

2/17/2020

The Honorable Dick Mazza
Chairman of the Transportation Committee
777 West Lakeshore Drive
Colchester, Vermont 05446

RE: §1432. Length of Vehicles (3)(C)

Dear Senator Mazza

As president of the Vermont and Bus Association I am asking the Transportation Committee to please take another look at revising Title 23: Motor Vehicles, Chapter 013: Operation Of Vehicles, Subchapter 015: Weight, Size, Loads.

Specifically, §1432. Length of Vehicles (3)(C).

I understand laws are created based on information gathered at that time and are revised when technology, engineering, and safety data warrant updating to meet the needs of the current conditions.

§1432 has a lot of history; for those of us who have been in the industry for many years, we can see and understand what the driving force pushing for this law was. We also understand that to remain current in today's environment revisions have been adopted.

Back in the '80s and '90s, when 53-foot trailers were making their debut into the industry, there was a lot of concern about the safety of these vehicles regarding maneuverability with little safety data to challenge the opposition. We now have over twenty years of information/data on the 53-foot trailer (which is the most utilized trailer size in the industry today) in conjunction with the revision of the federal law regarding pivot points, (also known as the 41-foot rule); and are unable to find any data supporting or suggesting that the length of a tractor-trailer on a two-lane road or any road contributes or increases the odds of a crash.

In the year 2000, revisions to §1432 were made and put into effect. Today's §1432 (3)(C) was actually (3)(D) at that time, and I believe this was the year the "Operation on Route 4" language was added.

I have attached a copy of the history found at; <http://www.leg.state.vt.us/DOCS/2000/ACTS/ACT154.HTM>

This same year §1432 (3)(C) was re-written to include a truck network of Vermont roads that was separate from the language of §1432 (3)(D).

Nine years later, in 2009, §1432 was revisited and updated again. The overall length of the vehicles allowed by law increased by 3 feet, and the pivot point shortened by 2 feet creating the 41-foot rule. (The 41-foot rule was engineered for longer vehicles to operate in a smaller turning radius.)

In this same revision §1432 (3)(C), the truck network was completely removed. §1432 (3)(D) Operation on Route 4 language was moved to §1432 (3)(C); however, it did not adopt the increased length only the reduced pivot point.

Attached is the copy found at;

<https://legislature.vermont.gov/Documents/2010/Docs/ACTS/ACT050/ACT050%20As%20Enacted.pdf>

Three years later, in 2012, §1432 (3)(C) did adopt the increased length of 3 feet.

<https://legislature.vermont.gov/Documents/2012/Docs/ACTS/ACT164/ACT164%20As%20Enacted.pdf>

In my research to understand why 23 V.S.A. §1432 (3)(C) still exists after all the years of revisions is still unexplainable.

US Route 4 has had many safety upgrades in the past twenty years. There are more passing lanes and markings to pass than on alternative routes of Route 100 North and South along with Route 107 versus the direct route of Route 4 through Woodstock. Other upgrades include the addition of turning lanes for side streets and rumble strips on the centerline in conjunction with the state of Vermont, reducing the speed limit to 45 miles an hour for the 23 mile stretch from Hartland to Bridgewater.

The town of Woodstock has made improvements to the flow of traffic as well. The traffic around the Green is limited to one way on each side, splitting Route 4, separating east/west travel, creating turning lanes comparable to a roundabout at each end of the Green to keep the traffic flowing. They have reconfigured parking and, in some cases, eliminated parking spaces to accommodate turning vehicles. They also reduced the speed through Woodstock to 25 MPH for a stretch of 1.8 miles.

So again, I had to ask myself why 23 V.S.A. §1432 (3)(C) is still in effect? VT Lawmakers have told me that their goal is to pass bills into law that will promote the betterment of Vermont through transparency and equality. 23 V.S.A. §1432 (3)(C) is far from that.

I went to the State of Vermont Agency of Transportation website and looked up the AOT's Mission and Vision Statement. There isn't anything in that statement that would promote 23 V.S.A. §1432 (3)(C). In fact, with all the safety upgrades made to US Route 4 East, the Mission and Vision statement becomes false. Many tourist towns in Vermont deal with traffic issues such as Stowe, Waterbury, Waitsfield, East Burke, Grand Isle, and many more that do not benefit from 23 V.S.A. §1432 (3)(C), so the transparency and equality to all Vermonters are nonexistent with this law.

23 V.S.A. §1432 (3)(C) only benefits a small population of this state. The revenue generated by this law goes directly to the town of Woodstock or the Windsor County Sheriff's department. I called the Woodstock Police department, and the person I spoke with said the fine for the 1st offense is \$362.00 and can go as high as \$862.00, with a comment of, "you'd think they'd learn." When I asked how many of these tickets were issued in 2019, she wouldn't tell me.

The town of Woodstock and the Windsor County Sheriff's department bared no expense in issuing the over 800 permits that were issued in 2019. That cost falls directly on all taxpayers of Vermont.

When comparing what is required for this permit ((23 V.S.A. §1432 (3)(c)), verses an oversize permit in the body of 23 V.S.A. §1432, it solidifies the fact that the permit required has no real value regarding safety and liability. There is no verbiage listed on the permit issued that doesn't already apply to all other roads in Vermont that are rated for 26,000 pounds or more.

So, the question remains, "What is the value of this free permit?"

It can not be a safety issue because once a permit is issued, there are no limitations or restrictions to how many times one can travel this stretch of US Route 4 or what time of day or day of the week it can be traveled. Liability coverage is not an issue either because an insurance certificate is not required for the permit.

The Vermonters paying the price for 23 V.S.A. §1432 (3)(C) are the businesses being served by the trucking companies who have either applied for these permits or having received a fine for not having the permit. When unsuspecting truck drivers are ticketed, the cost is passed on to the company receiving the goods. Even the companies trying to do the right thing have a higher cost to serve because even though it doesn't take that much more time to use an alternate route, it adds 10 miles to the trip. Most "over the road" drivers are paid by the mile and you also have the vehicle expense of fuel and wear and tear. The trucking companies located in Vermont that use that corridor have the added expense of applying for the permit and maintaining them. Lastly, any Vermonter paying tax into the general fund are the ones paying the DMV administrative fees to have these free permits issued.

