

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rep. Rex Crowell at
Chairperson

1:30 ~~am~~/p.m. on April 5, 1983 in room 519-S of the Capitol.

All members were present except: XXXX

Committee staff present:

- Fred Carman, Revisor of Statutes
- Hank Avila, Legislative Research
- Pam Somerville, Committee Secretary

Conferees appearing before the committee:

- Secretary John Kemp, Kansas Department of Transportation
- Mary Turkington, Kansas Motor Carriers Association

The first order of business was a hearing on SB 417 which would bring Kansas into compliance with the Federal Surface Transportation Assistance Act (STAA) of 1982. The STAA requires states to accept federal truck size and weight limits on interstate highways and selected federal aid primary roads of four or more lanes with full controlled access. States, however, can designate additional routes on which these vehicles will be permitted to travel. This is the major policy decision contained in SB 417. The bill would permit the vehicles to travel on all roads in the system in Kansas.

Two other policy decisions in SB 417 are bringing Kansas into compliance with the federal internal bridge weight formula and the federal definition for tandem axles.

Chairman Crowell recognized Secretary of Transportation Kemp who testified in favor of SB 417 (Attachment 1).

Chairman Crowell recognized Mary Turkington, Kansas Motor Carriers Association, who briefly explained the provisions of the bill and their relationship to the STAA.

Chairman Crowell opened the meeting to committee discussion on SB 417.

Representative Erne moved to amend SB 417 on page two, in line 65, before "shall", by inserting "if the load extends to a greater width than 8½ feet". Also, by deleting line 136 on page 8 and line 24 on page 7 if they should be removed as cleanup. Motion was seconded by Rep. Adam. Motion passed.

Rep. Erne made a motion to recommend SB 417 favorable for passage as amended. Rep. Dillon seconded the motion. Motion passed.

Chairman Crowell next brought up SB 420 for discussion and action.

Rep. Shelor moved to recommend SB 420 favorable for passage. Motion was seconded by Rep. Dillon.

Considerable committee discussion ensued regarding KDOT's liability, the way moving the highway had aggravated the problem, and which solution was preferred by Ogden. Rep. Adam made a substitute motion to table SB 420. Motion was seconded by Rep. Erne. Motion failed with 7 voting for and 8 voting against.

Unless specifically noted, the individual remarks recorded herein have not been transcribed verbatim. Individual remarks as reported herein have not been submitted to the individuals appearing before the committee for editing or corrections.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 1:30 ~~xxx~~/p.m. on April 5, 19 83.

Rep. Knopp made a substitute motion to amend SB 420 on page 1, in line 27, by striking all after the period, by striking all of lines 28 and 29, and by striking all of line 30 before the comma, and inserting, "If the Secretary of Transportation determines that such dams should be constructed." Rep. Shelor seconded the motion. Motion passed.

Rep. Knopp made a motion to recommend SB 420 favorable for passage as amended. Motion was seconded by Rep. Shelor. Motion passed.

Chairman Crowell next brought up HCR 5020 for discussion and action. A brief discussion ensued among committee members regarding the need for HCR 5020.

Rep. Charlton made a motion to amend. Motion died for lack of a second. No further action was taken on HCR 5020.

Meeting adjourned at 2:25 p.m.


Chairman Rex Crowell

single axle to 20,000
tandem to 34,000

15
20

Max get up to 73 or 75 feet
length (2-2.8 1/2 ft units plus drawback
plus tractor unit)

KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612



JOHN B. KEMP, Secretary of Transportation

JOHN CARLIN, Governor

MEMORANDUM TO: HOUSE TRANSPORTATION COMMITTEE
FROM: JOHN B. KEMP, P.E.
SECRETARY OF TRANSPORTATION
DATE: APRIL 1, 1983
REGARDING: SENATE BILL 417 - AN ACT CONCERNING VEHICLES;
SIZE AND LOADS THEREON; WEIGHT LIMITATIONS;
AMENDING K.S.A. 8-1902, 8-1904, 8-1908 AND 8-1909

