

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION  
682 Prospect Street  
Berea, OH 44017

**PROVISIONS COVERING PERMITS FOR OPERATION OF LONG COMBINATION VEHICLES (LCV'S) FOR LONG DOUBLE TRAILER COMBINATIONS IN EXCESS OF NINETY (90) FEET IN LENGTH ON THE OHIO TURNPIKE**

Long double trailer combinations in excess of ninety (90) feet in length (Double) may operate on the Ohio Turnpike under a "Double Trailer Permit" (Permit) issued by the Commission subject to compliance by the Permittee with the following provisions:

**I. GENERAL CONDITIONS**

1. A Double shall consist of a tractor, first semi-trailer, a dolly and a second semi-trailer. Neither semi-trailer shall be longer than forty-eight (48) feet in length. No load shall overhang a semi-trailer in any direction. When mixed length box (van) trailer combinations are utilized, the first (forward) semi-trailer must be at least twenty-eight (28) feet six (6) inches in length. Semi-trailers in a Double utilizing flatbed trailers shall be of equal length. The minimum length permitted to operate as a Double shall be ninety (90) feet and the maximum length shall not exceed one hundred twenty (120) feet. The number of axles of a Double shall be a minimum of five (5) and a maximum of nine (9).

2. The total gross weight for a Double shall not exceed one hundred twenty-seven thousand and four hundred (127,400) pounds. The maximum allowable gross loads on the Doubles' axles, are as follows:

Maximum gross weight on any one (1) axle \_\_\_\_\_ 21,000 pounds

Maximum combined axle load of any two (2) successive axles, spaced four (4) feet or less apart \_\_\_\_\_ 24,000 pounds

Maximum combined axle load of any two (2) successive axles, spaced more than four (4) feet apart, but less than eight (8) feet apart \_\_\_\_\_ 34,000 pounds

**II. EQUIPMENT**

1. A tractor used in the operation of a Double shall be capable of hauling one hundred twenty-seven thousand and four hundred (127,400) pounds at a speed of not less than forty (40) miles per hour on all portions of the Turnpike. The maximum grades on the Ohio Turnpike are two (2) percent and the longest is approximately three (3) miles.

2. Each unit used for towing other units in a Double shall have sufficient structural strength to insure the safe and secure attachment of any coupling device used to tow the other units. The forward semi-trailer must be reinforced and the Permittee must certify that it has sufficient strength for satisfactory attachment of the rear-coupling device so that it can tow a trailer and dolly safely.

3. Coupling devices shall be so designated, constructed and installed, and the vehicles in a Double shall be so designed and constructed, as to insure that any towed vehicles when traveling on a level, smooth, paved surface will follow in the path of the towing vehicle without shifting or swerving more than three inches to either side of the path of the towing vehicle when the latter is moving in a straight line.

4. Units used in a Double shall be equipped with coupling devices as required per current applicable Economic and Safety Regulations of the PUCO, and Federal Motor Carrier Safety Regulations and as further provided herein.

- A. Every dolly shall be coupled with a safety chain or chains (stay chains or cables) attached directly to the frame of the semi-trailer by which it is to be towed. Attachment to the pintle hook will not meet this requirement. Each chain or cable and means of attachment shall have an ultimate strength at least equal to the gross weight of the dolly and trailer being towed.
- B. Chains or cables shall be connected to the towed and towing vehicle and to the tow bar, so as to prevent the tow bar from dropping to the ground in the event the tow bar fails or becomes disconnected.
- C. Safety chains or cables shall have no more slack than is necessary to permit proper turning.

5. Each unit in a Double shall be equipped, at a minimum, with electric lamps, turn signals, reflectors, and conspicuity treatment as required by current applicable Economic and Safety Regulations of the Public Utilities Commission of Ohio (PUCO), and Federal Motor Carriers Safety Regulations, except that the trailer shall be equipped with two (2) red tail lamps and two (2) red stop lamps mounted one (1) set on each side. The additional lamps required herein shall comply with said PUCO regulations as to visibility.

