

Approved: 3/28/95
Date

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES.

The meeting was called to order by Chairperson Ben Vidricksen at 9:00 a.m. on March 20, 1995 in Room 245-E of the Capitol.

All members were present except:
Senator Brady
Senator Rock

Committee staff present: Hank Avila, Legislative Research Department
Ben Barrett, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Martha Ozias, Committee Secretary

Conferees appearing before the committee:
Paul Fleener - Kansas Farm Bureau
Rich McKee - Kansas Livestock Association
Lynn Rundle - Kansas Association of Wheat Growers
Mike Lackey - Kansas Department of Transportation
Mary Turkington - Kansas Motor Carriers Association

Others attending: See attached list

HB 2118 - CONCERNING AXLE WEIGHT LIMITATIONS ON CERTAIN VEHICLES

This bill would exempt from current legal axle weight limitations trucks registered for a gross weight of 54,000 pounds or less when transporting harvested grain or forage from a field of production to on-farm storage, local grain elevator, or feedlot.

Paul Fleener spoke in support of this bill on behalf of Kansas farmers and ranchers. He explained that it is necessary for farmers to have load flexibility in axle and bridging limits to carry loads which are more compatible with the vehicle design. Without this flexibility farmers will experience economic loss. (Attachment 1)

Support was also presented by Rich McKee who stated that the Kansas Livestock Association members found it difficult to comply with the current axle weight restrictions as sometimes their commodities are more subject to unpredictable shifting when driving from field to storage. He expressed concern that custom cutters are less inclined to provide their service to Kansas producers and there is a greater chance of losing a perishable product. (Attachment 2)

Lynn Rundle asked support for this bill and referred to the 20 percent per axle weight tolerance for farm vehicles in Montana. He stated that this legislation would give farmers the benefit of the doubt during harvest and allow the Highway Patrol to do their job while providing farmers common sense regulations on axle weight distribution. (Attachment 3)

Testimony was also distributed from Jere White of the Kansas Corn Growers Association. (Attachment 4)

Mike Lackey addressed the committee in opposition to this bill explaining that travel on the farm to market highways and country roads with repeated trips of overloaded axles during harvest season would accelerate damage and destroy the road surface. He feels the current weight limits on Kansas highways are reasonable. (Attachment 5)

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES, Room 254-E
Statehouse, at 9:00 a.m. on March 20, 1995.

Mary Turkington also spoke in opposition to this bill explaining that Kansas law, which establishes axle weights based on axle spacing and gross weight limitations, meet current federal limits. Disregard for axle weight limitations and for weight distribution criteria will accelerate highway deterioration. She felt passage of this legislation would send the wrong message. (Attachment 6)

The Chairman called for a motion on the minutes. Senator Burke made a motion to approve the minutes of the March 17th minutes. A second was made by Senator Papay. Motion carried.

The meeting was then adjourned by the Chairman.



PUBLIC POLICY STATEMENT

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

RE: H.B. 2118 - Axle Weight Limitations on Certain Vehicles

March 20, 1995
Topeka, Kansas

Presented by:
Paul E. Fleener, Director
Public Affairs Division
Kansas Farm Bureau

Chairman Vidricksen and Members of the Committee:

We appreciate very much the opportunity to come before you today to express our support for H.B. 2118. It is the purpose of this legislation to provide an exception to the axle weight limitation for trucks with a gross weight of 54,000 pounds or less transporting grain crops or forage from the field to storage, including the elevator or feedlot. There are already two exceptions to the axle weight limits and those are for garbage or refuse trucks and trucks designed to spread manure. This important piece of legislation merits your consideration and support.

For the record, my name is Paul E. Fleener. I am the Director of Public Affairs for Kansas Farm Bureau. We bring to you the views of

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farmers and ranchers in the 105 counties in Kansas who are members of County Farm Bureaus. Those farmers and ranchers study the issues and adopt policy positions on a wide range of topics that are legitimately of interest to farmers. In the case before us today, as we come supporting and asking your support for H.B. 2118, we bring you their views on truck weight limits ... **and, more specifically and quite importantly** ... their views on axle limits. Our policy on this matter follows:

Truck Weight Limits

We encourage a change in the Kansas law regarding weight limits for farm trucks. It is necessary for farmers to have load flexibility in axle and bridging limits.

Our purpose is not to carry larger gross weights, but to carry loads which are more compatible with the vehicle design. Without this reasonable flexibility, farmers will suffer great economic loss.

Mr. Chairman, and members of the committee: We could have brought a number of people before your committee to speak to this important issue. Your time is short. They too, are busy people. I have asked two of our good members who provided written comments to the House Transportation Committee on this issue for permission to use their statements one more time. They are attached to our testimony. I invite your careful attention to what Randal Loder of Finney county and Darwin Ediger from Meade county have to say on this issue. They speak to the economics of the issue. They speak very candidly of the revenues generated for the State of Kansas when the heavy equipment

that is used in some harvesting operations is bought or traded for in this state. They also speak to the safety factors which are so important to the variations and limitations being sought by this legislation.

We have had calls from many of our members since this legislation was introduced. All of them expressed support for moving forward with it. There were suggestions of making a percentage limitation. The House made the determination to clarify the language in this third exception to the axle weight limitation and make it applicable only to those vehicles with a gross weight of 54,000 pounds or less. The House, in working this bill made it a better bill which is properly reflected in the very strong 80-44 vote it received on February 15.

We urge your support for this legislation. We think it is appropriate. We think it is in keeping with what several other states are doing. And it is only a limited degree of transportation by vehicles that are used only at specified times of the year, not day after day after day and mile after mile after mile.

