the interstate

- **Question**

- Impacts of allowing direct tow to the repair destination without OS/OW permit
- If blanket permit is provided, what conditions should be included



RISK ASSESSMENT

▪ Safety

- 12% to 30% chance of encountering a bridge with a physical restriction.
- Work Zones
 - Almost 30% of all work zone crashes involve large trucks
 - Work Zone locations change frequently

▪ Infrastructure Condition

- 1% to 5% chance of encountering a bridge in poor condition
- Also need to avoid posted and other marginal bridges



POTENTIAL BLANKET PERMIT CONDITIONS

- **Situation in Bordering States**

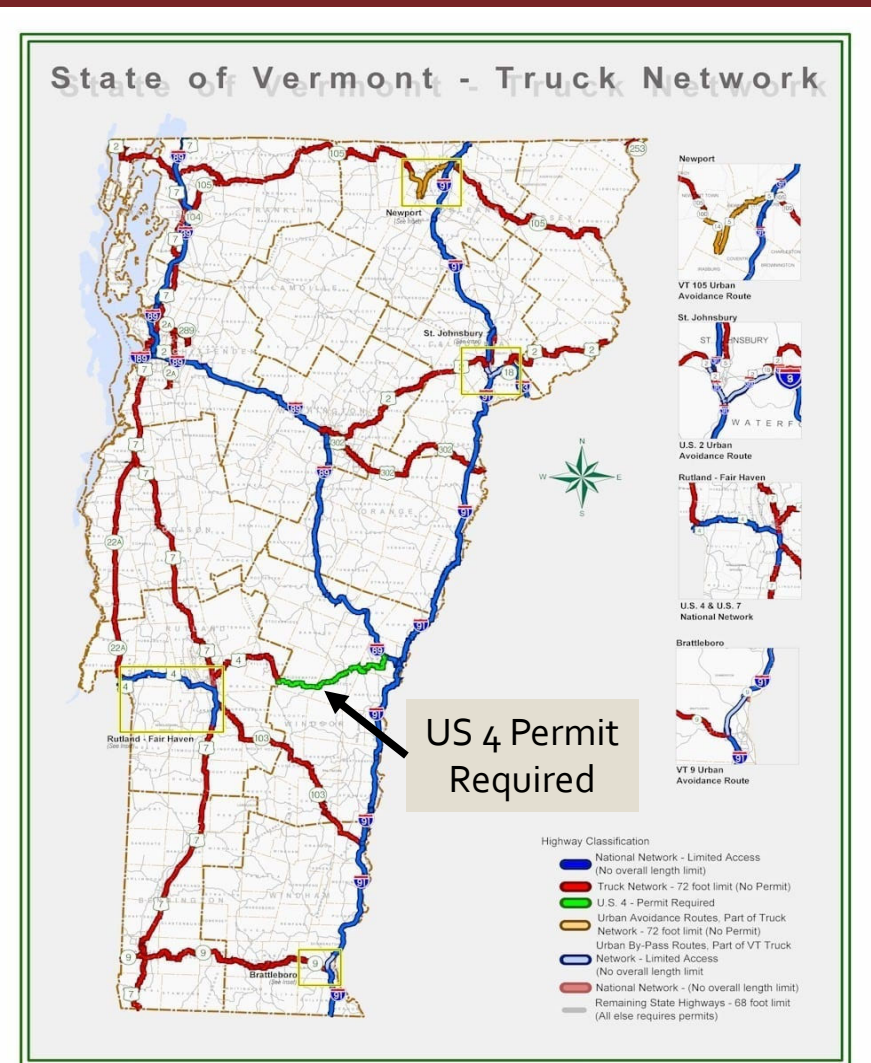
- NH and MA similar to VT
- NY State has a blanket permit
 - 10-mile travel distance with combined weight less than 100,000 pounds, Certain axle load requirements, Wrecker max length of 40 ft

- **Typical limitations based on review of other states**

- 10-100 miles towing distances
 - Based on the size of the state, a 75-mile limit may be appropriate for Vermont.
- Weight limits: no limit, 100,000, 145,000, 150,000 and 160,000 pounds. There are also various limits for the steer, rear, and tandem axles.
- The tow vehicle should weigh more than the disabled vehicle and its length should not exceed 40 feet.
- The individual weights of the tow truck and the disabled vehicle cannot exceed statutory weight limits.
- Include in the permit a list of restricted bridges that cannot be crossed.
- Limit blanket permits to overweight vehicles. Do not provide blanket permit for oversize vehicles.

REPEAL US 4 OVERLENGTH PERMIT

- US 4 NH Border to VT 100-South
 - Hartford, Hartland, Woodstock, Bridgewater
- Applies to tractor trailers with lengths between 68 – 75 ft
- Established in 2000
- Average of 855 permits issued by DMV annually
- Permit is Free
- Woodstock issues tickets (125/year)



FINANCIAL IMPACTS OF REPEAL

▪ Truck Volume Impacts

- 41 Trucks per Day Increase on US 4
- Truck Miles would Decrease Statewide by 81,200 miles per year

▪ Cost Savings

- \$27,000-\$32,000/Year Statewide Pavement & Bridge Maintenance
- \$10,200/Year External Costs

Route	Station	Town	Year	Tractor Trailers per Day
VT 9	X133	WILMINGTON	2018	266
VT 103	X111	ROCKINGHAM	2018	314
	Y062	LUDLOW	2016	268
	Y192	CHESTER	2019	311
US 302	N147	NEWBURY	2018	138
US 2	C110	DANVILLE	2016	183
	W103	PLAINFIELD	2015	176
	G119	ALBURGH	2017	267
VT 105	F116	SHELDON	2014	236
	F118	ENOSBURGH	2015	113
US 7	R107	WALLINGFORD	2017	138
	R176	PITTSFORD	2015	240
	R427	BRANDON	2015	294
	A011	MIDDLEBURY	2015	276
	D277	SHELBURNE	2018	631
VT 22A	A195	VERGENNES	2014	432
Average all other Routes				268
Average US 4 NH to VT 100-South				191

SAFETY – NH TO VT 100-SOUTH

Description	Crash Type			Total
	<i>Property Damage Only</i>	<i>Injury</i>	<i>Fatal</i>	
Number of Crashes 2010-2019 on US 4 Hartford to VT 100-S.	23	6	1	30
Crashes per 1 Million Truck Miles of Travel on US 4 Hartford to VT 100-S.	1.22	0.32	0.05	1.59
National Tractor Trailer Crash Rates	2.28	0.61	0.03	2.92

SAFETY – WOODSTOCK VILLAGE

- 10 of 30 Crashes in Woodstock Village
- No injuries or fatalities
- 3 Crashes at Hartland Hill Road
 - Hit sign twice
 - Concern about crossing centerline