6. A Double shall be equipped with brakes as required per current applicable Economic and Safety Regulations of the PUCO, and Federal Motor Carrier Safety Regulations. The brakes on a Double shall also comply with the following:

- A. A Double shall be equipped with full air brakes or air activated hydraulic brakes on the tractor and either air or electric brakes on the trailers. Trailers shall be equipped with brakes designed to be applied automatically and promptly upon breakaway from the towing vehicle, and means shall be provided to maintain application of the brakes on the trailer in such case for at least fifteen (15) minutes.
- B. A Long Double, at all times and under all conditions of loading, upon application of the service (foot) brake shall be capable of: Developing a brake force that is not less than forty-three and one-half (43.5) percent of the gross combination weight; decelerating to a stop from not more than twenty (20) miles per hour at not less than fourteen (14) feet per second; stopping from a speed of twenty (20) miles per hour in not more than thirty (30) feet, such distance to be measured from the point at which movement of the service brake pedal or control begins. Tests for deceleration and stopping distance shall be made on substantially level (not to exceed plus or minus one (1) percent grade), dry, smooth, hard surface that is free from loose material.
- C. The emergency brake system shall be capable of being applied by the driver's muscular effort or by spring action. The emergency brake system operation may be assisted by the service brakes or other source of power provided that failure of the service brakes or other power assisting mechanism will not prevent the emergency brake system from being applied in conformance with the foregoing requirements. The emergency brake system shall be so designed that when once applied they shall remain in the applied position despite exhaustion of any source of energy or leakage of any kind.

Upon application of its emergency brake system and with no other brake system applied, a Long Double, under any condition of loading in which it is found on a public highway, shall be capable of stopping from twenty (20) miles per hour in ninety (90) feet, measured from the point at which movement of the emergency brake control begins.

- D. Every unit in a Double shall be equipped with brakes acting on all wheels, which shall include the front axle of the power unit.
- E. Brake hoses shall conform to the appropriate specification set forth in the Society of Automotive Engineers Standards for "Hydraulic Hose" or "Automotive Air Brake Hose and Hose Assemblies".
- F. Every tractor used in the Double shall be equipped with a reserve capacity, or reservoir for air storage, to insure that, with the engine stopped, a full service brake application may be made without depleting such reservoir pressure by more than thirty (30) percent when such reservoir is fully charged with air at maximum pressure as regulated by the vehicle's air compressor governor cutout setting. Each such reservoir shall be provided with a means for readily draining it of accumulated oil or water.
- G. Every tractor used in the Double utilizing compressed air for the operation of its own brakes or the brakes of other vehicles in a Long Double, shall be provided with a warning signal readily audible and visible to the driver, which signal will operate at any time the air reservoir pressure of such vehicle is below fifty (50) percent of the air compressor governor cut-out pressure. In addition, each such vehicle shall be equipped with a pressure gauge arranged to indicate, in pounds per square inch, the pressure available for braking.
- H. The brakes on a Double shall be designed and equipped so that braking action shall take place on all wheels as nearly simultaneously as possible to reduce to a minimum any possible tendency of a Double to move out of alignment when stopping. All brake chambers of all axles in a Double shall be compatible.

7. The distance between the rearmost axle of a semi-trailer and the front axle of the next semi-trailer in a coupled Double unit shall not exceed twelve (12) feet six (6) inches. In no event shall the distance between the semi-trailers coupled in a Double exceed nine (9) feet.

8. All wheels of the Double shall be equipped with tires that conform to Federal Motor Carrier's Safety Regulation No. 393.75.

9. A Double must be equipped with adequate, properly maintained, "spray-suppressant" anti-sail mud flaps, on all individual and tandem axles, except the steering axle (smooth faced mud flaps do not qualify as "spray suppressant" mud flaps).

