



U.S. Department  
of Transportation

**Federal Highway  
Administration**

- Kentucky  
Division

Kentucky Justice  
and Public Safety  
Cabinet

- Department of  
State Police

Kentucky  
Transportation  
Cabinet

- Department of  
Vehicle  
Regulation

- Department of  
Highways

Kentucky  
Transportation  
Center

# EVALUATION REPORT

## 2016 Evaluation Report

OF THE

## KENTUCKY

# 2015 Commercial Vehicle Size and Weight Program

September 2016





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## Executive Summary

The Commercial Vehicle Size and Weight (VSW) program has two main objectives:

- Prevent premature deterioration of highway pavement and structures, and
- Provide a safe driving environment.

In order to meet those objectives, the Federal Highway Administration (FHWA) oversees state enforcement of heavy truck and bus size and weight standards in the United States. 23 CFR 657 requires that each state develop an annual State Enforcement Plan (SEP) and submit an annual State Enforcement Certification. Each FHWA Division Office evaluates their state's program in an annual Evaluation Report.

Kentucky's 2014 Commercial Vehicle Size and Weight program was reviewed and found to be in **substantial compliance** with the requirements of 23 CFR Part 657. This finding was based on the annual SEP, Certification, and Evaluation Report. Several areas of concern were noted:

- Weighs have been declining for the past five years. However, there was an 8.76% increase in weighs in 2015.

2011: **4.76 M**    2012: **4.61 M**    2013: **3.58 M**    2014: **3.50 M**    2015: 3.80 M

- Citations have been declining for the past five years. However, there was a 15.69% increase in citations in 2015.

2011: **3,371**    2012: **3,244**    2013: **2,414**    2014: **2,310**    2015: **2,615**

Hours of operation at weigh stations increased, slightly but still less than 8 hrs/day.

2012: **20% open**; (4.8 hrs/day)      2014: **30.5% open**; (7.3 hrs/day)  
2013: **25% open**; (6.0 hrs/day)      2015: **31.0% open**; (7.4 hrs/day)

- Kentucky State Police's Commercial Vehicle Enforcement staff numbers have declined over the last five years, although in 2014 there was an increase, but the number quickly fell again in 2015.

2011: **174**    2012: **151**    2013: **148**    2014: **165**    2015: **130**

- Funding for KSP-CVE VSW facilities (operations, vehicles, maintenance) have declined over the last five years.

2011: **\$4,919,967**      2013: **\$5,039,188**      2015: **\$4,377,125**  
2012: **\$6,967,388**      2014: **\$3,327,970**

Funding for KYTC VSW maintenance activities has remained constant for the past five years at \$750,000/year. This money is divided between 14 Weigh Stations, 4 Truck Rest Havens, and 24 Rest Area/Welcome Centers.



- VSW facility conditions are falling into disrepair. Three facilities are inadequate and result in traffic backing up onto the mainline, creating a safety hazard for the traveling public.
- SEP Goals were not met.
  - Short Term Goals 2, 3, and 7 were not met.
  - Medium Term Goals: Only 1 and 3 were met, one is on-going.
  - Long Term Goals: All are on-going.

**By December 31, 2017**, KYTC and KSP-CVE should jointly:

- Develop an MOA for the VSW program that identifies the lead agency, and roles and responsibilities of each agency.



## 1. Purpose and Objective

The primary purpose of this report is to document the Kentucky Division's annual evaluation of the State's Commercial Vehicle Size and Weight (VSW) program under the accepted State Enforcement Plan (SEP). The objective of this review is to evaluate Kentucky's compliance with the requirements of 23 CFR Part 657 (Appendix A) for administering a program of vehicle size and weight enforcement were met. This report documents the findings from the evaluation.

The VSW program has two main objectives:

- Prevent premature deterioration of highway pavement and structures, and
- Provide a safe driving environment.

In order to meet those objectives, the FHWA Division Office oversees state enforcement processes. The enforcement process identifies vehicles of excessive size and weight and provides a systematic approach to eliminate violations. These actions are captured in three key documents:

**State Enforcement Plan (SEP):** By July 1 of each year, the State must submit a SEP to their FHWA Division Office. Once the SEP is accepted by the Division Office then that SEP serves as a basis by which the annual Certification of enforcement is evaluated. The SEP spans the Federal Fiscal year (FFY) from October 1 – September 30 (23 CFR 657.9).

**State Enforcement Certification (SEC):** By January 1 of each year, the State must submit a SEC to their FHWA Division Office (23 CFR 657.15). The SEC provides actual numbers for the metrics set in the SEP (23 CFR 657.15).

**Evaluation Report:** By October 1 of each year, the Division Office must submit an Evaluation Report. The Division Office is required to review the State's operation under the accepted SEP (23 CFR 657.13).





## 2. Scope and Methodology

The scope of this review was limited to the activities necessary for the Size and Weight program to be certified. The methodology provided details on how the information was gathered and analyzed.

### 2.1. Scope

The scope of the review was focused on the FY 2015 Size and Weight program and the following program areas (October 1, 2014 to September 30, 2015) annual SEP and Certification.

- Facilities and Equipment
- Resources
- Policy and Procedures, and
- SEP Goals and Implementation

These topics were reviewed and this report documents any changes or improvements. The review of these areas was important as it provided a baseline for making observations and recommendations.

### 2.2. Methodology

Information from the following sources was collected and analyzed:

- Annual SEP (Appendix B),
- Annual SEC (Appendix C)
- Interviews with State offices involved in the Size and Weight programs

Review observations were made on the following program areas:

- Facilities and Equipment,
- Resources,
- Policy and Procedures, and
- SEP Goals and Implementation.

The VSW program review was conducted in cooperation with:

- Kentucky Justice and Public Safety Cabinet
  - Department of Kentucky State Police (KSP)
    - *Division of Commercial Vehicle Enforcement (KSP-CVE)*



- Kentucky Transportation Cabinet
  - Department of Vehicle Regulation
    - *Division of Motor Carriers*
  - Department of Highways
    - *Division of Maintenance*
    - *Division of Traffic Operations*

### **3.Observations**

Three different agencies, KSP-CVE, KYTC, and KTC, are involved in the Size and Weight program for Kentucky. They work together to carry out the goals of the program. Each agency has a different role and observations were made in the following areas: facilities and equipment, resources, policy and procedures, and SEP goals and implementation. The following sections detail those findings.

#### **3.1. Facilities and Equipment (Metric 1)**

Kentucky utilizes many types of equipment at their permanent weigh stations facilities, including several types of scales: static, weigh-in-motion (WIM), and a Static/WIM combination. As part of the overall VSW program, portable scales are kept in the vehicles and semi-portable scales are kept at the weigh stations and used on details. Kentucky also participates in an electronic screening process that allows vehicles to bypass the scales.

##### **3.1.1. Permanent Weigh Stations**

Kentucky has 14 permanent weigh stations strategically located throughout the Commonwealth (Figure 1) to enforce state and federal laws regulating commercial vehicles operations in order to preserve highway investments and improve safety. Appendix D contains a map that shows the weigh station locations by county.

KYTC (Department of Highways - Division of Maintenance) is responsible for maintenance of the weigh station (exterior) maintenance. KYTC's Division of Maintenance manages all the weigh stations through one of their Roadside Administrators in the district offices. Garbage pickup and portable toilets are managed by the pertinent district office. Maintenance such as mowing and painting is normally performed by contract. Minor repairs are made by Facilities Management personnel.

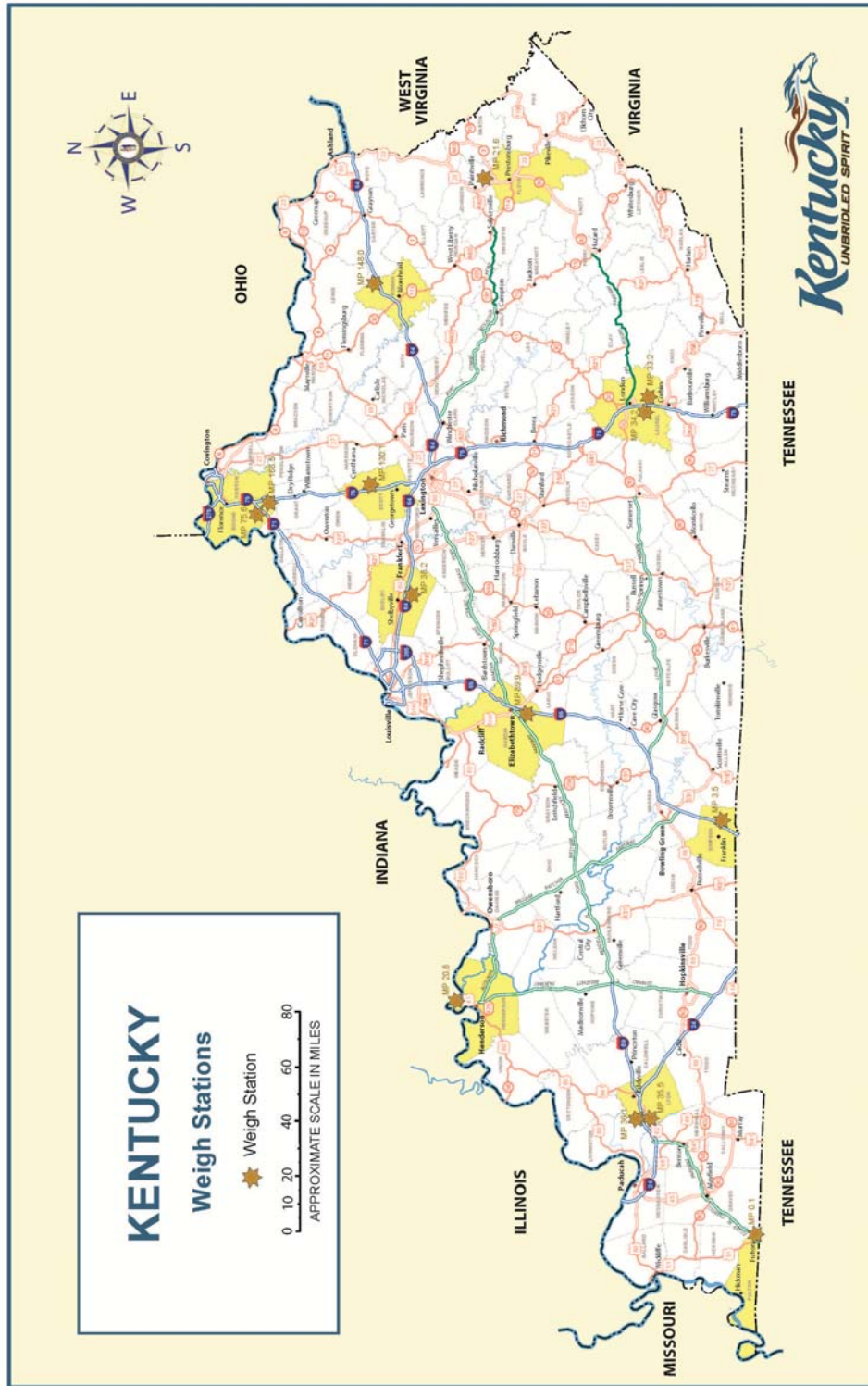


Figure 1. Locations of Kentucky’s permanent weigh stations by county.



The Hardin, Rowan, and Shelby weigh stations are no longer adequate for the traffic volumes. These facilities need to be relocated for various reasons identified in Table 1, which lists weigh stations and associated capabilities and equipment.

All of the weigh stations have scale houses, with one exception – the Floyd County station. At the Floyd County weigh station a used trailer (Figure 2) was installed as a temporary shelter. The trailer placement does not allow enforcement officers a view of the traffic approaching the scale while viewing the scale controls. This particular trailer is in extremely poor condition as shown in Figures 3 and 4.



**Figure 2. Floyd County Weigh Station (2014).**



**Figure 3. Ceiling caving in because of leakages at Fulton Weigh Station (2014).**



**Figure 4. Mold damage to trailer (2014).**

#### **Super Stations:**

Eight weigh stations are considered “Super Stations” as they are Kentucky’s modernized stations with ramp WIM, a by-pass lane, and an inspection barn.

Seven of the eight super stations have non-operational height detection equipment. The Boone County station used to have height detection equipment but it was damaged, removed, and not replaced.

#### **Rest Havens:**

Four weigh stations are “Rest Havens”, providing long-term parking, restrooms, telephones, and vending machines for truckers (Boone, Kenton, Laurel NB, and Laurel SB).

#### **Long Term Parking Facilities:**

Three weigh stations offer long-term parking (Lyon WB, Lyon EB, and Simpson). The Lyon County Stations offer use of the scale house’s indoor bathrooms during working hours, but truckers do not have access to bathroom facilities when weigh stations are closed. The Simpson County weigh station does not have bathroom facilities available.

