
SECTION 2

Interview Other States



TMS Consultants • Lonco Inc.
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This section describes the results of interviews and research with neighboring states regarding their experience with the transport of precast concrete panels and their experience with loads similar in nature to the vehicles carrying precast concrete panels. This section considers extra-legal weight vehicles permitted by adjoining states to be similar in nature to the transport of precast concrete panels exceeding Colorado truck weight limitations.

Nebraska

Interviews with Nebraska Department of Roads personnel did not reveal any specific experience with the transport of precast concrete panels within Nebraska. Maximum gross legal weight on state highways is 95,000 pounds; maximum gross legal weight on Interstates is 80,000 pounds. Seasonal harvest overweight permits may be issued to carriers hauling grain or seasonally harvested farm products from the field to storage, market or stockpile up to distances of 120 miles. These permits may be up to 15 percent greater than the maximum weight specified by Nebraska law and this provision is not applicable to transport on Interstate highways. No permit is required when for hauling grain or other seasonally harvested farm product when transport distance is less than 70 miles for loads less than 15 percent greater than the maximum load permitted by Nebraska rules and regulations.

Kansas

Interviews with Kansas Department of Transportation (KDOT) personnel did not reveal any specific experience with the transport of precast concrete panels within Kansas. Maximum gross legal weight on state highways is 85,500 pounds; maximum gross legal weight on Interstates is 80,000 pounds. Kansas' definition of non-divisible loads is

identical to Colorado's definition for non-divisible loads. Kansas does not exempt precast concrete panels or any other commodity from its definition of non-divisible loads.

New Mexico

Interviews with New Mexico State Highway and Transportation Department personnel did not reveal any specific experience with the transport of precast concrete panels within New Mexico. Maximum gross legal weight on state highways is 86,400 pounds; maximum gross legal weight on Interstates is 80,000 pounds. New Mexico refers to non-divisible loads as irreducible. Irreducible loads are defined as those loads which cannot be reasonably reduced to legal limits. New Mexico does not exempt precast concrete panels or any other commodity from its definition of irreducible loads except farm carriers transporting bales of hay for distances of less than 50 miles.

Oklahoma

Interviews with Oklahoma Department of Public Safety, Size and Weight Permits Division personnel did not reveal any specific experience with the transport of precast concrete panels within Oklahoma.

Wyoming

Maximum legal weights on state highways and interstates are specified in tables that depend on the axle configuration and weight on axle groups. Wyoming refers to non-divisible loads as indivisible loads. Indivisible loads are defined as loads that cannot be readily dismantled, divided, or otherwise reduced in size and/or weight to fall within statutory limits, or cannot be transported safely or without damage if dismantled or divided. Wyoming allows, through permitting, for the transporting of forest products, sugar beets, gravel, livestock and agricultural products in trucks that cannot be weighed at the point of loading at weight which is not more than 10 percent in excess of the

allocable axle weights and not more than 5000 pounds of gross weights allowed in the regulations. Readily divisible loads, such as, but not limited to loads of block, brick, sacks, of cement, lumber, pipe, machinery items, etc., must be reduced to fall within statutory limits.

Utah

Maximum gross legal weight on state highways is 80,000, with additional axle-weight limitations. Utah's definition of non-divisible loads is identical to Colorado's definition for non-divisible loads. Utah does not exempt precast concrete panels or any other commodity from its definition of non-divisible loads.

Arizona

Maximum legal weight on state highways is based on number of axles, axle configuration, and load on axle groups. Arizona does not specifically address non-divisible loads. A load is defined as one piece, nonreducible, and which cannot be easily dismantled or divided. Arizona does not exempt precast concrete panels or any other commodity from its definition of loads.