10. The exterior rear vision mirrors of a Double shall be heated for the removal of frost and ice.

### **III. EQUIPMENT CERTIFICATION**

1. A Tractor I.D. number and LCV Certified decal will be issued by the Commission for each approved tractor. The Tractor I.D. number and LCV Certified decal number shall be placed on the driver's side of the tractor near the tractor's DOT number. The Tractor I.D. numbers are to be three (3) inch high block letters in a color that contrasts with the tractor color.

The Commission will issue a Tractor Certification for the approved tractor. The Tractor Certification must be carried in the cab of the tractor in a place readily available for inspection. The Tractor Certification shall be returned to the Commission in the event that a Double is retired from operation prior to expiration of the certification.

The Tractor Certification is valid for a period not to exceed 12 months. Re-certification must be made on an annual basis by the permittee. If a tractor is re-certified the Tractor I.D. number will not change. The Tractor I.D. number and LCV Certified decal shall be removed from the tractor upon expiration of the Tractor Certification.

2. Each application for a Permit to operate a Double shall include a copy of a certification by an officer of the Permittee stating that all units to be incorporated in the Double have actually been inspected and road-tested by the Permittee and that the specified units, modifications thereof and attachment thereto, comply with rules and standards per current applicable Economic and Safety Regulations of the Public Utilities Commission of Ohio (PUCO), and Federal Motor Carrier Safety Regulations as well as those found herein.

The Commission reserves the right to inspect all units making up the Double prior to and after certification. The Commission, or an agent of the Commission, may conduct an equipment inspection anytime the equipment is located on, or is operated within, Ohio Turnpike right-of way.

### **IV. DRIVERS CERTIFICATION**

1. Applications for drivers of a Double shall be made by the Permittee on a form provided by the Commission prior to driving on the Ohio Turnpike. Each application shall include a ten (\$10.00) dollar non-refundable processing fee.

No Double shall be driven on the Ohio Turnpike by any person other than a driver approved by the Ohio Turnpike Commission. A triple trailer driver certification issued by the Ohio Turnpike and Infrastructure Commission is valid for the operation of a Long Double.

Drivers must carry Tractor Certification issued by the Commission and be able to produce them when requested by any police officer, toll collector, or administrative employee of the Commission.

A. (1) Drivers must possess a current commercial driver's license (CDL) with appropriate endorsements for operation of Doubles with air brakes. Drivers must be over twenty-six (26) years of age, in good health, and shall have not less than five (5) full years of documented experience driving double trailer combination units. Such driving experience shall include experience throughout the four (4) seasons.

(2) Drivers must comply with the applicable current requirements of the Federal Motor Carrier Safety Regulations and Federal Hazardous Materials Regulations and the Economic and Safety Regulations of the PUCO, as well as the requirements found herein.

B. (1) An application for certification of a driver must include a photocopy of the applicant's current CDL and all information concerning the applicant's driving and safety record, as well as an official abstract of the applicant's driving record and copies of all accident reports for the last five (5) years.

- (2) The application must include evidence that the driver has undergone physical examination of the type and frequency required by the rules of the PUCO and Federal Motor Carrier Safety Regulations.
  - (3) Each driver on his/her first trip on the turnpike must be accompanied by an experienced Double driver/coach between entry and exit assembly areas used for the trip. The successful completion of such a trip will be part of the training requirement for final driver certification and documentation thereof shall be forwarded to the Commission. Training for drivers with previous Double experience may be waived upon written request to the Commission.
  - (4) The Permittee shall notify the Commission in writing when any driver ceases to be an employee of the Permittee.
- C. (1) Driver's applications shall be submitted only by an authorized officer of the Permittee. All correspondence in connection therewith shall be with the Permittee not the driver.
- (2) Driver certification is valid only for the operation of tractors owned by, or under the control of, the Permittee requesting certification of the driver.
  - (3) Driver certification is valid for a period not to exceed forty-eight (48) months, and will expire on the month and day of the CDL expiration.
  - (4) Re-certification must include a photocopy of the renewed CDL, an updated safety record, an official current abstract of driving record, evidence of a current physical examination and a ten (\$10.00) dollar non-refundable processing fee.
  - (5) In submitting a driver application, the Permittee is responsible for the accuracy thereof. If it is determined that information about a driver is inaccurate, it may result in revocation of the Permit.
- D. The Safety and well being of the traveling public is of primary importance to the Commission. A driver of a Double shall be experienced, capable and safety conscious and must recognize that their primary responsibility is the safety of other users of the Turnpike. The Commission will not permit a Double to be operated by a driver who has failed to demonstrate the aforesaid requirements.