KENTUCKY WEIGH STATIONS

September 2015

County	Direction	Road	Mile Marker	Hours of Operation	Type of Station	Scale House	Ramp	By-Pass Lane	Truck Counts	Type of Static Scales	Type of Sorter/ Calibrated	Height Detection Equipment	E-Screening	Special System	FY 2015 Weighs		
															WIM	Static	
Boone	South	I-71	75.20	M - F 8:30 AM - 3:30 PM	Super Station	Sufficient	Sufficient	Yes	Yes (WIM)	Multi-Axle	Ramp WIM	Damaged Removed Not Replaced	Yes	KATS		112,661	1,765
					Rest Haven									License Plate Reader - Operable	KYU Number Reader - Operable		
														USDOT Number Reader - Operable	Scene Camera - Operable		
Floyd	North	US 23	21.65	M - F 8:00 AM - 4:00 PM	Basic	INSUFFICIENT Inspection lot deficient; "temporary" trailer in poor condition (ceiling falling & mold)	Sufficient	Yes	Yes (WIM)	Static/WIM combo (Single Axle) <i>(Static use only)</i>	Static/WIM combo (Single Axle) <i>(WIM use only)</i>	NO	NO	None	15,093	219	
Fulton	North	US 51	0	M - F 7:00 AM - 4:00 PM	Basic	Sufficient	Sufficient	NO	Yes (WIM)	Static/WIM combo (Single Axle)	None	NO	NO	None	75,325	147	
Hardin	South	I-65	89.70	M - F 7:00 AM - 1:00 AM	Basic	INSUFFICIENT Outdated, new location rqd	Too short	NO	Yes (slow rollover scale)	Static/WIM combo (Single Axle) <i>(Static and WIM use)</i>	None <i>(no by pass lane)</i>	NO	Yes	KATS		167,171	233
				Sun 5:00 PM - 1:00 AM										License Plate Reader - Operable	KYU Number Reader - Operable		
														USDOT Number Reader - Operable	Scene Camera - Operable		
Henderson	South	US 41	20.70	M - F 7:00 AM - 4:00 PM	Super Station	Sufficient new location rqd in future	Sufficient	Yes	Yes (WIM)	Multi-Axle	Ramp WIM	Not Working	Yes	KATS		226,885	16,903
				Sun 5:00 PM - 1:00 AM										License Plate Reader	Operable		
														USDOT Number Reader	Operable		
Kenton	South	I-75	168.15	M - F 8:30 AM - 3:30 PM	Super Station	Sufficient	Sufficient	Yes	Yes (WIM)	Multi-Axle	Ramp WIM	Not Working	Yes	IBC		359,347	13,976
														Infrared Brake Camera System	Operable		
														KATS			
														License Plate Reader - Operable	KYU Number Reader - Operable		
Laurel	North	I-75	33.48	M - F 4:00 AM - 2:00 AM	Super Station	Sufficient	Sufficient	Yes	Yes (WIM)	Multi-Axle	Ramp WIM	Not Working	Yes	IBC		571,501	18,646
					Infrared Brake Camera System									Inoperable			
					KATS												
					License Plate Reader - Operable									KYU Number Reader - Operable			
Laurel	South	I-75	33.48	M - F 7:00 AM - 2:00 AM	Super Station	Sufficient	Sufficient	Yes	Yes (WIM)	Multi-Axle	Ramp WIM	Not Working	Yes	KATS		461,521	18,428
					License Plate Reader - Operable									KYU Number Reader - Operable			
					USDOT Number Reader - Operable									Scene Camera - Operable			
				Sun 7:00 AM - 2:00 AM	Rest Haven												
Lyon	East	I-24	36.00	M - F 7:00 AM - 4:00 PM	Super Station	Sufficient	Sufficient	Yes	Yes (WIM)	Multi-Axle	Ramp WIM	Not Working	Yes	KATS		259,077	11,136
					Long-Term Parking No Bathrooms									License Plate Reader - Operable	KYU Number Reader - Operable		
														USDOT Number Reader - Operable	Scene Camera - Operable		
Lyon	West	I-24	36.00	M - F 7:00 AM - 4:00 PM	Super Station	Sufficient	Sufficient	Yes	Yes (WIM)	Multi-Axle	Ramp WIM	Not Working	Yes	KATS		249,301	7,552
					Long-Term Parking No Bathrooms									License Plate Reader - Operable	KYU Number Reader - Operable		
														USDOT Number Reader - Operable	Scene Camera - Operable		
Rowan	West	I-64	147.95	M - F 6:00 AM - 6:00 PM	Basic	INSUFFICIENT Outdated, new location rqd	Too short	NO	Yes (WIM)	Static/WIM combo (Single Axle) <i>(Static and WIM use)</i>	None <i>(no by pass lane)</i>	NO	Yes	KATS		109,731	222
														License Plate Reader - Operable	KYU Number Reader - Operable		
														USDOT Number Reader - Operable	Scene Camera - Operable		
Scott	North	I-75	130.40	M - F 7:00 AM - 6:00 PM	Super Station	Sufficient	Sufficient	Yes	Yes (WIM)	Multi-Axle	Ramp WIM	Not Working	Yes	KATS		482,757	10,843
														License Plate Reader - Operable	KYU Number Reader - Operable		
														USDOT Number Reader - Operable	Scene Camera - Operable		
Shelby	East	I-64	38.40	M - F 7:00 AM - 8:00 PM	Basic	Sufficient	Too short	NO	Yes (WIM)	Static/WIM combo (Single Axle) <i>(Static and WIM use)</i>	None <i>(no by-pass lane)</i>	No	Yes	KATS		92,111	261
														License Plate Reader - Operable	KYU Number Reader - Operable		
														USDOT Number Reader - Operable	Scene Camera - Operable		
.	North	I-65	3.85	M - F 7:00 AM - 1:00 AM	Super Station	Sufficient	Sufficient	Yes	Yes (WIM)	Multi-Axle	Ramp WIM	Not Working	Yes	IBC		494,255	17,977
					Infrared Brake Camera System									Operable			
					KATS												
				Sun 5:00 PM - 1:00 AM	Long-Term Parking No Bathrooms									License Plate Reader - Operable	KYU Number Reader - Operable		
														USDOT Number Reader - Operable	Scene Camera - Operable		





### **KATS Stations:**

Kentucky Automated Truck Screening (KATS) systems have been installed at twelve of the fourteen permanent weigh stations, one mainline screening system, and two virtual screening stations since 2013. A KATS system includes a:

- A License Plate Reader,
- USDOT Number Reader,
- Kentucky Weight Distance Usage Tax (KYU) Number Reader, and a
- Scene camera.

Data collection begins as soon as a truck enters a weigh station equipped with a KATS system. Data includes:

- Data and time
- Vehicle weight
- License plate number and jurisdiction
- USDOT number
- KYU number, and an
- Overview image.

These six data items are combined into a single record that is checked against the Commercial Vehicle Information Exchange Window (CVIEW) system, which is a database that contains motor carrier safety and credential records that are based on state and national data. CVIEW also contains the Performance and Registration Information Systems Management (PRISM) target file. The PRISM target file provides information about motor carriers that have Federal Out-Of-Service (FOOS) order and are not permitted to operate.

This system allows law enforcement to screen more efficiently while concentrating on problem carriers. The KATS system allows for easy identification of vehicles and each vehicle record goes through a series of 14 tests. The KATS system flags vehicles that fail any test. However, only those violations specified by vehicle enforcement are pulled over.

Funding for the new KATS systems came from two Federal Motor Carrier Safety Administration (FMCSA) funding programs:

- Performance and Registration Information Systems Management (PRISM)
- Commercial Vehicle Information Systems and Networks (CVISN)

PRISM funding was used to purchase and install eleven of the KATS systems on the ramps at fixed weigh stations. CVISN funding was used to purchase and install two





additional KATS systems, one for the mainline screening system prior to the Shelby County Weigh Station and the other at the Virtual Inspection Station in Carter County. FHWA provided funding for an additional Virtual Inspection Station in Laurel County on US25.

Kentucky's Automated Truck Screening (KATS) system was awarded the "2015 President's Award for Research" by the American Association of State Highway and Transportation Officials (AASHTO). Prior to that, the KATS system was named the "2014 Project of the Year" by the Intelligent Transportation Society of the Midwest.

**Infrared Brake Camera Systems (IBC):**

Infrared Brake Camera Systems were installed at the Kenton, Laurel NB, and Simpson County stations in 2005. The IBC system can detect commercial vehicles with defective brakes, tire, hub defects, and other safety problems. The infrared camera at the Laurel NB station is currently broken, but will be replaced.

**Intelligent Imaging Systems Smart Roadside (IIS Smart Roadside):**

An Intelligent Imaging Systems Smart Roadside system was installed at the Laurel County Virtual Weigh Station. This integrated system includes:

- License Plate Reader
- USDOT Number Reader
- Scene Camera
- WIM

This system installation was a joint initiative between the FHWA and the FMCSA and now serves as a "model site", capable of sharing data with other sites operating in the Technology Corridor. The IIS Smart Roadside system collects data, and that data is processed in the KYTC system. Once KYTC processes the data, it is made accessible to Oak Ridge National Laboratory (ORNL) and the data supports the FMCSA's Wireless Roadside Inspection (WRI) program.

To maintain uniformity system wide within the State, this system is integrated with the KATS system. Instead of using Intelligent Imaging's software, the information collected (camera images, decodes from the DOT reader, data from the license plate reader, and WIM weight data) is feed into KATS. When an officer logs into the system the user interface is KATS.



### 3.1.2. Virtual Weigh Stations (VWS)

KYTC has one VWS located on US-25 near Corbin in Laurel County, Kentucky. The VWS consists of a:

- mainline WIM
- IIS-Smart Roadside system

### 3.1.3. Electronic Screening (e-screening)

KYTC has twelve weigh stations with electronic screening (e-screening) systems. Two weigh stations, Floyd and Fulton counties do not have e-screening (see Figure 5). The northbound station in Laurel County station has a WIM scale in the right lane of the interstate called a “Mainline WIM”. The WIM is interfaced with the e-screening system and allows vehicles to be screened for weight compliance on the roadway prior to reaching the weigh station.

#### **PrePASS™.**

KYTC is a PrePASS™ member. Commercial vehicle operators pay a fee to participate in the PrePASS™ program. Participants provide their operating credentials (vehicle registration cards, IFTA license, etc.) to PrePASS™. PrePASS™ issues transponders to participants. Each transponder is associated with a specific vehicle. The transponders communicate with weigh station equipment and cleared vehicles are allowed to bypass weigh stations saving time for drivers

PrePASS™ stores vehicle data in an ITERIS™ database called PreVIEW™. KYTC has their own ITERIS™ database called CVIEW. KYTC provides KY specific data (e.g. KY weight distance tax (KYU) and KY intrastate fuel tax (KIT)) to PrePASS™ for entry into PreVIEW™. Each State can set their own ISS criteria within the PrePASS™ system. Kentucky set the following criteria requiring vehicles with ISS numbers between

01-89 to be pulled in 5% of the time,  
90-100 to be pulled in 100% of the time.

KYTC has a contract with Heavy Electronic License Plate (HELP) Inc. to administer the PrePASS™ program. (<http://www.helpinc.us/>)

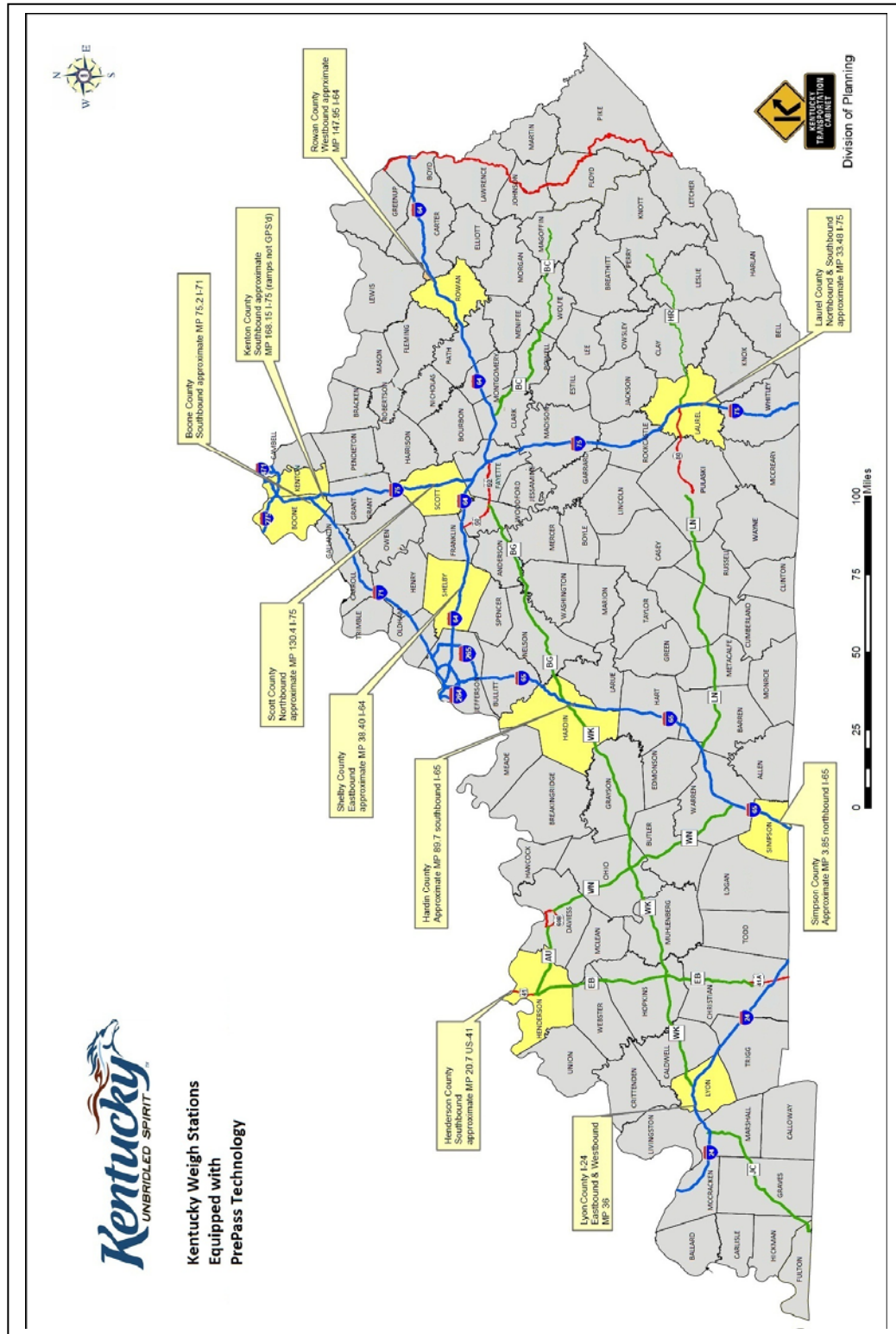


Figure 5. Map shows the 12 stations used in KY's e-screening system.



### 3.1.4. Virtual Screening Station (VSS)

KYTC has one VSS on KY-9 in Carter County. A VSS does not include a WIM. KSP plans to weigh trucks with portable scales at this location. The VSS consists of only a:

- KATS system

### 3.1.5. Static Scales/Fixed Scales

Nine of KY's 14 permanent weigh stations have multi-axle static scales (see Figure 6), and five of KY's 14 permanent weight stations have single-axle, slow rollover, static scales (see Figure 7). Refer back to Table 1 for exact locations.

### 3.1.6. Weigh-In-Motion (WIM) Scales

Nine weigh stations are equipped with Ramp WIMs. Refer back to Table 1 for exact locations.

#### Static/WIM combination scales:

Four weigh stations are equipped with Static/WIM combination Scales (Mettler Toledo™ Slow Rollover Single Axle Scales). Refer back to Table 1 for exact locations.

The Floyd County weigh station has two Static/WIM combination scales. One combo scale is installed on the ramp and functions as a WIM scale to prescreen and sort vehicles. The other combo scale functions as the static scale. This is an improvement over using one combination scale to provide both functions, as a vehicle screened by the WIM function does not have to be returned to the same scale for a static weigh.

This station is also equipped with a wireless connection to the scale controller and the enforcement officer can print the static weight from his in-car printer.



**Figure 6. View of a multi-axle static scale.**



**Figure 7. Single-axle, slow rollover, static scale in Fulton County. (Photo courtesy of David Hunsucker, KTC.)**





KYTC (Department of Highways - *Division of Maintenance*) is responsible for the purchase and maintenance of permanent equipment. Maintenance of the Static scales and the WIM scales (both manufactured by Mettler Toledo™) is the responsibility of KYTC. KYTC has contracted with a local company (Jack Mann Scales, Inc.) to maintain the scale systems (scales and the monitoring hardware and software). KSP-CVE works with the local contractor when problems arise, but invoices are sent to KYTC for payment.

### **Mainline WIM:**

Kentucky has one mainline WIM. The northbound station in Laurel County station has a WIM scale in the right lane of the interstate called a “Mainline WIM”. The Mainline WIM technology is integrated with e-screening and uses the KATS system. It allows e-screened vehicles to be checked for weight compliance on the roadway prior to reaching the weigh station.

KYTC (Department of Highways – *Division of Traffic Operations*) is responsible for the Maintenance of the “Mainline WIM”.

