

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~xxx~~/p.m. on February 16, 1987 in room 519-S of the Capitol.

All members were present ~~except~~:

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Legislative Research
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Mr. Leroy Jones, Brotherhood of Locomotive Engineers
Mr. Ed DeSoignie, Kansas Department of Transportation
Mr. Pat Hubbell, Kansas Railroad Association
Sgt. Robert Giffin, Kansas Highway Patrol
Mr. Ron Calbert, United Transportation Union
Representative Cliff Campbell
Mr. Wilbur Leonard, Committee of Kansas Farm Organizations
Mr. Tom Whitaker, Kansas Motor Carriers Association
Mr. Horace Strecker, Kansas Department of Revenue

The meeting was called to order by Chairman Crowell, and the first order of business was a hearing on HB-2143 concerning school buses stopping at railroad crossings.

Mr. Leroy D. Jones, Brotherhood of Locomotive Engineers, testified in support of HB-2143. (See Attachment 1)

Mr. Jones said passage of HB-2143 will require school buses to stop at all rail crossings, except those controlled by a police officer flagman, or crossings at which control devices give notice that the stopping requirement imposed by this bill does not apply. He stated that the Kansas Operation Lifesaver Committee believes passage of this bill is very important for the improvement of rail crossing safety in Kansas.

Mr. Ed DeSoignie, Kansas Department of Transportation, gave favorable testimony concerning HB-2143. (See Attachment 2)

Mr. Pat Hubbell, Kansas Railroad Association, testified in favor of HB-2143. (See Attachment 3)

Mr. Hubbell said requiring school bus operators to stop at highway/rail grade crossings will help to reinforce in the minds of young school bus patrons that alertness and caution are demanded of all motor vehicle drivers approaching such crossings.

Sgt. Robert Giffin, Kansas Highway Patrol, testified in support of HB-2143. (See Attachment 4)

Mr. Ron Calbert, United Transportation Union, testified in support of HB-2143. (See Attachment 5) He said crossing accidents are a concern of the United Transportation Union, and strongly urged the passage of HB-2143.

The hearing on HB-2143 was concluded.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 1:30 ~~xxx~~ p.m. on February 16, 1987

The next business was a hearing on HB-2191, concerning vehicle weight limitations.

Representative Cliff Campbell, principal sponsor of the bill, briefed the Committee on its contents.

Mr. Wilbur Leonard, Committee of Kansas Farm Organizations, spoke in support of HB-2191. (See Attachment 6)

He said it is crucial to the agricultural community that grain and other harvested agricultural products be moved to storage and market as expeditiously as possible after harvest. Mr. Leonard added that the restriction of a 70 mile radius for such temporary authority and the increase of the maximum load limits by not more than 15 percent is a reasonable tool to legally move large quantities of grain.

Sgt. Bob Giffin, Kansas Highway Patrol testified in opposition to HB-2191. (See Attachment 7)

Sgt. Giffin explained the Patrol feels the provided exceptions to weight limitations on vehicles and combinations of vehicles would prove most difficult to enforce and therefore recommended HB-2191 not be passed.

Mr. Ed DeSoignie, Kansas Department of Transportation, gave testimony in opposition to HB-2191. (See Attachment 8)

Mr. DeSoignie said HB-2191 is a departure from KDOT's existing policy on overweight load permits which prohibits the issuance of such permits for divisible loads. He stated that under policy as set forth in Kansas Administrative Regulation 36-1-1, loads which cannot be reasonably divided or reduced may be issued a special permit for movement on state highways. (See Attachment 9)

Mr. Tom Whitaker, Kansas Motor Carriers Association, spoke in opposition to HB-2191.

Mr. Horace Strecker, Kansas Department of Revenue, testified in opposition to HB-2191.

The hearing was concluded on HB-2191.

The next business was a hearing on HB-2192 concerning the width of vehicles loaded with two combine headers.

Representative Cliff Campbell, co-sponsor of HB-2192 briefed the Committee concerning contents of the bill.

Mr. Wilbert Leonard, Committee of Kansas Farm Organizations, spoke in support of HB-2192.