We all understand it's the driver's responsibility to know the law. In this case, 23 V.S.A. §1432 (3)(C) is virtually unknown and non-publicized. The tools drivers use to educate themselves (Map books, GPS, on-line mapping) do not highlight this restriction. One of the most trusted names in navigation and mapping is Rand McNally. I purchased Rand McNally's 2020 Motor Carrier's Road Atlas to validate my point, section A of these road atlases lists Low Clearance Locations, Permanent Weigh Stations and Restricted Routes. Page A44 list Vermont, under the section titled "Restricted Routes," US Route 4 is not listed to have any restrictions at all. Omnitrac is one of the most common commercial truck navigation systems installed in a large majority of truck fleets. This GPS too will direct you through Woodstock on US Route 4, so now it comes down to the driver relying only on signs.

There are only 4 signs that I have seen notifying drivers on US Route 4 of the restriction.

1. Heading west on Woodstock Rd, US Rte 4, located 3/10th of a mile after you turn onto 4 heading west from Route 5 in Hartford with no place to turn around.
2. On Woodstock Road, Rte 4 eastbound after you pass the I89 northbound exit 1 ramp with no place to turn around.
3. Is on Woodstock road, Rte 4 westbound after you pass the I89 exit 1 southbound ramp 3/10th of a mile west with no place to turn around.
4. The final is when you are heading East on Route 4, 3/10th of a mile past the Rte 100 south turn in Bridge Water.

A common thread with all of these signs is once in view; there are no turnarounds available for the driver to change direction essentially, creating a trap for these drivers.

Attached to this letter, I've included copies of the history of 23 V.S.A. §1432 (3)(C), an application for the Annual Free Permit for §1432 (3)(C) and copy of the permit requirements for the rest of §1432 to make the comparison that the §1432 (3)(C) has nothing to do with safety. Pictures of the improvements and turning lanes at and around the Woodstock Green, and the 4 signed locations on US route 4.

If you need any additional information, please reach out to me.

Also, if §1432 (3)(C) cannot be repealed, can we get an explanation of what the real value to Vermonters is regarding the law.

Sincerely,

Roland Bellavance

2000 Update

Sec. 17. 23 V.S.A. § 1432 is amended to read:

§ 1432. LENGTH OF VEHICLES; AUTHORIZED HIGHWAYS

(a) *~~[No motor vehicle, with or without trailer or semi-trailer attached, which is longer than 65 feet overall shall be operated upon any highway except as otherwise provided herein or under special permission from the commissioner of motor vehicles.]~~* Operation of vehicles with or without a trailer or semitrailer. No motor vehicle without a trailer or semitrailer attached, which is longer than 46 feet overall, shall be operated upon any highway except under special permission from the commissioner of motor vehicles. A motor vehicle with a trailer or semitrailer shall be operated, with regard to the length of the vehicle, pursuant to this section. If there is a trailer or semitrailer, the distance between the kingpin of the semitrailer to the center of the rearmost axle shall not exceed 43 feet.

(1) Vehicles with a trailer or semitrailer not exceeding 72 feet on the truck network. If the overall length of a vehicle with a trailer or semitrailer does not exceed 72 feet, it may be operated without a permit on the truck network established in subsection (c) of this section.

(2) Vehicles with a trailer or semitrailer not exceeding 68 feet off the truck network. If the overall length of a vehicle with a trailer or semitrailer does not exceed 68 feet, it may be operated without a permit off the truck network.

(3) Vehicles with a trailer or semitrailer longer than 68 feet but not longer than 72 feet off the truck network; tractor 23 feet or less. If the overall length of a vehicle with a trailer or semitrailer is longer than 68 feet but not longer than 72 feet, and if the distance between the steering axle to the rearmost tractor axle is 23 feet or less, a permit may be issued pursuant to subdivision 1402(b)(1) of this title. A receiver or shipper of goods located in Vermont may request from the agency of transportation, access to a state highway, not on the truck network, for a commercial motor vehicle where the overall length exceeds 68 feet but is not longer than 72 feet. The agency of transportation shall review the route or routes requested, making its determination for approval based on safety and engineering considerations, after considering input from local government and regional planning commissions or the metropolitan planning organization. The agency shall maintain consistency in its application of acceptable highway geometry when approving other routes. The agency may authorize safety precautions on these highways, if warranted, which shall include, but not be limited to, precautionary signage, intelligent transportation system signage, special speed limits and use of flashing lights.

(4) Vehicles with a trailer or semitrailer longer than 68 feet but not longer than 72 feet off the truck network; tractor greater than 23 feet. If the overall length of a vehicle with a trailer or semitrailer is longer than 68 feet but not longer than 72 feet, and if the distance between the steering axle to the rearmost tractor axle is greater than 23 feet in length, a permit may be issued pursuant to subdivision 1402(b)(2) of this title.

(5) Vehicles with a trailer or semitrailer longer than 72 feet. If the overall length of a vehicle with a trailer or semitrailer is longer than 72 feet, a permit may be issued pursuant to subdivision 1402(b)(3) of this title.

(b) Rear-end protective devices on trailers. A trailer or ~~*[semi-trailer]*~~ semitrailer not in excess of 53 feet may be operated provided*[:]*

~~*[(1) the distance between the kingpin of the semi-trailer and the centerline of the rear axle or rear axle group does not exceed 41 feet; and]*~~ ~~*[(2)]*~~ ~~the~~ ~~*[semi-trailer]*~~ ~~semitrailer~~ is equipped with a rear-end protective device of substantial construction consisting of a continuous lateral beam extending to within four inches of the lateral extremities of the ~~*[semi-trailer]*~~ ~~semitrailer~~ and located not more than 22 inches from the surface as measured with the vehicle empty and on a level surface*[:and]* ~~*[(3) operation is:]*~~ ~~*[(A) on the Dwight D. Eisenhower National System of Interstate and Defense Highways;]*~~ ~~*[(B) on highways leading to or from the Dwight D. Eisenhower National System of Interstate and Defense Highways for a distance of one mile unless the agency of transportation finds the use of a specific highway to be unsafe; or]*~~ ~~*[(C) on such other highways which the agency of transportation approves based on safety or engineering considerations.]*~~