### **3.1.7. Portable Scales**

The Kentucky State Police-Commercial Vehicle Enforcement (KSP-CVE) has 600 portable scales (see Figure 8) and uses these scales (Manufacturer: Intercomp™, Type: Low Profile) in sets of four. That number provides portable scales for 150 vehicles. However, KSP-CVE only has 77 road officers equipped with portable scales on the road. That leaves an excess of 73 unassigned sets (292 scales). Unassigned scales serve as replacements that can be switched out for scales in need of repair. Once the scales are repaired they become replacement scales. Conversely, there are about 20 scales on the shelf that are in need of major repair and will not be repaired until they are needed.

KSP-CVE is responsible for the purchase and maintenance of the portable scales.



**Figure 8. Portable Scales.**



**Figure 9. Semi-Portable scales with ramp ends.**



### 3.1.8. Semi-Portable/Ramp Scales/Platform Scales

Kentucky has five semi-portable scales (Manufacturer: Intercomp™, Model AX-900). KSP-CVE refers to these scales as “platform scales” (see Figure 9 previous page). KSP-CVE’s platform scales were purchased in 2004 and 2005 and are maintenance intensive. KSP-CVE uses these scales several times per month for weigh/inspection details on bypass routes or other secondary roads. The locations, days, and times for the use of these type scales vary at the discretion of the KSP Region Commander to avoid a predictable pattern.

KSP-CVE is responsible for the purchase and maintenance of semi-portable scales. They are hoping to purchase portable wireless WIM scales to supplement the semi-portable scales.

### 3.1.9. Summary of Facilities and Equipment

Table 2 provides a numerical summary of the facilities and equipment used in Kentucky.

**Table 2: Summary of KY’s facilities and equipment.**

Type	Number	Status
E-Screening Systems	12	Operable
Height Detection Equipment	9	<b>8 Not Working, 1 Removed, Not Replaced</b>
Infrared Brake Camera System	3	<b>2 Operable, 1 Inoperable</b>
KYU Number Reader	13	Operable
License Plate Reader	14	Operable
Portable Scales	600	<b>580 Operable</b>
Ramps	14	<b>3 Too Short</b>
Scale Houses (1 trailer)	14	<b>3 Insufficient</b>
Semi-Portable Scales	5	Operable
Static Scales	9	Operable
Static/WIM Combination	5	Operable
USDOT Reader	14	Operable
Virtual Screening Station	1	Operable
Virtual Weigh Station	1	Operable
Weigh Stations	14	Operable
WIM (Mainline)	1	Operable
WIM (Ramp)	9	Operable





**Prioritized List of Needs:**

KTYC, KSP-CVE, and FHWA-KY met on September 1, 2016, to develop a prioritized list of facility and equipment needs for the Kentucky Size and Weight Program. That list is contained in Table 3.

<b>TABLE 3. 2016 PRIORITIZED LIST OF NEEDS</b>			
No.	Location	Need	Plan of Action
1	Rowan	<b>RELOCATE AND MODERNIZE STATION</b>	In 2017-2020 STIP; upgrade station; C-\$1M in NHPP
		<b>Original installation</b> - no longer adequate for the volume of traffic.	
		<b>Safety issue</b> - Excessive bypassing of the scale is necessary to avoid traffic backup on the mainline. <b>Suggested location:</b> Between AA Highway and state line to capture truck traffic now using that route.	
2	Hardin	<b>RELOCATE AND MODERNIZE STATION.</b>	In 2017-2020 STIP; station rehab; R-\$110,000 NHPP; U-\$1,040,000 NHPP
		<b>Safety issue</b> - Excessive bypassing of the scale is necessary to avoid traffic backup on the mainline. Existing site will possibly be demolished with completion of the Ring Road Extension project.	
		<b>Original installation</b> - no longer adequate for the volume of traffic. The site itself will not support a modern facility, which will need to be constructed elsewhere in the general area.	
		<b>Suggested location:</b> Existing rest area near Sonora as it would capture both I-65 and Bluegrass Parkway traffic.	
3	Floyd	<b>BUILD SCALE HOUSE.</b>	In 2017-2020 STIP; upgrade station; C-\$1M in NHPP
		Existing facility is a trailer .	
		<b>Health Hazard</b> - Water damage, Black Mold is growing, ceiling falling in. <b>NOTE: This is a CDL driver testing site!!!</b>	
5	Lyon NB Lyon SB Simpson	<b>BUILD REST HAVEN FACILITIES</b>	<b>Not in STIP</b>
		Part of the <b>1996</b> Empower KY Plan, initiated under Governor Patton. <b>Safety issue:</b> Truckers have access to indoor restroom facilities at the Lyon NB and SB facilities when the stations are open. The Simpson station has no restroom facilities at all. To be a true Rest Haven, truckers need access to restroom facilities 24 hours a day.	
6	Henderson	<b>RELOCATE AND MODERNIZE STATION - when bridge I-69 built.</b>	<b>Not in STIP</b>
		<b>Safety:</b> Ramp needs to be extended. However this is problematic as to do so would require extending into the State of Indiana.	
		<b>Suggested location:</b> Tie into the new I-69 bridge. Once the bridge is completed the traffic at this station will diminish significantly.	



### 3.2. Resources (Metric 2)

This section will discuss staffing and funding of the multiple agencies involved in the Size and Weight program.

#### 3.2.1. Staffing

KSP-CVE is responsible for enforcement. In FY 2015, KSP-CVE's staff decreased by 35, going from 165 to 130 staff members.

**Table 4. KSP-CVE Staff.**

Position	Number				
	2011	2012	2013	2014	2015
<b>Non-Sworn</b>					
Inspectors	28	33	26	30	27
<b>Sworn</b>					
Officers	108	108	93	101	77
Supervisory	34	34	29	34	26
<b>Total</b>	<b>170</b>	<b>175</b>	<b>148</b>	<b>165</b>	<b>130</b>

Table 5 lists the optimal hours of operation at the permanent weigh stations, the number of staff manning each station per shift, and the number of vehicles that pass through the station on an annual basis.

**Table 5: Optimal hours of operation, staffing, vehicles/yr.**

County		Optimal Hours of Operation		Staff			Vehicles /Yr	Vehicles /Yr	%	Vehicles /Yr	%
		M-F	Sat/ Sun	Officer	Inspector	Clerks	2013	2014	Change	2015	Change
Boone	S	8:30 AM - 3:30 PM		2	0	0	148,949	127,695	-14.27	112,661	-11.77
Floyd	N	8:00 AM - 4:00 PM		1	0	0	10,454	10,950	4.74	15,093	37.84
Fulton	N	7:00 AM - 4:00 PM		1	2	0	NA	12,223	NA	75,325	516.26
Hardin	S	7:00 AM - 1:00 AM	Sun 5:00 PM - 1:00 AM	1	1	1	220,010	173,625	-21.08	167,171	-3.72
Henderson	S	7:00 AM - 4:00 PM	Sun 5:00 PM - 1:00 AM	1	0	1	191,811	197,387	2.91	226,885	14.94
Kenton	S	8:30 AM - 3:30 PM		2	1	0	142,821	270,412	89.34	359,347	32.89
Laurel	N	4:00 AM - 2:00 AM	Sat 4:00 AM - 2:00 AM	1	2	1	616,825	554,468	-10.11	571,501	3.07
Laurel	S	7:00 AM - 2:00 AM	Sun 7:00 AM - 2:00 AM	1	2	0	529,359	410,635	-22.43	461,521	12.39
Lyon	E	7:00 AM - 4:00 PM		1	1	0	198,767	250,437	26.00	259,077	3.45
Lyon	W	7:00 AM - 4:00 PM		1	1	1	176,909	209,746	18.56	249,301	18.86
Rowan	W	6:00 AM - 6:00 PM		1	4	1	198,418	162,130	-18.29	109,731	-32.32
Scott	N	7:00 AM - 6:00 PM		2	2	0	381,666	462,032	21.06	482,757	4.49
Shelby	E	7:00 AM - 8:00 PM		3	2	0	144,847	23,236	-83.96	92,111	296.42
Simpson	N	7:00 AM - 1:00 AM	Sun 5:00 PM - 1:00 AM	1	2	1	504,356	527,135	4.52	494,255	-6.24
<b>TOTAL</b>				<b>19</b>	<b>20</b>	<b>6</b>	<b>3,465,192</b>	<b>3,392,111</b>	<b>-2.11</b>	<b>3,676,736</b>	<b>8.39</b>

It should be noted that while optimal hours remain the same, and staff numbers have declined, the total vehicle count for FFY2015 is up from FFY2014 by 8.39%. It is also noted that number of weighs at the Boone, Hardin, and Rowan stations continue to decrease due to staff shortages. The Shelby County station was closed during construction in FFY 2014 and has since reopened, therefore a comparison between



2013 and 2015 shows that the vehicle count has decreased. Kenton County numbers continue to increase significantly.

### 3.2.2. Funding

Funding for both the KSP-CVE program and the KYTC maintenance program is developed by legislative action. Kentucky's Legislative branch convenes annually, but funding is appropriated on a biennial basis.

**KSP-CVE's** budget for the State Fiscal Year 2015 (July 1 – June 30) was \$17.1 million. The largest expense is personnel costs which includes enforcement and support staff necessary to operate the facilities. Table 6 summarizes funding for both staff and facilities for KSP-CVE for the past 5 years. Note that funding for facilities increased in 2015, but the overall budget shows a steady decline.

**Table 6. Summary of KSP-CVE funding.**

KSP-CVE	2011	2012	2013	2014	2015
	Actual (millions)	Actual (millions)	Actual (millions)	Actual (millions)	ACTUAL (millions)
Facilities	\$4.2	\$6.2	\$4.3	\$3.3	\$4.4
Personnel	\$15.3	\$13.7	\$12.9	\$12.8	\$12.7
<b>TOTAL</b>	<b>\$19.5</b>	<b>\$19.9</b>	<b>\$17.2</b>	<b>\$16.9</b>	<b>\$17.1</b>

**KYTC's** budget remained steady at \$750,000 for the State Fiscal Year 2015 (July 1 – June 30) and was used for:

- 14 Commercial Vehicle Monitoring (CVM) Stations/weigh stations,
- 4 Truck Rest Havens,
- 24 Rest Areas / Welcome Centers

These funds are not broken out into categories, therefore an exact amount for weigh station and scale repair is not known. Table 7 shows the funding for the last five years.

**Table 7. Summary of KYTC funding.**

KYTC	2011 (millions)	2012 (millions)	2013 (millions)	2014 (millions)	2015 (millions)
<b>Repair</b>	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75

Given the aforementioned list of prioritized needs (Table 3) the established budget is insufficient for operation and maintenance.



### 3.2.3. Fuel Tax Evasion Grant

KSP-CVE also participates in the FHWA Joint Federal/State Motor Fuel Tax Evasion Intergovernmental Enforcement project. As a participant, KSP-CVE received two grants. KSP-CVE was also successful in receiving two Regional Grants (Table 8).

**Table 8. Summary of Fuel Tax Evasion Grants.**

Project Number	Type	Amount	Period of Performance
3000(950)	Joint Fed/St	\$250,000	01/01/13 – 12/31/15
3000(794)	Regional	\$5,500	10/01/11 - 09/30/12
3000(794)	Regional	\$5,500	10/01/10 - 09/30/11
3000(863)	Joint Fed/St	\$175,000	06/01/09 - 09/30/11

These grants provide funding for many initiatives. For example, funds pay for:

- equipment and
- travel expenses for auditors that participate in enforcement blitzes.

### 3.3. Policy and Practices (Metric 3)

The Commonwealth of Kentucky has both statutes and regulations pertaining to the VSW Program.

**Kentucky Revised Statutes (KRS)** provide basic enforcement authority for Kentucky Vehicle Enforcement and can be found on the Kentucky Legislative Research Commission's (LRC) website at <http://www.lrc.ky.gov/KRS/189-00/CHAPTER.HTM>.

**Kentucky Administrative Regulations (KAR)** provide the operating procedures for implementing the KRSs. These too can be found on the LRC website under Title 601 the KYTC's Department of Vehicle Regulation. The web address is: <http://www.lrc.ky.gov/kar/TITLE601.HTM>

Appendix E contains a listing of the most frequently used policies and practices, KRSs and KARs. Appendix F contains General Order 61-2 that is also used by KSP-CVE.

#### 3.3.1. Judicial Procedures

In Kentucky, fines and court costs do not go toward repairing damage caused by overweight vehicles, and they are not used to supplement enforcement. Other States like Georgia, Florida, and Mississippi have programs that are able to feed funds into the budgets of the enforcement agencies. Those states issue civil penalties (financial fines)



as restitution for wrongdoing. The offense is defined by a regulation. It is not a criminal punishment, but is issued primarily to compensate the state for harm done. A research study is underway to determine the feasibility of implementing a Civil Penalty Size and Weight program that could provide additional income for the Size and Weight program.

### **3.4. SEP Goals and Implementation (Metric 4)**

Many of Kentucky's weigh station locations were selected in the 1960s, and the rationale for those decisions is not known. Currently, KYTC selects the sites for new weigh stations. KSP-CVE would like to provide input into the site selection process for future weigh stations. KSP-CVE wants to share their insight on the effectiveness of potential locations from an operations standpoint.

#### **3.4.1. Comparison of Goals to Results**

Federal regulation 23 CFR 657.13 requires the "State to certify to the Federal Highway Administration that it is enforcing all State laws respecting maximum vehicle size and weight permitted on what, prior to October 1, 1991, were the Federal-aid Primary, Secondary, and Urban Systems, including the Interstate System, in accordance with 23 USC 127. Each State must also certify that they are enforcing and complying with the ISTEA freeze on the use of Longer Combination Vehicles (LCV) and other multi-unit vehicles. The certification is supported with information on activities and results achieved during the Federal Fiscal Year (October 1-September 30)." This information must be submitted prior to January 1 each year.

KSP-CVE electronically submits information about their activities into FHWA's national database. KSP-CVE also provides scanned copies of the Governor's designee letter and the designee's certification letter with their submittal. Once the KSP-CVE certifies that it performed the work as described in its SEP, FHWA-KY conducts an annual evaluation in order to determine how well VSW program is working. This is done by:

- comparing annual goals and results achieved, and
- taking a 5-year look at program performance

The VSW program has two main objectives:

- prevent premature deterioration of highway pavement and structures, and
- provide a safe driving environment.

In order to meet these objectives KSP-CVE set short term, medium term, and long term goals for the SEP.



**Short Term Goals:** These goals are to be completed within the Federal Fiscal year between October 1 and September 30.

**Medium Term Goals:** These goals expect to achieve results within two to four years.

**Long Term Goals:** These goals are set with a five year time frame in mind.

Comparing the goals with the results shows how well the program is working.

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### 3.4.2. Short Term Goals (within one year)

KSP-CVE listed eight short term goals (*in italics*) in its 2015 VSW SEP. This section lists those goals as posted to the national Size and Weight database and includes the results achieved for each goal. Table 9 summarizes the goals and results.