Mr. Ed DeSoignie, Kansas Department of Transportation, testified in opposition to HB-2192. (See Attachment 10)

Mr. DeSoignie said that at the present, vehicles transporting combine headers are permitted to move on state highways under the provisions of K.S.A. 1986 Supp. 8-1902(e) and the Department's Administrative Regulation 36-35-1. (See Attachment 11)

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 1:30 ~~xxx~~/p.m. on February 16, 1987

Mr. DeSoignie stated by authorizing the movement of divisible overwidth loads on the Interstate System, HB-2192 could place the Kansas law out of conformity with the Federal law as found at Title 23 of the United States Code, Section 127. He added that if HB-2192 were enacted into law and found to conflict with Federal law, the state of Kansas could lose approximately \$11.4 million in Federal Aid apportionments in Interstate, Primary, Secondary and Urban systems funds.

The hearing on HB-2192 ended.

Chairman Crowell appointed a subcommittee on HB-2143 consisting of Representative Spaniol, Chairman, and Representatives Freeman and Lacey.

Attention was turned to HCR-5011, urging Congress not to use federal highway funds to reduce the federal debt.

A motion was made by Representative Harper that HCR-5011 be recommended favorable for passage and placed on the Consent Calendar. The motion was seconded by Representative Moomaw. Motion passed.

The meeting was adjourned at 2:40 p.m.

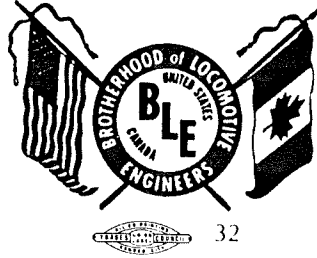

Rex Crowell, Chairman

Brotherhood of Locomotive Engineers

Kansas State Legislative Board

LEROY D. JONES
Chairman
12601 W. 105th
Overland Park, Kansas 68215
(913) 492-4096

DONALD E. DETWILER
1st Vice Chairman
1001 E. 6th Street
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(316) 653-7524

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Secretary-Treasurer
5005 Georgia
Kansas City, Kansas 66104
(913) 287-8280

FEBRUARY 16, 1987

HOUSE TRANSPORTATION COMMITTEE

TESTIMONY IN FAVOR OF HOUSE BILL 2143

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE, I AM LEROY JONES, CHAIRMAN OF THE KANSAS LEGISLATIVE BOARD FOR THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS. I AM HERE TODAY TO TESTIFY IN FAVOR OF HOUSE BILL 2143.

FIRST, I WOULD LIKE TO THANK THE COMMITTEE FOR INTRODUCING THIS BILL FOR THOSE OF US WHO ARE CONSTANTLY CONCERNED ABOUT RAIL CROSSING SAFETY. OUR STATE HAS BEEN VERY ACTIVE IN THE PROMOTION OF RAIL CROSSING SAFETY. ON APRIL 8, 1986, HOUSE RESOLUTION NO. 6258 WAS INTRODUCED AND ADOPTED IN THE KANSAS HOUSE OF REPRESENTATIVES. THE RESOLUTION COMMENDED THE KANSAS RAILROADS, THE RAIL-LABOR ORGANIZATIONS, AND LOCAN, STATE AND FEDERAL GOVERNMENT AGENCIES FOR THEIR COOPERATIVE EFFORTS IN PROMOTING SAFETY AT RAILROAD CROSSINGS THROUGH THE OPERATION LIFESAVER PROGRAM. ON APRIL 8TH AND 9TH, 1986 THE OPERATION LIFESAVER SPECIAL TRAIN RAN THROUGHOUT THE STATE OF KANSAS PROMOTING RAIL CROSSING SAFETY.

THIS BRINGS US TO HOUSE BILL NO. 2143, WHICH AMENDS K.S.A. 8-1553. WHAT THIS BILL DOES IS CHANGE TWO OF THE EXEMPTIONS FOR SCHOOL BUSES IN SUBSECTION (b). IF THIS BILL PASSES, SCHOOL BUSES WILL BE REQUIRED TO STOP AT ALL RAIL CROSSINGS, EXCEPT THOSE CONTROLLED BY A POLICE OFFICER OR HUMAN FLAGMAN, OR THOSE CROSSINGS AT WHICH CONTROL DEVICES GIVE NOTICE THAT STOPPING REQUIREMENT IMPOSED BY THIS SECTION DOES NOT APPLY.