(c) ~~*[A trailer or semi-trailer not in excess of 48 feet need only meet the requirements of subdivision (b)(1) of this section.]*~~ The truck network. The truck network shall consist of the following: U.S. Route 2 between the New Hampshire state line and the junction of U.S. Route 5; U.S. Route 2 from the junction of exit 21 on I-91 to exit 8 on Interstate 89; U.S. Route 2 between the New York state line and VT Route 78; VT Route 2A; U.S. Route 4 from the New York state line to the junction of VT Route 100 south; U.S. Route 5 from the junction of U.S. Route 2 to the junction of exit 20 of I-91; U.S. Route 5 between I-91 at exit 22 to the south entrance of the St. Johnsbury-Lyndonville industrial park; U.S. Route 5 south from I-91 at exit 22 to the intersection of St. Johnsbury Railroad Street and Hastings Hill Street; U.S. Route 7; VT Route 9 from the New York state line to the junction of exit 2 on I-91; VT Route 9 from the junction of exit 3 on I-91 to the New Hampshire state line; VT Route 18 from U.S. Route 2 to the New Hampshire state line; VT Route 22A between U.S. Route 4 and U.S. Route 7; VT Route 78; VT Route 103; VT Route 105 from the junction of U.S. Route 7 to the junction of VT Route 100, then southerly on VT Route 100 to the junction of VT Route 100 and VT Route 14, then easterly on VT Route 14 to the junction of VT Route 14 and U.S. Route 5, then northerly on U.S. Route 5 to the junction of U.S. Route 5 and VT Route 105, then easterly on VT Route 105 from the junction of U.S. Route 5 to the New Hampshire border; VT Route 104 from VT Route 105 to I-89 at exit 19; VT Route 253 from the New Hampshire border to the Canadian border; VT Route 289; and U.S. Route 302. The commissioner is authorized to place special restrictions applying to motor vehicles on any route of the truck network when, in his or her opinion, the restrictions would provide for the safe operation of all vehicles on the route.

(d) Operation on U.S. Route 4. Vehicles with a trailer or semitrailer which are longer than 68 feet but not longer than 72 feet may be operated with a single or multiple trip overlength permit issued at no cost by the department of motor vehicles or, for a fee, by an entity authorized in subsection 1400(d) of this title on U.S. Route 4 from the New Hampshire state line to the

junction of VT Route 100 south, provided the distance from the kingpin of the semitrailer to the center of the rearmost axle is not greater than 43 feet.

~~(d)~~ (e) Operation of pole semitrailers. The provisions of this section shall not be construed to prevent the operation of so-called pole dinkeys or pole ~~*[semi-trailers]*~~ semitrailers when being used to support the ends of poles, timbers, pipes, or structural members capable, generally, of sustaining themselves as beams between the supporting connections, the overall length of which may exceed 60 feet under special permission from the commissioner of motor vehicles. *~~(e)~~* (f) Operation on Interstate highways. Notwithstanding subsection (a) of this section, on the National System of Interstate and Defense Highways and those classes of qualifying Federal-aid Primary System highways as designated by the Secretary, United States Department of Transportation, and on highways leading to or from the Dwight D. Eisenhower National System of Interstate and Defense Highways for a distance of one mile, unless the agency of transportation finds the use of a specific highway to be unsafe, no overall length limits for tractor-semitrailer or tractor semitrailer-trailer combination shall apply. On ~~*[such]*~~ these highways, no semitrailer in a tractor-semitrailer combination longer than 53 feet and no trailer or semitrailer in a tractor-semitrailer-trailer combination longer than 28 feet shall be operated. However, the limits established by this section shall not be construed in such a manner as to prohibit the use of semitrailers in a tractor-semitrailer combination of such dimensions as were in actual and lawful use in this state on December 1, 1982. *~~(f)~~* (g) List of approved highways. The commissioner shall prepare a list of each highway that has been approved for travel by ~~*[trailers or semi-trailers of fifty three feet in length]*~~ vehicles referred to in subsection (a) of this section. The list shall be furnished, without charge, to each permitting service, electronic dispatching service or other similar service authorized to do business in this state and, upon request, to any interested person.

* * * Special DMV Examinations * * *

Sec. 101. 23 V.S.A. § 636(a) is amended to read:

(a) Whenever the commissioner has good cause to believe that any holder of an operator's license, or any applicant for renewal of an operator's license, is incompetent or otherwise not qualified to be licensed, he may require such person to submit to a special examination to determine his capabilities or mental or physical fitness, but no person shall be required to pay to the state a fee for such special examination. Such examination shall be given at such time and place as the commissioner may determine. If the commissioner determines that a special examination is warranted, then a driving examination shall be administered. If, under the commissioner's discretion, extenuating circumstances exist, the commissioner may also administer a written or oral examination.

* * * Truck Permits * * *

Sec. 102. 23 V.S.A. § 1432 is amended to read:

§ 1432. LENGTH OF VEHICLES; AUTHORIZED HIGHWAYS

(a) Operation of vehicles with or without a trailer or semitrailer. No motor vehicle without a trailer or semitrailer attached, which is longer than 46 feet overall, shall be operated upon any highway except under special permission from the commissioner of motor vehicles. A motor vehicle with a trailer or semitrailer shall be operated, with regard to the length of the vehicle, pursuant to this section. If there is a trailer or semitrailer, the distance between the

kingpin of the semitrailer to the center of the rearmost axle group shall not exceed ~~43~~ 41 feet. An "axle group" is defined as two or more axles where the centers of all the axles are spaced at an equal distance apart.

~~(1) Vehicles with a trailer or semitrailer not exceeding 72 feet on the truck network. If the overall length of a vehicle with a trailer or semitrailer does not exceed 72 feet, it may be operated without a permit on the truck network established in subsection (c) of this section.~~

~~(2) Vehicles with a trailer or semitrailer not exceeding 68 75 feet off the truck network. If the overall length of a vehicle with a trailer or semitrailer does not exceed 68 75 feet, it may be operated without a permit off the truck network.~~

~~(3)(2) Vehicles with a trailer or semitrailer longer than 68 feet but not longer than 72 feet off the truck network; tractor 23 feet or less. If the overall length of a vehicle with a trailer or semitrailer is longer than 68 feet but not longer than 72 feet, and if the distance between the steering axle to the rearmost tractor axle is 23 feet or less, a permit may be issued pursuant to subdivision 1402(b)(1) of this title. A receiver or shipper of goods located in Vermont may request from the agency of transportation, access to a state highway, not on the truck network, for a commercial motor vehicle where the overall length exceeds 68 feet but is not longer than 72 75 feet. The If the total vehicle length is in excess of 75 feet or the distance from the steering axle to the rearmost tractor axle is longer than 25 feet, a permit may be requested from~~

the commissioner. In that event, the agency of transportation shall review the route or routes requested, making its determination for approval based on safety and engineering considerations, after considering input from local government and regional planning commissions or the metropolitan planning organization. The agency shall maintain consistency in its application of acceptable highway geometry when approving other routes. The agency may authorize safety precautions on these highways, if warranted, which shall include, but not be limited to, precautionary signage, intelligent transportation system signage, special speed limits and use of flashing lights.

