

Department of Transportation

Office of Legal Counsel 700 East Broadway Avenue Pierre, South Dakota 57501-2586 605/773-3262 FAX: 605/773-4442

MEMORANDUM

- TO: Darin Bergquist
- FROM: Karla L. Engle
- DATE: October 17, 2019
- RE: October 24, 2019 Commission Meeting

The Department of Transportation asks the Transportation Commission to approve amendments to the following administrative rules:

- 70:01:02:32 Hamlin County speed zone rule; and
- 70:03:01:65 Longer combination vehicle Approved routes and access restrictions.

The Department of Transportation also asks the Transportation Commission to approve adoption of the following administrative rules:

• Article 70:15 – Automated vehicles.

Copies of the following documents are enclosed with this memo for the Transportation Commission's consideration:

- 1. The proposed rules;
- 2. The Rules Presentation Format Form, listing the procedural steps that have been taken so far in the rule adoption process.
- 3. A memo from the Department's Aberdeen Region traffic engineer, explaining the proposed speed zone changes in Hamlin County;
- A letter from the South Dakota Department of Transportation to the South Dakota Division Administrator of the Federal Highway Administration (FHWA), requesting approval of additional routes for longer combination vehicles (LCVs) in South Dakota;

- 5. A copy of the Federal Register, discussing FHWA regulation changes that authorize the State of South Dakota to allow additional LCV routes;
- 6. A copy of a map showing current LCV routes and proposed LCV routes; and
- 7. A copy of the 2019 statute authorizing the Transportation Commission to adopt administrative rules permitting the testing and operation of platooning vehicles.

Any written comments that are timely received will be provided to the commission at the meeting on October 24, 2019.

Thank you.

KLE Enclosures

Attachment #3

70:01:02:32. Hamlin County. The following are the maximum speeds on certain highways in Hamlin County:

(1) State Trunk Highway 28 beginning 0.33 mile east of State Trunk Highway 21; then east 0.29 mile, 50 miles per hour; then east 1.54 miles, 55 miles per hour;

(2) State Trunk Highway 28 beginning 0.22 mile west of the southeast corner of section 24, township 113 north, range 51 west of the fifth principal meridian, then west for 0.3 mile, 45 miles per hour; then west for 0.57 mile, 35 miles per hour; then west for 0.2 mile, 45 miles per hour;

(3) State Trunk Highway 28 in Bryant beginning 1,033 feet 0.35 mile west of the southeast corner of section 18, township 113 north, range 55 west of the fifth principal meridian, the junction with South Broadway Street in Bryant, then east 1,000 feet 0.2 mile, 45 miles per hour; then east 2,400 feet 0.83 mile, 35 miles per hour; then east 1,000 0.2 mile, 45 miles per hour;

(4) U.S. Highway 81 beginning at the Hamlin and Brookings county line, then north for 1.25 miles, 40 miles per hour;

(5) State Trunk Highway 21 beginning at the junction of State Trunk Highway 21 and State Trunk Highway 28, then north 5.0 miles to a point 1,500 feet south of Third Avenue in Hayti, 55 miles per hour; then north 1,000 feet, 45 miles per hour; then north to Third Avenue, 25 miles per hour; then east on Third Avenue to Fourth Street, 25 miles per hour; then north on Fourth Street from Third Avenue to First Avenue, 25 miles per hour; then east on First Avenue 900 feet, 25 miles per hour; then east 1,000 feet, 45 miles per hour; hour;

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(6) State Trunk Highway 28 beginning 2.6 miles east of the junction of U.S.Highway 81, then east for 1.6 miles, 55 miles per hour;

(7) State Trunk Highway 22 beginning 0.38 mile west of the junction of State Trunk Highway 22 and County Road "C", then east for 0.59 mile, 55 miles per hour;

(8) State Trunk Highway 22 beginning 0.1 mile west of the junction with 450th Avenue, then east through Thomas for 0.47 mile, 55 miles per hour.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:03:01:65. Longer combination vehicle -- Approved routes and access restrictions. A LCV granted a permit pursuant to § 70:03:01:60 may travel over the interstate highway system and shall enter and exit the interstate highway system only on routes approved by the Department of Transportation. In addition to the interstate routes, a LCV may travel over the following routes:

 U.S. Highway 281 from the North Dakota border to the easternmost intersection of U.S. Highway 281 and U.S. Highway 12 212 in Redfield;

(2) State Trunk Highway 50 from Interstate <u>Highway</u> 29 to the intersection of StateTrunk Highway 50 and Burleigh Street in the east part of Yankton;

(3) U.S. Highway 85 from the North Dakota border to Interstate <u>Highway</u> 90 north of Spearfish;

(4) The U.S. Highway 14 bypass from Interstate Highway 29 to the intersection ofU.S. Highway 14 and the U.S. Highway 14 bypass on the west side of Brookings;

(5) U.S. Highway 14 from the <u>its</u> intersection of <u>with</u> the U.S. Highway 14 bypass and U.S. Highway 14 on the west side of Brookings to the intersection south of Wolsey of

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U.S. Highway 281 of the U.S. Highway 14 bypass and U.S. Highway 14 on the north side of Pierre; and

(6) U.S. Highway 281 from Interstate Highway 90 to the intersection south of Wolsey of U.S. Highway 281 and U.S. Highway 14-;

(7) U.S. Highway 12 from the North Dakota border to Interstate Highway 29;

(8) U.S. Highway 14 from its intersection with U.S. Highway 83 in Fort Pierre to the intersection of the U.S. Highway 14 bypass and U.S. Highway 14 on the north side of Pierre:

(9) The U.S. Highway 14 bypass from its intersection with U.S. Highway 14 on the west side of Pierre to the intersection of U.S. Highway 14 and the U.S. Highway 14 bypass on the north side of Pierre;

(10) The U.S. Highway 16 bypass from Interstate Highway 90 to the intersection of
 State Trunk Highway 79 and the U.S. Highway 16 bypass on the south side of Rapid City;
 (11) U.S. Highway 18 from its intersection with the U.S. Highway 18 bypass on the
 southeast side of Hot Springs to the intersection of U.S. Highway 385 and U.S. Highway
 18 at Oelrichs;

(12) The U.S. Highway 18 bypass from its intersection with U.S. Highway 18 on the west side of Hot Springs to the intersection of U.S. Highway 18 and the U.S. Highway 18 bypass on the southeast side of Hot Springs;

(13) U.S. Highway 212 from the Wyoming border to the intersection of U.S.
 Highway 85 and U.S. Highway 212 in Belle Fourche;

(14) U.S. Highway 212 between its two intersections with U.S. Highway 83 west of Gettysburg;

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(15) U.S. Highway 212 between its two intersections with U.S. Highway 281 in Redfield;

(16) U.S. Highway 281 from its intersection with U.S. Highway 14 north of Wolsey to the westernmost intersection of U.S. Highway 212 and U.S. Highway 281 in Redfield;

(17) U.S. Highway 83 from Interstate Highway 90 near Vivian to the intersection of U.S. Highway 14 and U.S. Highway 83 in Fort Pierre;

(18) U.S. Highway 83 from its intersection with U.S. Highway 14 east of Pierre to the westernmost intersection of U.S. Highway 212 and U.S. Highway 83 west of <u>Gettysburg</u>;

(19) U.S. Highway 83 from its easternmost intersection with U.S. Highway 212 west of Gettysburg to the intersection of U.S. Highway 12 and U.S. Highway 83 south of Selby;

(20) U.S. Highway 83 from the North Dakota border to the intersection of U.S. Highway 12 and U.S. Highway 83 west of Selby;

(21) State Trunk Highway 34 from its intersection with State Trunk Highway 37 west of Forestburg to the intersection of State Trunk Highway 37 and State Trunk Highway 34 east of Forestburg;

(22) State Trunk Highway 37 from Interstate Highway 90 in Mitchell to the intersection of State Trunk Highway 34 and State Trunk Highway 37 east of Forestburg;

(23) State Trunk Highway 37 from its intersection with State Trunk Highway 34 west of Forestburg to the intersection of U.S. Highway 14 and State Trunk Highway 37 at Huron; and (24) State Trunk Highway 79 from its intersection with U.S. Highway 18 north of Oelrichs to the intersection of the U.S. Highway 16 bypass with State Trunk Highway 79 on the south side of Rapid City.

General Authority: SDCL 32-22-42, 32-22-42.14.

Law Implemented: SDCL 32-22-42.14.

TITLE 70

DEPARTMENT OF TRANSPORTATION

Article

70:01	Administration – Highway safety
70:02	Aeronautics
70:03	Oversize, overweight vehicles
70:04	Highway signs and rights-of-way
70:05	State railroad board
70:06	Transportation assistance
70:07	Highway construction contracts
70:08	Railroad's exercise of eminent domain
70:09	Access management
70:10	Utility corridor management
70:11	Rest area newspaper vending devices
70:12	County highway and bridge improvement plan
70:13	Local bridge improvement grant fund
70:14	State highway fund loans for local governments
70:15	Automated vehicles

ARTICLE 70:15

AUTOMATED VEHICLES

Chapter

70:15:01 Platooning.

CHAPTER 70:15:01

PLATOONING

Section

- 70:15:01:01 Definitions.
- 70:15:01:02 Permit application.
- 70:15:01:03 Permit issuance.
- <u>70:15:01:04</u> Permit fee.
- 70:15:01:05 Permit exemptions.
- 70:15:01:06 Reporting requirements.
- 70:15:01:07 Authorized routes.
- 70:15:01:08 Limitations due to visibility, weather, traffic and road conditions.
- 70:15:01:09 Limitations in highway work zones.
- 70:15:01:10 Proof of permit required.
- 70:15:01:11 Suspension of operations.
- 70:15:01:12 Permit revocation.
- 70:15:01:13 Appeals.