Attach. 1

FEBRUARY 16, 1987
HOUSE BILL 2143

THIS IS NOT THE FIRST TIME THAT THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS HAS SUPPORTED THIS KIND OF LEGISLATION. WHILE LOOKING THROUGH MY FILES RECENTLY, I FOUND A LETTER DATED OCTOBER 29, 1956 PERTAINING TO THIS MATTER. A COPY OF THIS LETTER IS ATTACHED.

THE KANSAS OPERATION LIFESAVER COMMITTEE FEELS THAT THE PASSAGE OF THIS BILL IS VERY IMPORTANT FOR THE IMPROVEMENT OF RAIL CROSSING SAFETY IN THE STATE OF KANSAS. REMEMBER, SCHOOL BUSES CARRY OUR MOST VALUABLE CARGO, OUR CHILDREN.

THANK YOU FOR ALLOWING ME THE OPPORTUNITY TO TESTIFY BEFORE YOUR COMMITTEE.

LEROY D. JONES
CHAIRMAN-KANSAS LEGISLATIVE BOARD
BROTHERHOOD OF LOCOMOTIVE ENGINEERS

527

October 29, 1956

Mr. C. M. Martin,
Superintendent, Kansas City Southern Ry. Co.,
Pittsburg, Kansas.


Dear Sir :

The Legislative Committee of the Brotherhood of Locomotive Engineers is backing Kansas House Bill G. S. 1945, supplement 8-566.

This bill pertains to vehicles, loaded or empty, which transport inflammables, and busses carrying passengers or school children. If made law, it would require all such vehicles to stop for railroad crossings and be certain the crossing is clear before proceeding. For failure to comply an impressive fine is to be assessed.

We solicit the support of the management of the Kansas City Southern for this legislation.

Yours truly,


LOCAL CHAIRMAN

cc. (H.L. Farmer,
Chairman BLE Kansas Legislative Board

Sec. Treas. Div. 527

KANSAS DEPARTMENT OF TRANSPORTATION

DOCKING STATE OFFICE BUILDING — TOPEKA, KANSAS 66612-1568
(913) 296 — 3566



HORACE B. EDWARDS, Secretary of Transportation

MIKE HAYDEN, Governor

February 16, 1987

MEMORANDUM TO: The Honorable Rex Crowell, Chairman
House Committee on Transportation

FROM: Edward R. DeSoignie *ED*
Policy Coordinator

REGARDING: House Bill 2143

Thank you Mr. Chairman, members of the Committee for the opportunity to appear before you this afternoon.

My name is Ed DeSoignie, and I am here this afternoon representing the Kansas Department of Transportation.

House Bill 2143 requires drivers of school buses to stop school buses at all rail crossings regardless of whether such crossing is regulated by a traffic control signal, crossing gates or flashing lights. The intent of the legislation is aimed at increasing the safety of school bus operations.

The Department respectfully requests the House Committee on Transportation to recommend House Bill 2143 favorable for passage. Thank you.

Att. 2

KANSAS RAILROAD ASSOCIATION

920 S.E. QUINCY
P.O. BOX 1738
TOPEKA, KANSAS 66628

913-357-3392

PATRICK R. HUBBELL
SPECIAL REPRESENTATIVE-PUBLIC AFFAIRS

MICHAEL C. GERMANN, J. D.
LEGISLATIVE REPRESENTATIVE

Statement of the Kansas Railroad Association

Presented to the House Committee
on Transportation
The Honorable Rex Crowell, Chairman

Statehouse
Topeka, Kansas
February 16, 1987

* * * * *

Mr. Chairman and Members of the House Committee on Transportation:

My name is Pat Hubbell. I am the Special Representative-Public Affairs for the Kansas Railroad Association. I would like to thank the Chairman and the Committee for giving me the opportunity to express the support of the Kansas Railroad Association for House Bill No. 2143.