~~(4) Vehicles with a trailer or semitrailer longer than 68 feet but not longer than 72 feet off the truck network; tractor greater than 23 feet. If the overall length of a vehicle with a trailer or semitrailer is longer than 68 feet but not longer than 72 feet, and if the distance between the steering axle to the rearmost tractor axle is greater than 23 feet in length, a permit may be issued pursuant to subdivision 1402(b)(2) of this title.~~

~~(5)(3)~~ Vehicles with a trailer or semitrailer longer than ~~72~~ 75 feet. If the overall length of a vehicle with a trailer or semitrailer is longer than ~~72~~ 75 feet, a permit may be issued pursuant to subdivision ~~1402(b)(3)~~ 1402(b)(1) of this title.

(b) Rear-end protective devices on trailers. A trailer or semitrailer not in excess of 53 feet may be operated provided the semitrailer is equipped with a rear-end protective device of substantial construction consisting of a

continuous lateral beam extending to within four inches of the lateral extremities of the semitrailer and located not more than 22 inches from the surface as measured with the vehicle empty and on a level surface.

(c) ~~The truck network. The truck network shall consist of the following:~~
U.S. Route 2 between the New Hampshire state line and the junction of U.S. Route 5; U.S. Route 2 from the junction of exit 21 on I 91 to exit 8 on Interstate 89; U.S. Route 2 between the New York state line and VT Route 78; VT Route 2A; U.S. Route 4 from the New York state line to the junction of VT Route 100 south; VT Route 279 from the New York state line to the junction of U.S. Route 7; U.S. Route 5 from the junction of U.S. Route 2 to the junction of exit 20 of I 91; U.S. Route 5 between I 91 at exit 22 to the south entrance of the St. Johnsbury Lyndonville industrial park; U.S. Route 5 south from I 91 at exit 22 to the intersection of St. Johnsbury Railroad Street and Hastings Hill Street; U.S. Route 7; VT Route 9 from the New York state line to the junction of exit 2 on I 91; VT Route 9 from the junction of exit 3 on I 91 to the New Hampshire state line; VT Route 18 from U.S. Route 2 to the New Hampshire state line; VT Route 22A between U.S. Route 4 and U.S. Route 7; VT Route 78; VT Route 103; VT Route 105 from the junction of U.S. Route 7 to the junction of VT Route 100, then southerly on VT Route 100 to the junction of VT Route 100 and VT Route 14, then easterly on VT Route 14 to the junction of VT Route 14 and U.S. Route 5, then northerly on U.S. Route 5 to the junction of U.S. Route 5 and VT Route 105, then easterly on VT Route 105

~~from the junction of U.S. Route 5 to the New Hampshire border; VT Route 104 from VT Route 105 to I-89 at exit 19; VT Route 253 from the New Hampshire border to the Canadian border; VT Route 289; and U.S. Route 302. The commissioner is authorized to place special restrictions applying to motor vehicles on any route of the truck network when, in his or her opinion, the restrictions would provide for the safe operation of all vehicles on the route.~~

(d) Operation on U.S. Route 4. ~~Vehicles~~ Notwithstanding any other law to the contrary, vehicles with a trailer or semitrailer which are longer than 68 feet but not longer than 72 feet may be operated with a single or multiple trip overlength permit issued at no cost by the department of motor vehicles or, for a fee, by an entity authorized in subsection 1400(d) of this title on U.S. Route 4 from the New Hampshire state line to the junction of VT Route 100 south, provided the distance from the kingpin of the semitrailer to the center of the rearmost axle group is not greater than ~~43~~ 41 feet.

~~(e)~~(d) Operation of pole semitrailers. The provisions of this section shall not be construed to prevent the operation of so-called pole dinkeys or pole semitrailers when being used to support the ends of poles, timbers, pipes, or structural members capable, generally, of sustaining themselves as beams between the supporting connections, the overall length of which may exceed ~~60~~ 75 feet under special permission from the commissioner of motor vehicles.

~~(f)~~(e) Operation on Interstate highways. Notwithstanding subsection (a) of this section, on the National System of Interstate and Defense Highways and

2012 Update

Sec. 4. 23 V.S.A. § 1432(c) is amended to read:

(c) Operation on U.S. Route 4. Notwithstanding any other law to the contrary, vehicles with a trailer or semitrailer which are longer than 68 feet but not longer than ~~72~~ 75 feet may be operated with a single or multiple trip overlength permit issued at no cost by the department of motor vehicles or, for a fee, by an entity authorized in subsection 1400(d) of this title on U.S. Route 4 from the New Hampshire state line to the junction of VT Route 100 south, provided the distance from the kingpin of the semitrailer to the center of the rearmost axle group is not greater than 41 feet.



Annual Permit To Operate A Motor Vehicle In Excess Of The Statutory Length Limit On US RT 4

DEPARTMENT OF MOTOR VEHICLES
Agency of Transportation

120 State St
Montpelier, Vermont 05603-0001
(voice) 802.828.2064
(fax) 802.828.5418

dmv.vermont.gov

PERMIT MUST BE CARRIED IN VEHICLE AT TIME OF OPERATION

NAME
STREET
CITY STATE ZIP
YOUR TELEPHONE # YOUR FAX # ISSUE DATE

IF CARRYING HAZARDOUS MATERIALS THIS LOAD MUST CONFORM TO 49 CFR, PARTS 100-145

TRUCK MAKE *See Note Below* REGISTRATION # STATE REGISTERED WEIGHT

TRAVEL AUTHORIZED ON THE FOLLOWING ROUTE

VERMONT ROUTE 4 FROM THE NEW HAMPSHIRE LINE TO THE JUNCTION OF VERMONT ROUTE 100 SOUTH. THE DISTANCE BETWEEN THE KINGPIN OF THE SEMITRAILER TO THE CENTER OF THE REARMOST AXLE GROUP SHALL NOT EXCEED 41 FEET.

