

Approved 2-25-92
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Representative Herman G. Dillon at
Chairperson

12:05 a.m./p.m. on February 24, 1992 at rail of the Capitol.

All members were present except:

Committee staff present:

Hank Avila - Legislative Research
Bruce Kinzie - Revisor of Statutes
Jo Copeland - Committee Secretary

Conferees appearing before the committee:

Chairman Dillon called for a meeting at the rail following adjournment of the House of Representatives. The purpose of the meeting was to introduce legislation requested by Representative Kent Campbell and the Kansas Department of Transportation.

Representative Campbell proposed legislation that would place directional signs on I-70, I-470 and New Highway 75 directing veterans to the Colmery-O'Neil Medical Center in Topeka, Kansas. (Attachment 1)

Representative Crowell made the motion to introduce Representative Campbells bill as a Committee Bill. Representative Campbell seconded it. Motion Carried.

The Kansas Department of Transportation asked for legislation which would regulate tire loads on trucks traveling within the State of Kansas. The proposed legislation seeks to limit the damage to asphalt pavement from rutting and fatigue failure. (Attachment 2)

KDOT also asked for proposed changes in several statutes relating to oversize and overweight permits (K.S.A. 8-1902, 1911, and 1914). Those changes include modifying the requirements for "oversize load" signs in accordance with recommendations of the American Association of State Highway Transportation Officials (AASHTO), addressing safety considerations about the operation of custom combine equipment, removing or clarifying redundant or outdated language, and enabling the Department to regulate some aspects of permits through regulations rather than in the statutes. In addition, the Department wishes to establish an annual permit fee for oilfield servicing rigs. (Attachment 3)

Finally, KDOT requested legislation that would transfer the responsibility for determining whether privately owned vehicles should be designated as emergency vehicles to the Boards of County Commissions. (Attachment 4)

Representative Campbell made the motion to introduce the three requests from Kansas Department of Transportation as Committee Bills. Representative Webb seconded it. Motion carried.

Meeting adjourned at 12:13 P.M.

VETERANS OF FOREIGN WARS OF THE U.S.
MARTIN LESAGE POST 588
105 WEST 7TH STREET
CONCORDIA, KANSAS 66901

Rep. Kent Campbell
Rt. 1, Box 62
Miltonvale, Kansas 67466

Dear Representative Campbell:

The Colmery-O'Neil Medical Center in Topeka would like directional signs on I-70, I-470 and New Highway 75, directing veterans to the medical center. We are asking your help in getting the signs erected.

During 1991, the medical center had over 140,000 outpatient visits to the medical center, a large portion from outside the Topeka metropolitan area. In addition, they carry a daily inpatient load of over 550 patients who have relatives that visit. These signs would benefit veterans and visitors getting to and from the medical center.

The medical center also has a large number of veterans Service Organizations who do volunteer work at the medical center (approximately 500 people per month) who come from all over the state. Many of these groups come only once or twice a year. The signs would greatly benefit them.

The four signs should read:

V.A. Medical Center

and should be placed at the following locations:

1. On I-470 east of Gage Blvd. exit for persons coming from the south/southeast.
2. On I-70 west of the new interchange, directing veterans and visitors to 21st Street exit or Gage Blvd. on the north.
3. On I-70 east of Gage Blvd. exit.
4. North on New Highway 75.

Thank you for your consideration.

Sincerely,

Rowell May

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ATTACHMENT 1
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Lu and Marcotte

Herbert Alkin

Elmer Collins

Dean Hardaway

Damian Moberg

Armand J. Racette

Everett Morgan

Liel Racter

Thomas J. Clutman

Jack C. Krager

Ronald L. Hubert

Frank R. Hurd

Norman Seard

Dennis C. DeWitt

Jim Workman

Leo Housholder

Michael N. Gatz

Bernard A. Huzar

Clarence Fleming

Richard Lynn

Kansas Department of Transportation
PROPOSED REQUEST FOR LEGISLATION

TIRE LOADS

1. BILL SUMMARY

The Kansas Department of Transportation is seeking legislation to regulate tire loads on trucks traveling within the State of Kansas. The purpose of the proposed legislation is to limit the damage to asphalt pavement from rutting and fatigue failure which would occur if tire loads are not regulated.

2. FISCAL IMPACT

A life cycle cost analysis completed as part of a recent K-Trans research study indicated an increase of approximately 10 percent would be required in the cost of constructing and maintaining asphalt surfaces to compensate for the additional damage caused by higher tire loads. Based on FY 1991 construction lettings, a 10 percent increase in the cost of asphalt surfacing would amount to between \$9 and \$15 million annually.

3. POLICY IMPLICATIONS/BACKGROUND

In recent years both the number of trucks and their average payloads have increased, two factors which have a direct impact on the useful life of Kansas roadways. Recently, some trucking firms have begun to use wide-based radial tires to replace the conventional dual tire and wheel. Wide-based single tires may offer truck operators increased productivity and may enhance rollover stability in tanker trucks. However, wide-based tires have a smaller area of contact with the road than do conventional dual tires, resulting in higher pavement stresses if payloads are not correspondingly reduced.