K.S.A. 8-1553 was enacted in 1973 as part of the Uniform Act Regulating Traffic on Highways. H.B. 2143 would amend this statute to require school buses to stop at all highway/rail grade crossings except for those crossings controlled by police officers or flagmen or at which an official traffic control device provides notice that a stop is not required. It is our understanding that many Kansas school districts have adopted local policies for school bus operations generally in line with this suggested amendment to K.S.A. 8-1553.

(statement continued on back)

Attach. 3

We believe the suggested amendment represents good public policy, particularly as an educational tool. Requiring school bus operators to stop at highway/rail grade crossings, even those crossings protected with active warning devices, will help to reinforce in the minds of young school bus patrons that alertness and caution are demanded of all motor vehicle drivers approaching highway/rail grade crossings.

Thank you for the opportunity to present the railroad industry's position on House Bill No. 2143. We encourage your favorable consideration of this bill. I will try to respond to any questions which you may have.

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SUMMARY OF TESTIMONY

Before the House Committee on Transportation

February 16, 1987

Presented by the Kansas Highway Patrol

(Sergeant Bob Giffin)

Appeared in Support of House Bill 2143

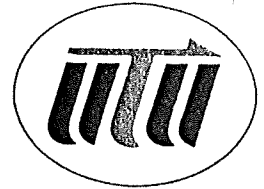
We support House Bill 2143 due to the increased safety provisions provided therein as they relate to to the operation of school buses, and more importantly, the passengers they transport and the ~~num~~bers involved in this application.

We note and support the exception to stopping at railroad grade crossings when a police officer or human flagman directs the school bus driver to proceed.

Att. 4

R. E. (RON) CALBERT
DIRECTOR/CHAIRMAN

united
transportation
union



OAK STREET PLACE SUITE A
130 EAST FIFTH STREET
P.O. BOX 726
NEWTON, KANSAS 67114-0726
TELEPHONE (316) 283-8041

KANSAS STATE LEGISLATIVE BOARD

STATEMENT RE: HOUSE BILL No. 2143

An act relating to motor vehicles;
Concerning the stopping at railroad grade crossings.

Presented to: House Transportation Committee

February 16, 1987

Mr. Chairman, and members of the Committee, thank you for the opportunity to appear before you today on House Bill No. 2143. I am Ron Calbert, Director, Kansas State Legislative Board, **United Transportation Union**. Mr. Chairman, I am authorized to speak for our some seven thousand (7,000) active and retired railroad and bus members and their families who reside in Kansas. I have worked as an engine foreman, yard master, and brakeman, with thirty-three (33) years service with the Santa Fe Railroad at Newton, Kansas. I appear today in support of House Bill No. 2143, requiring school buses to stop at all railroad grade crossings.

Motor vehicle drivers disregard warning signs and devices and cross in front of approaching trains for many reasons. Many drivers do not understand that, under most circumstances, trains are unable to stop short of the crossing. Furthermore, many drivers do not expect passenger trains traveling faster than 40 mph, since they usually observe trains in local freight or switching movements, conducted at much lower speeds. These facts, coupled with poor line of sight at many crossings and the difficulty of hearing trains' warning systems inside buses, cars or trucks, make it difficult to improve drivers' recognition of danger at these locations.

There is no easy way to improve drivers' awareness of the extreme hazards of grade crossings. One program that the **United Transportation Union** has long supported, the national voluntary "Operation Lifesaver" program, if sustained, might be able to educate the public about the need for careful driving at grade crossings.

Crossing accidents are a concern of the **United Transportation Union**. That is why we are a strong supporter of "Operation Lifesaver." Operation Lifesaver, a cooperative effort between the states, railroads, rail-labor organizations, and public service groups, is a public awareness program to reduce accidents at rail-highway crossings. The state of Idaho and Union Pacific Railroad initiated the program in the early 1970's. Operation Lifesaver emphasizes driver education, law enforcement and engineering improvements targeted at crossings and crossings users. This program applies to all crossings, both public and private, with or without automated warning devices.

