

SESSION OF 2014

**SUPPLEMENTAL NOTE ON SENATE BILL NO. 344**

As Recommended by Senate Committee on  
Transportation

**Brief\***

SB 344 would specify signage requirements for a vehicle operating on any highway with a special permit because the vehicle exceeds dimension or weight restrictions. It also would specify the times and conditions when those vehicles could operate.

The bill would require a vehicle that exceeds width or length limitations to be labeled "oversize load" and would specify the size of the sign and of the lettering on the sign. It also would require red flags on all four corners of the oversize load.

The bill would prohibit a vehicle that has a special permit because it exceeds width or length limitations from operating from 30 minutes after sunset to 30 minutes before sunrise or when visibility is less than one-half mile. A vehicle operating with a permit solely because it is overweight would be permitted to operate 24 hours a day. No vehicle with a special permit could operate when highway surfaces have ice or snow pack or drifting snow.

The bill would be in effect upon publication in the *Kansas Register*.

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\*Supplemental notes are prepared by the Legislative Research Department and do not express legislative intent. The supplemental note and fiscal note for this bill may be accessed on the Internet at <http://www.kslegislature.org>

## **Background**

The bill would place in statute requirements similar to those in the Kansas Department of Transportation (KDOT) Administrative Rules and Regulations 36-1-35 and 36-1-36. The requirements in the bill would differ from those in rules and regulations in that, under the bill, only over-dimension (not overweight) loads would need “oversize” signs, the allowed times of operation would differ between over-dimension and overweight loads, over-dimension loads could not be operated when visibility is limited, and road conditions under which any oversize vehicle could not operate would be limited to ice, packed snow, or drifting snow. Requirements for the dimensions and lettering of the “oversize” signs would not change.

The bill was requested by a representative of the Kansas Motor Carriers Association (KMCA) on behalf of the KMCA, the Kansas Agribusiness Retailers Association, the Kansas Association of Ethanol Processors, the Kansas Cooperative Council, KDOT, the Kansas Grain and Feed Association, the Kansas Highway Patrol, and Kansas railroads. At the Senate Committee on Transportation bill hearing, a KMCA representative, speaking for the listed organizations, said the bill would address concerns related to over-dimension or overweight nondivisible loads that came to light after the opening of the new BNSF Intermodal and Logistics Park in Edgerton in October 2013.

According to the fiscal note prepared by the Division of the Budget, there would be no fiscal effect on the operations of the Corporation Commission, KDOT, or the Department of Revenue.