70:15:01:01. Definitions. As used in this chapter:

(1) "Crash" means any vehicle accident that triggers an obligation to provide

information or make a report to law enforcement under SDCL 32-34-3, 32-34-3.1, 32-34-

<u>4, 32-34-6 or 32-34-7;</u>

(2) "Department" means the South Dakota Department of Public Safety;

(3) Interstate highway system" means all highways on the national system of interstate highways;

(4) "Motor carrier" means any person, corporation, lessee, trustee, or receiver operating any motor vehicle, trailer, or semitrailer on any public highway in this state for the transportation of agricultural or commercial goods or merchandise;

(5) Permit-issuing authority" means any highway patrol trooper, highway patrol supervisor, motor carrier inspector, or highway patrol district office personnel;

(6) "Permit vehicle" means a vehicle operating under the authority of a permit issued under this chapter;

(7) "Platoon" or "platooning" means two vehicles traveling in a unified manner at electronically coordinated speeds and distance intervals that are closer than otherwise allowed under §§ 32-26-40 through 32-26-42;

(8) "Secretary" means the Secretary of the South Dakota Department of Transportation;

(9) "Trip" means a single directional movement of a permit vehicle from origin to destination; and

(10) "Vehicle" means a motor vehicle with a gross vehicle weight rating of 26,000 pounds or more and operating without a trailer or with only a single trailer.

General Authority: SDCL 32-26-50(1), (3), (6) and (10).

Law Implemented: SDCL 32-26-50(1), (3), (6) and (10).

70:15:01:02. Permit application. A permit is required to test or operate platoons.

Applications for authorization to test or operate platoons must be submitted to the

department on a form and in a manner approved by the department.

General Authority: SDCL 32-26-50(1).

Law Implemented: SDCL 32-26-50(1).

70:15:01:03. Permit issuance. A permit-issuing authority may issue an annual permit authorizing the testing and operation of platooning for a fleet of vehicles operated by a single motor carrier. Permit issuance is at the discretion of the issuing authority, and an application for a permit does not assure permit approval. In exercising its discretion, the permit-issuing authority shall be guided by this chapter.

General Authority: SDCL 32-26-50(1).

Law Implemented: SDCL 32-26-50(1).

70:15:01:04. Permit fee. A permit fee of \$60 must be paid to the department along with the application. If the permit is denied, the department shall refund the fee. The department shall deposit fees in the state highway fund.

General Authority: SDCL 32-26-50(2).

Law Implemented: SDCL 32-26-50(2).

70:15:01:05. Permit exemptions. A permit is not required for platooning of vehicles by employees, officials, or personnel of the federal government, any state government, or any political subdivision of this state.

General Authority: SDCL 32-26-50(1).

Law Implemented: SDCL 32-26-50(1).

70:15:01:06. Reporting requirements. For the duration of each permit period, platooning permit holders shall keep records of the following information for each permit vehicle:

(1) Number of platooning miles traveled;

(2) Number of trips where platooning occurred for all or part of the trip;

(3)Routes where platooning occurred; and

(4)A copy of any crash report generated by law enforcement.

Within 15 days of a written request from the department, permit holders shall submit any information under this section to the department in the format and manner requested by the department.

General Authority: SDCL 32-26-50(3).

Law Implemented: SDCL 32-26-50(3).

70:15:01:07. Authorized routes. Platooning is only permitted on the interstate highway system. From the Thursday preceding the first full weekend in August through the Sunday of the second full weekend in August each year, platooning is prohibited on the portion of Interstate Highway 90 beginning at milepost 0 and ending at milepost 67.

General Authority: SDCL 32-26-50(4) and (5).

Law Implemented: SDCL 32-26-50(4) and (5).

70:15:01:08. Limitations due to visibility, weather, traffic and road

conditions. A platooning permit is not valid when visibility is reduced to one-half mile or less by weather, dust, or smoke. A platooning permit is not valid when the road surface is slippery because of snow, ice, slush, or frost. Law enforcement officers may further restrict or prohibit platooning under any permit during periods when, in their judgment, weather, traffic, or road conditions make platooning unsafe.

General Authority: SDCL 32-26-50(1), (5), (9) and (10).

Law Implemented: SDCL 32-26-50(1), (5), (9) and (10).

70:15:01:09. Limitations in highway work zones. Platooning is not permitted in any highway work zone posted for restricted use under § 31-4-14.2 or limited speed under § 32-25-19.1.

General Authority: SDCL 32-26-50(4), (9) and (10).

Law Implemented: SDCL 32-26-50(4), (9) and (10).

70:15:01:10. Proof of permit required. The driver of a permit vehicle shall provide written evidence of the permit to any law enforcement officer upon request of the officer. A legible and complete paper or electronic copy is considered written evidence of a permit under this section.

General Authority: SDCL 32-26-50(8) and (10).

Law Implemented: SDCL 32-26-50(8) and (10).

70:15:01:11. Suspension of operations. A law enforcement officer may prohibit a vehicle from platooning under a permit for:

(1) A violation of any requirement, condition, or limitation contained in this chapter;

(2) Platooning with equipment deficiencies that render the vehicle out-of-service under the enforcement criteria adopted in § 61:23:01:04; or

(3) Failure to lawfully operate the permit vehicle during platooning.

General Authority: SDCL 32-26-50(1), (9) and (10).

Law Implemented: SDCL 32-26-50(1), (9) and (10).

70:15:01:12. Permit revocation. The department may revoke a permit for multiple violations of any one or more of the grounds for suspension under 70:15:01:11.

General Authority: SDCL 32-26-50(1), (9) and (10).

Law Implemented: SDCL 32-26-50(1), (9) and (10).

70:15:01:13. Appeals. Any person aggrieved by the denial, suspension, or revocation of a permit may appeal in writing to the secretary within 10 business days after the denial, suspension, or revocation. The written notice of appeal shall contain the name and address of the appellant, a copy of the denied application or the suspended or revoked permit, and the grounds for the appeal. The secretary shall set a time and place for the appeal hearing. The hearing may not be later than 60 days after the filing of the appeal. The notice of the time and place of the hearing shall be sent by first-class mail to the appellant at least 10 days prior to the date of the hearing. The hearing shall be conducted in accordance with SDCL chapter 1-26.

General Authority: SDCL 32-26-50(1).

Law Implemented: SDCL 32-26-50(1).

FORM 15

Rules Presentation Format

Department/Board/Commission Name ___South Dakota Department of Transportation

<u>Please complete these questions</u> to show that the SDCL 1-26 rule-making process is complete.

Use this format to organize your presentation to the Committee.

- Approval to proceed? Yes X____ No ____ Date September 24, 2019____
- Date of public hearing __October 24, 2019_____
- Date proposed rules and supporting documents submitted to the LRC and the Bureau of Finance and Management ___September 30, 2019_____
 - o any publication incorporated by reference;
 - o the fiscal note;
 - the impact statement on small business; and
 - the notice of hearing.
- Date and name of newspapers in which the notice of public hearing was published:
 - Date _October 2, 2019__ Newspaper ___Rapid City Journal__
 - Date _October 2, 2019__ Newspaper ____Sioux Falls Argus Leader_____
 - Date _October 2, 2019___ Newspaper ___Aberdeen American News____
 - Date _October 2, 2019__ Newspaper ___Pierre Capital Journal_____
 - Date _October 2, 2019__ Newspaper ___The Dakotan (Bryant)_____
- Summary of how, when, and number of interested persons, if any, were contacted.

_On October 1, 2019, copies of the hearing notice and proposed rules were sent to the individuals who have requested mail notification of rule-making by the Transportation Commission. On September 30, 2019, electronic copies of the hearing notice and proposed rules were sent to the individuals who have requested electronic notification of rule-making. On October 1, 2019, the hearing notice and proposed rules were sent to the mayor and finance officer of the City of Bryant and the Sheriff of Hamlin County. For Article 70:15 (Automated vehicles), the Department convened a task force made up of representatives of automobile, trucking, and insurance industries, local and state government entities, and law enforcement. These representatives provided input on the rules as they were being drafted. The hearing notice, proposed rules and related documents were also posted on the Open SD website for the State of South Dakota.

- Page numbers in the minutes where the agency considered amendments, data, opinions, or arguments regarding the proposed rules, along with any changes and final action.
- For any rule implementing a bill from the preceding session, the number of the bill: ___HB 1068 (for Article 70:15)_____
- Date final rules and supporting documents submitted to the LRC and the Committee

Attachment #3 DOT-290 (3/18)



Department of Transportation

Aberdeen Region Office West Highway 12 PO Box 1767 Aberdeen, South Dakota 57402-1767 605/626-2244 FAX: 605/626-7875

- DATE: June 13, 2019
- TO: Christina Bennett Operations Traffic Engineer
- FROM: Dan Martell Aberdeen Region Traffic Engineer
- SUBJECT: Proposed Speed Limit Administrative Rule Change SD Highway 28

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on SD Highway 28 in Bryant, SD.