If the Commission becomes aware that a driver of a Double does not meet the requirements of the Commission, it shall notify the Permittee, as well as the driver, of such determination and may suspend the driver for a period of time or permanently. Either the driver or the Permittee may, within ten (10) calendar days of the mailing of the letter submit, in writing, reasons why the suspension should not take place. The Commission shall review and give consideration to the information submitted and shall advise the Permittee and/or driver of its conclusions after such review.

Suspension of the driver will not be effective until after the ten (10) day period or the review by the Commission in the event written request for reconsideration is given unless the Commission believes that the actions of the driver are so serious that immediate suspension is necessary. In such event the suspension shall be effective on the date of mailing of the notice.

Driver certification will be rejected, suspended or revoked, upon consideration of the following factors, although these may not be the only factors given consideration.

- (1) Driver has been convicted of an offense involving alcohol or a controlled substance in any state or violation of the Ohio Revised Code, Sections 4506.15 or 4511.19, during the past five (5) years. A second conviction of an offense involving alcohol or a controlled substance will disqualify a driver permanently for certification.
- (2) Driver's license has been suspended twice (2) in the past three (3) years in any state.
- (3) Driver's record of convictions for moving traffic violations shows either (a) two or more violations in the last two (2) years while driving a commercial vehicle in any state, or; (b) a total of three (3) or more violations in the last two (2) years while driving a commercial and non-commercial vehicle in any state.

- (4) Driver's record of chargeable (preventable) accidents shows two (2) or more accidents in the last three (3) years while driving a commercial or non-commercial vehicle.

## **V. OPERATION CONDITIONS**

1. An annual Permit fee of six hundred (\$600.00) dollars will be charged for each tractor unit certified.

All tractor certifications issued to the Permittee will be set to expire on the same date, as determined by the Commission. The initial Permit fee will be prorated based upon the applicable annual fee. Permit fees are non-refundable. However, when a Double is retired from operation, the balance of the Permit fees may be applied to a replacement unit provided that the replacement unit is certifiable. A twenty-five (\$25.00) dollar processing fee will be charged for each transferred certification.

If the Permittee also holds a valid Triple Trailer Permit and the Permittee chooses to certify a Doubles unit as a Triple, an additional fee will be charged over and above the amount shown in the fee schedule so the total permit fee is twelve hundred (\$1,200.00) dollars per year for each tractor certified. However, as with Doubles, the Commission reserves the right to inspect all units making up the Triple prior to and after certification.

2. Every tractor used in a Double shall be equipped with a unique Electronic Toll Collection transponder (Transponder). This is the only Transponder allowed when the tractor is being used in the operation of a Double. An alternate Transponder shall not be used and Transponders are not permitted to be moved from tractor to tractor. However, when a Double is retired from operation, the Transponder may be reassigned to another Tractor by the Commission.

Tolls charged for a Double will be based on the total number of axles as determined automatically by the toll plaza computerized classification system and toll rate schedule, plus a twelve dollar (\$12.00) fee for each trip.