THIS PERMIT IS TO BE USED FOR VEHICLES LONGER THAN 68' BUT NOT LONGER THAN 75'. FOR COMBINATIONS GREATER THAN 75' THE STANDARD PERMIT FORM WILL BE REQUIRED FOR THIS ROUTE.

ANNUAL PERMIT Expires 1 year from issue date PERMIT # VALID UNTIL

- In no instance may the kingpin to center of the rear axle group be greater than 41 feet.
In no instance may the trailer be greater than 53 feet.

NOTE: If this permit is being used for multiple vehicles, you must send a computer print-out with all applicable tractor data. Only the vehicles listed on the print-out shall be properly permitted. A copy of this permit must be maintained in each permitted vehicle.

Subject to all provisions of the state motor vehicle laws, permit, general regulations and special regulations as follows:

NO CONVOY
SPECIAL REMARKS:

Statements and warrants made herein are certified under penalty of 23 V.S.A. §202, the undersigned agrees to comply with all provisions of the State Motor Vehicle Laws and General Regulations including those printed on the reverse of this form.

SIGNATURE OF APPLICANT DATE

IF YOUR COMPANY IS CURRENTLY UNDER SUSPENSION IN VERMONT, THIS PERMIT IS NOT VALID



Single Trip Permit to Operate a Motor Vehicle in Excess of Statutory Weight or Dimension Limits

DEPARTMENT OF MOTOR VEHICLES
Agency of Transportation

120 State St
Montpelier, Vermont 05603-0001
(voice) 802.828.2064
(fax) 802.828.5418
(ttd) 800-253-0191

dmv.vermont.gov

Form with fields for NAME, STREET, CITY, STATE, ZIP, TELEPHONE #, FAX #, ISSUE DATE, BILL TO, ESCROW PID, TRUCK MAKE, REG. NO., STATE, REG. WEIGHT, # OF AXLES, TRAILER LENGTH, TRAILER OR MOBILE HOME MAKE, REG. # OR TRANSPORT #, STATE, MOBILE HOME SERIAL # (LAST 4), LOAD DESCRIPTION, GROSS WGT, OVERALL WIDTH, OVERALL HEIGHT, OVERALL LENGTH, POINT OF ORIGIN, DESTINATION, VALID UNTIL, ROUTES AND DIRECTION OF TRAVEL, TRIP TYPE, AXLE WEIGHT AND SPACING INFORMATION table.

DEPARTMENT USE ONLY

SUBJECT TO ALL PROVISIONS OF THE STATE MOTOR VEHICLE LAWS, PERMITS, GENERAL REGULATIONS AND SPECIAL REGULATIONS AS FOLLOWS:

- Prescribed signs and flags required.
Pilot vehicle with amber signal light required.
Police escort(s) with blue signal light required for travel on the following routes: (24 hour notice required)
No convoy operation\Allow traffic to pass.
No travel during inclement weather, vehicles which are underway must exit at first available safe haven and park until weather clears.
Watch overhead clearances.
Notify the following police department(s) of date and time of move:
Rutland time restrictions: No movement on weekdays between 7:00 AM-9:00 AM and 3:00 PM-6:00 PM
Rt. 100/107 restrictions: No movement before 8:30 AM/Between 11:30 AM-1:00 PM and 2:30 PM-5:00 PM when school is in session.
Chester time restrictions: No movement on weekdays between 6:30 AM-8:30 AM and 2:15 PM-4:30 PM
No movement on Friday afternoon.
No weekend movement.
Special Remarks:
Holiday restrictions/No movement:

IF YOUR COMPANY IS CURRENTLY UNDER SUSPENSION IN VERMONT, THIS PERMIT IS NOT VALID



SPECIAL EXCESS WEIGHT PERMIT

Department of Motor Vehicles
Agency of Transportation

120 State Street
Montpelier, Vermont 05603-0001
dmv.vermont.gov

**** COPY OF VALID REGISTRATION CERTIFICATE IS REQUIRED ****
THIS PERMIT IS VALID ONLY IF THE ORIGINAL IS CARRIED IN THE APPROPRIATE VEHICLE

Name of Registered Owner		Federal ID/SSN	
Mailing Address – Street/Rd, PO Box		City/State/Zip Code	
Physical Address if Different Than Mailing – Street/Rd		City/State/Zip Code	
Telephone Number (Including Area Code)		Fax Number (Including Area Code)	
Truck Make	Truck Year	Vehicle Identification Number (VIN)	
Registered State		Registration #	# Of Axles
Any Legally Registered Trailer		# of Trailer Axles	Total # of Axles

Permit Applied For Below Must Have The Number Of Axles Indicated:	Note: Registered Weight Must Be:
<input type="checkbox"/> 60,000 – All Products - Must Have 3 Axles	55,000 Lbs.
<input type="checkbox"/> 69,000 – All Products - Must Have 4 Axles	60,000 Lbs.
<input type="checkbox"/> 72,000 – All Products - Must Have 4 Axles	SEE SECT 4C ON BACK
<input type="checkbox"/> 76,000 – All Products - Must Have 5 Axles	SEE SECT 4D ON BACK
<input type="checkbox"/> 90,000 – All Products - Must Have 5 or more Axles	80,000 Lbs. (See Back)
<input type="checkbox"/> 90,000 – Unprocessed Milk Products - Must Have 5 or more Axles	80,000 Lbs. (See Back)
<input type="checkbox"/> 90,000 – Unprocessed Milk Products - Must Have 5 or more Axles	90,000 Lbs.
<input type="checkbox"/> 99,000 – All Products - Must Have 6 or more Axles	80,000 Lbs.

Permission is granted to operate the above described motor vehicle or combination vehicle with a gross weight of _____ lbs. on designated routes on the State Highway System and those highways designated as the National System of Interstate and Defense Highways except travel across restricted bridges.

Statements and warrants made herein are certified under penalty of 23 V.S.A. § 202. The undersigned agrees to comply with all provisions of the State Motor Vehicle Laws and General Regulations including those printed on the reverse of this form.

SIGNATURE OF APPLICANT	DATE
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TRAVEL ON TOWN HIGHWAYS AT ANY WEIGHT ABOVE THE POSTED LIMIT REQUIRES A SEPARATE PERMIT FROM EACH TOWN.