PROPOSED AMENDMENT:

70:01:02:32. Hamlin County. The following are the maximum speeds on certain highways in Hamlin County:

(3) State Trunk Highway 28 in Bryant beginning 1,033 feet <u>0.35 mile</u> west of the southeast corner of section 18, township 113 north, range 55 west of the fifth principal meridian S Broadway St, then east 1,000 feet <u>0.2 mile</u>, 45 miles per hour; then east 2,400 feet <u>0.83 mile</u>, 35 miles per hour; then east 1,000 <u>0.2 mile</u>, 45 miles per hour;

<u>COST</u>

The estimated cost to make the necessary signing changes, if this proposal is approved, is as follows:

Relocate sign: 8 @ \$75.00 per sign = \$600.00

- To relocate two existing SPEED LIMIT 35 signs
- To relocate two existing SPEED LIMIT 45 signs
- To relocate two existing SPEED LIMIT 46 signs
- To relocate two existing Reduced Speed Limit Ahead 45 signs

TOTAL: <u>\$ 600.00</u>

EXPLANATION OF THE PROPOSAL:

The proposal would expand the 35-mph speed zone through Bryant to include the three intersecting roads into town – Locust St, Lebanon St, and S William St. Currently, traffic entering Bryant is in a 65-mph zone until almost the first intersecting roads through town, where the 45-mph transition zones currently begin. The proposed shift in speed zones moves the 45-mph transition zones to just before the intersecting roads through town and expands the 35-mph zone to cover all local road intersections and residential areas. This is typical for speed limits through town and supported by the speed data.

Speed zone changes were initiated by the City of Bryant and are supported by the Aberdeen Region Traffic Engineer. Lieutenant Doug Coughlin, South Dakota Highway Patrol, is in support of the proposed speed rule. Chad Schlottenbeck, Hamlin County Sheriff, is in support of the proposed speed rule.

SPEED STUDY:

Speed studies were conducted on July 17, 2019 on both ends of town, in the 45-mph speed zone. Speed studies were conducted for both directions of travel in each location. Speed Study Results are shown below.

East sid	de of Bry	ant, eastbou	ind (leaving	town)
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Number of Vehicles Checked	129
Average Speed (MPH)	34
Percent Exceeding the Speed Limit	42
Percent Exceeding Limit by more than 5 MPH	9
Percent Exceeding the Limit by more than 10 MPH	1
85th Percentile Speed (MPH)	39
10 MPH Pace	30 - 39
Percent within the Pace	74
Median Speed (MPH)	33
Fastest Speed Recorded (MPH)	48
Slowest Speed Recorded (MPH)	24

West side of Br	vant, eastbound	(entering town)
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	<u> </u>
Number of Vehicles Checked	120
Average Speed (MPH)	33
Percent Exceeding the Speed Limit	35
Percent Exceeding Limit by more than 5 MPH	5
Percent Exceeding the Limit by more than 10 MPH	0
85th Percentile Speed (MPH)	37
10 MPH Pace	30 - 39
Percent within the Pace	81
Median Speed (MPH)	33
Fastest Speed Recorded (MPH)	44
Slowest Speed Recorded (MPH)	24

East side of Bryant, westbound (entering town)

Number of Vehicles Checked	120
Average Speed (MPH)	33
Percent Exceeding the Speed Limit	25
Percent Exceeding Limit by more than 5 MPH	6
Percent Exceeding the Limit by more than 10 MPH	3
85th Percentile Speed (MPH)	35
10 MPH Pace	28 - 37
Percent within the Pace	82
Median Speed (MPH)	33
Fastest Speed Recorded (MPH)	50
Slowest Speed Recorded (MPH)	24

West side of Bryant, westbound (leaving town)

	<u> </u>
Number of Vehicles Checked	106
Average Speed (MPH)	36
Percent Exceeding the Speed Limit	58
Percent Exceeding Limit by more than 5 MPH	21
Percent Exceeding the Limit by more than 10 MPH	7
85th Percentile Speed (MPH)	41
10 MPH Pace	32 - 41
Percent within the Pace	68
Median Speed (MPH)	35
Fastest Speed Recorded (MPH)	52
Slowest Speed Recorded (MPH)	26

Crash History

There have not been any reported crashes in the last five years for this segment of SD Highway 28. In the last ten years, there were four crashes on this segment of SD Highway 28. Two of these were injury crashes. One involved a motorcyclist and speed was cited as a contributing factor. The other injury crash cited distraction as a factor.







Department of Transportation Office of Research

700 E Broadway Avenue Pierre, South Dakota 57501-2586 605.773.3292 FAX: 605.773.4870

June 6, 2018

Mr. Kirk Fredrichs Division Administrator Federal Highway Administration, South Dakota Division 116 East Dakota Avenue, Suite A Pierre, SD 57501-3110

Dear Mr. Fredrichs:

The letter is to clarify and substantiate the South Dakota Department of Transportation's August 30, 2016 request that the Federal Highway Administration approve additional routes for South Dakota's Long Combination Vehicle (LCV) network.

Section 5516 of the Fixing America's Surface Transportation (FAST) Act provides South Dakota "the opportunity to update and revise the routes designated as qualifying Federal-aid Primary System highways under section 31111(e) of title 49, United States Code". The FAST Act Conference Report to Accompany H.R. 22 (House of Representatives 114th Congress 1st Session Report 114–357, December 1, 2015) states further, "Conference expect that the implementation of section 5516 will provide the maximum flexibility possible to re-route longer combination vehicles in the affected state to divided highways, highway facilities designed for freight transportation, or along routes that will enhance overall highway safety."

Allowing longer combination vehicles (LCVs) access to more South Dakota highways is vitally important to South Dakota businesses and residents, who rely heavily on trucks to move goods they produce and consume. Expanding access to routes that can safely accommodate longer combination vehicles will benefit the state's agriculture industry, other producers and shippers, the trucking industry, and the entire populace of the state.

Expanded access by LCVs will improve traffic safety several ways:

- Simply reducing the numbers of vehicles needed to carry equivalent payload proportionally reduces the number of crashes.
- Restrictions barring LCVs from operating on slippery road surfaces and in high winds enhance safety.
- The trucking industry is strongly committed to safe operation of LCVs and invests heavily in training its best drivers and assigning them to LCVs.
- Most importantly, expanding the number and extent of routes will allow LCVs to take more direct and suitable routes, reducing miles traveled, accident exposure, fuel consumption, and vehicle emissions. For example, an LCV traveling from Watertown, SD to Aberdeen, SD must now travel from Watertown to Fargo, ND to Jamestown, ND and then to Aberdeen, SD at a total distance of 342 miles and travel time of 5½ hours. Adding US12 to South Dakota's LCV network would enable the same truck to reach Aberdeen in 1½ hours, with a total travel distance of 100 miles, nearly all of which is safer, four-lane divided highway. Similar examples can be cited for other proposed routes.

Current & Proposed LCV Routes

Designated LCV routes in South Dakota now include¹:

Highway	From MRM	To MRM	Length (miles)	From	То
I-29	0.00	252.65	252.5	Iowa State Line	North Dakota State Line
I-90	0.00	412.52	413.0	Wyoming State Line	Minnesota State Line
I-190	0.00	2.03	2.1	Rapid City	Jct I-90
I-229	0.00	10.83	11.3	Jct I-29	Jct I-90
US14	333.55	418.11	84.4	S Jct US281	W Jct US14 Bypass at Brookings
US14 B	418.11	421.32	3.6	W Jct US14 at Brookings	I-29 Exit 133 at Brookings
US85	44.69	154.88	109.5	I-90 Exit 10 at Spearfish	North Dakota State Line
US281	70.30	117.37	46.8	I-90 Exit 310 at Plankinton	S Jct US14 west of Huron
US281	194.24	229.27	33.3	8 th Avenue in Aberdeen	North Dakota State Line
SD50	384.54	416.87	32.3	Burleigh Street in Yankton	Jct I-29 Exit 26
		Total	988.8		

Table 1	1: (Current	SD I	LCV	Routes

South Dakota proposes adding the following routes, based on their value to commercial traffic and suitability for Long Combination Vehicle operation:

	From	То	Length	th		
Highway	MRM	MRM	(miles)	From	То	
US12	80.50	366.40	282.9	North Dakota State Line	Jct I-29 at Summit	
US14	227.74	229.13	1.4	Jct US83 at Ft. Pierre	Jct US14B in Pierre	
US14B	229.13	233.99	4.8	Jct US14 in Pierre	Jct US14 east of Pierre	
US14	232.38	333.55	100.7	Jct US14B east of Pierre	S Jct US281 west of Huron	
SD37	73.08	95.64	22.7	Jct I-90 at Mitchell	E Jct SD34	
SD34	330.94	341.20	10.1	W Jct SD37	E Jct SD37	
SD37	105.80	127.70	21.8	W Jct SD34	US14 at Huron	
US18B	38.71	40.54	1.8	W Jct US18 at Hot Springs	E Jct US18 at Hot Springs	
US18	40.54	62.25	21.7	E Jct US18B at Hot Springs	US385 at Oelrichs	
SD79	26.75	74.70	48.0	Jct US18 & US385 at Oelrichs	US16B south of Rapid City	
US16B	67.64	73.00	5.5	SD79 south of Rapid City	I-90 at Rapid City	
US83	87.24	119.79	32.5	I-90 near Vivian	Jct US14 at Ft. Pierre	
US83	138.73	174.10	35.3	Jct US14 east of Pierre	W Jct US212 west of Gettysburg	
US212	219.42	220.20	1.1	W Jct US83 west of Gettysburg	E Jct US83 west of Gettysburg	
US83	175.14	205.92	30.7	E Jct US212 west of Gettysburg	Jct US12 south of Selby	
US83	212.51	240.73	28.1	Jct US12 west of Selby	North Dakota State Line	
US212	0.00	13.46	13.4	Wyoming State Line	Jct US85 at Belle Fourche	
US281	124.25	153.38	29.1	Jct US14 north of Wolsey	W Jct US212 in Redfield	
US212	306.46	306.97	0.5	W Jct US281 in Redfield	E Jct US281 in Redfield	
US281	153.89	194.24	40.4	E Jct US212 in Redfield	Jct US12 in Aberdeen	
		Total	732.5			

Table 2: Proposed SD LCV Routes

All of the proposed routes are on the National Network comprising the Interstate highway system and routes designated as qualifying Federal-aid Primary System highways. Two proposed routes—US12 and US83—will connect with existing LCV routes at the North Dakota Border, improving access for both states. The attached map shows:

¹ 23 CFR Part 658, Appendix C

- Interstate highways and the routes designated as qualifying Federal-aid Primary System highways in South Dakota
- South Dakota's currently designated LCV routes
- New routes proposed for LCV operation in South Dakota

Vehicle Types

23 CFR Part 658 defines two Long Combination Vehicle types on South Dakota's current LCV routes and specifies requirements for their operation and permitting.