Thank you very much for the opportunity to make these brief comments. We again ask for your favorable consideration and support for H.B. 2118.

January 31, 1995

Randal K. Loder
535 E. Hwy. 50
Garden City, KS 67846

Kenneth R. King, Chairman
House Transportation Committee
Kansas House of Representatives
Topeka, KS 66612

Chairman King and members of the Committee

I regret that a commitment to an out of state farm meeting prevents me from attending the hearing on H.B. 2118 before your committee. I would however, like to offer my support to H.B. 2118 in that it provides a reasonable remedy to a serious problem that has plagued the harvesting of my crops and those of my neighbors for the last two years.

While it is relatively easy to load harvest trucks in the field to comply with the current maximum gross weight allowance, it is extremely difficult to comply with the current overly restrictive axle weight limitations of Kansas statutes. Safely loaded trucks, while within gross weight allowances, frequently leave harvest fields illegally loaded because of axle weight violations. The resulting fines are substantial, even for modest violations. Get a second or third ticket within two years and the fines increase 50% and 100% respectively.

The seasonal nature of the use of farm trucks while hauling harvested crops from field to storage demands that they be able to perform their job at a maximum of safe efficiency. There just aren't enough farm or commercial trucks available to get the job done in a timely fashion and avoid the wraths of nature on unharvested crops, if trucks are hauling from the field partially loaded in order to avoid axle weight fines.

Adding to the seriousness of the problem, professional, or "custom harvesters", are avoiding jobs in our state because of

our overly restrictive allowable axle weights on trucks hauling harvested crops from the field to storage.

Early in January, a custom silage harvester from Oklahoma who has operated in the immediate Garden City area for the last two years, stopped by to inform me that he had committed to another job, outside of Kansas, and wouldn't be available to harvest silage for me next fall.

The gentleman was in town to take delivery on a new silage harvesting machine that he had purchased from a local dealer, having traded the machine he had purchased from the same dealer two years ago. These \$200,000 plus machines are available at any of the numerous dealerships in the number of states in which he operates. Likewise, the 4 rather specialized trucks that carry the harvested crop from field to feedlot, came from a dealership in Chanute, Kansas.

He enjoyed the size of the jobs available here that generated nearly \$75,000 in gross revenues. Likewise, the close proximity to the dealership where he purchased his harvesting machine, housing and restaurants for his 5 member crew, as well as fuel and repair suppliers during his 2½ week stay.

Unfortunately, he just couldn't operate with the problem of axle weights that he had endured here for that last two years. This, in spite of the fact that he was receiving a nearly \$15.00 per acre premium for his services.

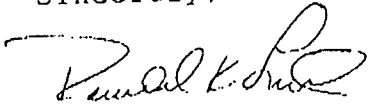
What an irony it is that next fall, this equipment with the strongest of Kansas connections, won't be operating in Kansas fields, harvesting Kansas crops for delivery to Kansas feedlots for the rations of Kansas fed beef!

The changes afforded in H.B. 2110 are still more restrictive than what many of the states in the central United States allow for trucks hauling harvested crops from field to storage. They are however, a reasonable solution to the current situation. As evidenced by the even less restrictive axle weight limitations in nearby states, the change will not jeopardize Federal funding.

I urge your support in passing H.B. 2118 favorably from your committee, and your continued support before the full House.

I thank you for your time, and consideration of this important matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Randal K. Loder".

Randal K. Loder

Dear House Committee Members,

My name is Darwin Ediger and I farm in Meade County Kansas. I appreciate your allowing me to comment on an important issue for agriculture and the economy of Kansas. I am writing this letter because I was unable to come to you in person to express my concerns over the current axle weight restrictions that we face in agriculture.

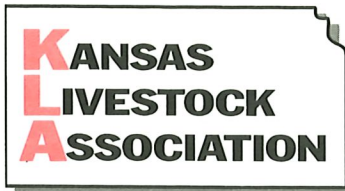
Not to long ago I had a Kansas Hiway Patrol officer come to my farm to look at my trucks and instruct me how to load them to a legal limit. We both came away frustrated because we could see that to distribute weight legally for the axle laws, we would have to load so much grain to the front steering axle that in would be impractical and very unsafe. Ask yourselves, is it safer to have 10,000 lbs. on each of the two front steering tires and have 4,250 lbs. on each of the eight rear tires as the law allows now, or to even out the weight and have 5,000 lbs. on the front and 5,500 lbs. on the rear which is what common sense tells me to do. The last thing I want is more weight on the front tires than on the rear.

The biggest problem that I face is that I am unable to weigh my trucks until I get to the nearest delivery point where they have a scale. I must intentionally load far below the legal axle limits just to onsure that I won't be ticketed for exceeding the axle weight restrictions. Since I receive all of my income in two weeks out of the year and it is totally at the mercy of the weather, you can see why it is so important for me to make the most of my time and efforts.

I have only one request of you as lawmakers. Please seriously consider exempting farm trucks from axle weight limits to the first delivery point. I am not exaggerating when I say that it would add millions of dollars to the State economy and at the same time improve the safety and welfare of our roads. I can explain how shrinkage of grain left it in the field can reduce income substantially but this letter would become to long and drawn out. If any of you have comments or questions, please call or write me at the address listed below. Thanks so much for your time and keep up the good work.

