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Written Statement to the
Senate Committee on Transportation
Opposing HB 2095
by Tony Hofmann, Director of Public Works
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The City of Overland Park opposes legislation to increase the maximum weight for trucks allowed on local roads from 86,500 pounds to 90,000. Increasing this maximum weight poses numerous challenges at the local level, to include risk to public safety, increased costs for additional pavement thickness and bridge strength for new arterial streets, shortened life-cycles and increased maintenance costs for existing infrastructure as well as costs associated with load rating City bridges.

Although routes may be designated for heavier trucks to avoid bridges and specific types of roads not designed to carry heavier loads, it is virtually impossible to enforce vehicular movement along these designated routes. Overland Park has had incidents of trucks with heavier loads utilizing residential streets that were not designed to carry these loads, resulting in damage to streets. This poses a significant safety risk to the public as well as increasing costs for maintenance and repairs associated with the subsequent damage.

Likewise, increasing the maximum weight for trucks will require load testing of bridges within City limits. Although KDOT is in the early stages of a ten-year program to load test all bridges in Kansas, this program is not fully funded or scheduled. This would place the costs of load testing for bridges on Cities, incurring additional costs. Overland Park currently maintains 124 bridges that would need to be load tested. More importantly, if these bridges had not been load tested prior to approval of an increase in the maximum weight for trucks there would be significant risk to public safety should a bridge fail if not designed to handle the extra weight.