Table 3: LCV Vehicle Types

Combination	Length of Cargo- Carrying Units (ft)	Maximum Trailer Length (ft)	Maximum Total Length (ft)	Maximum Allowable Gross Weight (lbs)
Truck tractor and 2 trailing units—LCV	>81.5	48	100	129,000
Truck tractor and 3 trailing units—LCV		28.5	110	129,000

These same vehicle types and operating and permitting requirements would be applied to the proposed LCV routes. South Dakota Administrative Rules §70.03.01.65 would be amended to include the new routes through the standard rulemaking process, which requires formal public comment.

It is important to recognize that the sizes and weights of these LCV types are not incredibly greater than other commercial vehicles allowed on all state highway in South Dakota. Tractor-trailer-trailer combinations with 45-foot trailers and cargo-carrying unit length up to 81.5' operate legally on any state highway. Except on Interstate highways, South Dakota imposes no gross weight limit.² Vehicle weights are limited only by the Bridge Formula and gross weights heavier than 129,000 pounds are common.

Traffic & Safety Analysis

Several important observations can be made from Table 4, which breaks the proposed LCV routes into short segments with uniform traffic and safety characteristics.

- First, traffic levels are low on these very predominantly rural segments. Except within cities, average daily traffic does not exceed 3,500 and average daily truck traffic does not exceed 900. Projections of future traffic show only moderate growth over the next 20 years, ensuring ample capacity for LCV traffic.
- Within larger cities, where traffic is highest, the routes are two lanes or more in each direction.
- Most of the rural segments with higher traffic levels are four-lane divided highways or expressways.
- Each segment shows a Weighted Crash Rate, which SDDOT calculates as

$$WCR = rac{12*Fatality\ Crashes + 3*Injury\ Crashes + Property\ Damage\ Only\ Crashes}{million\ vehicle\ miles\ traveled}$$

based on the past 5-year history of crashes. In Table 4, the WCR column is colored to highlight higher and lower values. All of the higher (orange) values correspond to municipal or urban areas, which naturally have higher crash rates generally unrelated to commercial vehicle traffic. None of the rural segments demonstrate unusual crash histories indicating marginal or hazardous operating conditions for commercial vehicles.

² Gross weights on Interstate highways in South Dakota may not exceed 80,000 pounds without an annual or single-trip "over 80" permit.

Attachment #3

		Begin	End	Segment	Segment	Roadway	4-lane	Average	Future	Average	Fatals/	Injuries/	PDO/	Weighted
Route	Highway	MRM	MRM	Start	End	Length	%	ADT	ADT	ADTT	Year	Year	Year	Crash Rate
	US12	80.50	91.08	North Dakota State Line	W Jct SD73 at Lemmon	10.6	0%	884	1,116	231	0.0	0.6	6.9	2.54
	US12	91.08	101.68	W Jct SD73 at Lemmon	E Jct SD73	10.6	7%	901	1,137	177	0.0	0.2	3.8	1.25
	US12	101.68	137.00	E Jct SD73	Jct SD65 at McIntosh	35.2	0%	433	592	105	0.4	0.4	9.0	2.67
	US12	137.00	159.78	Jct SD65 at McIntosh	Jct SD63 at McLaughlin	22.5	2%	455	621	139	0.0	0.4	1.7	0.75
	US12	159.78	186.18	Jct SD63 at McLaughlin	Missouri River at Mobridge	27.1	0%	948	1,294	181	0.3	1.1	6.9	1.41
	US12	186.18	207.36	Missouri River at Mobridge	Jct US83 W of Selby	20.7	17%	2,248	2,353	316	0.3	3.7	17.2	1.89
	US12	207.36	214.06	Jct US83 W of Selby	Jct US83 S of Selby	6.7	21%	2,096	2,148	572	0.0	0.8	2.3	0.98
USI2 From North Dokata to	US12	214.06	226.06	Jct US83 S of Selby	Jct SD47 at Bowdle	12.0	5%	1,367	1,403	387	0.3	0.7	5.4	1.86
	US12	226.06	248.04	Jct SD47 at Bowdle	Jct SD247 at Roscoe	22.0	8%	1,507	1,868	371	0.1	0.9	13.2	1.40
Aberdeen, 3D	US12	248.04	263.10	Jct SD247 at Roscoe	Jct SD45 at Ipswich	15.1	0%	2,350	3,055	653	0.0	1.4	13.2	1.33
	US12	263.10	287.53	Jct SD45 at Ipswich	Jct US281 at Aberdeen	24.4	17%	3,419	4,446	642	1.0	3.4	31.9	1.77
	US12	287.53	294.75	Jct US281 at Aberdeen	East Urban Limits Aberdeen	6.9	100%	13,590	17,556	737	0.2	23.8	82.0	4.56
	US12	294.75	309.02	East Urban Limits Aberdeen	Jct SD37 at Groton	14.3	100%	3,083	4,021	417	0.0	0.9	8.2	0.69
	US12	309.02	326.37	Jct SD37 at Groton	Jct SD27 E of Andover	15.7	100%	1,790	2,351	426	0.1	1.1	3.7	0.78
	US12	326.37	343.04	Jct SD27 E of Andover	Jct SD25 at Webster	15.9	100%	1,900	2,569	449	0.3	1.2	2.3	0.85
	US12	343.04	366.36	Jct SD25 at Webster	Jct I-29 at Summit	23.3	100%	2,074	2,682	505	0.1	3.4	6.0	0.97
	US14	227.74	229.13	Jct US83 in Ft. Pierre	Jct US14B in Pierre	1.4	100%	12,357	17,660	818	0.0	6.5	10.2	4.65
	US14B	229.13	233.99	Jct US14 in Pierre	Jct US14 E of Pierre	4.8	93%	9,702	13,544	503	0.0	8.7	16.1	2.47
US14	US14	232.38	246.63	Jct US14B E of Pierre	Jct US83 E of Pierre	14.2	11%	2,878	3,819	390	0.0	1.7	15.1	1.38
from Ft. Pierre to Jct	US14	246.63	278.04	Jct US83 E of Pierre	Jct SD47 at Highmore	31.4	0%	1,876	2,460	374	0.2	1.8	15.6	1.09
U S281 SOULD OF	US14	278.04	301.22	Jct SD47 at Highmore	Jct SD45 at Miller	23.2	0%	1,658	1,890	348	0.0	2.3	8.3	1.09
Woisey	US14	301.22	326.39	Jct SD45 at Miller	Jct US281 N of Wolsey	25.2	1%	1,409	1,669	206	0.2	1.0	18.4	1.83
	US14	326.39	333.55	Jct US281 N of Wolsey	Jct US281 S of Wolsey	6.7	17%	3,076	4,078	544	0.0	1.3	4.5	1.11
	SD37	73.08	78.43	Jct I-90 at Mitchell	Mitchell City Limits	5.5	100%	5,526	7,648	273	0.0	3.0	14.6	2.13
	SD37	78.43	95.64	Mitchell City Limits	Jct SD34 E of Forestburg	17.2	99%	1,506	1,976	209	0.0	0.6	5.9	0.88
SD37 & SD34 Ifom	SD34	330.94	341.20	Jct SD37 W of Forestburg	Jct SD37 E of Forestburg	10.1	98%	1,283	1,543	199	0.2	0.3	4.7	1.79
Whichell to Huron	SD37	105.80	124.70	Jct SD34 W of Forestburg	Huron City Limits	18.8	100%	1,501	1,909	174	0.0	0.5	5.5	0.67
	SD37	124.70	127.70	Huron City Limits	Jct US14 at Huron	3.0	100%	8,893	10,259	515	0.0	12.7	15.6	5.48
	US18B	38.71	40.54	W Jct US18 at Hot Springs	E Jct US18 at Hot Springs	1.8	100%	3,953	5,008	591	0.0	1.2	2.4	2.25
US18B, US18, SD79	US18	40.54	62.25	E Jct US18B at Hot Springs	Jct US 385 & SD 79 at Oelrichs	21.7	100%	1,883	2,386	288	0.0	2.5	10.1	1.23
& US 10B ITUITI HUL Springs to Papid City	SD79	26.75	74.70	Jct US18 & US385 at Oelrichs	Jct US16B S of Rapid City	48.0	100%	2,939	3,784	419	0.0	3.0	14.9	0.47
Springs to Rapid City	US16B	67.64	73.00	Jct SD79 at Rapid City	Jct I-90 at Rapid City	5.5	100%	6,976	12,152	791	0.0	3.3	5.6	1.16
	US83	87.24	119.79	Jct I-90 near Vivian	Jct US14 at Ft. Pierre	32.5	98%	1,665	2,659	241	0.0	1.9	10.9	0.84
US83, US212, &	US83	138.73	174.10	Jct US14 E of Pierre	Jct US212 W of Gettysburg	35.3	1%	1,401	1,694	351	0.2	2.6	22.9	1.84
US12 from US14 to	US212	219.42	220.20	W Jct US83 W of Gettysburg	E Jct US83 W of Gettysburg	0.9	0%	1,477	1,505	240	0.0	0.1	1.0	2.61
North Dakota	US83	175.14	205.92	Jct US212 W of Gettysburg	Jct US12 S of Selby	30.7	2%	1,128	1,152	350	0.0	1.0	7.7	0.85
	US83	212.51	240.73	Jct US12 West of Selby	North Dakota State Line	28.1	2%	1,153	1,529	467	0.6	0.6	8.5	1.44
US212 from Wyoming to Belle Fourche	US212	0.00	13.46	Wyoming State Line	Jct US85 at Belle Fourche	13.4	13%	2,172	2,445	846	0.0	1.0	1.5	0.42
	US281	124.25	153.38	Jct US14 N of Wolsey	WJct US212 in Redfield	29.1	3%	1,673	2,055	448	0.0	1.9	25.9	1.78
US281 & US212 from	US212	306.46	306.97	W Jct US281 in Redfield	EJct US281 in Redfield	0.5	99%	5,981	7,069	527	0.0	0.9	2.1	4.10
US 14 10 Aderdeen	US281	153.89	194.24	E Jct US212 in Redfield	Jct US12 in Aberdeen	40.4	57%	2,272	2,762	451	0.0	5.1	29.9	1.37