---

#### **Goal 1: Maintain the number of weighs at fixed facilities.**

*Maintain the number of weighs at fixed facilities within 2% of FY2014 projected activity, WIM 3,430,000 and Static 105,000.*

**(i.e. WIM Goal: 3,361,400–3,498,600, Static Goal: 102,900–107,100)**

#### **Result 1: Goal Met.**

2015: WIM actual weighs: 3,676,736 - Exceeded

2015: Static actual weighs: 118,308 - Exceeded

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#### **Goal 2: Maintain use of Semi-Portable/Platform Scales on Parkway Systems.**

*Maintain the use of the platform scales from the FY 2013 Certification activity of 5,769 within 5% through weight/inspection details, especially on parkway systems that lack fixed facilities. (i.e. Semi Portable/Platform Goal: 5481 – 6057 )*

#### **Result 2: Goal Not Met.**

2015: Semi-Portable/Platform scale weighs: 4,445

---

#### **Goal 3: Work within Judicial System.**

*Attend the statewide Prosecutors Conference to promote enforcement concerning the safety problems posed by overweight, oversize, and unsafe trucks.*

#### **Result 3: Goal Not Met.**

2015: Due to retirements this goal was not achieved.

---





**Goal 4: Provide Public Outreach.**

*KSP-CVE will conduct programs to the general public, trucking industry, other law enforcement agencies and agricultural community. Upon request from special interest groups, trucking industry and other law enforcement agencies, educational programs concerning motor carrier safety regulations, weight laws, dimensions and permits will be provided.*

**Result 4: Goal Met.**



152 presentations made

- General Public: 49
- Trucking Industry: 62
- Other Law Enforcement Agencies: 21
- Agriculture Community: 20

---

**Goal 5: Provide In-House Training.**

*Provide training for officers and inspectors in weight enforcement.*

**Result 5: Goal Met.**



2015: One two-hour training session on March 24, 2015.

---

**Goal 6. Complete work on Virtual Weigh Stations.**

*Begin work on virtual weigh stations on US 62 in Lyon County and US 25 in Laurel County (FHWA project).*

**Result 6: Goal Met.**



2015: US 62 was a proposed project, but was not funded.  
US 25 was installed and is operational.

---

**Goal 7: Work on Mainline WIM.**

*Begin work on I-65 mainline WIM in Hardin County (site selection still tentative).*

**Result 7: Goal Not Met.**

2015: I-65 project postponed as new construction project was proposed.

---



**Goal 8: Expand Use of Super CVIEW.**

*The system will make OW/OD permit data immediately available to officer. Will also tie into Camera/LPR/DOT readers to identify OW/OD vehicles crossing WIM scales and adjust pull in thresholds to match permit.*

**Result 8: Goal Met.**

2015: Improvements to CVIEW were completed in May 2015. OW/OD permit data is available in CVIEW allowing officers to access that information. Training on “Super CVIEW” completed in September 2015. CVIEW cannot be tied into the KATS system.

Table 9 provides a quick evaluation of the 2015 achievements.

**Table 9. Summary of FFY 2015 Short Term Goals:**

<b>GOAL</b>	<b>NOT MET</b>	<b>MET</b>
1. Maintain number of weighs at fixed facilities		<b>X</b>
2. Increase use of Semi-Portable/Platform Scales on Parkway Systems.	<b>X</b>	
3. Work within Judicial System	<b>X</b>	
4. Provide Public Outreach		<b>X</b>
5. Provide In-House Training		<b>X</b>
6. Work on Virtual Weigh Stations.		<b>X</b>
7. Work on Mainline WIM	<b>X</b>	
8. Expand Super CVIEW.		<b>X</b>



### 3.4.3. Medium Term Goals (within 2 - 4 years)

While results for the medium and long term goals might not be readily apparent. It is important to know that progress towards these goals is being made each year. KSP-CVE's goals are listed below (*in italics*).

#### **Goal 1: Maintain Staffing Levels.**

*Maintain staffing levels dedicated to commercial vehicle enforcement.*

*(i.e. Non-Sworn Goal: 30; Sworn Goal: 135; Total: 165)*

#### **Result 1: Goal Not Met.**

2015: Non-Sworn: 26; Sworn: 104, Total: 130

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#### **Goal 2: Conduct Monthly Blitzes.**

*Conduct statewide monthly blitzes for overweight trucks.*

#### **Result 2: Goal Met.**

2015: 26 details; 4,447 weighs; 88 overweight citations; 313 other citations.

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#### **Goal 3: Implement new permit and routing system.**

*(KYTC Department of Vehicle Regulations)*

#### **Result 3: On-going.**

KYTC is still working towards implementation of an automated permitting system. The proposed system (Bentley) is not operational at this point. KYTC continues to have problems with missing data.

KYTC is in the process of collecting the missing HIS data elements (i.e. road segments, classifications, height and width clearances, turning radii, bridge load ratings) in order to have complete maps before going live with the new system. A research project titled, "Improving overweight/over-dimensional logistics and truck routing procedures" is underway in an effort to get an automated permitting system started.



### 3.4.4. Long Term Goals (within 5 years)

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#### **Goal 1: Modernize older fixed weigh facilities.**

##### **Result 1: On-Going.**

The 2015-2018 Statewide Transportation Improvement Plan (STIP) includes design plans to modernize the Hardin County facility in 2015.

---

#### **Goal 2: Increase staffing levels and expand hours of operation at fixed facilities.**

##### **Result 2: On-Going.**

The percentage of time that the scales are open is slowly increasing, but that percentage is far from the ideal of 24/7. Frequently weigh stations have to be shut down to avoid backups onto the interstate. PrePASS™ generates a report that indicates the actual number of hours that a station is open. (Appendix G: PrePASS™ 2015 Calendar Year at a Glance report.)

2015: Scales closed 69.0% of the time.

2013: Scales closed 75% of the time.

2014: Scales closed 69.5% of the time.

2012: Scales closed 80% of the time.

---

#### **Goal 3: Ensure the extended coal haul system carriers comply with weight laws.**

##### **Result 3: On-Going.**

2015: 15 citations were issued for violation of the extended weight coal haul law.

---

#### **Goal 4: Continue to educate local stakeholder, including judges, about problems with overweight trucks.**

##### **Result 4: On-Going.**

KSP-CVE is continuing to maintain contact with local stakeholders, including prosecutors, but also groups such as the Kentucky Farm Bureau and the Kentucky Trucking Association (KTA).

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#### **Goal 5: Kentucky will continue to have Commercial Vehicle Safety as an emphasis area of its Strategic Highway Safety Plan.**

##### **Result 5: On-Going.**

KSP-CVE's executive staff participated on the Governor's Executive Highway Safety Committee. The committee sets the emphasis areas and Commercial Vehicle Safety continues to be an emphasis area.



### **Goal 6: Develop multi-state permits.**

Kentucky will work with contiguous states to develop and issue multi-state permits in accordance with each state's laws and regulations.  
*(KYTC Department of Vehicle Regulation)*

### **Result 6: On-Going.**

Currently KTC is performing an SPR project for OW/OD logistics and truck routing that will establish new communication platforms that would aid in the development of regional permitting.

Additionally, KYTC recently submitted a rewrite of 601 KAR 1:018 that reflects harmonization with other MAASTO state regulations. The harmonization of regulations for states within the MAASTO region (Figure 10) will greatly advance the possibilities for regional permits. It is noted, that success of this effort will depend

on other states complying with these harmonization efforts. Many of the required changes for other states are statutory and may be delayed.

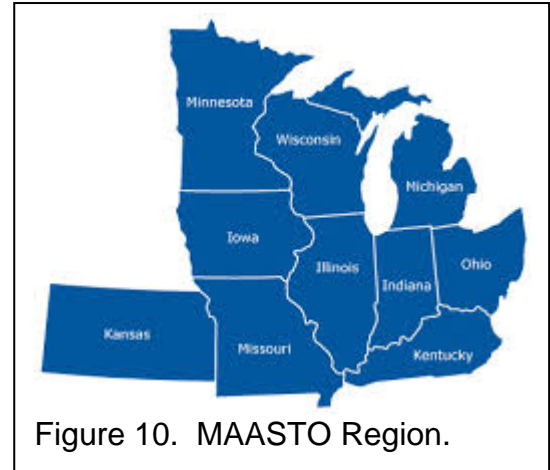


Figure 10. MAASTO Region.

## **3.5. Evaluation (Metric 5)**

The performance of the Size and Weight program can best be determined by reviewing a variety of factors together over a period of time. Table 10 provides a review of size and weight data over a period of five years. It is broken down into several parts:

- Travel Measures,
- Registrations and Fuel,
- Condition and Safety, and
- Measures of Activities.

Data in Table 11 was extracted from a variety of sources. Kentucky specific data was extracted from three FHWA reports: Highway Statistics, Highway Performance Monitoring System (HPMS), and the Size and Weight Certification.



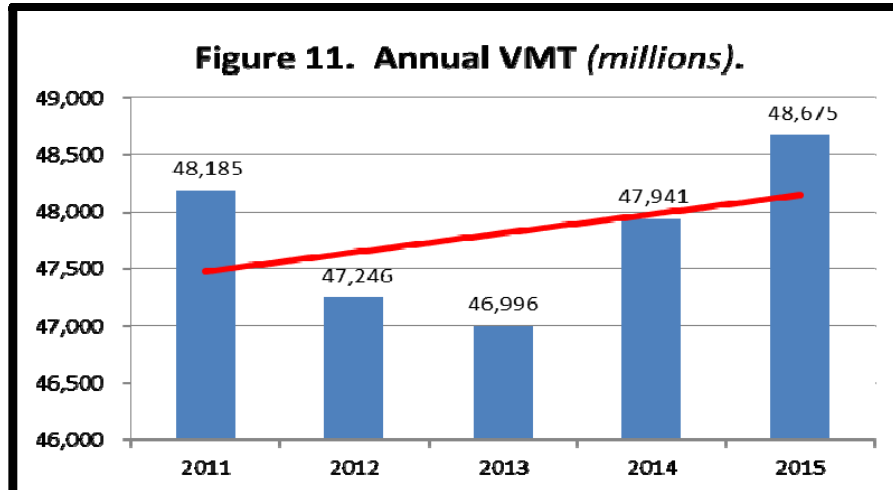
**Table 10. KY Size and Weight Program Performance from 2011-2015.**

KENTUCKY								
Trend Analysis of Enforcement Measures								
	2010	2011	2012	2013	2014	2015	Forecast/Comments/Analysis	
<b>TRAVEL MEASURES:</b>								
Annual VMT (Millions)	48,057	48,185	47,246	46,996	47,941	48,675	HPMS Extent & Travel Report, Total x 365	
Rural	27,776	27,886	27,291	27,172	25,706	26,132	HPMS Extent & Travel Report, Total x 365	
% Change		0.40%	-2.13%	-0.44%	-5.40%	1.66%		
Urban	20,291	20,175	19,955	19,824	22,235	22,543	HPMS Extent & Travel Report, Total x 365	
% Change		-0.57%	-1.09%	-0.66%	12.16%	1.38%		
<b>Interstate VMT (Millions)</b>								
Rural	6875	7,343	7,094	7,148	7,259	7,965	HPMS Ext & Travel (rural & urban) x 365	
% Change		6.81%	-3.39%	0.76%	1.55%	9.73%		
Urban	6178	6,054	5,971	6,034	6,338	6,604	HPMS Ext & Travel (rural & urban) x 365	
% Change		-2.01%	-1.37%	1.06%	5.04%	4.19%		
<b>Percent Trucks</b>								
Rural	16.1	14.1	13.6	14.2	14.8	12.3	HIS data from KYTC	
% Change		-12.42%	-3.55%	4.41%	4.23%	-16.89%		
Urban	10.6	8.8	10.6	9.3	8.7	7.6	HIS data from KYTC	
% Change		-16.98%	20.45%	-12.26%	-6.45%	-12.64%		
<b>REGISTRATIONS &amp; FUEL:</b>								
Truck-Trailer Registrations	27,415	30,075	30,642	30,009	29,841	20,805	KYTC Vehicle Reg (Jan-Dec)	
% Change		9.70%	1.89%	-2.07%	-0.56%	-30.28%	(interstate only in 15)	
Special Fuel Use (1,000s/Gal.)	785,918	773,104	767,628	741,939	801,861	772,710	KYTC Division of Accounts	
% Change		-1.63%	-0.71%	-3.35%	8.08%	-3.64%		
<b>CONDITION &amp; SAFETY:</b>								
Interstate IRI (Percent)	77	84.2	92.4	92.2	91.3	87.8	HPMS IRI on FA Highways; VMT < 95	
% Change		9.35%	9.74%	-0.22%	-0.98%	-3.83%		
Interstate Fatalities	86	62	69	70	74	108	KTC/KSP Annual Safety Report (K.Agent)	
% Change		-27.91%	11.29%	1.45%	5.71%	45.95%		
<b>MEASURES OF ACTIVITY:</b>								
<b>Trucks Weighed</b>							Forecast	Comments
Fixed Static Scales	119,421	103,191	115,232	98,573	108,692	118,308	110,866	106,518 - 110,866
% Change		-13.59%	11.67%	-14.46%	10.27%	8.85%	-6.29%	
WIM Scales	4,320,598	4,655,087	4,487,575	3,465,192	3,379,668	3,676,736	3,447,261	3,312,075 - 3,447,261
% Change		7.74%	-3.60%	-22.78%	-2.47%	8.79%	-6.24%	
Portable Scales	4,286	5,001	7,004	6,381	5,323	5,065	5,589	(5,057 - 5,589)
% Change		16.68%	40.05%	-8.89%	-16.58%	-4.85%	10.35%	No goal set; assumed +/- 5%
Semi-Portable Scales	455	1,559	1,333	5,769	4,345	4,445	4,562	4,128 - 4,562
% Change		242.64%	-14.50%	332.78%	-24.68%	2.30%	2.64%	
<b>Total</b>	<b>4,444,760</b>	<b>4,764,838</b>	<b>4,611,144</b>	<b>3,575,915</b>	<b>3,498,028</b>	<b>3,804,554</b>	<b>3,568,278</b>	NOTE: assumed portable
% Change		7.20%	-3.23%	-22.45%	-2.18%	8.76%	-6.21%	
<b>Citations Issued:</b>							Forecast	Comments
Axle	2,430	1,863	1,834	1,414	1,315	1,668	NA	Objectives are not set for
Gross Weight	917	787	837	677	592	619	NA	a number of citations; this
Bridge Formula	7	-	-	15	7	6	NA	sounds like a "quota".
Non-Specific	-	-	-	-	-	0	NA	<b>Not defined</b>
Total	3,354	2,650	2,671	2,106	1,914	2,293	NA	
% Change		-20.99%	0.79%	-21.15%	-9.12%	19.80%	NA	
Oversize	691	721	573	308	396	322	NA	
% Change		4.34%	-20.53%	-46.25%	28.57%	-18.69%	NA	
<b>Total Citations</b>	<b>4,045</b>	<b>3,371</b>	<b>3,244</b>	<b>2,414</b>	<b>2,310</b>	<b>2,615</b>	NA	
% Change		-16.66%	-3.77%	-25.59%	-4.31%	13.20%	NA	
Citations/Weighed Ratio	0.00	0.00	0.00	0.00	0.00	0.00	NA	
% Change		-22.26%	-0.56%	-4.04%	-2.18%	0.07%	NA	
<b>Permits Issued:</b>								
Non-Divisible Trip	82,230	91,883	100,287	93,842	92,329	90,565	NA	
Non-Divisible Annual	4,096	4,877	5,242	4,689	4,590	5,219	NA	
Divisible Trip	-	-	-	-	-	-	NA	
Divisible Annual	-	-	248	879	832	974	NA	
<b>Total Permits</b>	<b>86,326</b>	<b>96,760</b>	<b>105,777</b>	<b>99,410</b>	<b>97,751</b>	<b>96,758</b>	-	
% Change		12.09%	9.32%	-6.02%	-1.67%	-1.02%	-100.00%	
<b>Number of Enforcement Agencies:</b>								
	1	1	1	1	1	1	1	
% Change		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>Staffing Levels:</b>								
	174	174	151	148	165	130	130	
% Change		0.00%	-13.22%	-1.99%	11.49%	-21.21%	0.00%	
<b>Funding:</b>								
Facilities	5,298,514	4,919,967	6,967,388	5,039,188	3,327,970	4,377,125	5,721,200	KSP - Utilities, Vehicles, etc
Personnel	15,072,800	15,200,000	13,700,000	12,900,000	12,817,081	12,683,034	10,713,000	2016 Budget
<b>Total Funding</b>	<b>20,371,314</b>	<b>20,119,967</b>	<b>20,667,388</b>	<b>17,939,188</b>	<b>16,145,051</b>	<b>17,060,159</b>	<b>16,434,200</b>	State Yr
% Change		-1.23%	2.72%	-13.20%	-10.00%	5.67%	-3.67%	



## VMT

Figure 11 is a graph of Vehicle Miles Traveled (VMT) over a five year period, and a linear trend line was applied. The graph shows that VMT has varied over the five years with declines from 2011-2013. However, in 2014 and 2015 the Annual VMT showed a significant increase.