* PERMIT EXPIRES WITH VERMONT REGISTRATION	
PERMIT #:	<p style="text-align: center;">VALIDATION STAMP ABOVE IS YOUR RECORD OF FEES PAID AND VALIDATES THIS CERTIFICATE.</p>
EXPIRATION: / /	
PERMIT FEE: \$	
Permits issued to out of state registrants will expire on 12/31 each year.	

If you require further information or assistance, please contact Commercial Vehicle Operations at (802) 828-2064 or visit our Web Site at: dmv.vermont.gov

Permit is 2-sided or 2 pages.

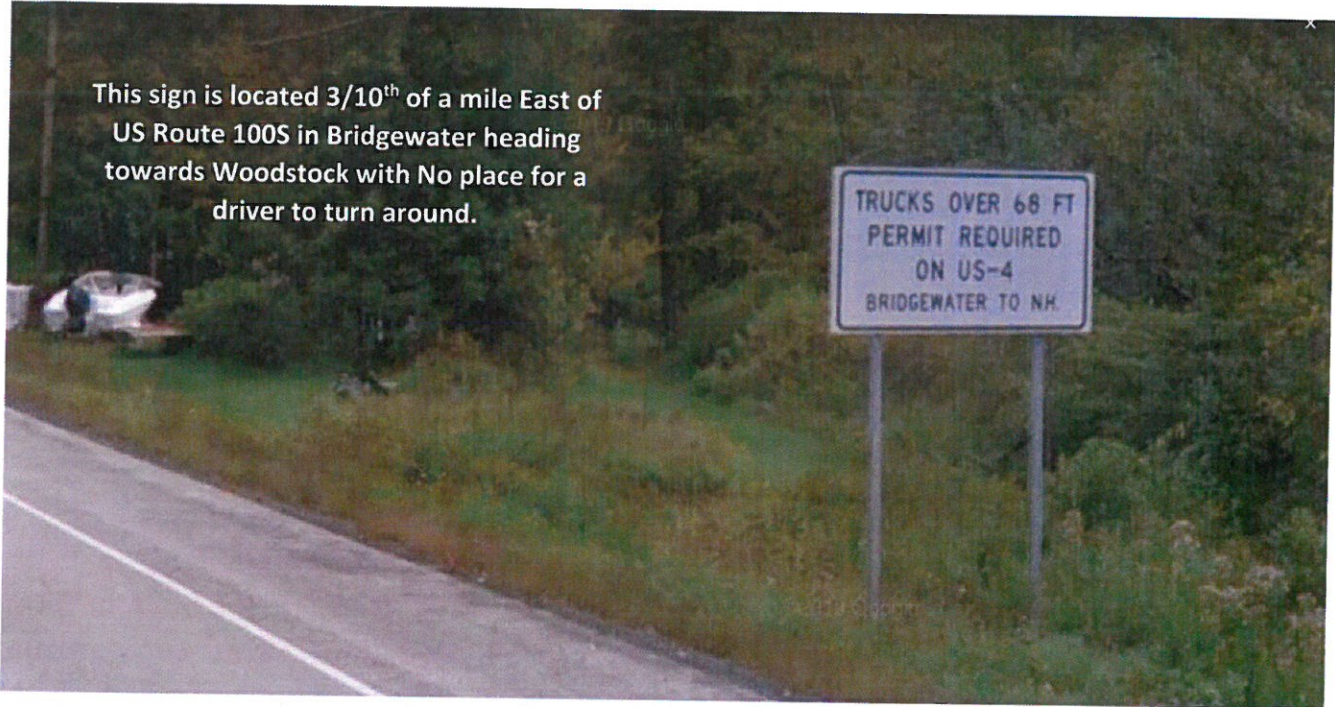
PERMIT FEES: Make check or money order payable in US Funds, to the Vermont Department of Motor Vehicles. DO NOT SEND CASH!

EXCESS WEIGHT PERMIT MAY BE ISSUED FOR:	REGISTRATION FEE FOR FULL YEAR IS:		IF THE REGISTERED WEIGHT IS:	FULL PERMIT FEE IS:	AUTHORIZED PRODUCTS:
	GAS/DIESEL	OTHER FUELS			
60,000 LBS.	\$1,503.50	\$2,625.50	55,000 LBS.	\$156.00	ALL
69,000 LBS.	\$1,758.50	\$3,071.50	60,000 LBS.	\$352.00	ALL
72,000 LBS.	\$2,142.50	\$3,743.50	SEE SECT 4C BELOW	\$15.00	ALL
76,000 LBS.	\$2,239.50	\$3,913.50	SEE SECT 4D BELOW	\$15.00	ALL
90,000 LBS.	\$2,336.50	\$4,082.50	80,000 LBS.	\$415.00	ALL
90,000 LBS.	\$2,336.50	\$4,082.50	80,000 LBS.	\$382.00	MILK
90,000 LBS.	\$2,648.50	\$4,628.50	90,000 LBS.	\$10.00	MILK
99,000 LBS.	\$2,336.50	\$4,082.50	80,000 LBS.	\$560.00	ALL