Table 4: Traffic & Safety Analysis

Geometric Analysis

The proposed routes were analyzed to ensure acceptable vertical grade, stopping sight distance, roadway width, horizontal curvature, and intersection turning movement.

Vertical Grade

The proposed routes were examined for grades exceeding 4%, which might pose climbing problems for heavy vehicles. As shown in Table 5, most steep grades are located on divided highways or where climbing lanes exist for slow traffic. SDDOT's practice is to install climbing lanes at steep grades more than 500 feet long. A few (shaded) locations on US12 are two-lane without climbing lanes, but with low traffic and short grades.

			Posted		Climbing			Posted		Climbing
Route	MRM	Displacement	Speed (mph)	Grade	Lane	MRM	Displacement	Speed (mph)	Grade	Lane
	82.03	0.544	65	4.75%		173.40	0.170	65	5.50%	*
	89.00	0.513	65	5.53%		174.35	0.450	65	4.98%	*
	89.00	0.913	65	5.00%		182.00	0.800	65	5.92%	*
	116.00	0.067	65	4.60%		183.00	0.197	65	5.99%	*
US12	125.00	0.316	65	4.04%		183.82	0.090	65	6.50%	*
	138.00	0.526	65	4.38%		184.00	0.238	65	5.65%	
	169.00	0.536	65	4.22%	*	191.00	0.561	65	4.29%	*
	170.00	0.824	65	4.91%	*	197.38	0.167	65	4.50%	*
	172.00	0.225	65	6.50%						
US14B	231.21	0.026	35	7.00%						
	58.00	0.850	70	4.12%		53.00	0.533	70	4.38%	
	56.00	0.153	70	4.49%		50.00	0.319	70	4.24%	
USIBE	55.00	0.162	70	5.00%		47.70	0.133	70	5.00%	
	53.00	0.723	70	5.25%		46.00	0.746	70	6.00%	
	56.00	0.181	70	4.63%		47.70	0.263	70	4.88%	
1101014	55.00	0.203	70	4.48%		46.00	0.882	70	5.36%	
US18W	53.00	0.586	70	4.25%		45.20	0.481	70	5.51%	
	50.00	0.360	70	4.33%				•		
	27.00	0.027	70	4.44%		43.00	0.180	70	6.50%	
	28.00	0.121	70	4.29%		45.00	0.860	70	5.52%	
	28.00	0.551	70	4.10%		49.04	0.182	70	6.00%	
SD79N	37.00	0.951	70	4.50%		49.04	0.447	70	5.10%	
	41.00	0.303	70	4.94%		53.00	0.812	70	5.50%	
	41.00	0.535	70	4.80%		42.49	0.024	70	6.50%	
	42.49	0.024	70	6.50%						
	37.00	0.945	70	4.56%		49.04	0.172	70	5.97%	
	41.00	0.288	70	5.29%		49.04	0.261	70	5.06%	
	41.00	0.520	70	5.23%		49.04	0.475	70	5.50%	
SD79S	41.00	0.728	70	4.85%		50.00	0.745	70	4.10%	
	42.49	0.024	70	6.60%		53.00	0.841	70	5.55%	
	43.00	0.159	70	6.32%		54.00	0.358	70	5.17%	
	45.00	0.847	70	5.94%						
	90.08	0.241	70	5.00%		105.00	0.706	70	4.58%	
	97.00	0.212	70	4.60%		115.00	0.497	70	4.49%	
0283N	103.00	0.665	70	5.14%		115.00	0.700	70	5.57%	
	105.00	0.090	70	5.06%						
	90.08	0.243	70	4.95%		105.00	0.422	70	5.00%	
	90.08	0.403	70	4.90%		108.00	0.036	70	4.03%	
US83S	97.00	0.242	70	4.62%		115.00	0.445	70	4.47%	
	103.00	0.760	70	5.00%		115.00	0.644	70	5.68%	
	105.00	0.200	70	5.40%		115.00	0.761	70	5.60%	

Table 5: Vertical Grades Exceeding 4% on Proposed LCV Routes

Stopping Sight Distance

Each proposed route was analyzed to identify vertical curves where the operating speed with adequate sight distance falls below the posted speed limit (Table 6). The locations fall almost exclusively in western South Dakota, which is hillier than the eastern half of the state. The majority are on divided highways or low-traffic segments. In most cases, the stopping sight distance speed is within 5 or 10 mph of the posted speed.

			K	Curve	Posted	SSD			K	Curve	Posted	SSD
Route	MRM	Displacement	Value	Туре	Speed	Speed	MRM	Displacement	Value	Туре	Speed	Speed
	82.03	0.341	164	Crest	65	60	119.00	0.231	186	Crest	65	60
	82.03	0.544	114	Sag	65	50	120.00	0.783	180	Crest	65	60
	82.03	0.761	177	Crest	65	60	132.11	0.078	136	Sag	65	55
	83.00	0.852	191	Crest	65	60	132.25	0.089	136	Crest	65	55
	87.00	0.731	135	Sag	65	55	172.00	0.036	113	Sag	65	50
	87.00	0.862	184	Crest	65	60	172.00	0.547	108	Sag	65	50
	88.00	0.076	133	Sag	65	55	173.40	0.170	125	Sag	65	55
	89.00	0.373	137	Sag	65	60	182.00	0.800	164	Crest	65	60
	89.00	0.513	153	Sag	65	60	183.00	0.074	101	Sag	65	50
US12	89.00	0.637	158	Crest	65	60	183.00	0.570	100	Sag	65	50
	89.00	0.913	156	Crest	65	60	183.82	0.090	100	Sag	65	50
	115.00	0.400	129	Sag	65	55	184.00	0.238	165	Crest	65	60
	116.00	0.067	105	Sag	65	50	184.58	0.113	146	Sag	65	60
	116.00	0.238	167	Crest	65	50	185.00	0.108	137	Sag	65	60
	116.00	0.938	106	Sag	65	50	236.00	0.826	148	Sag	65	60
	117.00	0.599	123	Sag	65	55	238.07	0.904	144	Sag	65	60
	118.00	0.335	171	Crest	65	60	240.00	0.277	156	Sag	65	60
	118.00	0.548	114	Sag	65	50	240.00	0.699	150	Sag	65	60
	118.00	0.709	188	Crest	65	60						
US14	295.00	0.095	157	Crest	65	60						
	46.00	0.349	242	Crest	70	65	53.00	0.334	103	Sag	70	50
	46.00	0.590	108	Sag	70	50	53.00	0.533	157	Crest	70	60
	46.00	0.746	164	Crest	70	60	53.00	0.723	144	Sag	70	60
	47.00	0.312	188	Crest	70	60	53.00	0.974	161	Sag	70	65
	47.46	0.201	125	Sag	70	55	54.00	0.475	135	Sag	70	55
	47.70	0.133	132	Crest	70	55	54.00	0.645	169	Crest	70	60
	48.00	0.051	168	Sag	70	65	54.00	0.987	160	Crest	70	60
	48.00	0.212	160	Crest	70	60	55.00	0.162	113	Sag	70	50
	48.00	0.382	100	Sag	70	50	55.00	0.750	167	Sag	70	65
	48.00	0.496	163	Crest	70	60	55.00	0.892	160	Crest	70	60
USINE	48.00	0.704	106	Sag	70	50	56.00	0.153	111	Sag	70	50
	49.06	0.568	113	Sag	70	50	58.00	0.031	212	Crest	70	65
	49.06	0.777	158	Crest	70	60	58.00	0.194	105	Sag	70	50
	49.06	0.909	121	Sag	70	55	58.00	0.523	164	Crest	70	60
	50.00	0.196	134	Sag	70	55	58.00	0.850	105	Sag	70	50
	50.00	0.527	229	Crest	70	65	59.63	0.179	216	Crest	70	65
	50.00	0.679	174	Sag	70	65	60.00	0.560	217	Crest	70	65
	50.00	0.807	178	Crest	70	60	61.00	0.019	229	Crest	70	65
	51.00	0.029	180	Crest	70	60	61.00	0.407	162	Sag	70	65
	51.00	0.131	122	Sag	70	55	61.00	0.568	172	Crest	70	60
	48.00	0.274	247	Crest	70	65	53.00	0.586	247	Crest	70	65
US18W	48.00	0.767	181	Sag	70	65	54.00	0.517	181	Sag	70	65
	49.06	0.798	246	Crest	70	65	55.00	0.024	247	Crest	70	65