Sincerely,

Darwin Ediger
23215 U Road
Meade, KS 67864
316-873-2023



*A Century of Service
1894-1994*

STATEMENT
OF THE
KANSAS LIVESTOCK ASSOCIATION
TO THE
Senate Committee on Transportation and Utilities
Ben Vidricksen, Chairman
with respect to
HB 2118
Presented by
Rich McKee
Executive Secretary, Feedlot Division
March 20, 1995

Mr. Chairman and members of the committee, I am Rich McKee representing the Kansas Livestock Association. As most of you already know, KLA represents a broad range of farmers, ranchers and cattle feeders from across Kansas who are involved in literally every phase of red meat production. The Kansas Livestock Association supports HB 2118.

KLA members have found it difficult to comply with the current axle weight restrictions when harvesting crops, specifically silage, and hauling the commodity to storage. The physical characteristics of silage, which is normally 70% moisture, makes this commodity more subject to unpredictable shifting when driving out of a field to storage.

It is our understanding, other states have attempted to provide relief similar to that found in HB 2118 for producers during harvest. For this reason, custom cutters have told our members they are less inclined to provide their service to Kansas producers. With fewer custom cutters willing to come to Kansas, there is a greater chance of losing a perishable product. For every day silage harvest is delayed, a producer can lose one to three percent of his gross income simply due to shrink.

Thank you for considering our position. We respectfully ask for your support of HB 2118.



1115 Westport, Suite G • Manhattan, KS 66502 • (913) 587-0007 • FAX (913) 587-0003

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

RE: H.B. 2118 - Axle Weight Limits on Certain Vehicles

March 20, 1995

**Presented by:
Lynn Rundle, Executive Vice-President
Kansas Association of Wheat Growers**

Chairman Vidricksen and Members of the Committee:

My name is Lynn Rundle and I am the Executive Vice-President of the Kansas Association of Wheat Growers (KAWG). On behalf of the 3,200 wheat producing members of the KAWG I appreciate the opportunity to address you today on H.B. 2118, a bill designed to permit farmers to transport harvested grain or forage to storage or to a feedlot.

The KAWG is made up of farmers whose livelihoods depend on the production and safe storage of wheat. The current law before you places restrictions on axle weight distribution of loads. You are undoubtedly aware that during the harvesting of wheat and other crops loads may shift dramatically during transport across uneven fields. Loads carefully distributed from the combine to trucks may also move dramatically during the process of transport to storage. Furthermore, the weight of a load, due to extreme ranges of the test weights of wheat (55-63 pounds per bushel), may cause an operator acting in good faith to be out of compliance with current law regarding tolerances of axle weight limits. The range of test weights alone could make a 4,000 pound difference on a 500

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bushel load of wheat. The language in H.B. 2118 asks for a simple exemption from axle weight restrictions for trucks with a gross weight of 54,000 pounds or less during critical times of harvest for farmers. The bill does not ask for any special privileges regarding increasing gross weight limits nor should it. This bill is a reasonable step in providing farmers regulatory relief.

There is precedence in other states for provisions during harvest. For example, according to the U.S. Custom Harvesters, Montana law allows a "20 percent per axle weight tolerance for farm vehicles," under the following conditions:

1. The tolerance is only effective from the harvested field to the point of first unloading.
2. The vehicle may not exceed a 50 mile radius from the harvested field.
3. When loaded the vehicle may not exceed 40 miles per hour.
4. Statutory axle weight limits of 20,000 pounds per single axle and 34,000 pounds per tandem axle may exceed the 20 percent.
5. The tolerances are not allowed on interstate highways

H.B. 2118 would give farmers the benefit of the doubt during harvest. This compromise would allow the Kansas Highway Patrol to do their important job of insuring safety while providing farmers common sense regulations on axle weight distribution during extremely busy harvest times. We urge your support of the concepts in H.B. 2118.

Thank you for your time this morning and I would be pleased to respond to questions.



Kansas
Grain Sorghum Producers
Association



Kansas
Corn Growers
ASSOCIATION

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

RE: H.B. 2118 Axle Weight Limits on Certain Vehicles

March 20, 1995

Chairman Vidricksen and Members of the Committee:

On behalf of the Kansas Corn Growers Association and the Kansas Grain Sorghum Producers Association, I would like to express support for the concepts found in H.B. 2118. I will not repeat the comments that have been offered by our friends at KAWG. Obviously the same situation exists for corn and grain sorghum, as for wheat.

In past years there has been wide variety in enforcement practices, relative to axle weights during the busy harvest season. Common sense regulation of axle weight distribution will benefit all parties. We urge favorable consideration of H.B. 2118. Thank you.

Jere White

Executive Director

Kansas Corn Growers Association

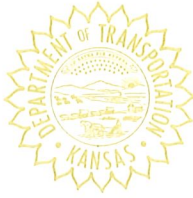
Kansas Grain Sorghum Producers Association

P.O. BOX 446, GARNETT, KS 66032-0446 • PHONE (913) 448-6922 • FAX: (913) 448-6932

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KANSAS DEPARTMENT OF TRANSPORTATION

E. Dean Carlson
Secretary of Transportation

*Docking State Office Building
Topeka 66612-1568
(913) 296-3566
TTY (913) 296-3585
FAX (913) 296-1095*

Bill Graves
Governor of Kansas

TESTIMONY BEFORE

SENATE TRANSPORTATION AND UTILITIES COMMITTEE

March 20, 1995

REGARDING HOUSE BILL 2118

Mr. Chairman and Committee Members:

On behalf of the Kansas Department of Transportation, I am here today to provide testimony opposing House Bill 2118.