The purpose of this proposed legislation is to avoid the premature deterioration of the highway surface which can be expected to occur if tire loads are not restricted. In 1974 the Kansas Legislature attempted to limit the extent of damage caused by trucks by imposing weight limits upon the axles of vehicles. (See K.S.A. 8-1908). This proposal would apply a concept that is similar to axle weight limits, by limiting tire loads to 450 pounds per inch of tire width (600 pounds per inch for steering axles). The 450-pound limit is consistent with K-Trans research findings and with regulations being considered by the states represented by the Western Association of State Highway Transportation Officials. Equipment in current operation would be allowed to continue to operate until replaced.

An associated concern is that the wide-based tires also have higher manufacturer-recommended inflation pressure (as high as 125 psi), which results in increased stress and strain within a pavement, substantially decreasing pavement service life. To help mitigate this concern, the agency proposes to limit tire inflation pressures to the amount indicated on the tire sidewall, but not to exceed 125 psi.

4. IMPACT ON OTHER AGENCIES

The proposed legislation would need to be enforced by the Highway Patrol.

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ATTACHMENT 2
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Kansas Department of Transportation

PROPOSED REQUEST FOR LEGISLATION

OVERSIZE AND OVERWEIGHT VEHICLE PERMIT REQUIREMENTS

1. BILL SUMMARY

The Kansas Department of Transportation is proposing changes in several statutes relating to oversize and overweight permits (K.S.A. 8-1902, 1911, and 1914). Those changes include modifying the requirements for "oversize load" signs in accordance with recommendations of the American Association of State Highway Transportation Officials (AASHTO), addressing safety considerations about the operation of custom combine equipment, removing or clarifying redundant or outdated language, and enabling the Department to regulate some aspects of permits through regulations rather than in the statutes. In addition, the Department wishes to establish an annual permit fee for oilfield servicing rigs.

2. FISCAL IMPACT

Changing the size of "oversize load" signs would result in a one-time cost to the industry to replace existing warning signs. However, most carriers use temporary signs which must eventually be replaced anyway. Instituting the annual permit fee for oilfield servicing rigs will result in cost savings for the industry and the Department, since only one application and check will be processed annually per firm, rather than numerous daily permits.

3. POLICY IMPLICATIONS/BACKGROUND

Portions of these statutes could be interpreted in several ways. By removing redundant passages and clarifying the wording of others, this legislation would improve the Department's ability to enforce the statutes equitably. The suggested statutory changes would also provide the Secretary with the authority to promulgate rules and regulations relating to all permits and to not issue a permit if a firm has not complied with the applicable rules and regulations. Removing some requirements from the statutes and placing them in regulations instead would make it simpler for Kansas to keep up with changes in the industry and standard practices that are agreed upon with other states. The changes regarding combine equipment would address safety considerations. Finally, the yearly permit to operate oilfield servicing rigs would accommodate concerns expressed by the oilfield industry about the inefficiencies associated with obtaining daily or monthly permits.

4. IMPACT ON OTHER AGENCIES

The proposed legislation is not expected to adversely affect any other state agency.

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ATTACHMENT 3

Kansas Department of Transportation

PROPOSED REQUEST FOR LEGISLATION

DESIGNATION OF EMERGENCY VEHICLES

1. BILL SUMMARY

The Kansas Department of Transportation is seeking legislation that would transfer the responsibility for determining whether privately owned vehicles should be designated as emergency vehicles to the Boards of County Commissions.

2. FISCAL IMPACT

The fiscal impact on the Department and Boards of County Commissions would be minimal.

3. POLICY IMPLICATIONS/BACKGROUND

K.S.A. 8-1404 and 8-2010 currently make the Department of Transportation responsible for determining whether privately owned vehicles should be designated as authorized emergency vehicles. (Publicly owned fire department vehicles, police vehicles, and ambulances are authorized by definition.) The Department's process for authorizing these designations relies heavily on the approval of the proper local law enforcement officials. However, once a vehicle is designated, the Department has no way to monitor its use. Law enforcement officials have expressed several concerns about emergency vehicle designations, including the following: (1) Access is being denied to accident scenes because emergency vehicles block all the entrances. (2) Vehicles respond from all directions, creating unsafe conditions for the driving public and pedestrians. (3) Some drivers of designated emergency vehicles operate as law enforcement personnel. (4) Some drivers see the designation as permission to drive at unsafe speeds and intentionally avoid traffic control devices. (5) Adequate emergency response systems currently exist and emergency vehicle designations are not needed. (6) Designations are being used for inappropriate reasons, such as using red lights and sirens during funeral processions.

These concerns all involve aspects of emergency vehicle operation that the Department is unable to monitor. Therefore, the Department's view is that better decisions about the use of privately owned vehicles in emergencies could be made at the local level.

4. IMPACT ON OTHER AGENCIES

The requested legislation would give Boards of County Commissions control over the designation of emergency vehicles. The Boards could enact ordinances to control such vehicles and set standards for their use that are in keeping with local preferences and emergency response practices.

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ATTACHMENT 4