Double bottoms
currently allowed
but can't be
more than
65 ft
overall

STAA REQUIREMENTS

THE FEDERAL SURFACE TRANSPORTATION ASSISTANCE ACT OF 1982 PROVIDES A FIVE CENT INCREASE IN FEDERAL MOTOR FUEL TAXES, AND ADJUSTMENTS IN OTHER HIGHWAY USER FEES WHICH WILL PROVIDE FUNDS FOR THE EXPANDED FEDERAL HIGHWAY AND SAFETY PROGRAM.

THE ACT REPEALS FEDERAL CHARGES ON LUBRICATING OIL AND TRUCK PARTS; BUT INCREASES THE TAX ON NEW TRUCKS AND TRAILERS.

THE ACT FURTHER MANDATES THAT STATES MUST ACCEPT FEDERAL TRUCK SIZE AND WEIGHT LIMITS ON INTERSTATE HIGHWAYS AND SELECTED FEDERAL-AID PRIMARY ROADS OF FOUR OR MORE LANES OF FULL-CONTROL ACCESS. STATES ARE ALLOWED TO DESIGNATE ADDITIONAL ROUTES WHICH WOULD ACCOMODATE THE NEW VEHICLES.

THESE CHANGES MUST BE ENACTED NO LATER THAN OCTOBER 1, 1983.

K-10
Sainia 11 or 81
signature 1975
US 20
part of 73
part of 169
part of US 50
part of K15
part of US 30
part of US 50

only had
part of decision
as an advisory limit us 40

Atla Amend 1

ON MARCH 7, 1983 THE DEPARTMENT RECEIVED CORRESPONDENCE FROM THE CHIEF COUNSEL FOR THE FEDERAL HIGHWAY ADMINISTRATION (FHWA), CONCERNING CERTAIN PROVISIONS OF THE KANSAS VEHICLE WEIGHT LAWS. IN THE FHWA 'COMMUNIQUE', IT WAS NOTED THAT KANSAS WAS OUT OF COMPLIANCE WITH THE FEDERAL INTERNAL BRIDGE WEIGHT FORMULA AND THE FEDERAL DEFINITION FOR TANDEM AXLES.

THE INTERNAL BRIDGE WEIGHT FORMULA MEASURES THE WEIGHT DISTRIBUTION ON VEHICLES NOT ONLY FROM ONE EXTREME AXLE TO THE OTHER EXTREME AXLE AS IN THE FIRST ILLUSTRATION, BUT ALSO MEASURES THE VARIOUS OTHER AXLE COMBINATIONS ON THE VEHICLE AS IN THE SECOND ILLUSTRATION. (SEE ATTACHMENT I) KANSAS DOES NOT PRESENTLY FOLLOW THE INTERNAL BRIDGE SYSTEM.

Why? Because we only measure from front axle of truck to rear axle of trailer (not internal axle)

could cause some of them to carry a little less but won't allow any to carry more

THE FHWA CHIEF COUNSEL FURTHER NOTIFIED THE DEPARTMENT THAT KANSAS MUST ENACT THE NECESSARY CHANGES BY OCTOBER 1, 1983.

TRUCK WIDTHS

RECOMMENDATION:

- + ALLOW VEHICLES WITH A WIDTH OF EIGHT FEET SIX INCHES ON ALL ROUTES. (SB 417 AS AMENDED BY SENATE COMMITTEE, LINE 0024)

What are our narrowest roads

*148 miles that has less than 22 pavement widths
124 bridges equal to or less than 22 feet & anything less than 20 ft is designated for one way travel*

REVIEW:

THE DEPARTMENT'S PROPOSAL TO ALLOW THE WIDER VEHICLES ON ALL ROUTES IS CONSISTENT WITH THE FEDERAL REQUIREMENTS IN THE 1982 DOT APPROPRIATIONS ACT. THE AGENCY HAS CONCLUDED THAT THE ESTABLISHMENT OF VARIOUS WIDTH REQUIREMENTS WOULD CAUSE SIGNIFICANT ADMINISTRATIVE PROBLEMS AND COULD HAVE AN ADVERSE EFFECT ON SERVICE TO SOME COMMUNITIES.