K.S.A. 8-1901 et seq regulates the size, weight and load of vehicles operating on Kansas highways. Attached is information about the maximum legal dimensions and weights for some of the standard truck and truck-tractor combinations operating in Kansas along with some basic requirements for special permits. Operators of vehicles that exceed the statutory limits may obtain special permits to operate those vehicles on Kansas highways as well, under certain circumstances or on designated routes. The special permits issued by the Department allow vehicles or loads that cannot be reasonably divided or reduced to operate on the highways, such as cranes, construction equipment and manufactured housing.

The proposed legislation would allow trucks transporting harvested crops from field to storage on highways other than

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interstate highways to be exempt from axle load limits, but still requires these trucks to comply with gross weights. The trucks that are subject to exemption would be operating statewide, and the majority of the trucks will travel the "farm to market" highways and the county roads. These roads are normally the lesser-traveled roads and are typically constructed to carry the projected volume of legal axles. The Department tries to keep these highways in acceptable condition with overlays every few years. Travel on these roads with repeated trips of overloaded axles during harvest season will accelerate damage and destroy the surface.

The accelerated damage would occur because the design life for pavement is based upon an equivalent single axle load (ESAL) of 18,000 pounds. The traffic is projected for each type of vehicle and multiplied by its equivalency factor and totaled for all vehicles to determine the load requirements for the pavement. Allowing overloaded axles to operate on the highway will accelerate damage to the roadway. The amount of damage depends on the amount of weight carried by the axle group. For example, loading a set of tandem axles to a weight of 42,000 pounds approximately doubles the damage to the roadway that is done by a legal tandem weight of 34,000 pounds. To explain how an increase of 8,000 pounds can have such an impact, envision pavements performing similar to a piece of wire. Wire can be flexed moderately numerous times, but when the wire is bent severely or kinked, a weak spot occurs and its service life has diminished.

The fiscal impact on our agency will be difficult to ascertain, but any accelerated damage will cause shorter pavement life. The accelerated road deterioration caused by this bill would require replacement and/or repair sooner than programmed. Therefore, requirements for funding will increase and if the funds are not available, the condition of the highways will continue to deteriorate and become unacceptable to the driving public.

The Comprehensive Highway Program has enabled us to make improvements in the overall condition of the State Highway System. It seems counterproductive to begin making changes at this point that will accelerate the deterioration of the roadways Kansas has been working so hard to improve.

The Department believes the current weight limits on Kansas highways are reasonable. In order to prevent excessive damage to the highways, those limits require many groups of highway users to operate within the current law. The Department is concerned that passage of House Bill 2118 would damage the state's highways and encourage other highway users to come forward with similar requests.

**SIZE AND WEIGHT LIMITS
FOR MOTOR VEHICLES**

LEGAL REQUIREMENTS

- The maximum allowable weight for a single axle is 20,000 pounds and, for a tandem axle, 34,000 pounds
- The maximum gross weight for a vehicle depends on the number of axles and axle spacing, but cannot exceed 80,000 pounds on the Interstate or 85,500 pounds on other routes
- Maximum length varies with the type of vehicle
- Maximum width of the vehicle is 8'6" and maximum height is 14'

SPECIAL PERMIT REQUIREMENTS

- Loads cannot be reasonably divided or reduced
- Routes must be checked for ability to accommodate height, width, or weight of the load
- Bridges, especially, must be checked for ability to accommodate excess loads

**STATE OF KANSAS
SIZE AND WEIGHT OF TRUCKS AND TRAILERS
ON INTERSTATE AND OTHER HIGHWAYS**




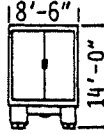
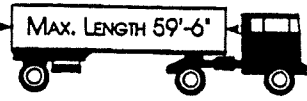
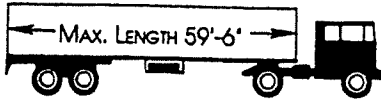




Distance in feet between the extremes of any group of 2 or more consecutive axles