Table 6: Stopping Sight Distance Concerns on Proposed LCV Routes

			K	Curve	Posted	SSD			K	Curve	Posted	SSD
Route	MRM	Displacement	Value	Туре	Speed	Speed	MRM	Displacement	Value	Туре	Speed	Speed
	28.00	0.121	181	Sag	/0	65	43.00	0.180	102	Sag	/0	50
	29.00	0.834	16/	Sag	70	65	43.00	0.411	168	Crest	70	60
	32.00	0.748	247	Crest	70	65	44.00	0.540	108	Say	70	60
	24.00	0.971	200	Crost	70	60	44.00	0.090	210	Crost	70	65
	24.00	0.054	104	Sog	70	55	45.00	0.510	210	Sog	70	00 50
	34.00	0.934	134	Sag	70	65	45.00	0.000	109	Crost	70	- 50 - 60
	36.00	0.045	179	Crost	70	60	45.00	0.000	102	Sad	70	55
SD79N	30.00	0.720	1/7	Crost	70	60	40.00	0.032	1/0	Sag	70	60
	37.00	0.731	155	Sad	70	60	40.00	0.517	147	Crost	70	60
	39.00	0.200	220	Crest	70	65	40.04	0.132	173	San	70	55
	39.00	0.120	136	San	70	60	47.04	0.102	162	Crest	70	60
	40.00	0.200	178	Crest	70	60	50.00	0.739	175	Crest	70	60
	41.00	0.000	114	Sag	70	50	50.00	0.919	150	Sag	70	60
	41.00	0.847	167	Sag	70	65	51.00	0.286	175	Crest	70	60
	42.49	0.024	108	Sag	70	50	51.00	0.509	100	Sag	70	50
	42.49	0.176	163	Crest	70	60	51.00	0.894	165	Sag	70	65
	27.00	0.198	160	Sag	70	65	37.00	0.945	174	Crest	70	60
	27.00	0.624	180	Sag	70	65	38.00	0.282	153	Sag	70	60
	27.00	0.823	174	Crest	70	60	39.00	0.202	225	Crest	70	65
	28.00	0.020	139	Sag	70	60	39.00	0.248	168	Sag	70	65
	28.00	0.340	216	Crest	70	65	40.00	0.881	185	Crest	70	60
	28.00	0.558	163	Crest	70	60	41.00	0.288	141	Sag	70	60
	28.00	0.782	220	Crest	70	65	41.00	0.520	181	Crest	70	60
	29.00	0.144	106	Sag	70	50	41.00	0.832	166	Sag	70	65
	29.00	0.646	167	Crest	70	60	42.49	0.024	115	Sag	70	55
	29.00	0.835	133	Sag	70	55	42.49	0.172	162	Crest	70	60
SD79S	30.00	0.109	187	Crest	70	60	43.00	0.159	126	Sag	70	55
	30.00	0.279	178	Sag	70	65	43.00	0.398	195	Crest	70	65
	31.00	0.191	172	Sag	70	65	44.00	0.686	189	Crest	70	60
	31.00	0.418	195	Crest	70	65	45.00	0.296	198	Crest	70	65
	31.00	0.683	144	Sag	70	60	45.00	0.645	112	Sag	70	50
	32.00	0.393	185	Crest	70	60	45.00	0.847	173	Crest	70	60
	32.91	0.074	218	Crest	70	65	46.00	0.035	115	Sag	70	55
	33.00	0.664	181	Sag	70	65	49.04	0.172	143	Sag	70	60
	34.00	0.852	196	Crest	70	65	49.04	0.475	172	Crest	70	60
	35.00	0.000	159	Sag	70	65	50.00	0.915	156	Sag	70	60
	35.56	0.036	174	Sag	70	65	52.00	0.327	234	Crest	70	65
	108.14	0.124	152	Sag	70	60	113.00	0.803	167	Sag	70	65
SD83N	110.00	0.797	151	Sag	70	60	114.00	0.085	175	Sag	70	65
30031	111.00	0.587	160	Sag	70	65	116.00	0.204	155	Sag	70	60
	113.00	0.263	165	Sag	70	65						
	95.00	0.025	231	Crest	70	65	107.16	0.000	120	Crest	70	55
	97.00	0.242	141	Sag	70	60	108.14	0.121	145	Sag	70	60
	98.00	0.865	147	Sag	70	60	110.00	0.788	140	Sag	70	60
	101.00	0.646	150	Sag	70	60	111.00	0.167	178	Sag	70	65
SD83S	102.02	0.149	140	Sag	70	60	111.00	0.582	142	Sag	70	60
	102.02	0.604	155	Sag	70	60	113.00	0.556	158	Sag	70	65
	103.00	0.332	150	Sag	70	60	113.00	0.802	161	Sag	70	65
	103.00	0.760	157	Sag	70	65	114.00	0.064	168	Sag	70	65
	104.00	0.103	140	Sag	70	60	116.00	0.136	164	Sag	70	65
	105.00	0.422	148	Sag	70	60						

Table 6: Stopping Sight Distance Concerns on Proposed LCV Routes

Roadway Width

Lane width and shoulder width were evaluated for all proposed routes. No lanes narrower than 12 feet exist on any proposed route. Only two segments of the proposed routes have total roadway width, including shoulders, narrower than 32 feet (Table 7). Both are on low-traffic segments of US12. The first of these is being widened by construction in 2018. The other segment will be addressed in future construction.

Route	MRM	Displacement	Length (miles)	Roadway Width (ft)	Left Shoulder Width (ft)	Right Shoulder Width (ft)	Total Width (ft)
US12	80.56	0.165	10.317	24	2	2	28
US12	112.00	0.714	8.858	24	2	2	28

Table 7: Sections of Proposed LCV Routes with Total Width Less than 32 Feet

Horizontal Curvature

The proposed routes were examined for horizontal curves with design speed less than the posted speed limit. Just a few locations exist on proposed routes, but the design speeds fall within 5 mph of the posted speed, posing minor risk to traffic.

Route	MRM	Displacement	Radius (ft)	Superelevation (%)	Posted Speed (mph)	Design Speed (mph)
11040	132.64	0.000	1433	6%	65	60
US12	172.00	0.730	1433	6%	65	60
US12E	321.00	0.198	1910	6%	70	65
US12W	321.00	0.207	2046	6%	70	65
US14	316.21	0.088	1433	6%	65	60
	229.82	0.053	458	0%	35	30
U314D	229.96	0.000	458	0%	35	30
SD34E	338.03	0.371	1910	6%	70	65
SD34W	338.03	0.362	1840	6%	70	65
US18E	46.00	0.837	2050	6%	70	65
US18W	46.00	0.840	2050	6%	70	65
	37.00	0.999	1910	6%	70	65
	47.64	0.019	1910	6%	70	65
307910	48.54	0.386	1910	6%	70	65
	51.00	0.487	1910	6%	70	65
50705	27.00	0.023	2050	6%	70	65
30/93	47.64	0.011	1910	6%	70	65
	114.00	0.539	1910	6%	70	65
03831	115.00	0.070	1433	6%	70	60

Table 8: Horizontal Curvature

Intersections

The ability of LCVs to negotiate intersections lying along the proposed routes was analyzed by simulating the movement of a WB-109D truck (Figure 1) through each intersection in every allowed direction. The twin-48' trailer combination can negotiate all of the intersections, but some movements present minor impediments at a few intersections (Table 9 and Figure 2 through Figure 9). If the routes are approved as LCV routes, these intersections would be prioritized for relatively inexpensive improvements to facilitate the movements.



Figure 1: WB-109D Truck Dimensions

Table 9	Intersection	Concerns	for I	Proposed	Routes

Intersection	Figure	Movement	Comments				
SD27 and 100	2	WB to NB Vehicle may need to drive on mountable island to keep back wheels on pavement					
SD37 and 190	3	3 SB to EB Tires may leave pavement in NE quadrant even with cheating into SB thru lane					
US14 and SD45	US14 and SD45 4 WB to SB		ehicle would need to turn from inside WB thru lane and into SB left turn lane to avoid curb NE radius curb				
US14 and US281	5	EB to SB	Vehicle would need to turn into NB left turn lane				
CD27 and UC14	6	EB to SB	Tires would ride up on SW radius curb even with turning from inside lane, need to avoid signal pole				
SD37 and US14		NB to EB	Tires would ride up on SE radius curb				
US83 and 190	7	SB to EB	Tires may leave pavement on NE radius				
EB Ramps	/	EB to NB	Tires may leave pavement on NW radius				
US83 and US212	0	EB to NB	Vehicle may need to drive on mountable island to make a left turn				
West Intersection	ð	SB to WB	Right turn would require cheating into inside lane on exit to avoid NW radius curb				
US281 and US212 East Intersection	9	SB to WB	Right turn would require cheating into inside lane on exit to avoid NW radius curb				



Figure 2: Junction SD37 and I-90 at Mitchell, SD



Figure 3: Junction SD37 and I-90 at Mitchell, SD



Figure 4: Jct US14 and SD45 at Miller, SD



Figure 5: Junction US14 and US281 West of Wolsey, SD



Figure 6: Jct US14 and SD37 at Huron, SD



Figure 7: Junction US83 and I-90 near Vivian, SD



Figure 8: Junction US83 and US212 near Gettysburg, SD



Figure 9: Junction US212 and US281 at Redfield, SD

<u>Summary</u>

Based on our review of the proposed LCV routes, the South Dakota Department of Transportation believes they can be safely added to South Dakota's LCV network, resulting in high benefit to highway users. These routes already carry significant numbers of large trucks, including tractor-trailer-trailer combinations. Our review included input from the South Dakota Trucking Association, which formally endorses adding these routes.