TRUCK LENGTH

RECOMMENDATIONS:

- + EXCLUDE TRUCK TRACTORS FROM THE 42½ FOOT MOTOR VEHICLE LENGTH LIMITATION. (SB 417 AS AMENDED BY SENATE COMMITTEE, LINE 0094)
- + ALLOW SEMITRAILERS IN A TRUCK TRACTOR-SEMITRAILER COMBINATION TO BE UP TO 53 FEET IN LENGTH. (SB 417 AS AMENDED BY SENATE COMMITTEE, LINE 0096)
- + ALLOW SEMITRAILERS AND TRAILERS IN A TRUCK TRACTOR-SEMITRAILER-TRAILER COMBINATION TO BE UP TO 28½ FEET IN LENGTH. (SB 417 AS AMENDED BY SENATE COMMITTEE, LINE 0099)
- + ALLOW THE ABOVE VEHICLE COMBINATIONS ON ALL ROUTES.

*Could be 42
Greater length
limitations*

REVIEW:

FEDERAL REQUIREMENTS IN THE STAA PROHIBIT STATES FROM IMPOSING "A LENGTH LIMITATION ON THE TRACTOR PORTION OF TRUCK COMBINATIONS ... BECAUSE IT COULD HAVE THE PRACTICAL EFFECT OF IMPOSING AN OVERALL LENGTH LIMITATION ON THESE TRUCK COMBINATIONS." THE STAA PROHIBITS STATES FROM IMPOSING OVERALL LENGTH LIMITATIONS ON TRUCK COMBINATIONS.

THE AGENCY HAS CONCLUDED THAT RESTRICTING THE PROPOSED TRUCK LENGTHS TO SPECIFIC ROUTES WOULD CREATE ADMINISTRATIVE PROBLEMS AND COULD CREATE AN ADVERSE EFFECT ON SERVICE TO SOME COMMUNITIES.

UNDER THE REQUIREMENTS IN THE SURFACE TRANSPORTATION ACT, STATES CANNOT LIMIT SEMITRAILERS IN A TRUCK TRACTOR-SEMITRAILER COMBINATION TO LESS THAN 48 FEET AND SEMITRAILERS OR TRAILERS IN A TRUCK TRACTOR-SEMITRAILER-TRAILER COMBINATION TO LESS THAN 28 FEET. THE ACT PROVIDES AN EXCEPTION TO THESE MINIMUM REQUIREMENTS BY ALLOWING THOSE TRAILER UNITS WHICH EXCEED THE 48 AND 28 FEET LIMIT, AND WHICH WERE LEGALLY REGISTERED AND OPERATING IN THE STATE AS OF DECEMBER 1, 1982, TO CONTINUE THEIR OPERATION. THE KDOT HAS DETERMINED THAT SEMITRAILERS AND TRAILERS WITH DIMENSIONS OF APPROXIMATELY 53 AND 28½ FEET RESPECTIVELY, HAVE BEEN

OPERATING WITHIN THE STATE AS OF DECEMBER 1, 1982. THEREFORE, THE DEPARTMENT'S RECOMMENDATION TO ALLOW SEMI-TRAILERS UP TO 53 FEET IN LENGTH AND TRAILERS UP TO 28½ FEET IN LENGTH IS CONSISTENT WITH FEDERAL REQUIREMENTS.