Operation Lifesaver's education works through the media, using radio and television public service announcements, posters, bumper stickers, handouts, mailings and speakers' bureaus to educate school children, drivers and civic groups. Engineering deals with the improvement and standardization of signs, pavement markings, automated warning devices and sight-distance at or near crossings. Enforcement involves communicating with local law enforcement officers to elicit their cooperation in reemphasizing state and local ordinances and the need for compliance.

In closing, Mr. Chairman, the United Transportation Union strongly supports House Bill 2143, a law requiring school buses to stop at all railroad grade crossings. This would, in turn, make children who are riding the school buses aware of the importance to "stop, look and listen" at railroad grade crossings. Anytime is train time.

Thank you, Mr. Chairman. I will attempt to answer any questions at this time.

Committee of . . .

Kansas Farm Organizations

Wilbur G. Leonard
Legislative Agent
109 West 9th Street
Suite 304
Topeka, Kansas 66612
(913) 234-9015

TESTIMONY IN SUPPORT OF HB 2191
House Committee on Transportation
February 16, 1987

Mr. Chairman and Members of the Committee:

I am Wilbur Leonard, legislative agent for the Committee of Kansas Farm Organizations, appearing in support of House Bill 2191. We appreciate the opportunity to express the views of our 23 member organizations on this legislation.

It is crucial to the agricultural community that grain and other harvested agricultural products be moved to storage and market as expeditiously as possible after harvest. We believe that the restriction of a 70 mile radius for such temporary authority and the increase of the maximum load limits by not more than 15% is a reasonable tool to legally move large quantities of grain, which not only presents a grave problem to producers but a situation which can lead to substantial losses.

We endorse the provisions of this bill, and urge the Committee to give it favorable consideration.

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Attach. 6

Members of the Committee of Kansas Farm Organizations:

ASSOCIATED MILK PRODUCERS

KANSAS AGRI-WOMEN

KANSAS ASSOCIATION OF SOIL CONSERVATION DISTRICTS

KANSAS ASSOCIATION OF WHEAT GROWERS

KANSAS COOPERATIVE COUNCIL

KANSAS CORN GROWERS ASSOCIATION

KANSAS ELECTRIC COOPERATIVES

KANSAS ETHANOL ASSOCIATION

KANSAS FARM BUREAU

KANSAS FERTILIZER & CHEMICAL INSTITUTE, INC.

KANSAS GRAIN & FEED DEALERS ASSOCIATION

KANSAS LIVESTOCK ASSOCIATION

KANSAS LIVESTOCK MARKETING ASSOCIATION

KANSAS MEAT PROCESSORS ASSOCIATION

KANSAS PORK PRODUCERS COUNCIL

KANSAS RURAL WATER DISTRICT ASSOCIATION

KANSAS SEED DEALERS ASSOCIATION

KANSAS SHEEP ASSOCIATION

KANSAS SOYBEAN ASSOCIATION

KANSAS STATE GRANGE

MID-AMERICA DAIRYMEN

KANSAS VETERINARY MEDICAL ASSOCIATION

KANSAS WATER WELL ASSOCIATION

SUMMARY OF TESTIMONY

Before the House Committee on Transportation

February 16, 1987

Presented by the Kansas Highway Patrol

(Sergeant Bob Giffin)

Appeared in Opposition to House Bill 2191

The Patrol appears in opposition to House Bill 2191. This opposition centers on the provision contained in subsection (h) on page 4.

We feel the provided exceptions to weight limitations on vehicles and combinations of vehicles would prove most difficult to enforce for the following reasons:

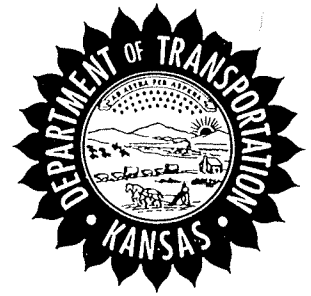
- Compliance with the 70 mile distance would be difficult to establish and does not differentiate between farm and commercial vehicles and allows for extensions of the transportation which would further complicate enforcement.
- Lack of providing for a public policy on when economic losses are a real possibility that would trigger the exceptions.
- The 15% addition to the maximum allowable weight could be readily abused and at first glance be difficult to discern which could lead to a loss of time while compliance with the allowable was determined through weighing of the load.
- We perceive difficulty with an additional 15% allowance and compliance with the requirement that no single axle exceed the established legal weight of 20,000 pounds.