Maximum load in pounds carried on any group of 2 or more consecutive axles

| | 2 axles | 3 axles | 4 axles | 5 axles | 6 axles | 7 axles | 8 axles |
|-------------|---------|---------|---------|---------|---------|---------|---------|
| 4 | 34,000 | | | | | | |
| 5 | 34,000 | | | | | | |
| 6 | 34,000 | | | | | | |
| 7 | 34,000 | | | | | | |
| 8 and less | 34,000 | 34,000 | | | | | |
| More than 8 | 38,000 | 42,000 | | | | | |
| 9 | 39,000 | 42,500 | | | | | |
| 10 | 40,000 | 43,500 | | | | | |
| 11 | | 44,000 | | | | | |
| 12 | | 45,000 | 50,000 | | | | |
| 13 | | 45,500 | 50,500 | | | | |
| 14 | | 46,500 | 51,500 | | | | |
| 15 | | 47,000 | 52,000 | | | | |
| 16 | | 48,000 | 52,500 | 58,000 | | | |
| 17 | | 48,500 | 53,500 | 58,500 | | | |
| 18 | | 49,500 | 54,000 | 59,000 | | | |
| 19 | | 50,000 | 54,500 | 60,000 | | | |
| 20 | | 51,000 | 55,500 | 60,500 | 66,000 | | |
| 21 | | 51,500 | 56,000 | 61,000 | 66,500 | | |
| 22 | | 52,500 | 56,500 | 61,500 | 67,000 | | |
| 23 | | 53,000 | 57,500 | 62,500 | 68,000 | | |
| 24 | | 54,000 | 58,000 | 63,000 | 68,500 | 74,000 | |
| 25 | | 54,500 | 58,500 | 63,500 | 69,000 | 74,500 | |
| 26 | | 55,500 | 59,500 | 64,000 | 69,500 | 75,000 | |
| 27 | | 56,000 | 60,000 | 65,000 | 70,000 | 75,500 | |
| 28 | | 57,000 | 60,600 | 65,500 | 71,000 | 76,500 | 82,000 |
| 29 | | 57,500 | 61,500 | 66,000 | 71,500 | 77,000 | 82,500 |
| 30 | | 58,500 | 62,000 | 66,500 | 72,000 | 77,500 | 83,000 |
| 31 | | 59,000 | 62,500 | 67,500 | 72,500 | 78,000 | 83,500 |
| 32 | | 60,000 | 63,500 | 68,000 | 73,000 | 78,500 | 84,500 |
| 33 | | | 64,000 | 68,500 | 74,000 | 79,000 | 85,000 |
| 34 | | | 64,500 | 69,000 | 74,500 | 80,000 | 85,500 |
| 35 | | | 65,500 | 70,000 | 75,000 | 80,500 | |
| 36 | | | 66,000 | 70,500 | 75,500 | 81,000 | |
| 37 | | | 66,500 | 71,000 | 76,000 | 81,500 | |
| 38 | | | 67,500 | 72,000 | 77,000 | 82,000 | |
| 39 | | | 68,000 | 72,500 | 77,500 | 82,500 | |
| 40 | | | 68,500 | 73,000 | 78,000 | 83,500 | |
| 41 | | | 69,500 | 73,500 | 78,500 | 84,000 | |
| 42 | | | 70,000 | 74,000 | 79,000 | 84,500 | |
| 43 | | | 70,500 | 75,000 | 80,000 | 85,000 | |
| 44 | | | 71,500 | 75,500 | 80,500 | 85,500 | |
| 45 | | | 72,000 | 76,000 | 81,000 | | |
| 46 | | | 72,500 | 76,500 | 81,500 | | |
| 47 | | | 73,500 | 77,500 | 82,000 | | |
| 48 | | | 74,000 | 78,000 | 83,000 | | |
| 49 | | | 74,500 | 78,500 | 83,500 | | |
| 50 | | | 75,500 | 79,000 | 84,000 | | |
| 51 | | | 76,000 | 80,000 | 84,500 | | |
| 52 | | | 76,500 | 80,500 | 85,000 | | |
| 53 | | | 77,500 | 81,000 | 85,500 | | |
| 54 | | | 78,000 | 81,500 | | | |
| 55 | | | 78,500 | 82,500 | | | |
| 56 | | | 79,500 | 83,000 | | | |
| 57 | | | 80,000 | 83,500 | | | |
| 58 | | | | 84,000 | | | |
| 59 | | | | 85,000 | | | |
| 60 | | | | 85,500 | | | |

* two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the overall distance between the first and last axles is 36 feet or more.

** maximum gross weight allowed on interstate highways is 80,000 lbs.

| | |
|--|--|
| <p>TRUCK - SINGLE AXLE MAX. LEGAL LENGTH 42'-6"</p>  <p>20,000 20,000</p> | <p>TRUCK-TANDEM AXLE MAX. LEGAL LENGTH 42'-6"</p>  <p>34,000 20,000</p> |
| <p>TRUCK - TRACTOR No Overall Length Limit</p>  <p>34,000 20,000</p> | <p>WIDTH & HEIGHT</p>  |
| <p>TRUCK-TRACTOR SEMI TRAILER-3 AXLE No Overall Length Limit</p>  <p>20,000 20,000 20,000</p> | |
| <p>TRUCK-TRACTOR SEMI TRAILER-4 AXLE No Overall Length Limit</p>  <p>34,000 20,000 20,000</p> | |
| <p>TRUCK-TRACTOR SEMI TRAILER-5 AXLE No Overall Length Limit Gross Weight 85,500 80,000 (INTERSTATE)**</p>  <p>* 34,000 34,000 20,000</p> | |
| <p>TRUCK & TRAILER COMBINATION MAX. LEGAL LENGTH 65'-0" Gross Weight 85,500 80,000 (INTERSTATE)**</p>  <p>20,000 20,000 34,000 20,000</p> | |
| <p>TRUCK-TRACTOR SEMI TRAILER & TRAILER No Overall Length Limit Gross Weight 85,500 80,000 (INTERSTATE)**</p>  <p>20,000 20,000 20,000 20,000 20,000</p> | |
| <p align="center"><u>ALLOWABLE AXLE WEIGHTS</u></p> <p>SINGLE TANDEM AXLE WEIGHTS ARE MAXIMUM LIMIT. ALL GROUPS OF AXLES ARE SUBJECT TO TABLE AT LEFT.</p>  <p>20,000 34,000</p> | |

STATEMENT

By The

KANSAS MOTOR CARRIERS ASSOCIATION

Expressing opposition to H.B. 2118
which would eliminate axle weight
limits on certain trucks.

Presented to the Senate Transportation and
Utilities Committee, Sen. Ben Vidricksen,
Chairman; Statehouse, Topeka, March 20, 1995.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I am Mary E. Turkington, Executive Director of the Kansas Motor Carriers Association with offices in Topeka. I appear here today along with Tom Whitaker, KMCA Governmental Relations Director; representing our members and the highway transportation industry.

We appreciate the problem the bill attempts to address but removing the axle weight limitations on trucks transporting grain creates consequences we do not believe you wish to impose.

Kansas law includes "formula b" which establishes axle weights based on axle spacing and gross weight limitations that meet current federal limits. The basic 20-year design life of our highway system relies on those restrictions.

Weight is transmitted to highway surfaces through axle weight configurations. Disregard for axle weight limitations and for weight distribution criteria will accelerate highway deterioration.