SAFETY DEVICES

RECOMMENDATION:

- + PROVIDE THAT THE SECRETARY SHALL DESIGNATE BY RULES AND REGULATIONS SAFETY OR OTHER DEVICES WHICH MAY EXTEND OUT ON EITHER SIDE OF VEHICLES. (SB 417 AS AMENDED BY SENATE COMMITTEE, LINE 0051)

REVIEW:

THE FEDERAL HIGHWAY ADMINISTRATION HAS ESTABLISHED THAT STATES MAY SPECIFY SUCH SAFETY OR OTHER DEVICES WHICH MAY EXTEND OUT ON EACH SIDE OF VEHICLES. THE DEPARTMENT'S PROPOSAL IS CONSISTENT WITH THIS PROVISION.

VEHICLE WEIGHTS

Does this do anything to our axle weight limitations

RECOMMENDATIONS:

- + REVISE THE DEFINITION FOR "TANDEM AXLES" (FROM "40 INCHES AND NOT MORE THAN 90 INCHES APART" TO "40 INCHES AND NOT MORE THAN 96 INCHES APART".) (SB 417 AS AMENDED BY SENATE COMMITTEE, LINE 0164)

under axle width

+ REVISE THE DEFINITION FOR "TRIPLE AXLES" (FROM "90 INCHES AND NOT MORE THAN 120 INCHES APART" TO "96 INCHES AND NOT MORE THAN 120 INCHES APART.") (SB 417 AS AMENDED BY SENATE COMMITTEE, LINE 0169)

+ DELETE WEIGHT PROVISIONS FOR TRIPLE AND QUAD AXLES. (SB 417 AS AMENDED BY SENATE COMMITTEE, LINES 0178-0181)

What covers this?

+ COMBINE PROVISIONS IN THE PRESENT STATUTORY WEIGHT TABLE WITH THE PROVISIONS OF THE FEDERAL INTERNAL-BRIDGE WEIGHT. INTERSTATE TRAFFIC WOULD CONTINUE TO BE LIMITED TO 80,000 LBS. MAXIMUM GROSS WEIGHT, WITH TRAFFIC ON ALL OTHER ROADS FALLING UNDER THE CURRENT STATE LIMIT OF 85,500 POUNDS. (SB 417 AS AMENDED BY SENATE COMMITTEE, LINES 0185-0528, DELETE 0012-0020 AND 0024-0142)

*Changed in early to mid 70's
in response to 55 MPH speed limit*

REVIEW:

AS MENTIONED PREVIOUSLY, THE FHWA'S CHIEF COUNSEL PROVIDED NOTIFICATION TO THE KDOT THAT SECTIONS OF THE KANSAS LAW WHICH REGULATE VEHICLE WEIGHTS, WERE OUT OF CONFORMITY WITH FEDERAL WEIGHT REQUIREMENTS FOR INTERSTATE TRAFFIC. THE DEPARTMENT'S RECOMMENDATIONS, REGARDING THE TANDEM AXLE DEFINITION AND INCORPORATION OF FEDERAL INTERNAL-BRIDGE SPECIFICATIONS INTO THE KANSAS WEIGHT SCHEDULE, ARE INTENDED TO ADDRESS THE FHWA CONCERNS AND BRING KANSAS INTO CONFORMITY.

RECOMMENDED CHANGES TO THE TRIPLE AXLE DEFINITION RESULTED FROM CHANGES TO THE TANDEM AXLE DEFINITION. NO CHANGE IS PROPOSED TO THE QUAD AXLE DEFINITION.

IN A LETTER DATED MARCH 25, 1983, DELETION OF WEIGHT SPECIFICATIONS FOR TRIPLE AND QUAD AXLES WAS RECOMMENDED BY THE FHWA TO BRING KANSAS INTO CONFORMITY WITH THE FEDERAL WEIGHT REQUIREMENT. AXLE LOAD LIMITS WOULD BE SPECIFIED WITHIN THE INTERNAL - BRIDGE TABLE.

What are they?