For these reasons we would respectfully recommend that House Bill 2191 not be passed.

Attach. 7

KANSAS DEPARTMENT OF TRANSPORTATION

DOCKING STATE OFFICE BUILDING — TOPEKA, KANSAS 66612-1568
(913) 296 — 3566



HORACE B. EDWARDS, Secretary of Transportation

MIKE HAYDEN, Governor

February 16, 1987

MEMORANDUM TO: The Honorable Rex Crowell, Chairman
House Committee on Transportation

FROM: Edward R. DeSoignie *ED*
Policy Coordinator

REGARDING: House Bill 2191

Thank you Mr. Chairman, members of the Committee for the opportunity to appear before you this afternoon.

My name is Ed DeSoignie, and I am appearing before you on behalf of the Kansas Department of Transportation in opposition to House Bill 2191.

House Bill 2191 is a departure from the Department's existing policy on overweight load permits which prohibits the issuance of such permits for divisible loads. Under that policy as set forth in Kansas Administrative Regulation 36-1-1 (copy attached), loads which cannot be reasonably divided or reduced may be issued a special permit for movement on state highways. We feel that it is a reasonable policy to operate under and protects the State's investments in highways and bridges.

There is concern at the Department that enactment of such a policy for the transport of agricultural commodities will result in similar requests to the Legislature by carriers of such divisible commodities as sand, gravel, limestone, asphalt, cement, earth, etc. Carriers of the aforementioned commodities are required to comply with divisible load provisions as are carriers of agricultural commodities.

House Bill 2191 authorizes the Secretary of Transportation to issue overweight agricultural commodities permits at \$30 cost. The Department is unable to determine the amount of revenue which would be generated by passage of H.B. 2191. It is also unknown whether the revenue produced by H.B. 2191 would offset increased highway construction and maintenance costs resulting from these loads.

I have not addressed the issue of enforcement of these provisions in my comments. I will defer to the Kansas Department of Revenue and the Kansas Highway Patrol on this question.

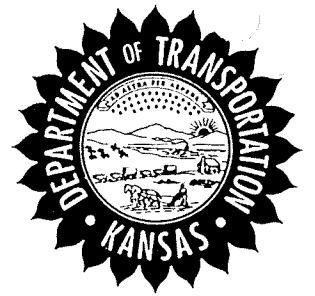
The Department respectfully requests that House Bill 2191 be reported unfavorable for passage. Thank you.

Attachment

Attach. 8

KANSAS DEPARTMENT OF TRANSPORTATION

DOCKING STATE OFFICE BUILDING — TOPEKA, KANSAS 66612-1568
(913) 296 — 3566



HORACE B. EDWARDS, Secretary of Transportation

MIKE HAYDEN, Governor

February 16, 1987

MEMORANDUM TO: The Honorable Rex Crowell, Chairman
House Committee on Transportation

FROM: Edward R. DeSoignie *ERD*
Policy Coordinator

REGARDING: House Bill 2192

Thank you Mr. Chairman, members of the Committee for the opportunity to appear before you this afternoon.

My name is Ed DeSoignie, and I am appearing before you on behalf of the Kansas Department of Transportation in opposition to House Bill 2192.

House Bill 2192 expands the policy permitting the movement of vehicles loaded overwidth with two combine headers to include highways designated as part of the National System of Interstate and Defense Highways. At present, vehicles transporting combine headers are permitted to move on state highways under the provisions of K.S.A. 1986 Supp. 8-1902(e) and the Department's Administrative Regulation 36-35-1 (copy attached).

By authorizing the movement of divisible overwidth loads on the Interstate System, House Bill 2192 could place the Kansas law out of conformity with the Federal law as found at Title 23 of the United States Code, Section 127. The federal law provides for the withholding of Federal-Aid apportionments to a state which permits the movement of either overweight or overwidth divisible loads on the Interstate System of Highways.