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ATTACHMENT: 20

The limited exemptions currently in the statute were adopted to accommodate operation of truck equipment with specialized modifications that are a part of the empty weight of the vehicle.

The amendment added to H.B. 2118 applies to a broad segment of straight trucks permitting any straight truck registered for a gross weight of 54,000 lbs. or less, transporting harvested grain crops or forage to be exempt from axle weight limitations. The origin and destination points further indicated in the amendment are the major trips any such straight truck would make.

What is going to happen when the "on-farm storage grain" subsequently moves to a "local" elevator -- or to a feedlot? Are these trips merely a continuation of the initial trip from a field of production?

The Committee also should be aware of the farm tag schedule. If you will check your attachment to this statement, you will find that the farm tag bracket includes a bracket for 26,001 to 54,000 lbs. for a fee of \$70. An honest concern here is that some farm truck owners may believe that even a single axle straight truck could carry a gross weight of well over the manufacturer's rated capacity because of no axle limitations whatsoever.

H.B. 2118 sends the wrong message!

The truth is that those who own the straight trucks governed by this bill may find themselves in real trouble with the gross weight limitations retained because such owners do not have vehicles which have a sufficient distance from the center of the steering axle to the center of the rearmost axle of such straight trucks to carry the gross weight limits they believe they are authorized to carry under this amendment. Gross weight limits will apply contained in the formula b table set out in K.S.A. 8-1909.

House testimony indicated that these exemptions were needed "only for harvest which lasts about a week." For some producers that may be true. Harvest in this state however, extends from early June to November and all kinds of harvest trucks are needed and used. Where does this stop?

House testimony also indicated that some harvest straight trucks currently are not complying with axle limits. That too may be true but we believe it would be extremely reckless to authorize such axle exemptions by law.

State officials already have had a call from a tractor and semi-trailer operator stating that he has only a "small" combination unit and expressing disappointment that this axle exemption would not apply to his loads. Who will the next group be and how can one expect full compliance with other types of units when this bill grants such latitude to straight trucks hauling grain or forage?

It is for these reasons, Mr. Chairman and members of the Committee, that we must strongly oppose House Bill 2118. I'll be pleased to respond to questions.

#####

Kansas Gross Weight Table

8-1909. Gross weight limits for vehicles; exceptions; safety of certain vehicles for operation. (a) No vehicle or combination of vehicles shall be moved or operated on any highway when the gross weight on two or more consecutive axles exceeds the limitations prescribed in the following table:

| | Distance in feet between the extremes of any group of 2 or more consecutive axles | | | Maximum load in pounds carried on any group of 2 or more consecutive axles | | | |
|----------------|--|---------|---------|---|---------|---------|---------|
| | 2 axles | 3 axles | 4 axles | 5 axles | 6 axles | 7 axles | 8 axles |
| 4 | 34,000 | | | | | | |
| 5 | 34,000 | | | | | | |
| 6 | 34,000 | | | | | | |
| 7 | 34,000 | | | | | | |
| 8 and less ... | 34,000 | 34,000 | | | | | |
| More than 8 | 38,000 | 42,000 | | | | | |
| 9 | 39,000 | 42,500 | | | | | |
| 10 | 40,000 | 43,500 | | | | | |
| 11 | | 44,000 | | | | | |
| 12 | | 45,000 | 50,000 | | | | |
| 13 | | 45,500 | 50,500 | | | | |
| 14 | | 46,500 | 51,500 | | | | |
| 15 | | 47,000 | 52,000 | | | | |
| 16 | | 48,000 | 52,500 | 58,000 | | | |
| 17 | | 48,500 | 53,500 | 58,500 | | | |
| 18 | | 49,500 | 54,000 | 59,000 | | | |
| 19 | | 50,000 | 54,500 | 60,000 | | | |
| 20 | | 51,000 | 55,500 | 60,500 | 66,000 | | |
| 21 | | 51,500 | 56,000 | 61,000 | 66,500 | | |
| 22 | | 52,500 | 56,500 | 61,500 | 67,000 | | |
| 23 | | 53,000 | 57,500 | 62,500 | 68,000 | | |
| 24 | | 54,000 | 58,000 | 63,000 | 68,500 | 74,000 | |
| 25 | | 54,500 | 58,500 | 63,500 | 69,000 | 74,500 | |
| 26 | | 55,500 | 59,500 | 64,000 | 69,500 | 75,000 | |
| 27 | | 56,000 | 60,000 | 65,000 | 70,000 | 75,500 | |
| 28 | | 57,000 | 60,500 | 65,500 | 71,000 | 76,500 | 82,000 |
| 29 | | 57,500 | 61,500 | 66,000 | 71,500 | 77,000 | 82,500 |
| 30 | | 58,500 | 62,000 | 66,500 | 72,000 | 77,500 | 83,000 |
| 31 | | 59,000 | 62,500 | 67,500 | 72,500 | 78,000 | 83,500 |
| 32 | | 60,000 | 63,500 | 68,000 | 73,000 | 78,500 | 84,500 |
| 33 | | | 64,000 | 68,500 | 74,000 | 79,000 | 85,000 |
| 34 | | | 64,500 | 69,000 | 74,500 | 80,000 | 85,500 |
| 35 | | | 65,500 | 70,000 | 75,000 | 80,500 | |
| 36 | | | 66,000 | 70,500 | 75,500 | 81,000 | |
| 37 | | | 66,500 | 71,000 | 76,000 | 81,500 | |
| 38 | | | 67,500 | 72,000 | 77,000 | 82,000 | |
| 39 | | | 68,000 | 72,500 | 77,500 | 82,500 | |
| 40 | | | 68,500 | 73,000 | 78,000 | 83,500 | |
| 41 | | | 69,500 | 73,500 | 78,500 | 84,000 | |
| 42 | | | 70,000 | 74,000 | 79,000 | 84,500 | |
| 43 | | | 70,500 | 75,000 | 80,000 | 85,000 | |
| 44 | | | 71,500 | 75,500 | 80,500 | 85,500 | |
| 45 | | | 72,000 | 76,000 | 81,000 | | |
| 46 | | | 72,500 | 76,500 | 81,500 | | |
| 47 | | | 73,500 | 77,500 | 82,000 | | |
| 48 | | | 74,000 | 78,000 | 83,000 | | |
| 49 | | | 74,500 | 78,500 | 83,500 | | |
| 50 | | | 75,500 | 79,000 | 84,000 | | |
| 51 | | | 76,000 | 80,000 | 84,500 | | |
| 52 | | | 76,500 | 80,500 | 85,000 | | |
| 53 | | | 77,500 | 81,000 | 85,500 | | |
| 54 | | | 78,000 | 81,500 | | | |
| 55 | | | 78,500 | 82,500 | | | |
| 56 | | | 79,500 | 83,000 | | | |
| 57 | | | 80,000 | 83,500 | | | |
| 58 | | | | 84,000 | | | |
| 59 | | | | 85,000 | | | |
| 60 | | | | 85,500 | | | |