Please advise me if you need any additional information or explanation.

Thank you for your careful consideration of this request.

Sincerely,

)2Hlr

David L. Huft Research Program Manager

cc: J. Jundt

Attachment: Map of Current & Proposed LCV Routes



Federal Register/Vol. 84, No. 163/Thursday, August 22, 2019/Rules and Regulations

(1) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Aviation Safety Agency
(EASA) AD 2018–0137, dated June 28, 2018.
(ii) EASA AD 2018–0137R1, dated January
9, 2019.

(3) For EASA AD 2018–0137 and EASA AD 2018–0137R1, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email *ADs*@ *casa.europa.eu*; internet

www.easa.europa.eu. You may find these EASA ADs on the EASA website at https:// ad.easa.europa.eu.

Note 1 to paragraph (1)(3): EASA AD 2018– 0137 can be accessed in the zipped file at the bottom of the web page for EASA AD 2018– 0137R1. When EASA posts a revised AD on their website, they watermark the previous AD as "Revised," alter the file name by adding "_revised" to the end, and move it into a zipped file attached at the bottom of the AD web page.

(4) You may view these EASA ADs at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. EASA AD 2018–0137R1 may be found in the AD docket on the internet at *http://www.regulations.gov* by searching for and locating Docket No. FAA–2019–0018.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: http://www.archives.gov/federalregister/cfr/ibr-locations.html.

Issued in Des Moines, Washington, on July 16, 2019.

Michael Millage,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019–18045 Filed 8–21–19; 8:45 am] BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 658

[Docket No. FHWA-2018-0042]

RIN 2125-AF86

FAST Act Section 5516 "Additional State Authority" Implementation

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT). **ACTION:** Final rule. SUMMARY: This final rule implements Section 5516, "Additional State Authority," of the Fixing America's Surface Transportation (FAST) Act, which provides the State of South Dakota with the opportunity to update and revise the routes for Longer Combination Vehicles (LCV) and commercial motor vehicles (CMV) with two or more cargo-carrying units. DATES: This rule is effective September 23, 2019.

FOR FURTHER INFORMATION CONTACT: Vince Mantero, FHWA Office of Freight Management and Operations, (202) 366– 2997, or by email at *Vince.Mantero*@ *dot.gov*, or William Winne, FHWA Office of the Chief Counsel, (202) 366– 1397, or by email at *William.Winne*@ *dot.gov*. Business hours for FHWA are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays. SUPPLEMENTARY INFORMATION:

Electronic Access

The Notice of Proposed Rulemaking (NPRM), the comments received, and this document may be viewed online through the Federal eRulemaking portal at: http://www.regulations.gov under docket ID FHWA-2018-0042. Copies of this document also may be downloaded by accessing the Office of the Federal Register's home page at: http:// www.archives.gov or the Government Publishing Office's web page at: http:// www.gpoaccess.gov/nara.

Background

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (Pub. L. 102-240, 105 Stat. 1914, Dec. 18, 1991) restricts the operation of LCVs on the Interstate Highway System (Sec. 1023(b), 105 Stat. 1952) and CMV combinations with two or more cargo-carrying units on the National Network (NN) (Sec. 4006, 105 Stat. 2148) to the types of vehicles in use on or before June 1, 1991, subject to whatever State rules, regulations, or restrictions were in effect on that date. A listing of these vehicles and restrictions is found in 23 CFR part 658, Appendix C.

The FHWA is modifying its regulations, as found in 23 CFR part 658, Appendix C, governing vehicles covered by 23 U.S.C. 127(d) (LCVs) and 49 U.S.C. 31112 (CMVs with two or more cargo-carrying units) in the State of South Dakota, as proposed in a NPRM published on February 6, 2019, at 84 FR 2071.

This action is necessary to implement the provisions of Section 5516 of the FAST Act, which provides South Dakota the opportunity to update and

revise the routes designated as qualifying Federal-aid Primary System highways as long as the update shifts routes to divided highways or does not increase centerline miles by more than 5 percent and is expected to increase safety performance. The FAST Act Conference Report to Accompany H.R. 22 (House of Representatives 114th Congress 1st Session Report 114-357, December 1, 2015) states, "Conferees expect that the implementation of section 5516 will provide the maximum flexibility possible to re-route longer combination vehicles in the affected State to divided highways, highway facilities designed for freight transportation, or along routes that will enhance overall highway safety.'

Attachment #3

In an August 30, 2016, letter to FHWA, the South Dakota Department of Transportation (SDDOT) requested that FHWA add the additional routes for South Dakota's LCV network and provided a map and listing of those routes.

All of the proposed routes are on the NN, which is comprised of the Interstate Highway System and routes designated as qualifying Federal-aid Primary System highways. 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 the routes listed in 23 CFR part 658, Appendix C. This listing of routes is applicable to both double trailers and triple trailers.

There were errors in the tables published in the "Background" section of the NPRM, on page 2075, regarding existing and proposed routes of operation for LCVs and trucks in excess of the lengths designated by the Surface Transportation Assistance Act (STAA) of 1982 for use on the NN. The route segments that were incorrect include a portion of US 14 and US 14B in Pierre, South Dakota. In addition, incorrect mileage is shown on several existing and proposed routes. The correct routes were provided to FHWA in a letter from the SDDOT dated June 6, 2018, which was added to the docket for this rulemaking. Nevertheless, all routes identified in the regulatory text of the NPRM were correct and included both existing and proposed routes of operation for LCVs and trucks over STAA lengths on the NN.

The FHWA finds that this update shifts routes to divided highways or does not increase centerline miles by more than 5 percent and is expected to increase safety performance. Based on this information and the comments received, FHWA is revising the Federal Regulations at 23 CFR part 658, Appendix C for vehicles covered by 23 U.S.C. 127(d) (LCVs), and 49 U.S.C. 31112 (CMVs with two or more cargocarrying units), in the State of South Dakota. The revised routes are as follows:

Highway	From	То
Highway US12 US14 US14 US14 US14 US14B US14B US16B US16B US18 US18B US212 US212 US212 US212 US281 US281 US281 US281 US281 US281 US83 US83 US83	From North Dakota State Line Jct US83 at Ft. Pierre Jct US14B east of Pierre Jct US14 in Pierre Jct US14 at Brookings Jct SD79 south of Rapid City E Jct US18 at Hot Springs W Jct US18 at Hot Springs W Jct US18 at Hot Springs W Jct US183 west of Gettysburg Us14 In Redfield Jct I=90 Exit 310 at Plankinton Jct US14 in Redfield Jct I=90 near Vivian Jct US14 east of Pierre E Jct US212 west of Gettysburg	To Jct I-29 at Summit. Jct US14B in Pierre. W Jct US14 Bypass at Brookings. Jct US14 east of Pierre. Jct I-29 Exit 133 at Brookings. Jct I-20 Exit 133 at Brookings. Jct US38 5 at Oelrichs. E Jct US18 at Hot Springs. Jct US85 at Belle Fourche. E Jct US18 at Hot Springs. Jct US83 west of Gettysburg. E Jct US281 in Redfield. S Jct US14 west of Huron. W Jct US212 in Redfield. North Dakota State Line. Jct US14 at Ft. Pierre. W Jct US212 west of Gettysburg. Jct US12 south of Selby.
US83 US85 SD34 SD37 SD37 SD50 SD79	Jct US12 west of Selby I–90 Exit 10 at Spearfish W Jct SD37 Jct I–90 at Mitchell W Jct SD34 Burleigh Street in Yankton Jct US18 & US385 at Oelrichs	North Dakota State Line. North Dakota State Line. E Jct SD37. E Jct SD34. Jct US14 at Huron. Jct I–29 Exit 26. Jct US16B south of Rapid City.

Summary of Comments and Responses

The FHWA received eight comments to the docket in response to the NPRM. Comments were submitted by two individuals, one State government agency (SDDOT), and four industry associations (the American Trucking Associations, the South Dakota Trucking Association, the South Dakota Agri-Business Association, and the South Dakota Retailers Association), and one trucking company.

A majority of the commenters expressed strong support for the proposed revisions, while one individual commenter opposed the proposed additional routes and length allowances.

Commenters in support of the updated routes expressed their opinion that the additional routes would overall improve highway safety and efficiency. One commenter thought the additional routes pose a safety threat to the driving public if the LCVs were to be allowed to operate along mixed travel lanes, but this commenter did not provide any data in support of this assertion.

The owner and operator of the highway system in South Dakota, SDDOT, presented a Safety Assessment in its June 6, 2018, letter addressing how it concludes the expanded access would improve traffic safety. The SDDOT asserted, for example, that hauling with LCVs would reduce the number of vehicles needed to carry payload, proportionally reducing the number of crashes, and that expanding the number and extent of routes would allow LCVs to take more direct and suitable routes, reducing miles traveled, accident exposure, fuel consumption, and vehicle emissions. The letter also concludes that none of the rural segments demonstrate unusual crash histories indicating marginal or hazardous operating conditions for commercial vehicles. The FHWA concurs with this Safety Assessment.

Based on the comments received, the SDDOT transmittal letter of June 6, 2018, and the authority provided in FAST Act Section 5516 for the State of South Dakota, FHWA concurs with the additional routes and vehicles as proposed by the SDDOT, for addition to 23 CFR part 658, appendix C.