THE ALTERNATIVE TO THE PROPOSED CHANGE IN THE WEIGHT TABLES WOULD BE TO ESTABLISH SEPARATE WEIGHT SCHEDULES - ONE APPLIED TO THE INTERSTATE AND THE SECOND APPLIED TO ALL OTHER ROADS. IT IS THE DEPARTMENT'S CONCLUSION THAT THE ESTABLISHMENT OF DUAL WEIGHT SCHEDULES WOULD CAUSE SIGNIFICANT ADMINISTRATIVE PROBLEMS.

NONCOMPLIANCE - FEDERAL PROVISIONS

KANSAS MUST COMPLY WITH EACH OF THESE PROVISIONS NO LATER THAN OCTOBER 1, 1983. SHOULD KANSAS BE DESIGNATED BY THE FHWA AS BEING OUT OF CONFORMITY, THE STATE'S FEDERAL-AID INTERSTATE APPORTIONMENT COULD BE WITHHELD FOR THE FOLLOWING FISCAL YEAR. ESTIMATES OF THE FISCAL YEAR 1986 KANSAS APPORTIONMENTS PLACE THE FEDERAL-AID AMOUNT AT AROUND \$61 MILLION FOR INTERSTATE APPORTIONMENTS.

CLEAN-UP AMENDMENT

IN A FINAL REVIEW OF SENATE BILL 417, AS AMENDED, SOME TECHNICAL ERRORS OR PRINTERS ERRORS NEED TO BE REMEDIED; PAGE SEVEN (7), LINE 0024 AND PAGE EIGHT (8), LINE 0136 NEED TO BE DELETED.

THE OTHER AMENDMENTS MADE BY THE SENATE COMMITTEE REFERENCE ACTION TAKEN ON BILLS CONCERNING THE TRANSPORTING OF CYLINDRICAL HAY BALES AND COMBINE HEADERS. (SB 130, HB 2225)

CONCLUSION

I ENDORSE THE RECOMMENDATIONS PRESENTED HERE TODAY AND URGE THE COMMITTEE TO RECOMMEND SENATE BILL 417 FAVORABLE FOR PASSAGE. THANK YOU.

ATTACHMENTS

ATTACHMENT I

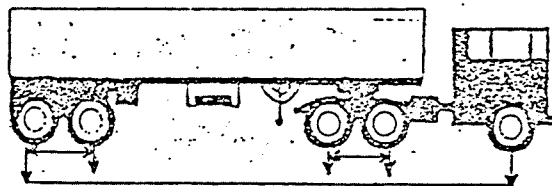
FEDERAL INTERNAL - BRIDGE WEIGHT
MEASUREMENT METHOD VS. STATUTORY
MEASUREMENT METHOD

I. STATUTORY METHOD - K.S.A. 8-1909 (CURRENT LAW)

APPLICABLE PROVISIONS:

- 1) SINGLE AXLE WEIGHT NOT TO EXCEED 20,000 POUNDS.
- 2) TANDEM AXLE WEIGHT NOT TO EXCEED 34,000 POUNDS.
- 3) TRIPLE AXLE WEIGHT NOT TO EXCEED 42,000 POUNDS.
- 4) QUAD AXLE WEIGHT NOT TO EXCEED 50,000 POUNDS.
- 5) OVERALL WEIGHT PROVISIONS CONTAINED IN K.S.A. 8-1909(a)(2) SPECIFIED IN MEASURED FEET FROM THE FIRST AXLE TO THE LAST AXLE.

TRUCK-TRACTOR SEMI TRAILER



Statutory Measurement

Illustration 1.

II. FEDERAL INTERNAL - BRIDGE WEIGHT METHOD

THE INTERNAL - BRIDGE METHOD OPERATES FROM THE FORMULA CONTAINED IN 23 USC 127 WHICH MEASURES NOT ONLY OVERALL WEIGHT IN RELATION TO TOTAL VEHICLE LENGTH AND AXLE WEIGHTS AS IN THE KANSAS STATUTES BUT ALSO AXLE COMBINATION WEIGHTS.