except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the overall distance between the first and last axles is 36 feet or more.

(1) The gross weight on any one axle of a vehicle shall not exceed the limits prescribed in K.S.A. 8-1908, and amendments thereto.

(2) For vehicles and combinations of vehicles on the interstate system the table in this section shall not authorize a maximum gross weight of more than 80,000 pounds.

(3) The table in this section shall not apply to truck tractor and dump semitrailer or truck trailer combination when such are used as a combination unit exclusively for the transportation of sand, salt for highway maintenance operations, gravel, slag stone, limestone, crushed stone, cinders, coal, blacktop, dirt or fill material, when such vehicles are used for transportation to a construction site, highway maintenance or construction project or other storage facility, except that such vehicles or combination of vehicles shall not be exempted from any application of the table as may be required to determine applicable axle weights for triple and quad axles as defined in K.S.A. 8-1908, and amendments thereto. As used in this subpart (3), the term "dump semitrailer" means any semitrailer designed in such a way as to divest itself of the load carried thereon.

Kansas Motor Carriers Association
P.O. Box 1673
Topeka, KS 66601-1673
(913) 267-1641

• AXLE DEFINITIONS •

"Gross weight on any one axle" means the total load on all wheels whose centers are included within two parallel transverse planes not more than 40 inches apart.

"Tandem axle" means two or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced not less than 40 inches and not more than 96 inches apart.

"Triple axle" means three or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced more than 96 inches and not more than 120 inches apart.

"Quad axle" means four or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced more than 120 inches and not more than 150 inches apart.

• WIDE-BASE SINGLE TIRES •

"Wide-Base Single Tires" means all tires having a section width, as specified by the manufacturer, of 14 inches or more.

WEIGHT LIMITATIONS: The maximum load for a wide-base single tire on a steering axle shall not exceed 600 pounds per inch of tire section width.

The maximum load for a wide-base single tire on any axle, other than the steering axle, shall not exceed 575 pounds per inch of tire section width.

RESTRICTIONS: No wide-base single tire shall exceed the load limit designated by the manufacturer.

No wide-base single tire shall exceed the maximum tire inflation pressure designated by the manufacturer.

• DUAL TIRES •

IT SHALL BE UNLAWFUL for any person to operate a vehicle with a single tire on any hubs configured for dual tires.

There are four exceptions:

- A truck registered for a gross weight of 20,000 pounds or less is exempt from this restriction.
- A vehicle or combination of vehicles operating with wide-base single tires is exempt from this restriction.
- A triple-axle combination can include a single-axle configured for a dual tire assembly so long as such single axle does not exceed 9,000 pounds.
- In case of emergency.

• AXLE LIMITATIONS •

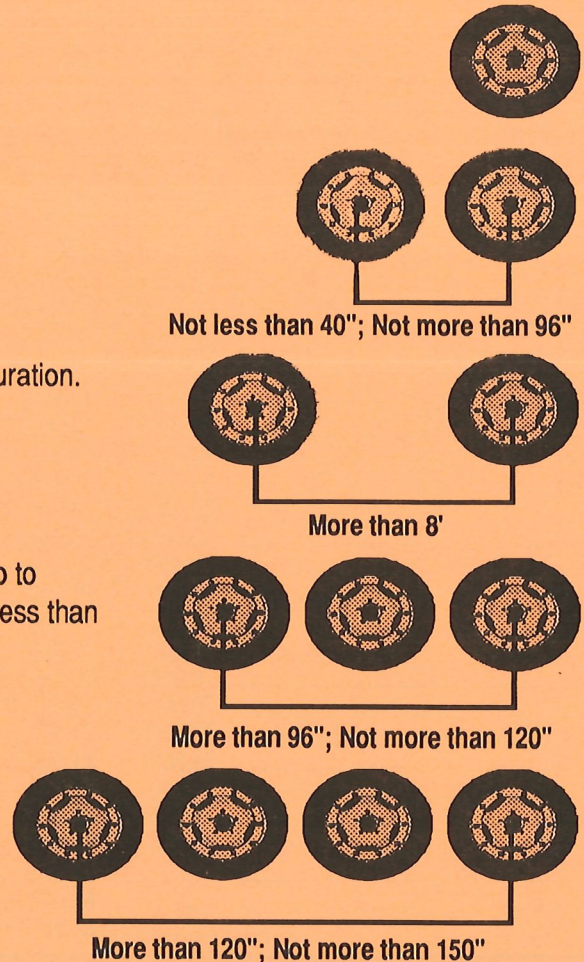
The gross weight on any one axle shall not exceed 20,000 pounds.