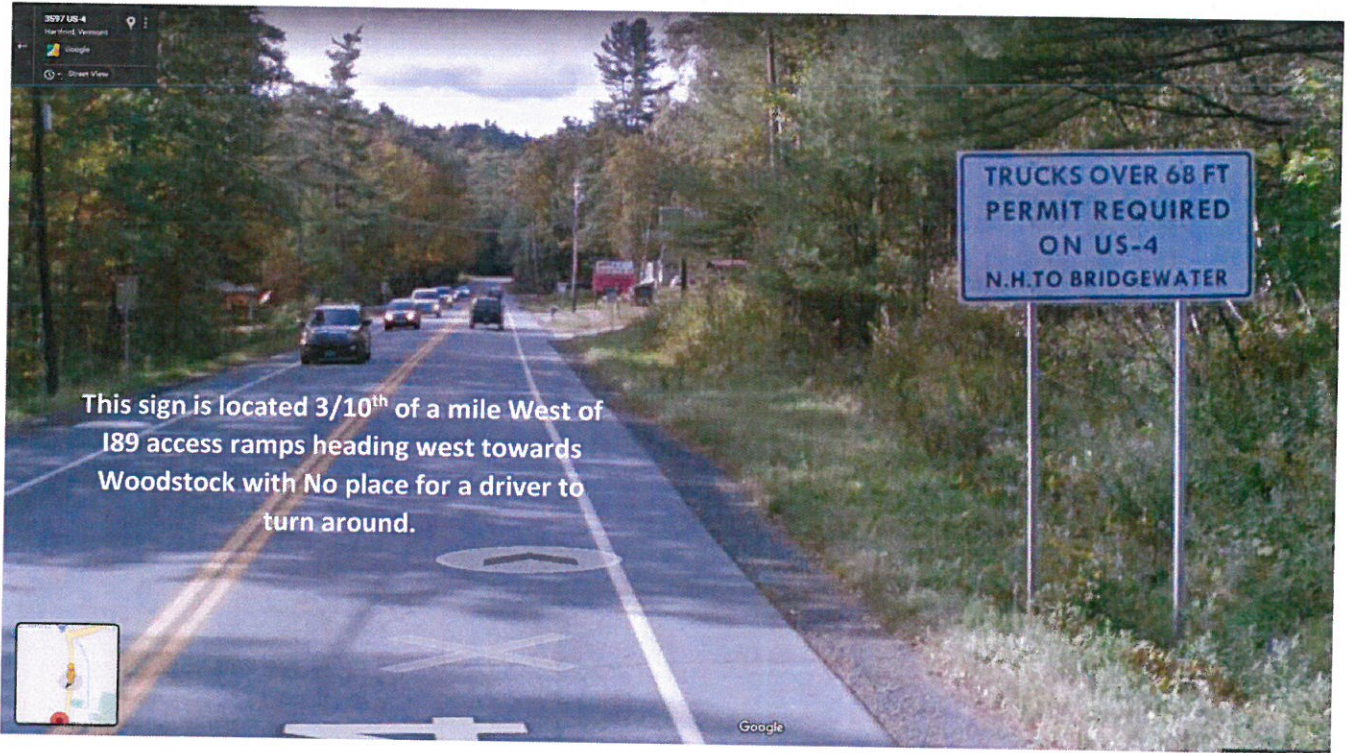
- 1) A truck owner with a permit may upgrade through the purchase of additional permits by paying the difference in fees for each permit rather than the full permit fee for each permit. Permits with a lesser weight for the same vehicle or combination of vehicles may be purchased for an administrative fee of \$10.00 each.
- 2) Permits of this type are transferable only if you have relinquished ownership of the original permitted vehicle. A \$5.00 transfer fee will be required.

GENERAL REGULATIONS GOVERNING THIS PERMIT

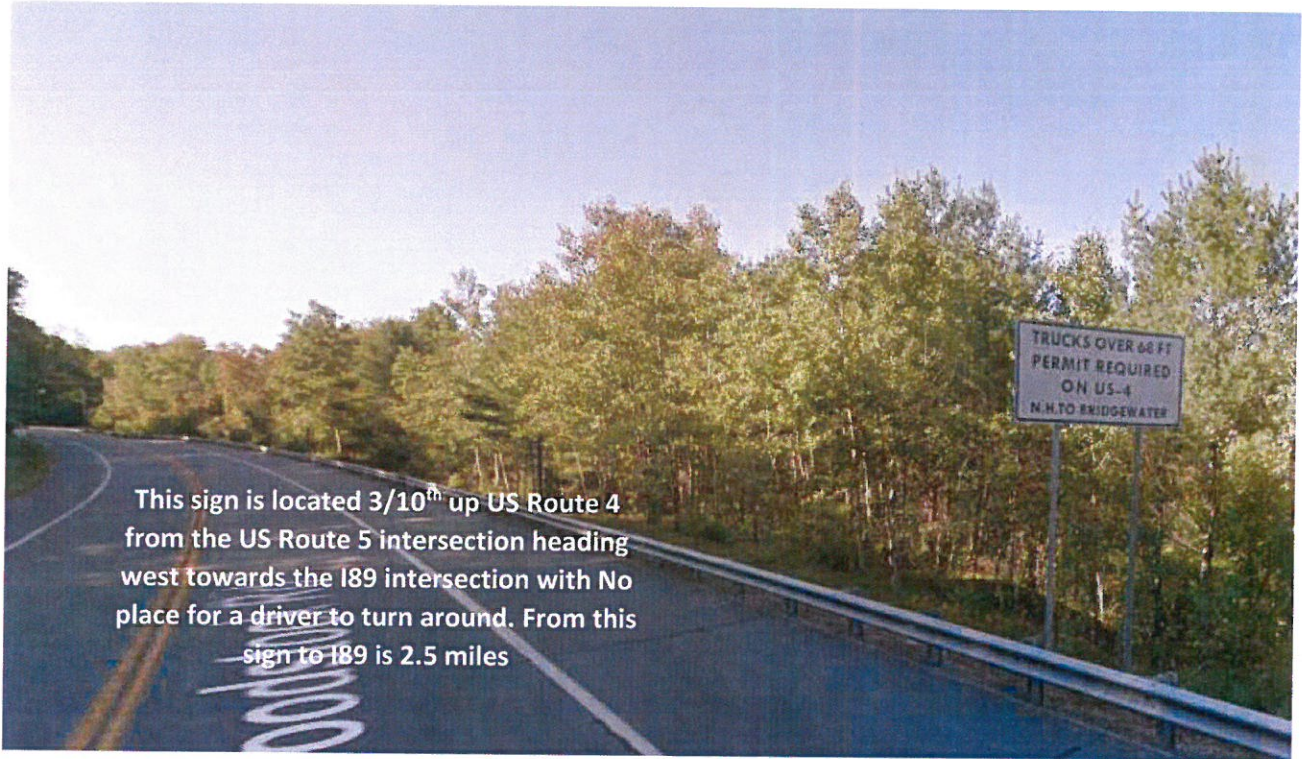
1. This **ORIGINAL** permit **MUST** be carried in the vehicle during movement. A separate permit shall be issued for each authorized weight and shall be in your possession when operating at that weight. This permit must be presented upon request to any Law Enforcement Officer.
2. The use of this permit by the applicant signifies that the applicant has read all the terms and will comply. These are the rules to obtain a permit; there are additional rules that pertain to the operation of the vehicle under conditions of the permit. Rules can be seen on the DMV website: <http://dmv.vermont.gov/commercial-services/permits/rules>
3. All permits referenced in 23 VSA § 1392, are part of the Pilot Program created by 23 U.S.C. Section 127(a)(1)(11)(B) to expire on December 31, 2031.
4. All products permits must conform to the following conditions:
 - a) 3-axle trucks with a single steering axle and rear tandem axles (both powered and braked), which have a maximum gross weight of not more than 60,000 lbs.
 - b) 4-axle trucks with a single steering axle and rear tri-axle unit (two axles of the tri-axle unit powered and braked), which have a maximum gross weight of not more than 69,000 lbs.
 - c) 4-axle tractor semi-trailer combination with a maximum gross weight of not more than 72,000 lbs. provided the distance between the second axle of the tractor and the rear axle of the trailer is at least 24 feet measured to the nearest foot. For each foot or fraction of a foot less than 24 feet measured to the nearest foot, a reduction of 2,000 lbs. in the maximum weight shall be made.
 - d) 5 or more axle tractor semi trailer or truck trailer combination with a maximum gross weight of not more than 76,000 lbs. Provided that the distance between the first and last axle of two consecutive sets of tandem axles is at least 24 feet measured to the nearest foot. For each foot or fraction of a foot less than 24 feet measured to the nearest foot, a reduction of 2,000 lbs. in the maximum gross weight shall be made.
4. 90,000 lbs. "ALL PRODUCTS PERMITS": A minimum of 51 feet between the first and last axle is required for a 5-axle combination and a minimum of 43 feet between centers of the first and last axle group is required for a 6-axle combination and a minimum of 34 feet between the first and last axle is required for a 7-axle combination.
5. 99,000 lbs. PERMITS require at least 6 load bearing axles and 51 feet between centers of the extreme axles.
6. Truck or truck tractor shall be registered for the maximum legal load for its class allowed on the state highway system.
7. Motor vehicle unit shall be equipped with adequate brakes on all wheels and maximum load on any axle of the vehicle shall not exceed a gross weight of 600 lbs. per inch of tire width computed in conformity with the manufacturer's designated width.
8. Tractor and trailer combination must be legal length and width. The maximums are 75 feet long and 8 feet 6 inches total width or trailer may not exceed 53 feet.
9. Posted bridge limits on any state highway system shall not be violated.
10. This permit DOES NOT authorize movement over town class 2, 3 or 4 highways or the Interstate and Defense Highway System. A town permit is required for movement over town highways. Milk haulers with a permit to 90,000 lbs. may operate on the Interstate and Defense Highway System.