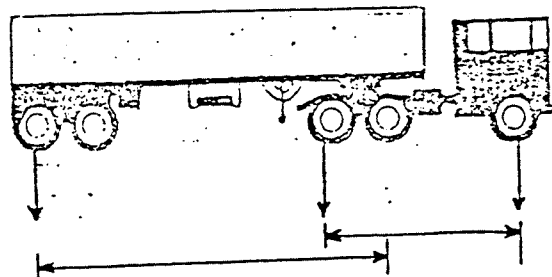
TRUCK-TRACTOR SEMI TRAILER

INTERNAL BRIDGE FORMULA

$$\text{WEIGHT} = 500 \left[\frac{L N}{N-1} + 12 N + 36 \right]$$

WHERE L = LENGTH IN FEET
BETWEEN AXLES

N = NUMBER OF AXLES



Additional Measurements
Internal-Bridge Method

Illustration 2.

ATTACHMENT II
 COMPARISON OF
 SURFACE TRANSPORTATION ASSISTANCE ACT REQUIREMENTS
 AND 1982 DOT APPROPRIATIONS ACT REQUIREMENTS
 VS.
 KANSAS STATUTORY PROVISIONS ON TRUCK WIDTH, LENGTH AND WEIGHT

ITEM	FEDERAL REQUIREMENT	CURRENT STATUTORY PROVISIONS	DEPARTMENT RECOMMENDATION
1. WIDTH (1982 DOT APPROPRIATIONS ACT)	<ul style="list-style-type: none"> - 102 INCH MAXIMUM ON THE INTERSTATE OR ON OTHER STATE DESIGNATED ROUTES. - STATE MAY DESIGNATE SAFETY DEVICES WHICH MAY EXTEND OUT ON EITHER SIDE OF THE VEHICLE. 	<ul style="list-style-type: none"> - 96 INCH MAXIMUM. ALL VEHICLES EXCEPT INTERCITY BUSES WHICH MAY BE 102 INCHES. - NO REFERENCE TO SAFETY DEVICES 	<ul style="list-style-type: none"> - ALLOW THE 102 INCH MAXIMUM ON ALL ROUTES. - DESIGNATE ALLOWABLE SAFETY DEVICES BY RULES AND REGULATIONS.
2. LENGTH	<ul style="list-style-type: none"> - NO LENGTH RESTRICTION ON THE INTERSTATE OR ON OTHER STATE DESIGNATED ROUTES. 	<ul style="list-style-type: none"> - 42'6" MAXIMUM FOR ALL VEHICLES. TRUCK TRACTOR LENGTH NOT SPECIFIED. 	<ul style="list-style-type: none"> - NO LENGTH RESTRICTION ON ANY ROUTE.
A. TRUCK TRACTOR	<ul style="list-style-type: none"> - NO LENGTH RESTRICTION ON THE INTERSTATE OR ON OTHER STATE DESIGNATED ROUTES. 	<ul style="list-style-type: none"> - 42'6" MAXIMUM FOR ALL VEHICLES. TRUCK TRACTOR LENGTH NOT SPECIFIED. 	<ul style="list-style-type: none"> - NO LENGTH RESTRICTION ON ANY ROUTE.

ITEM	FEDERAL REQUIREMENT	CURRENT STATUTORY PROVISIONS	DEPARTMENT RECOMMENDATION
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2. LENGTH (CONTINUED)