Should House Bill 2192 be enacted into law and be found to conflict with Federal law by the Federal Highway Administration, the State of Kansas could lose approximately \$11.4 million in Federal-Aid apportionments in Interstate, Primary, Secondary and Urban systems funds. For that reason, the Department respectfully requests that House Bill 2192 be recommended unfavorable for passage. Thank you.

Attachment

Attach. 10

or carts shall not obstruct the roadside facility.

(E) An authorized representative or officer of the organization or civic group shall assume responsibility in writing for use of the facility in accordance with these regulations, and shall be relieved of the responsibility following a satisfactory inspection by a representative of the department.

(6) No person or persons shall engage in any activity or be a party to any activity which would in any way obstruct the public from the use of any roadside facility. (Authorized by and implementing K.S.A. 68-423f; effective May 1, 1983.)

Article 33.—WEIGHT LIMITS FOR TRUCKS

36-33-1. (Authorized by K.S.A. 68-402, K.S.A. 1982 Supp. 68-404; implementing K.S.A. 8-1909a; effective May 1, 1983; revoked May 1, 1984.)

Article 34.—CHILD PASSENGER SAFETY

36-34-1. Child passenger safety restraints. For the purposes of complying with K.S.A. 8-1344, child passenger restraining systems shall meet or exceed the standards and specifications contained in 49 C.F.R. 571.213, and in effect on October 1, 1981, which is hereby adopted by reference. (Authorized by and implementing K.S.A. 8-1344; effective May 1, 1983; amended May 1, 1984.)

Article 35.—TRANSPORTING TWO COMBINE HEADERS

36-35-1. Transporting two combine headers. (a) A vehicle may be loaded with two combine headers loaded side by side even though the width exceeds the legal width limits on all public highways.

(b) Vehicles loaded as provided for in section (a) shall have attached to the front of the vehicle an "oversize load" sign as described in K.A.R. 36-1-1a(12).

(c) Red flags as described in K.A.R. 36-1-1a(14) shall be attached to each side of the widest part of the overwidth load. (Authorized by and implementing K.S.A. 8-1902; effective May 1, 1983.)

Article 36.—WIDTHS OF VEHICLES AND LOADS

36-36-1. Vehicle widths. The total outside width of any vehicle, excluding side mounted rear view mirrors, shall not exceed the limits prescribed by K.S.A. 8-1902, as amended by L. 1983, Ch. 41, Sec. 1. The following devices shall be permitted to extend three inches out on either side of any vehicle, provided that an overall vehicle/load width of 108 inches is not exceeded: (a) Turn signals;

(b) hand holds equipment;

(c) splash and spray suppressant devices; and

(d) load-induced tire bulge. (Authorized by K.S.A. 1983 Supp. 68-404 and K.S.A. 8-1902; implementing K.S.A. 1983 Supp. 8-1902; effective T-84-12, July 1, 1983; effective May 1, 1984.)

or carts shall not obstruct the roadside facility.

(E) An authorized representative or officer of the organization or civic group shall assume responsibility in writing for use of the facility in accordance with these regulations, and shall be relieved of the responsibility following a satisfactory inspection by a representative of the department.

(6) No person or persons shall engage in any activity or be a party to any activity which would in any way obstruct the public from the use of any roadside facility. (Authorized by and implementing K.S.A. 68-423f; effective May 1, 1983.)

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Article 35.—TRANSPORTING TWO COMBINE HEADERS

36-35-1. Transporting two combine headers. (a) A vehicle may be loaded with two combine headers loaded side by side even though the width exceeds the legal width limits on all public highways.

(b) Vehicles loaded as provided for in section (a) shall have attached to the front of the vehicle an "oversize load" sign as described in K.A.R. 36-1-1a(12).

(c) Red flags as described in K.A.R. 36-1-1a(14) shall be attached to each side of the widest part of the overwidth load. (Authorized by and implementing K.S.A. 8-1902; effective May 1, 1983.)

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(b) hand holds equipment;

(c) splash and spray suppressant devices; and

(d) load-induced tire bulge. (Authorized by K.S.A. 1983 Supp. 68-404 and K.S.A. 8-1902; implementing K.S.A. 1983 Supp. 8-1902; effective T-84-12, July 1, 1983; effective May 1, 1984.)