## WEIGHS

Graphs were also created for each type of weigh scale using five years of data. A linear trend line was applied to each graph.

Figure 12 shows over the past five years that static scale weighs have increased.

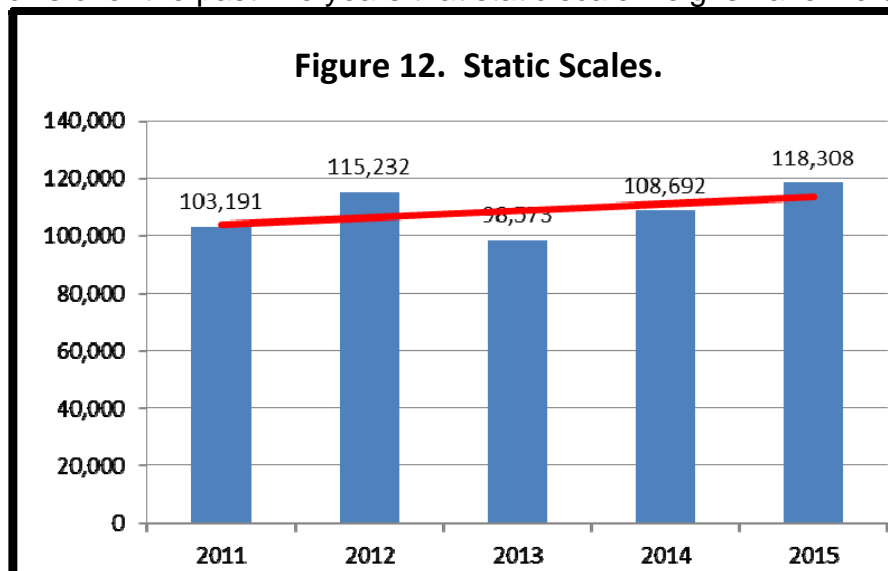






Figure 13 shows that WIM scale weighs have declined over the past five years, but there was an increase in 2015.

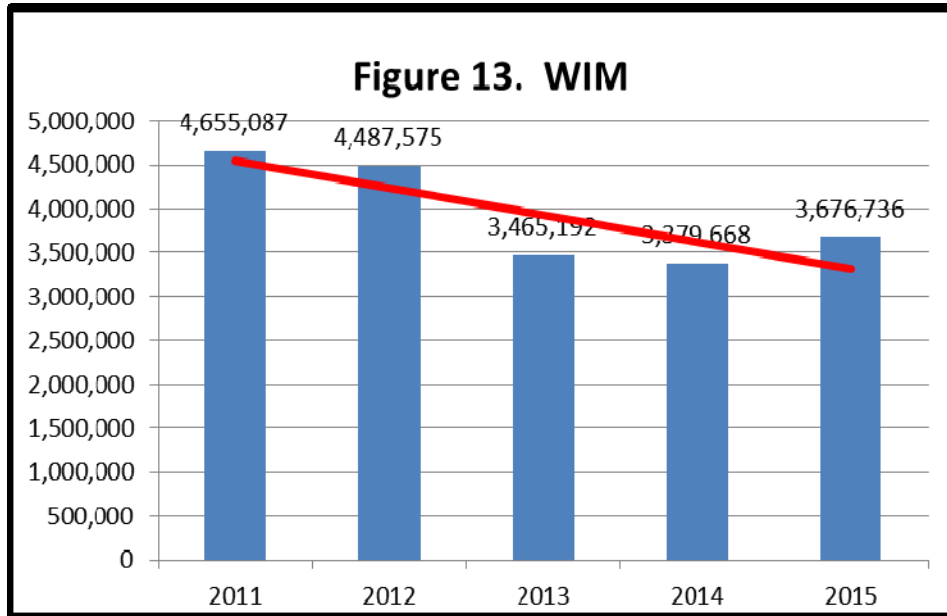


Figure 14 shows a steady decline in portable weighs over the last four years.

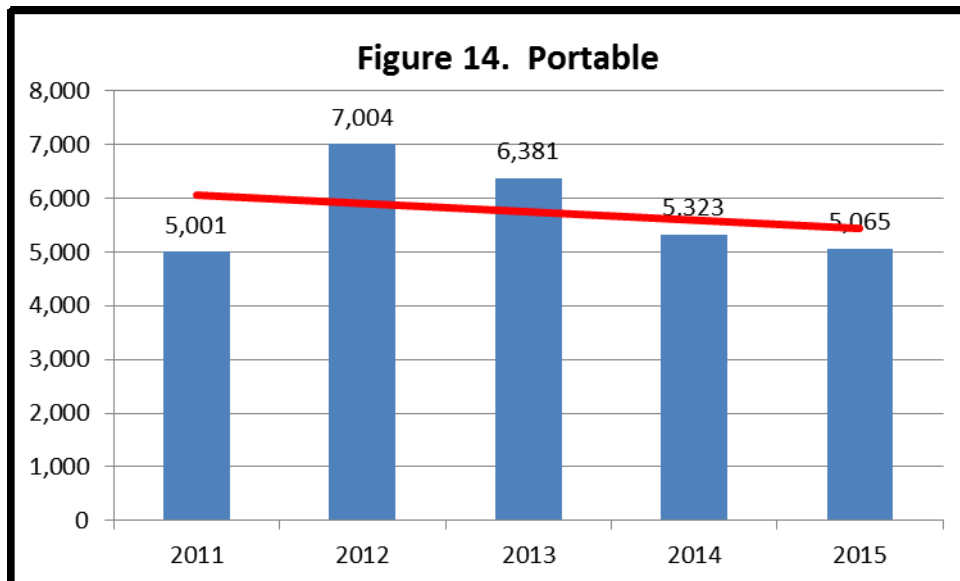
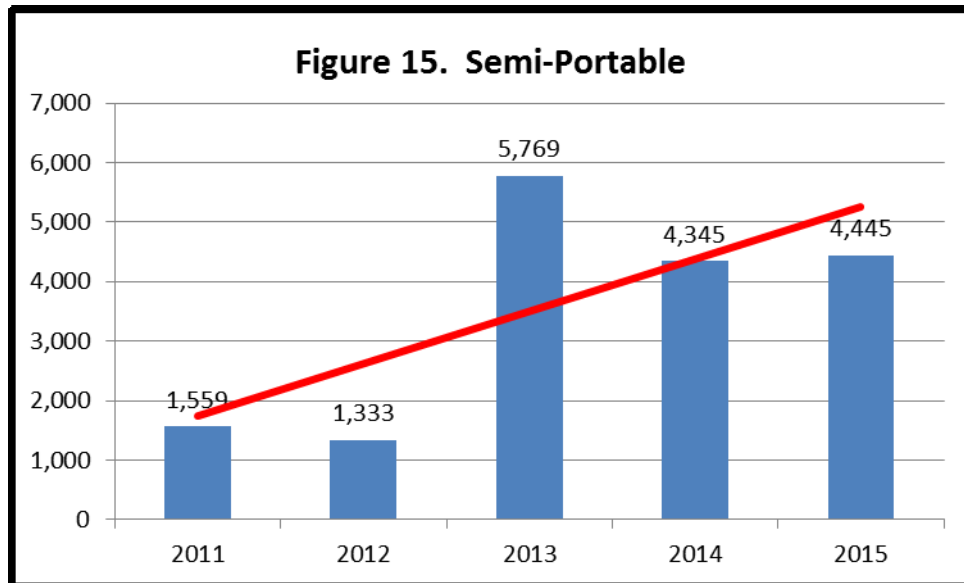






Figure 15 shows an increase in semi portable scale weighs over the five year span. The increase is attributed to the KSP effort to improve those numbers. 2015 shows only a slight increase.





## CITATIONS

Citations were also examined. A graph was created for each type of citation issued using five years of data. A linear trend line was applied to each graph.

Figure 16 shows a decline in citations for axle violations over the five year span,

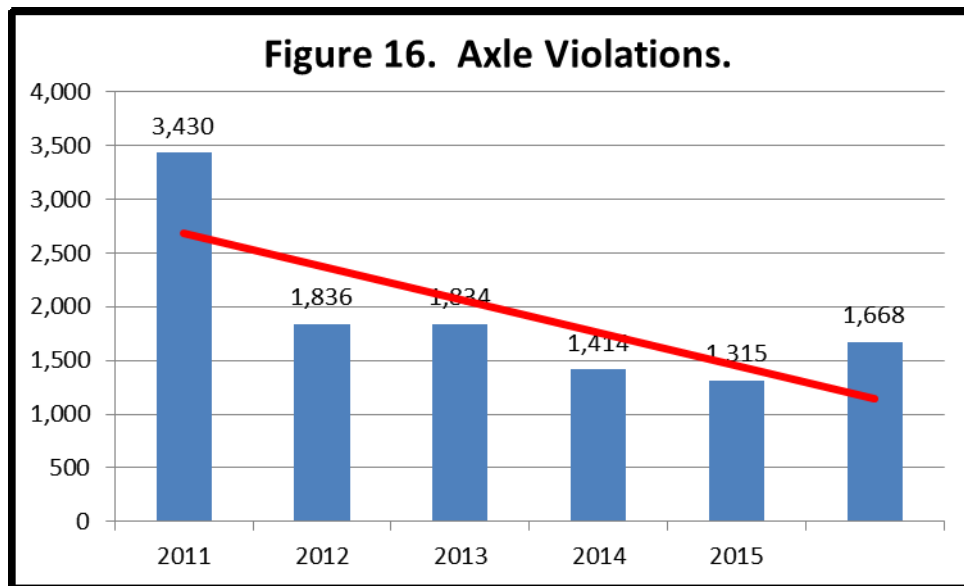
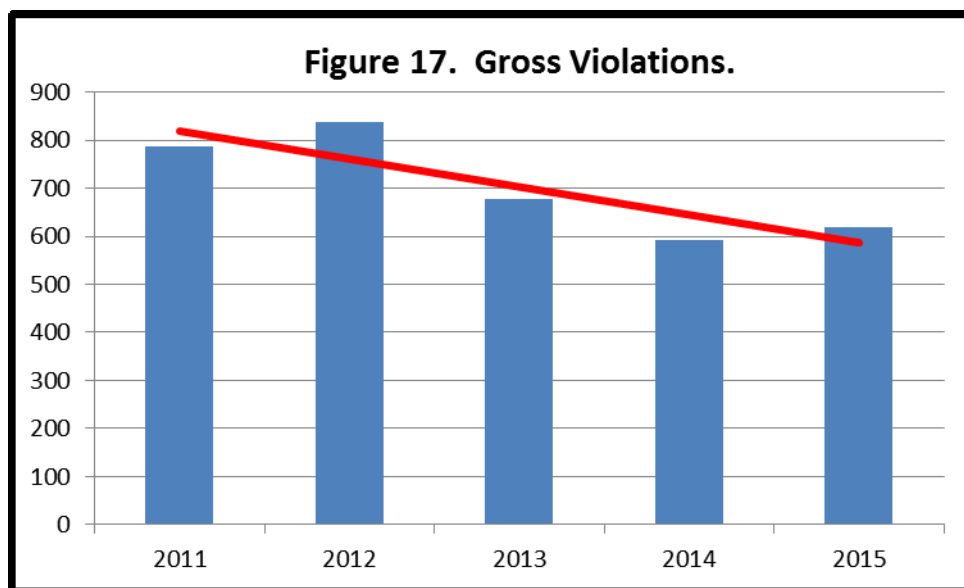
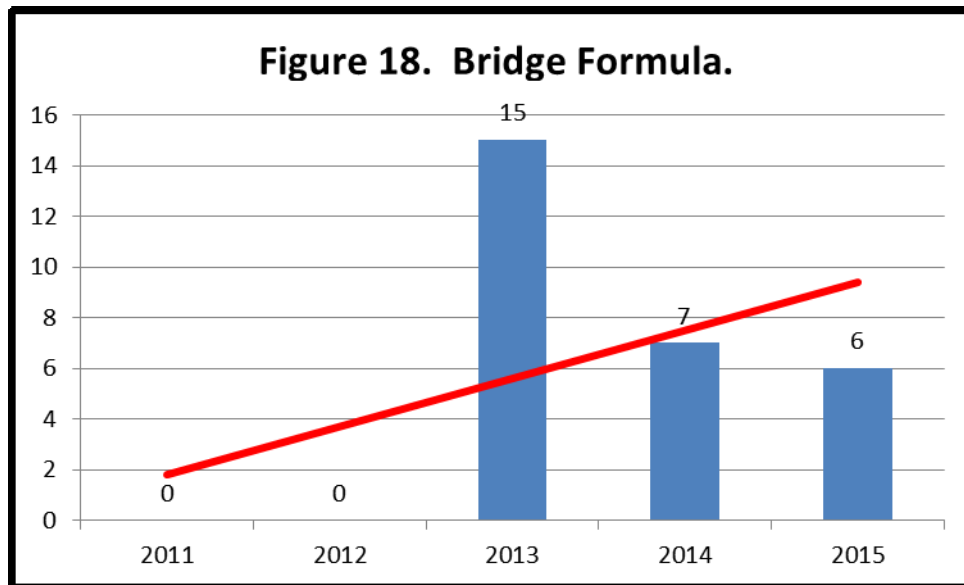


Figure 17 shows a decline in citations for gross violations over the five year span.