B. OVERALL LENGTH	- NO LENGTH RESTRICTION ON THE INTERSTATE.	- 65 FEET OVERALL LENGTH LIMITATION.	- NO LENGTH RESTRICTION WHERE SPECIFIED.
C. SINGLE SEMITRAILER	- NO LENGTH LIMIT OF LESS THAN 48 FEET ON THE INTERSTATE ROUTES AND ON OTHER STATE DESIGNATED ROUTES EXCEPT THAT THOSE UNITS WHICH EXCEED THE 48 FOOT LIMIT AND WHICH WERE LEGALLY OPERATING IN THE STATE AS OF DECEMBER 1, 1982 WILL BE ALLOWED.	- NOT ADDRESSED.	- FIFTY-THREE FOOT MAXIMUM LENGTH ON ALL ROUTES.
D. DOUBLE TRAILERS	- NO LENGTH LIMIT OF LESS THAN 28 FEET ON THE INTERSTATE ROUTES AND ON OTHER STATE DESIGNATED ROUTES EXCEPT THAT THOSE UNITS WHICH EXCEED THE 28 FOOT LIMIT AND WHICH WERE LEGALLY OPERATING IN THE STATE AS OF DECEMBER 1, 1982 WILL BE ALLOWED.	- NOT ADDRESSED.	- 28½ FOOT MAXIMUM LENGTH ON ALL ROUTES.

ITEM	FEDERAL REQUIREMENT	CURRENT STATUTORY PROVISIONS	DEPARTMENT RECOMMENDATIONS
3. SAFETY DEVICES (1982 DOT APPROPRIATION ACT)	- STATES ARE TO DESIGNATE SAFETY DEVICES WHICH MAY EXTEND OUT ON EITHER SIDE OF A VEHICLE.	- ADDRESSES MIRRORS AND CERTAIN SAFETY DEVICES ON INTERCITY AND LOCAL URBAN BUSES. ALL VEHICLES ARE NOT ADDRESSED.	- SPECIFY BY ADMINISTRATIVE RULE AND REGULATION THOSE SAFETY DEVICES WHICH SHALL BE PERMITTED.
4. VEHICLE WEIGHT	<ul style="list-style-type: none"> - ENFORCE THE PROVISIONS OF THE FEDERAL INTERNAL-BRIDGE WEIGHT FORMULA, AS CONTAINED IN TITLE 23 USC 127, ON THE INTERSTATE SYSTEM. - REVISE THE DEFINITION FOR "TANDEM" AXLES. 	<ul style="list-style-type: none"> - WEIGHT SCHEDULE MEASURES FROM THE FIRST TO LAST AXLE. STATUTES PROVIDE FOR 20,000 LBS. SINGLE AXLE WEIGHT, 34,000 LBS. TANDEM AXLE WEIGHT, 42,000 LBS. TRIPLE AXLE WEIGHT, AND 50,000 LBS. QUAD AXLE WEIGHT, MAXIMUM GROSS WEIGHT IS 85,500 LBS. WITH AN 80,000 LB. MAXIMUM GROSS WEIGHT LIMIT ON THE INTERSTATE SYSTEM. - TANDEM AXLES DEFINED AS "NOT LESS THAN 40 INCHES AND NOT MORE THAN 90 INCHES APART." - TRIPLE AXLES DEFINED AS "NOT LESS THAN 90 INCHES AND NOT MORE THAN 120 INCHES APART." 	<ul style="list-style-type: none"> - ADOPT THE FEDERAL INTERNAL BRIDGE WEIGHT PROVISIONS, COMBINING THE FEDERAL WEIGHT TABLE WITH THE STATE MAXIMUM GROSS WEIGHT LIMIT OF 85,000 LBS. <i>only phase have increase is 50,250 quads</i> - REVISE THE DEFINITION OF TANDEM AXLES TO "NOT LESS THAN 40 INCHES AND NOT MORE THAN <u>96</u> INCHES APART." - REVISE THE DEFINITION OF TRIPLE AXLES TO "NOT LESS THAN <u>96</u> INCHES AND NOT MORE THAN 120 INCHES APART." - REMOVE THE REFERENCE TO SPECIFIC AXLE WEIGHT LIMITS FOR TANDEM, TRIPLE AND QUAD AXLES. AXLE WEIGHTS WILL BE CONTAINED IN THE REVISED WEIGHT TABLE.

Bill does not increase axle weights except in two instances

Does increase length width

60,250