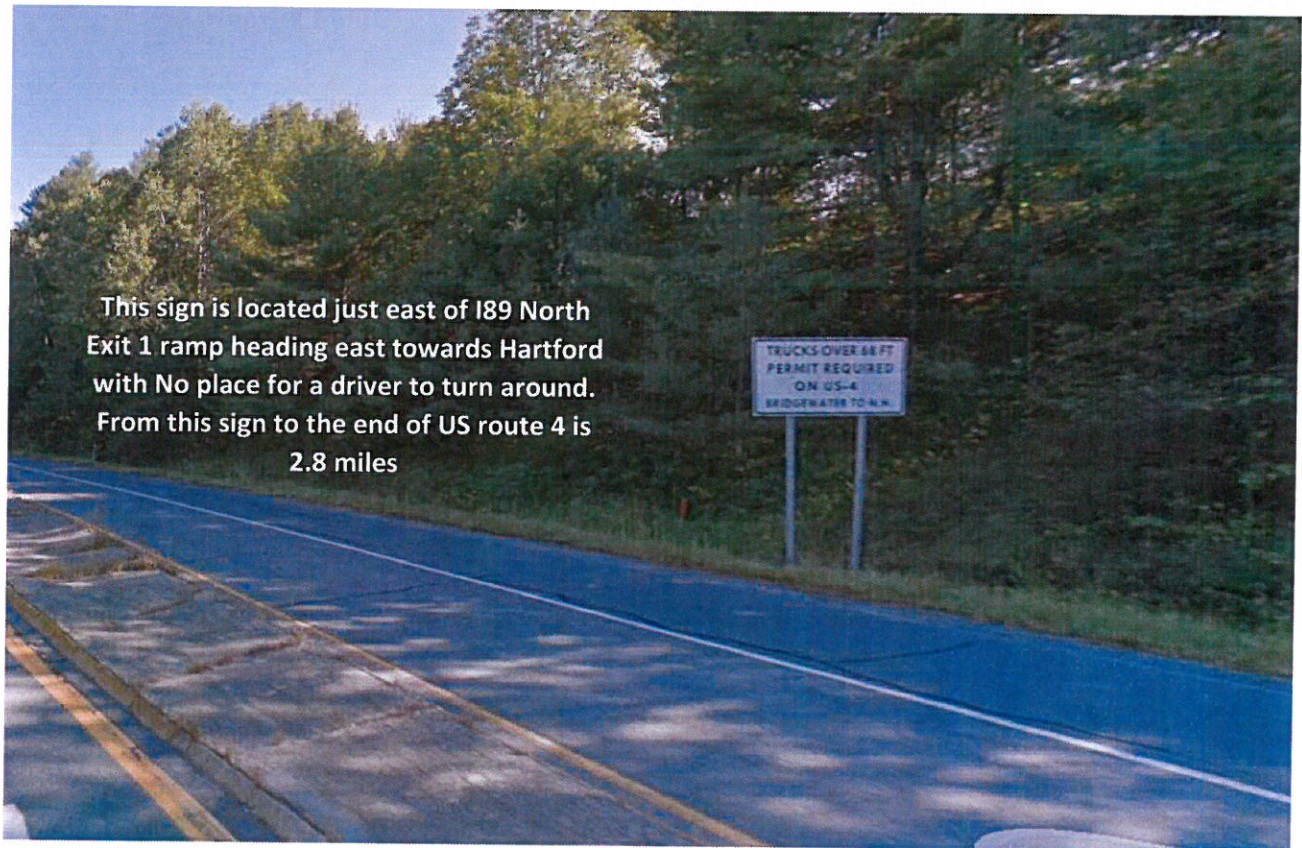
This sign is located 3/10th of a mile East of US Route 100S in Bridgewater heading towards Woodstock with No place for a driver to turn around.



This sign is located 3/10th of a mile West of 189 access ramps heading west towards Woodstock with No place for a driver to turn around.



This sign is located 3/10th up US Route 4 from the US Route 5 intersection heading west towards the I89 intersection with No place for a driver to turn around. From this sign to I89 is 2.5 miles



This sign is located just east of I89 North Exit 1 ramp heading east towards Hartford with No place for a driver to turn around. From this sign to the end of US route 4 is 2.8 miles