The trend line in Figure 18 shows an incline in bridge citations, but is misleading and not reflective of actual activity. There has been little to no activity. There were two years with zero citations. In 2013, increased enforcement efforts concerning the federal bridge law resulted in an increase in citations, doubling the number to 15 citations.



Kentucky does enforce bridge load posting signs, but there is no local government enforcement. There has been no public outreach on Bridge Load Postings by either KSP or KYTC. KYTC has a database with bridge load ratings, but it is not available to the public at this time. However, KYTC plans to have a public website sometime in the future.

In December 2013, FHWA sent out a memo requesting that each State calculate a bridge load ratings for each of the four AASHTO Specialized Hauling Vehicles (SHV) trucks for each bridge in the State's inventory. The deadline for completion is December 2022. KYTC is in the process of calculating these loads, but currently only has about eight percent (8%) complete.



Figure 19 shows a decline in oversize citations during the five year span.

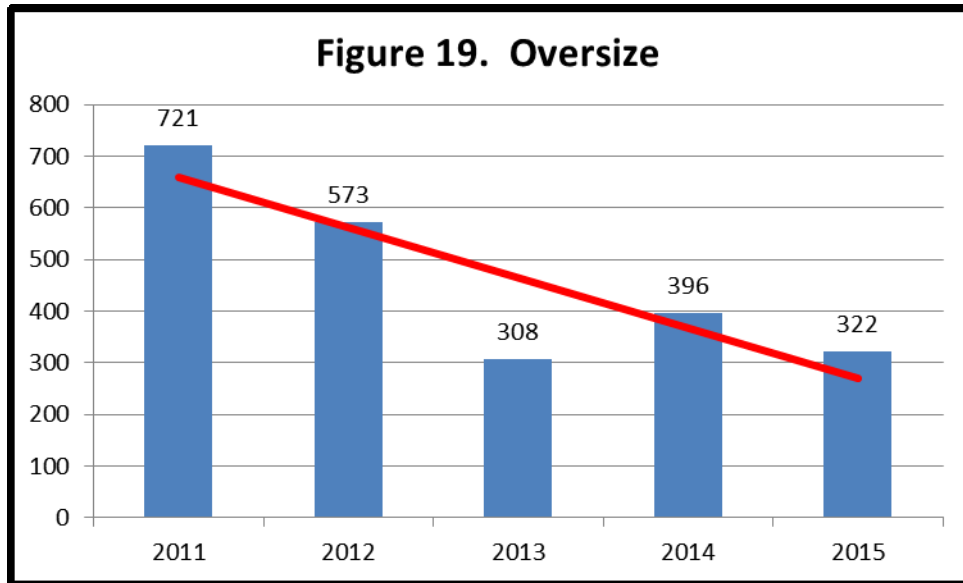
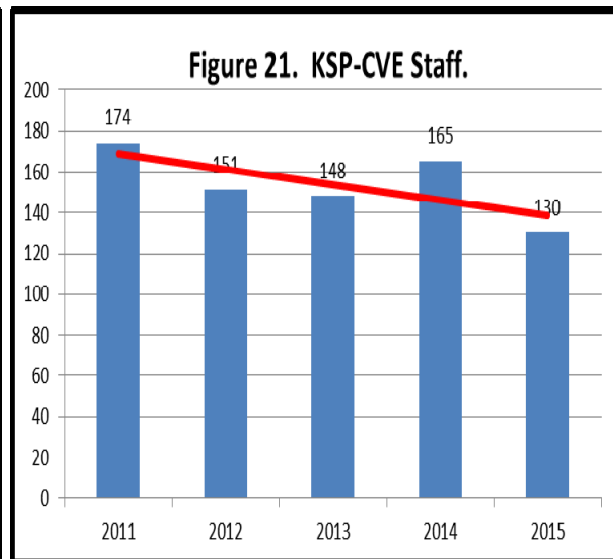
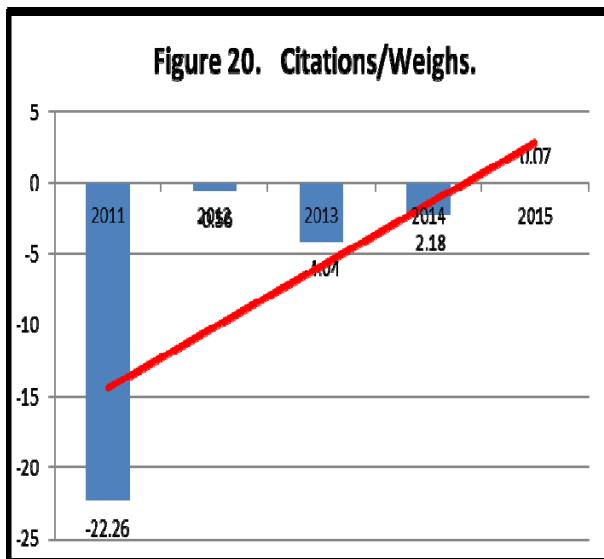


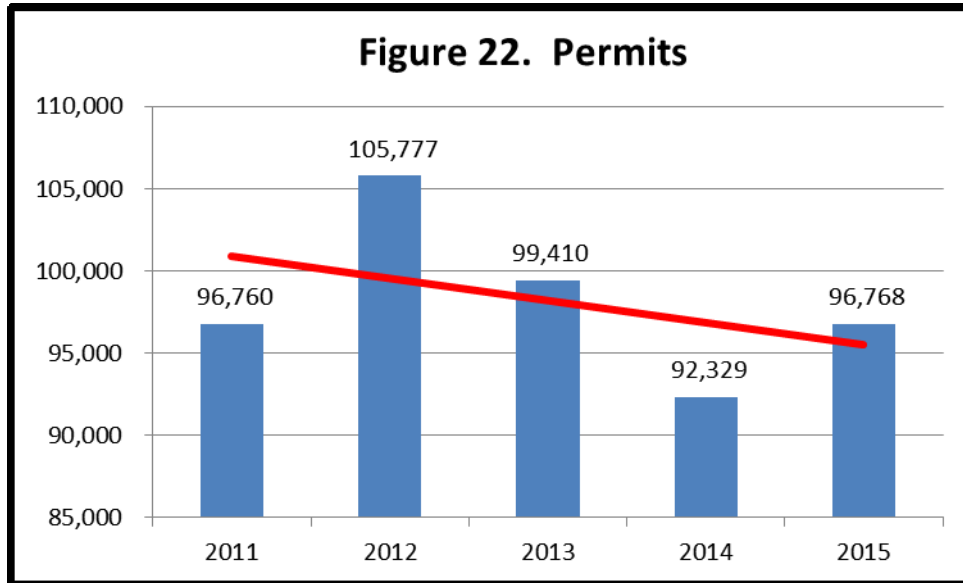
Figure 20 compares the number of citations to the number of weighs. Over the five year span this ratio has continually increased. However, the overall increase in citations and weighs, does not correlate to the decline in staffing as seen in Figure 21.





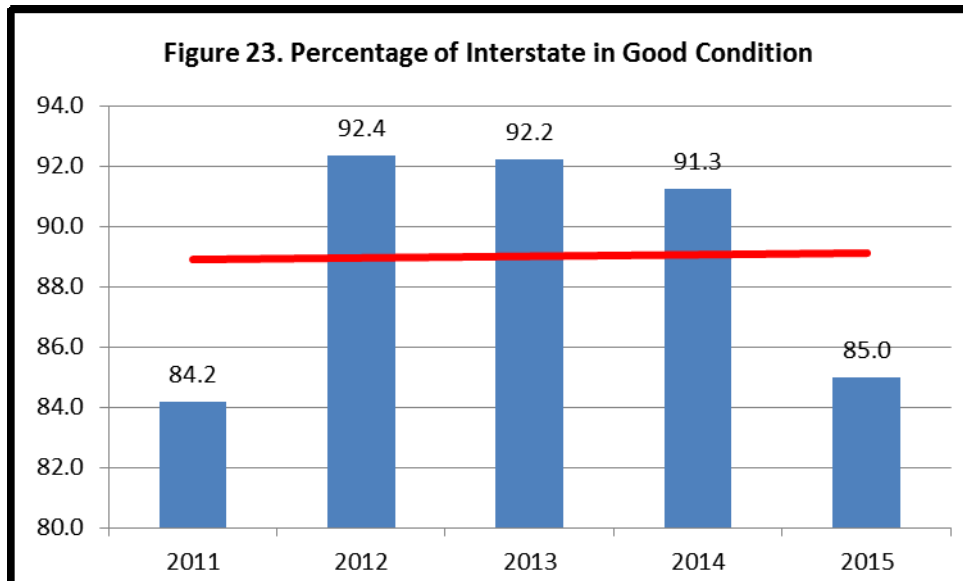
## PERMITS

Figure 22 shows a decline in the number of permits issued over the past five years.



## CONDITION

Figure 23 addresses the percentage of interstate miles in good condition (IRI < 95). The trend line is misleading as the number over the past 4 years have been declining.





## **SAFETY**

The KY Transportation Center's report "2015 KY Traffic Collision Facts" reported (<http://transportation.ky.gov/Highway-Safety/Pages/Traffic-Collision-Facts-Book.aspx>) 136,338 crashes on public roads in 2015. 6.75% of those crashes involved trucks.

694 out of the 136,338 were fatal crashes. 13% of those involved trucks (Table 11).

<b>Table 11. No of Crashes on Public Roads in 2015</b>			
<b>Crash Type</b>	<b>Total All Vehicles</b>	<b>Total Trucks</b>	<b>Trucks %</b>
Fatal	694	90	12.97
Non-Fatal	23,803	1,396	5.86
Damage Only	111,841	7,710	6.89
<b>TOTAL</b>	<b>136,338</b>	<b>9,196</b>	<b>6.75</b>

Oversized loads, and overweight trucks were listed as contributing vehicular factors and recorded on collision reports. Overweight vehicles were involved in 3.39% of the fatal crashes that occurred, according to the numbers provided in a table within the previously mentioned KTC report (see Table 12).

<b>Table 12. Contributing Factors</b>				
<b>Year</b>	<b>No. Trucks Involved Fatal Crashes</b>	<b>%</b>	<b>No. Truck Involved Injury Crashes</b>	<b>%</b>
Oversized	0	0	5	0.32
Overweight	4	3.39	1	0.06





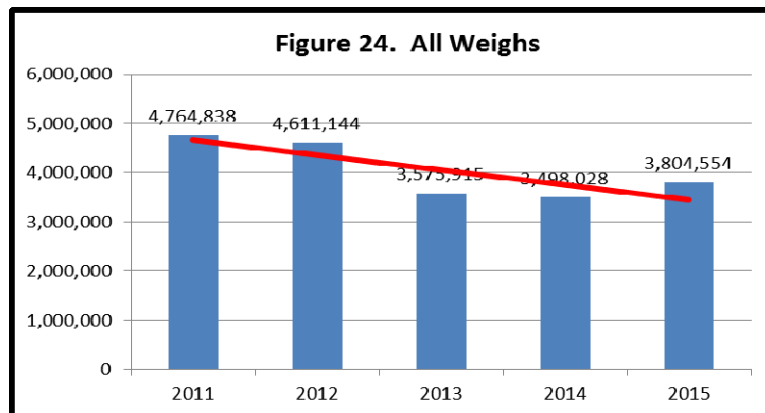
## 4. Program Observations and Recommendations

**Observation #1:** Kentucky's VSW program has declined over the past 5 years, but made improvements in 2015.

### Weighs:

The trend line in Figure 24 indicates a declining number of weighs over the past five years. However, there was an 8.76% increase in weighs in 2015.

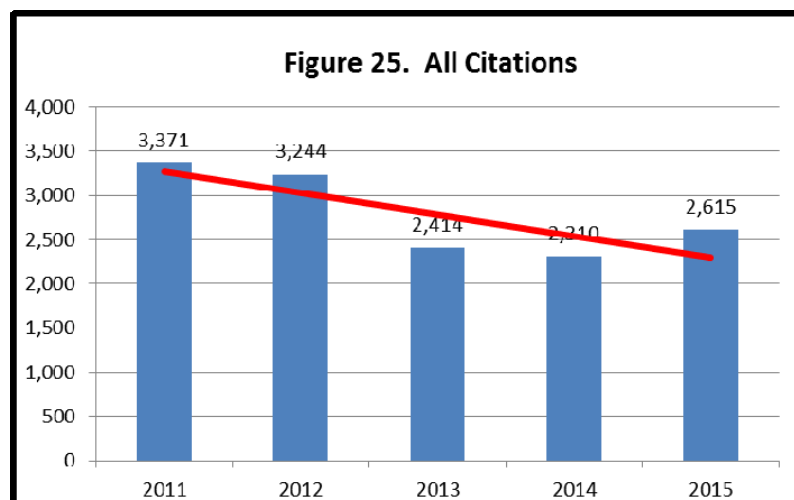
2011: 4.76 M    2012: 4.61 M    2013: 3.58 M    2014: 3.50 M    2015: 3.80 M



### Citations:

The trend line in Figure 25 indicates a declining number of citations over the past five years. However, there was a 15.69% increase in citations in 2015.

2011: 3,371    2012: 3,244    2013: 2,414    2014: 2,310    2015: 2,615





**Hours of Operation:**

Hours of operation at weigh stations have increased slightly over the past four years, but the number of open hours are still less than 8 hrs/day.

2012: <b>20% open</b> ; (4.8 hrs/day)	2014: <b>30.5% open</b> (7.3 hrs/day)
2013: <b>25% open</b> ; (6.0 hrs/day)	2015: <b>31.0% open</b> (7.4 hrs/day)

**Staffing:**

KSP-CVE staff numbers have declined over the last five years, although in 2014 there was an increase.

2011: **174**    2012: **151**    2013: **148**    2014: **165**    2015: **130**

**Funding:**

Funding for KSP-CVE VSW facilities (operations, vehicles, maintenance) have declined over the last five years.

2011: <b>\$4,169,967 (actual)</b>	2013: <b>\$4,289,188 (actual)</b>	2015: <b>\$5,731,200 (actual)</b>
2012: <b>\$6,217,388 (actual)</b>	2014: <b>\$4,832,600 (actual)</b>	

Funding for KYTC VSW maintenance activities has remained constant for the past five years at \$750,000/year. This money is divided between 14 Weigh Stations, 4 Truck Rest Havens, and 24 Rest Area/Welcome Centers.

**Facilities:**

VSW facility conditions are falling into disrepair. Three facilities are inadequate and result in traffic backing up onto the mainline, and create safety hazards for the traveling public.

**SEP Goals:**

Short Term Goals 2, 3, and 7 were not met.  
Medium Term Goals: Only 1 and 3 were met, one is on-going.  
Long Term Goals: All are on-going.

**Recommendation #1:**

Lack of funding appears to be the root of all the problems. No funding for staffing, repairs, maintenance, etc. Therefore, it is recommended that both KSP-CVE and KYTC share this information with the Legislature in an effort to receive more funding.

**Compliance Issue (if any):** N/A

**Resolution (if any):** N/A



**Observation #2: VSW facilities need to be modernized and maintained.**

The three original weigh stations (Hardin, Rowan, and Shelby) dating to the original construction of the interstate, are no longer adequate for the volume of traffic.