The gross weight on tandem axles shall not exceed 34,000 pounds.

The bridge table controls the weight distribution on a "spread axle" configuration.

The gross weight on any triple axle combination will be allowed to carry up to 42,000 pounds if the triple axle configuration measures more than 8' and less than 9'. The table applies for measurements 9' and over.

The gross weight on any quad axle combination will be allowed to carry up to 50,000 pounds if the quad axle measures up to 12'. The table applies for measurements over 12'.



affixed to and displayed with the regular license plate and the failure to have the same attached, affixed or displayed shall be subject to the same penalties as provided by law for the failure to display the regular license plate; and the secretary of revenue may adopt rules and regulations requiring the owners of trucks and truck tractors so registered on a local truck or truck tractor fee basis to keep such records and make such reports of mileage of such vehicles as the secretary of revenue shall deem proper.

A transporter delivering vehicles not the transporter's own by the driveway method where such vehicles are being driven, towed, or transported singly, or by the saddlemount, towbar, or fullmount methods, or by any lawful combination thereof, may apply for license plates which may be transferred from one such vehicle or combination to another for each delivery without further registration, and the annual license fee for such license plate shall be as follows:

| | |
|--|------|
| For the first such set of license plates | \$44 |
| For each additional such set of license plates | 18 |

A truck or truck tractor registered for a gross weight of more than 12,000 pounds, which is operated wholly within the corporate limits of a city or village or within a radius of 25 miles beyond the corporate limits, shall be classified as a local truck except that in no event shall such vehicles operated as contract or common carriers outside a radius of three miles beyond the corporate limits of the city or village in which such vehicles were based when registered and licensed be considered local trucks or truck tractors. The secretary of revenue is hereby authorized and directed to adopt rules and regulations prescribing a procedure for the issuance of permits by the division of vehicles whereby owners of local trucks or truck tractors may operate any such vehicle, empty, beyond the radius hereinbefore prescribed, when such operation is solely for the purpose of having such vehicle repaired, painted or serviced or for adding additional equipment thereto. The annual license fee for a local truck or truck tractor, except as otherwise provided herein, shall be as follows:

| | |
|---|------|
| For a gross weight of more than 12,000 lbs. and not more than 16,000 lbs. | \$60 |
| For a gross weight of more than 16,000 lbs. and not more than 20,000 lbs. | 100 |
| For a gross weight of more than 20,000 lbs. and not more than 24,000 lbs. | 130 |
| For a gross weight of more than 24,000 lbs. and not more than 26,000 lbs. | 175 |

| | |
|---|-------|
| For a gross weight of more than 26,000 lbs. and not more than 30,000 lbs. | 175 |
| For a gross weight of more than 30,000 lbs. and not more than 36,000 lbs. | 210 |
| For a gross weight of more than 36,000 lbs. and not more than 42,000 lbs. | 240 |
| For a gross weight of more than 42,000 lbs. and not more than 48,000 lbs. | 310 |
| For a gross weight of more than 48,000 lbs. and not more than 54,000 lbs. | 410 |
| For a gross weight of more than 54,000 lbs. and not more than 60,000 lbs. | 470 |
| For a gross weight of more than 60,000 lbs. and not more than 66,000 lbs. | 570 |
| For a gross weight of more than 66,000 lbs. and not more than 74,000 lbs. | 750 |
| For a gross weight of more than 74,000 lbs. and not more than 80,000 lbs. | 880 |
| For a gross weight of more than 80,000 lbs. and not more than 85,500 lbs. | 1,000 |

A truck or truck tractor registered for a gross weight of more than 12,000 pounds, which is owned by a person engaged in farming and which truck or truck tractor is used by such owner to transport agricultural products produced by such owner or commodities purchased by such owner for use on the farm owned or rented by the owner of such farm truck or truck tractor, shall be classified as a farm truck or truck tractor and the annual license fee for such farm truck shall be as follows:

| | |
|---|------|
| For a gross weight of more than 12,000 lbs. and not more than 16,000 lbs. | \$35 |
| For a gross weight of more than 16,000 lbs. and not more than 20,000 lbs. | 40 |
| For a gross weight of more than 20,000 lbs. and not more than 24,000 lbs. | 50 |
| For a gross weight of more than 24,000 lbs. and not more than 26,000 lbs. | 70 |
| For a gross weight of more than 26,000 lbs. and not more than 54,000 lbs. | 70 |
| For a gross weight of more than 54,000 lbs. and not more than 60,000 lbs. | 180 |
| For a gross weight of more than 60,000 lbs. and not more than 66,000 lbs. | 360 |
| For a gross weight of more than 66,000 lbs. | 600 |

A vehicle licensed as a farm truck or truck tractor may be used by the owner thereof to transport, for charity and without compensation of any kind, commodities for religious or educational institutions. A truck which is licensed as a farm truck may also be used for the transportation of sand, gravel, slag stone, limestone, crushed stone, cinders, black top, dirt or fill material to a township road maintenance or construction site of the township in which the owner of such truck resides. Any applicant for registration of any farm truck or farm truck tractor used in combination with a trailer or semitrailer shall register the farm