Executive Order 13771 (Reducing Regulation and Controlling Regulatory Costs), Executive Order 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

The FHWA has determined that this action does not constitute a significant regulatory action within the meaning of Executive Order (E.O.) 12866 or within the meaning of DOT regulatory policies and procedures. The amendments update and revise the routes of the vehicles covered by 23 U.S.C. 127(d) (LCVs), and 49 U.S.C. 31112 (CMVs with two or more cargo-carrying units), in South Dakota, as found in 23 CFR part 658, appendix C. In addition, this action complies with the principles of E.O. 13563. After evaluating the costs and benefits of these amendments. FHWA finds that the economic impact of this rulemaking would be minimal. These changes are not anticipated to adversely affect, in any material way, any sector of the economy. In addition, these changes will not create a serious inconsistency with any other agency's action or materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. The FHWA anticipates that the economic impact of this rulemaking will be minimal; therefore, a full regulatory evaluation is not necessary. Finally, this rule is not an E.O. 13771 regulatory action because it is not significant under E.O. 12866.

Regulatory Flexibility Act

In compliance with the Regulatory Flexibility Act (Pub. L. 96-354; 5 U.S.C. 60l-612), FHWA has evaluated the effects of this action on small entities, such as local governments and businesses. Based on the evaluation, FHWA anticipates that this action would not have a significant economic impact on a substantial number of small entities. The proposed amendments would update the routes of the vehicles covered by 23 U.S.C. 127(d) (LCVs), and 49 U.S.C. 31112 (CMVs with two or more cargo-carrying units), in South Dakota, as found in 23 CFR part 658, appendix C. Therefore, I certify that this action would not have a significant economic impact on a substantial number of small entities.

Unfunded Mandates Reform Act of 1995

The FHWA has determined that this action would not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4, March 22, 1995, 109 Stat. 48). The actions in this final rule would not result in the expenditure by State, local, and Tribal governments, in the aggregate, or by the private sector, of \$155 million or more in any 1 year (when adjusted for inflation) in 2014 dollars for either State, local, and Tribal governments in the aggregate, or by the private sector.

Executive Order 13132 (Federalism Assessment)

The FHWA has analyzed this rule in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action would not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action would not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions.

Executive Order 12372 (Intergovernmental Review)

The regulations implementing E.O. 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program. This E.O. applies because State and local governments would be directly affected by the regulation, which is a condition of Federal highway funding. Local entities should refer to the Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction, for further information.

Paperwork Reduction Act

Under the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501, *et seq.*), Federal agencies must obtain approval from the Office of Management and Budget for each collection of information they conduct, sponsor, or require through regulations. The FHWA has determined that the rule does not contain collection of information requirements for the purposes of the PRA.

National Environmental Policy Act

The FHWA has analyzed this rule for the purposes of the National Environmental Policy Act (NEPA) (42 U.S.C. 4321, *et seq.*). Agencies are

required to adopt implementing procedures for NEPA that establish specific criteria for, and identification of, three classes of actions: Those that normally require preparation of an **Environmental Impact Statement; those** that normally require preparation of an Environmental Assessment; and those that are categorically excluded from further NEPA review (40 CFR 1507.3(b)). The action is the amendment to the routes listed for vehicles covered by 23 U.S.C. 127(d) (LCVs), and 49 U.S.C. 31112 (CMVs with two or more cargo-carrying units) in South Dakota as found in 23 CFR part 658, Appendix C, as allowed by Section 5516 of the FAST Act. This action qualifies for categorical exclusions under 23 CFR 771.117(c)(20) (promulgation of rules, regulations, and directives). The FHWA has evaluated whether the action would involve unusual circumstances or extraordinary circumstances and has determined that this rulemaking action would not involve such circumstances. As a result, FHWA finds that this rulemaking would not result in significant impacts on the human environment.

Executive Order 13175 (Tribal Consultation)

The FHWA has analyzed this rule under E.O. 13175, and believes that it would not have substantial direct effects on one or more Indian Tribes, would not impose substantial direct compliance costs on Indian Tribal governments, and would not preempt Tribal law. This rule would not preempt Tribal law. This rule would not impose any direct compliance requirements on Indian Tribal governments nor would it have any economic or other impacts on the viability of Indian Tribes. Therefore, a Tribal summary impact statement is not required.

Executive Order 13211 (Energy Effects)

The FHWA has analyzed this rule under E.O. 13211, Actions Concerning Regulations that Significantly Affect Energy Supply, Distribution, or Use. The FHWA has determined that this action is not a significant energy action under the E.O. and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. Therefore, a Statement of Energy Effects is not required.

Executive Order 12630 (Taking of Private Property)

The FHWA has analyzed this rule under E.O. 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights. The FHWA does not anticipate that this action would affect a taking of private property or otherwise have taking implications under E.O. 12630.

Executive Order 12988 (Civil Justice Reform)

This action meets applicable standards in sections 3(a) and 3(b)(2) of E.O. 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Executive Order 13045 (Protection of Children)

The FHWA has analyzed this action under E.O. 13045, Protection of Children from Environmental Health Risks and Safety Risks. The FHWA certifies that this action would not cause an environmental risk to health or safety that may disproportionately affect children.

Regulation Identifier Number

A Regulation Identifier Number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Regulatory and Deregulatory Actions. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN number contained in the heading of this document can be used to cross-reference this action with the Unified Agenda.

List of Subjects in 23 CFR Part 658

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

Issued on: August 15, 2019.

Nicole R. Nason,

Administrator, Federal Highway Administration.

In consideration of the foregoing, FHWA amends 23 CFR part 658 as follows:

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

■ 1. The authority citation for part 658 is amended to read as follows:

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; sec. 5516, Pub. L. 114– 94, 129 Stat. 1312, 1557; 49 CFR 1.81(a)(3).

■ 2. Amend appendix C to part 658 by revising the entry for "State: South Dakota, Combination: Truck tractor and two trailing units—LVC" to read as follows: Appendix C to Part 658—Trucks Over 80,000 Pounds on the Interstate System and Trucks Over STAA Lengths on the National Network

* * * *

State: South Dakota. Combination: Truck tractor and two trailing units—LCV.

Length of Cargo-Carrying Units: 100 feet. Maximum Allowable Gross Weight: 129,000 pounds,

Operational Conditions:

Weight: For all combinations, the

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.

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 cargocarrying length of 81.5 feet or less, a singletrip permit is required for movement on the Interstate System if the gross vehicle weight exceeds 80,000 pounds. An annual or singletrip 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 cargocarrying 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 cargocarrying length of 81.5 feet or less may use all NN routes. Combinations with a cargocarrying length over 81.5 feet, are restricted to the Interstate System and:

Highway	From	То
US12	North Dakota State Line	Jct -29 at Summit,
US14	Jct US83 at Ft. Pierre	Jct US14B in Pierre.
US14	Jct US14B east of Pierre	W Jct US14 Bypass at Brookings.
US14B	Jct US14 in Pierre	Jct US14 east of Pierre.
US14B	W Jct US14 at Brookings	Jct I–29 Exit 133 at Brookings.
US16B	Jct SD79 south of Rapid City	Jct I-90 at Rapid City.
US18	E Jct US18B at Hot Springs	Jct US385 at Oelrichs.
US18B	W Jct US18 at Hot Springs	E Jct US18 at Hot Springs,
US212	Wyoming State Line	Jct US85 at Belle Fourche
US212	W Jct US83 west of Gettysburg	E Jct US83 west of Gettysburg.
US212	W Jct US281 in Redfield	E Jct US281 in Redfield.
US281	Jct I-90 Exit 310 at Plankinton	S Jct US14 west of Huron.
US281	Jct US14 north of Wolsey	W Jct US212 in Redfield.
US281	E Jct US212 in Redfield	North Dakota State Line.
US83	Jct I–90 near Vivian	Jct US14 at Ft. Pierre.
US83	Jct US14 east of Pierre	W Jct US212 west of Gettysburg.
US83	E Jct US212 west of Gettysburg	Jct US12 south of Selby.
US83	Jct US12 west of Selby	North Dakota State Line.
US85	I-90 Exit 10 at Spearfish	North Dakota State Line.
SD34	W Jct SD37	E Jct SD37.
SD37	Jct I-90 at Mitchell	E Jct SD34.
SD37	W Jct SD34	Jct US14 at Huron.
SD50	Burleigh Street in Yankton	Jct I-29 Exit 26.
SD79	Jct US18 & US385 at Oelrichs	Jct US16B south of Rapid City.

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.

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^{* * * * * *} [FR Doc. 2019–18093 Filed 8–21–19; 8:45 am]



Existing

32-26-50. Promulgation of rules authorizing certain motor vehicles to travel at electronically coordinated speeds and distance intervals closer than otherwise allowed. The Transportation Commission shall promulgate rules, pursuant to chapter 1-26, to authorize the testing and operation of groups of individual motor vehicles traveling in a unified manner at electronically coordinated speeds and distance intervals that are closer than otherwise allowed under §§ 32-26-40 to 32-26-42, inclusive. The commission may include in the rules:

(1) The procedures for the requesting and granting of authority for testing and operation;

(2) A fee, not to exceed one hundred dollars, to cover the administrative costs of granting authority for testing and operation;

(3) Reporting requirements;

- (4) Authorized routes;
- (5) Authorized times and periods of operation;
- (6) Authorized vehicle types;
- (7) Required vehicle markings;
- (8) Driver requirements;

(9) Prohibited use related to weather, highway conditions, special events, traffic incidents, emergencies or other contingencies; and

(10) Any speed, size, and operational restrictions the commission deems appropriate.

Source: SL 2019, ch 131, § 1.