- The ramps are too short for safe operation. Excessive bypassing of the scale is necessary to avoid traffic backup on the mainline.
- The stations have to be closed so that overweight trucks can be backed up onto the ramp and weighed.
- Of the three, only the Hardin County weigh station has been considered for relocation and rebuilding. However, that **action has been proposed for the last 16 years. Only the design phase has advanced**, see Table 13 for details.

**Table 13. Historical listing of Hardin County weigh station in STIP.**

Item Number 4-286.1 Hardin County MP 81.95-82.05				
STIP	Design	ROW	Utility	Construction
2000-2006				IM, \$6,300,000 in 2004
2003-2008				IM, \$7,000,000 in 2004
2005-2007	IM, \$350,000 in 2007	(* project)		
2006-2010	IM, \$350,000 in 2007	IM, \$75,000 in 2008	IM, \$100,000 in 2008	IM, \$8,500,000 in 2009
2011-2014	IM, \$370,000 in 2011	IM, \$90,000 in 2013	IM, \$110,000 in 2014	IM, \$9,570,000 in 2014
2013-2016	IM, \$370,000 in 2015			
2015-2018	IM, \$550,000 in 2015			

It was thought that the Ring Road Extension project in Hardin County would probably go through the existing weigh station and the station would be moved. KSP-CVE and KYTC agree that the best location would be at the existing vacant lot where the rest area used to be in Sonora. It would capture I-65 traffic and Martha Lane Collins/Blue Grass Parkway Traffic as well. It would also be less expensive as the property and Right-Of-Way already belongs to KYTC (recommended by consultant, QK4). However, the Ring Road Extension project has been put on hold and so has the Hardin County Weigh Station project.

**Recommendation #2:** KSP-CVE and KYTC should commit to making improvements to the enforcement infrastructure. It is strongly recommended that the prioritized list of needs contained in Table 3 of this report be utilized to implement the changes required to operate at an optimal level.

**Compliance Issue (if any):** N/A

**Resolution (if any):** N/A



**Observation #3: VSW equipment needs to be maintained and updated.**

KYTC's 2015 budget for repair and maintenance of 14 weigh stations, 4 truck havens, and 24 rest area/welcome centers was \$750,000. This budget has not increased in the last five years, and equipment needs are going unmet.

- Height detection equipment has not worked in many years.
- The platform scales, purchased in 2004 and 2005, are maintenance intensive and need to be replaced. The technology used for these scales included wiring that can be broken in transportation and/or when used. Newer scale technology is wireless and have lighter weight platforms.
- KSP would like to have new "Portable WIMs, approximately \$15,000 each

**Recommendation #3:** Modernize and maintain equipment and facilities. Designate specific funding for weigh station equipment. Utilize the prioritized list of immediate needs contained in Table 3 of this report to prepare a budget request and implement the changes needed.

**Compliance Issue (if any):** N/A

**Resolution (if any):** N/A

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**Observation #4: Annual Certifications and SEPs are developed and signed by only one agency (KSP-CVE).**

Both KYTC and KSP-CVE need to work collaboratively to develop the SEP and to provide data for the annual certifications. Permits are issued by one office, citations are issued by another, and maintenance is by another. Interaction between the various partners is limited. This is an on-going problem. There is no MOA that specifically identifies that lead agency, and defines roles and responsibilities for each agency involved in the VSW program.

**Recommendation #4:**

- An MOA should be developed between KYTC and KSP to define roles and responsibilities.
- KSP and KYTC should jointly develop the KY SEP and budget requests.
- As recommended in for the past three years, communication between the KSP-CVE and KYTC needs to be expanded and improved. Quarterly meetings should be held.

**Compliance Issue (if any):** N/A

**Resolution (if any):** N/A



**Observation #5: Pavement and bridge condition data aren't being used to target enforcement activities.**

KSP-CVE targeted enforcement activities are based upon crash data (90%) and complaints (10%). KYTC data regarding weight enforcement needs (i.e. International Roughness Index (IRI) data, truck percentages, bridge condition, traffic counts, etc. on coal-haul roads, interstates, etc.) should be integrated into KSP enforcement efforts. Funding and staffing are in short supply therefore targeted enforcement strategies make economic sense.

**Recommendation #5:** Interaction between KYTC and KSP-CVE should also include discussions about targeted areas based on pavement and bridge condition data.

**Compliance Issue (if any):** N/A      **Resolution (if any):** N/A

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**Observation #6: 2600 bridges in KY are not load rated, but permits continue to be issued.**

KYTC issues overweight permits for vehicles depending upon the vehicle weight and/or function. If a request is made for a “superload”, a vehicle weighing over 200,000 lbs, then that application is individually evaluated by the KYTC Division of Maintenance’s Bridge Branch. However, there are vehicles that are not superloads and they could be traveling over bridges that have not been load rated. This could be a potentially dangerous situation.

**Vehicles weighing less than 200,000 lbs**

Vehicles weighing less than 200,000 lbs are issued permits based on individual situations, depending on roadway, load, traffic patterns, etc. KYTC verifies weigh classification and route log for all overweight/ over dimensional permit requests against the load rating chapter in the *KY Bridge Inspection Procedures* manual (updated 2013).

However, there are 2,600 bridge structures (bridges and culverts as of 9/3/14) that have not been load rated and therefore permits cannot be checked for those structures. Load limits do exist but they are based on design loading.

**Vehicles weighing equal to or over more than 200,000 lbs**

Vehicles equal to or over 200,000 lbs, referred to as “superloads”, are evaluated by the KYTC Division of Maintenance’s Bridge branch using Bentley Superload software for the majority of calculations, and Bentley LARS/Modeler software for custom analysis. The number of bridge load ratings and overweight permit requests has varied over the last few years.

2012: **243**    2013: **320**    2014: **292**    2015: **195**    2016: **248** to-date

**Recommendation #6:**

Additional funding and staffing is needed to complete the data acquisition necessary to issue permits. This data is also needed for the proposed implementation of an automated permitting system. It is further recommended that a champion be found within the KYTC to assist in these efforts.

Continue to meet National Bridge Inspection Standards (NBIS) and load rate all bridges. Until all the bridge load ratings are complete, it is recommended that KYTC’s GIS be used to check bridge load ratings for overweight permits.

**Compliance Issue (if any):** FHWA has required that all bridge load ratings be completed by 2017.

**Resolution (if any):** N/A





**Observation #7: Blanket annual permits are issued that might allow overweight vehicles on restricted roadways.**

KYTC issues “annual” permits to vehicles that weigh between 80,000 and 160,000 pounds and they are good for 365 days from the date of issuance for those trucks driving on the Kentucky Designated Truck Network. Figure 26 shows a general view of the National Truck Network in Kentucky. A detailed listing of roads can be found at <http://transportation.ky.gov/Planning/Pages/National-Truck-Network.aspx>. Table 14 lists the different types of annual permits issued in Kentucky and the associated fees (KRS 189.270, KRS 189.271, KRS 189.2715, KRS 189.2717).

**Table 14. Annual permits types in KY.**

Annual Permits	Fee
Non-divisible (< 14' wide)	\$250
Non-divisible (14' - 16' wide)	\$500
Steel (150 mile limit - routes required) <i>Effective: 07/12/12</i>	\$250
Steel (statewide - routes required) <i>Effective: 07/12/12</i>	\$500
Farm (< 14' wide)	\$80
Farm (14' - 16' wide)	\$150
Industrial Haul	\$20

As the Truck Network in Kentucky covers the majority of the State it is possible that some vehicles are exceeding the maximum allowable weight load for certain roads. For example, the Class AAA, AA, and A highways have the following limits (Table 15) (<http://www.lrc.ky.gov/kar/603/005/066.htm>):

**Table 15. Weight limits by Highway Class.**

Highway Class	Max Allowable Gross Weight
AAA	80,000
AA	62,000
A	44,000

KYTC is still working towards implementation of an automated permitting system. The proposed system will require annual permit holders to check a route prior to traveling on an annual permit.

KYTC has been working to implement a Bentley desktop GIS system, but it is not operational at this point. KYTC continues to have problems with missing data. KYTC is in the process of collecting the missing HIS data elements (i.e. road segments, classifications, height and width clearances, turning radii, bridge load ratings) in order to have complete maps before going live with the new system. A research project titled, “Improving overweight/over-dimensional logistics and truck routing procedures” is underway in an effort to get an automated permitting system started

**Recommendation #7:**

Additional funding and staffing is needed to complete the data acquisition necessary to issue permits. This data is also needed for the proposed implementation of an automated permitting system. It is further recommended that a champion be found within the KYTC to assist in these efforts.

**Compliance Issue (if any):** N/A

**Resolution (if any):** N/A

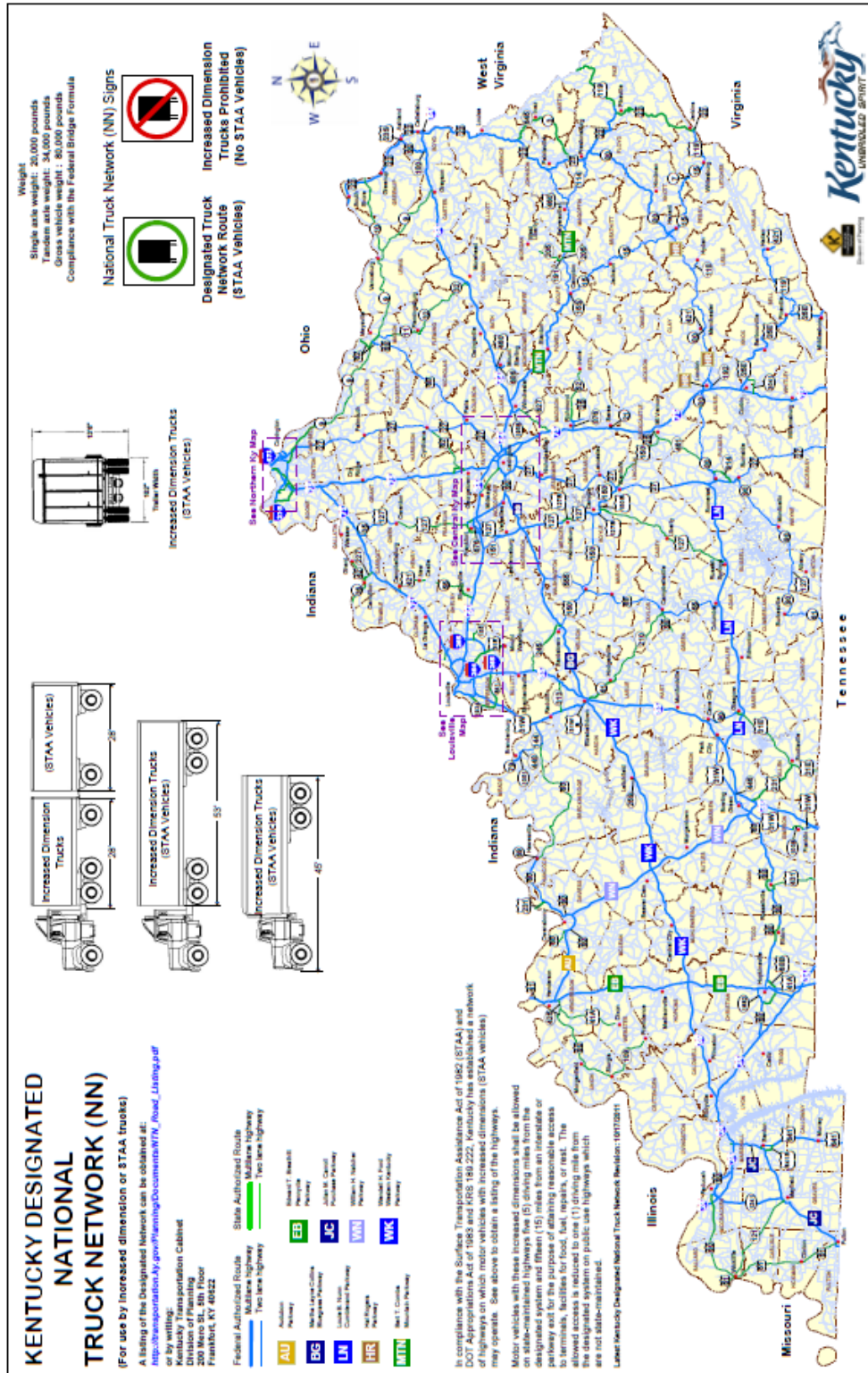


Figure 26. KY Designated National Truck Network.



**Observation #8: Permits being issued without current bridge height data, resulting in bridge strikes which cause infrastructure damage.**

Bridge strikes are not uncommon in Kentucky. Some are minor and cause minimal damage, like the one shown in Figure 27 which occurred right outside KYTC's District 7 office. Other strikes have been more destructive, like the one that occurred in Elizabethtown on the Western KY Parkway in 2012. That particular strike did so much damage that the overpass had to be torn down and rebuilt, see Figures 28 and 29.

Permits are written based on available data in the FHWA bridge management software tool, Bridge Management (BrM). If a roadway is resurfaced, the height distance could be shortened by several inches. If that information is not current, then permits could be written that do not reflect actual conditions. It was noted that KYTC has a safety margin built into their permitting system, providing a safety net of approximately three inches. However, if multiple overlays are not coded into the database, permits could be issued that would leave the State at fault should a bridge strike occur on the route for which the erroneous permit was issued.

Under rare and unusual circumstances, permits are written that only allow use of a particular lane. However, that becomes a problem when that specified lane is being repaved. For example, Figure 30 shows a sloping bridge that has a different height per lane. The high point on an arched bridge is the middle lane, see example in Figure 31.

A study was conducted by the Kentucky Transportation Center, "Feasibility of implementing a Civil Penalty Size and Weight program" and completed in 2015. Some data from this study might provide an answer as to why so many strikes occur. It is thought that many of the overweight and over dimension citations are

thrown out of court, thus resulting in minor inconveniences for fleet owners.

**Recommendation #8:** KYTC should conduct a study to determine the causes of strikes and prevention methodologies. Repair/replace height detection equipment.

Additional funding and staffing is needed to complete the data acquisition necessary to issue permits. This data is also needed for the proposed implementation of an automated



Figure 27. Minor bridge strike near District 7.



Figure 28. Bridge Strike on Western KY Parkway in 2012 caused major damage.



Figure 29. View of bridge Strike in Elizabethtown from underneath.



Figure 30. Bridge height is different in different lanes.



Figure 31. Permitting for a specific lane can be a problem when a roadway is being repaved.



permitting system. It is further recommended that a champion be found within the KYTC to assist in these efforts.

**Compliance Issue (if any):** N/A

**Resolution (if any):** N/A

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**Observation #9: VSW fines are not used to repair damage caused by offense.**

In Kentucky, fines and court costs do not go toward damage caused by the offense or to supplement enforcement, and that the fines are antiquated and therefore do not provide a credible deterrent which is further degraded by numerous dismissals of the citations.

KYTC requested that a research study be conducted by KTC to determine the feasibility of implementing a Civil Penalty Size and Weight program that could provide additional income for the Size and Weight program. This study will include specifics about the amount of money that is currently collected by the court system for citations written. The study was initiated in July 2013 and it is on-going. Final report is expected in 2015.