3. In the assembly of a Double prior to their operation on the Ohio Turnpike, the Permittee shall ascertain the total gross weight of each trailer of the proposed Long Double. In the event that the gross weights of the trailers vary by more than twenty (20) percent, the Permittee shall couple them according to their gross weights with the heavier trailer coupled to the tractor.

4. After all of the vehicles in a Double are completely assembled, and prior to the departure of the unit from the assembly area, the driver or mechanic shall inspect the combination of vehicles to determine whether each item is in proper operating condition. A checklist furnished by the Commission, or approved equivalent, shall be completed and signed by the driver or mechanic prior to departure from the assembly area. The signed check list shall be carried during the entire trip and shall be available for inspection by any police officer or employee of the Commission.

5. Transportation of Division 1.1, 1.2, and 1.3 Explosives as defined in 49 CFR 173.50, Division 2.3 Gas, Poisonous by Inhalation, as defined in 49 CFR 173.115, Division 6.1 Poisonous Materials as defined in 49 CFR 173.132 and included in Table 1 of 49CFR 172.504(e), and Class 7 Radioactive Materials as defined in 49 CFR 173.403 is prohibited in a Double in quantities that require placarding of any trailer. Other DOT regulated hazardous materials may be transported in quantities that require placarding of individual trailers provided the said materials are not placed in more than one of the two trailers and the said materials are not placed in the second (rear) trailer unless doing so is necessary to comply with the weight coupling requirements of Section V, Paragraph 3 of the Provisions. All DOT regulated hazardous materials transported in quantities below the threshold for which placarding is required may be transported in any trailer of a Long Double.

6. A minimum distance of five hundred (500) feet shall be maintained between Double LCV units and/or Triple units except when overtaking and passing another vehicle. Except when passing or when emergency or work-zone conditions exist, a Double shall remain in the right-hand, outside lane.

7. There is limited space available at the assembly sites within the right-of-way of the Ohio Turnpike. In order to maintain safe and efficient operations, not only for the Commission but also for the Permittee, the Commission reserves the right to coordinate and control the use of the assembly areas, through restricting the number of total Permittees, number of certified units, time of use and/or other measures which are deemed necessary to manage the Double program.

8. Permittees shall not leave any unit of a Double in an assembly area for more than eight (8) hours.

9. Parking facilities in the Commission's service plazas are limited in both area and ability to accommodate long units. A Double may not stop at service plazas for more than thirty (30) minutes and LCV units should not congregate in plazas.

10. When, in the opinion of the Commission, the weather conditions are such that operation of a Double is inadvisable, the Commission will notify the Permittee that travel is prohibited for a certain period of time. The Permittee must provide the Commission with the name of a person and number to be called in such an event. This person then will be responsible for relaying the suspension notice to all-appropriate facilities and units of the Permittee. The Permittee will be notified by the Commission when operation of a Double may be resumed.

11. Safety of the traveling public is of utmost concern. The Permittee shall maintain a "Satisfactory Safety Rating" as assigned by The Federal Motor Carrier Safety Administration, as authorized by Part 385 of The Federal Motor Carrier Safety Regulations. Evidence of the "Satisfactory Safety Rating" shall accompany all permit and equipment applications, and equipment certification renewals. If The Federal Motor Carrier Safety Administration revokes the "Satisfactory Safety Rating", the Permittee shall notify the Commission within forty-eight (48) hours in writing.

All accidents on the Turnpike involving a Double must be reported to the Commission by telephone before the end of the next working day and within ten (10) days in writing.

The Permittee shall submit a monthly report to the Commission which will include the number of Double runs, miles traveled, breakdowns, avoidable and unavoidable accidents, documentation of all accidents and comments.

12. If the Commission determines that the operation of a double trailer combination jeopardizes the safety of the traveling public or is detrimental in any way to the Turnpike's operation, or if the Permittee fails to maintain a "Satisfactory Safety Rating" the Permit will be withdrawn upon reasonable notice to the Permittee.

APPROVED: THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

BY: Randy Cole  
Executive Director

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