**Recommendation #9:** Present results of KTC study that was completed in 2015 to the Secretary of Transportation and the KY State Legislature.

**Compliance Issue (if any):** N/A

**Resolution (if any):** N/A

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## 5. Successful Practices

Kentucky's Automated Truck Screening (KATS) system was accorded the "2015 President's Award for Research" by the American Association of State Highway and Transportation Officials (AASHTO). Prior to that, the KATS system was named the "2014 Project of the Year" by the Intelligent Transportation Society of the Midwest.

**FFY2015** initiatives that were completed include:

- KATS systems were added at Hardin, Henderson, and Rowan County stations.
- VWS on US 25 went into operation.
- VWS on US 25's IISRIS system was adjusted so that it now operates as part of the KATS system.
- Kentucky Transportation Center's research report, "Feasibility of implementing a Civil Penalty Size and Weight program" was completed.
- WIM upgrades were made on Boone, Kenton, Lyon E, Lyon W, Simpson, and Henderson Weigh Stations (summer of 2015).
- Radiation equipment was removed; empty cases are still in place.

**FFY 2016** anticipated initiatives include:

- New height detection equipment will be installed at 6 locations, and upgrades will be made at 6 of the permanent weigh station. Floyd or Fulton stations will not have height detection equipment.
- Kentucky Transportation Center's research report, "Improving Overweight/Over-Dimensional Logistics and Truck Routing Procedures" will be started.

**FFY 2017** anticipated initiatives include:

- Kentucky Transportation Center's research report, "Improving Overweight/Over-Dimensional Logistics and Truck Routing Procedures" will be completed.
- Install thermal image cameras at the Lyon County facilities.
- The Rowan County weigh station was originally constructed in the mid-1960's. It is hoped that the building and scale equipment will be replaced in 2017.



## 6. Conclusion

Kentucky's 2015 Commercial Vehicle Size and Weight program was reviewed and found to be in **substantial compliance** with the requirements of 23 CFR Part 657. This finding was based on the annual SEP, Certification, and Evaluation Report. Several areas of concern were noted:

### Weights:

There has been a declining number of weighs over the past five years. However, there was an 8.76% increase in weighs in 2015.

2011: **4.76 M**    2012: **4.61 M**    2013: **3.58 M**    2014: **3.50 M**    2015: 3.80 M

### Citations:

There has been a declining number of citations over the past five years. However, there was a 15.69% increase in citations in 2015.

2011: **3,371**    2012: **3,244**    2013: **2,414**    2014: **2,310**    2015: **2,615**

### Hours of Operation:

Hours of operation at weigh stations increased slightly, but still less than 8 hrs/day.

2012: **20% open**; (4.8 hrs/day)                      2014: **30.5% open**; (7.3 hrs/day)  
2013: **25% open**; (6.0 hrs/day)                      2015: **31.0% open**; (7.4 hrs/day)

### Staffing:

KSP-CVE staff numbers have declined over the last five years, although in 2014 there was an increase, but the number quickly fell again in 2015.

2011: **174**    2012: **151**    2013: **148**    2014: **165**    2015: **130**

### Funding:

Funding for KSP-CVE VSW facilities (operations, vehicles, maintenance) have declined over the last five years. Actual funding is reflected below:

2011: **\$4,919,967**                      2012: **\$6,967,388**                      2013: **\$5,039,188**  
2014: **\$3,327,970**                      2015: **\$4,377,125**

Funding for KYTC VSW maintenance activities has remained constant for the past five years at \$750,000/year. This money is divided between 14 Weigh Stations, 4 Truck Rest Havens, and 24 Rest Area/Welcome Centers.





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**Facilities:**

VSW facility conditions are falling into disrepair. Three facilities are inadequate and result in traffic backing up onto the mainline, and create safety hazards for the traveling public.

This VSW program review was conducted in cooperation with:

- **Kentucky Justice and Public Safety Cabinet**
  - Department of Kentucky State Police
    - *Division of Commercial Vehicle Enforcement (KSP-CVE)*
  
- **Kentucky Transportation Cabinet**
  - Department of Vehicle Regulation
    - *Division of Motor Carriers*
  - Department of Highways
    - *Division of Maintenance*
    - *Division of Traffic Operations*



## 7. Glossary

### **Electronic Screening**

Electronic screening (e-screening) is a technology that allows commercial vehicles to reduce the number of times the vehicle has to pull into a weigh station. Inside each participating vehicle there is a transponder that is read by another machine at the scale house. When the transponder is read, the vehicle's credentials are looked up in a relational database containing transponder, vehicle, and carrier information. If the transponder is enrolled in the e-screening program, then a signal is provided, red or green, dependent upon the preset parameters or the actions of enforcement staff at the station. If the signal is green then the vehicle can by-pass the weigh station. If it is a red signal, then the vehicle must pull into the weigh station.

### **Inspection Selection System (ISS)**

The Inspection Selection System (ISS) is a tool used by commercial vehicle inspectors to select vehicles for inspection. ISS is used to help determine which vehicles can by-pass the inspection site. Every motor carrier is assigned a score between 1-100. The ISS inspection value is used as one of the primary tools to screen motor carrier vehicles and determine if an inspection is warranted. The ISS uses the following guidance to determine if a vehicle should be pulled in for inspection.

If the ISS number is between:

75-100	Inspect
50-74	Optional
1-49	Pass

Prior to December 2010, the ISS-D (Inspection Selection System with Driver Conviction Data) score was based on a carrier's Federal Motor Carrier Safety Administration (FMCSA) SafeStat scores and was publically available. Scores between 75-100 were considered high and in the "red" zone. High scores indicate violations. The higher the score, the more likely a truck will be inspected. There were also yellow and green zones.

In December 2010, the FMCSA changed the ISS system to what is now called ISS-2010. The score is now based on a carrier's CSA scores and it is private. Scoring remains on a scale of 1-100, and there are still red, yellow, and green zones.



### **Portable Scales**

Portable scales (G1) are used to weigh vehicles that have not stopped at the scales. A scale is placed under each wheel attached to the same axle in order to determine the weight on that axle. A set of six scales per enforcement vehicle is optimal, as that allows all three axles to be weighed at the same time thus reducing stop time for both officer and trucker.

### **Semi-portable/Ramp Scales/Platform Scales**

Semi-portable scales are often referred to as ramp scales or platform scales (G2). The purpose for these scales is to provide weight enforcement away from the Static facilities; thereby allowing many more vehicles to be weighed at a given assignment location than can be accomplished with portable scales. They are made of stainless steel, sit above ground, and have ramped ends so that vehicles can easily drive onto them and be weighed.



**G1. Portable Scales.**



**G2. Semi-portable scales with ramp ends.**



### **Static Scales/Fixed Scales:**

Static Scales can be single-axle or multi-axle.

**Single-Axle Static Scales:** Single-Axle scales are often referred to as “Slow, Rollover Static Scales” and can weigh only one axle/tandem at a time (G3). They are usually located next to the scale house and trucks are required to stop in order for the scales to be used.

**Multi-Axle Static Scales:** Multi-Axle scales can weigh many axles at one time (G4.)



**G3. Single-axle scale in Fulton County. (Photo courtesy of David Hunsucker, KTC.)**



**G4. View of a multi-axle static scale.**

### **Virtual Weigh Stations**

A virtual weigh station (VWS) is usually located on a route parallel to a main corridor with permanent weigh stations. The purpose for VWS is to capture drivers trying to avoid permanent weigh stations, fees, and taxes. A VWS is monitored from a permanent weigh station and is equipped with a WIM scale and infrared lighting. The infrared lighting is used to identify vehicles at night.

### **Weigh-In-Motion Scales:**

A WIM scale allows vehicle enforcement officers to prescreen commercial vehicles and to sort those vehicles into the bypass lane or the static weigh lane. There are three types of WIMs: Ramp WIM, Static/WIM combination, and Mainline WIM.

**Ramp WIM:** The Ramp WIM is usually located on the weigh station’s entrance ramp. It prescreens the weight of the vehicle while it is traveling up the ramp towards the scale



house and can sort vehicles to a “bypass lane” if they are not overweight. This allows the vehicles to by-pass the scale house without stopping.

**Static/WIM combination scales:**

The Static/WIM combination scale is used at weigh stations that have only a single lane – no bypass lane. This rollover static scale is located adjacent to the scale house and vehicles slowly roll over the scale as the “prescreen test”. The weighing system automatically indicates which vehicles are overweight and must be parked; and the system prints an initial weight report. Citations cannot be issued from the initial report, so enforcement officers must close the station and clear all other trucks from the ramp in order to have the vehicle back up again onto the ramp and be weighed again – this time weighing each axles/tandem individually.

**Mainline WIM:** Mainline WIMs are placed in the actual driving lane. Locating a WIM in the driving lane removes the need for vehicles to pull off the road at all, thus saving drivers more time. These are used in conjunction with the e-screening program.



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## 8. Appendices



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## **Appendix A:**

### **23 CFR 657**





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## 23 CFR § 657

### § 657.1

#### Purpose.

To prescribe requirements for administering a program of vehicle size and weight enforcement on the Interstate System, and those routes which, prior to October 1, 1991, were designated as part of the Federal-aid primary, Federal-aid secondary, or Federal-aid urban systems, including the required annual certification by the State.

### § 657.3

#### Definitions.

Unless otherwise specified in this part, the definitions in 23 U.S.C. 101(a) are applicable to this part. As used in this part:

*Enforcing or Enforcement* means all actions by the State to obtain compliance with size and weight requirements by all vehicles operating on the Interstate System and those roads which, prior to October 1, 1991, were designated as part of the Federal-aid Primary, Federal-aid Secondary, or Federal-aid Urban Systems.

*Urbanized area* means an area with a population of 50,000 or more.

### § 657.5

#### Policy.

Federal Highway Administration (FHWA) policy is that each State enforce vehicle size and weight laws to assure that violations are discouraged and that vehicles traversing the highway system do not exceed the limits specified by law. These size and weight limits are based upon design specifications and safety considerations, and enforcement shall be developed and maintained both to prevent premature deterioration of the highway pavement and structures and to provide a safe driving environment.

### § 657.7

#### Objective.

The objective of this regulation is the development and operation by each State of an enforcement process which identifies vehicles of excessive size and weight and provides a systematic approach to eliminate violations and thus improve conditions.

### § 657.9

#### Formulation of a plan for enforcement.

(a) Each State shall develop a plan for the maintenance of an effective enforcement process. The plan shall describe the procedures, resources, and facilities which the State intends to devote to the enforcement of its vehicle size and weight laws. Each State plan must be accepted by the FHWA and will then serve as a basis by which the annual certification of enforcement will be judged for adequacy.

(b) The plan shall discuss the following subjects:

(1) **Facilities and resources.** (i) No program shall be approved which does not utilize a combination of at least two of the following listed devices to deter evasion of size and weight measurement in sufficient quantity to cover the FA system: fixed platform scales; portable wheel weigher scales; semiportable or ramp scales; WIM equipment.

(ii) Staff assigned to the program, identified by specific agency. Where more than one State agency has weight enforcement responsibility, the lead agency should be indicated.

(2) **Practices and procedures.** (i) Proposed plan of operation, including geographical coverage and hours of operation in general terms.

(ii) Policy and practices with respect to overweight violators, including off-loading requirements for divisible loads. In those States in which off-loading is mandatory by law, an administrative variance from the legal requirement shall be fully explained. In those States in which off-loading is permissive administrative guidelines shall be included.



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- (iii) Policy and practices with respect to penalties, including those for repeated violations. Administrative directives, booklets or other written criteria shall be made part of the plan submission.
- (iv) Policy and practices with respect to special permits for overweight. Administrative directives, booklets or other written criteria shall be made part of the plan submission.
- (3) **Updating.** Modification and/or additions to the plan based on experience and new developments in the enforcement program. It is recognized that the plan is not static and that changes may be required to meet changing needs.

### § 657.11

#### Evaluation of operations.

- (a) The State shall submit its enforcement plan or annual update to the FHWA Division Office by July 1 of each year. However, if a State's legislative or budgetary cycle is not consonant with that date, the FHWA and the State may jointly select an alternate date. In any event, a State must have an approved plan in effect by October 1 of each year. Failure of a State to submit or update a plan will result in the State being unable to certify in accordance with § 657.13 for the period to be covered by the plan.
- (b) The FHWA shall review the State's operation under the accepted plan on a continuing basis and shall prepare an evaluation report annually. The State will be advised of the results of the evaluation and of any needed changes in the plan itself or in its implementation. Copies of the evaluation reports and subsequent modifications resulting from the evaluation shall be forwarded to the FHWA's Office of Operations.

### § 657.13

#### Certification requirement.

Each State shall certify to the Federal Highway Administrator, before January 1 of each year, that it is enforcing all State laws respecting maximum vehicle size and weight permitted on what, prior to October 1, 1991, were the Federal-aid Primary, Secondary, and Urban Systems, including the Interstate System, in accordance with 23 U.S.C. 127. The States must also certify that they are enforcing and complying with the ISTEA freeze on the use of LCV's and other multi-unit vehicles. The certification shall be supported by information on activities and results achieved during the preceding 12-month period ending on September 30 of each year.

### § 657.15

#### Certification content.

The certification shall consist of the following elements and each element shall be addressed even though the response is negative:

- (a) A statement by the Governor of the State, or an official designated by the Governor, that the State's vehicle weight laws and regulations governing use of the Interstate System conform to 23 U.S.C. 127.
- (b) A statement by the Governor of the State, or an official designated by the Governor, that all State size and weight limits are being enforced on the Interstate System and those routes which, prior to October 1, 1991, were designated as part of the Federal-aid Primary, Urban, and Secondary Systems, and that the State is enforcing and complying with the provisions of 23 U.S.C. 127(d) and 49 U.S.C. 31112. Urbanized areas not subject to State jurisdiction shall be identified. The statement shall include an analysis of enforcement efforts in such areas.
- (c) Except for Alaska and Puerto Rico, the certifying statements required by paragraphs (a) and (b) of this section shall be worded as follows (the statements for Alaska and Puerto Rico do not have to reference 23 U.S.C. 127(d) in (c)(2), or include paragraph (c)(3) of this section):
- I, (name of certifying official), (position title), of the State of \_\_\_\_\_ do hereby certify:

- (1) That all State laws and regulations governing vehicle size and weight are being enforced on those highways which, prior to October 1, 1991, were designated as part of the Federal-aid Primary, Federal-aid Secondary, or Federal-aid Urban Systems;
- (2) That the State is enforcing the freeze provisions of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 127(d) and 49 U.S.C. 31112); and



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- (3) That all State laws governing vehicle weight on the Interstate System are consistent with 23 U.S.C. 127 (a) and (b).
- (d) If this statement is made by an official other than the Governor, a copy of the document designating the official, signed by the Governor, shall also be included in the certification made under this part.
- (e) A copy of any State law or regulation pertaining to vehicle sizes and weights adopted since the State's last certification and an analysis of the changes made.
- (f) A report of State size and weight enforcement efforts during the period covered by the certification which addresses the following:
- (1) Actual operations as compared with those forecast by the plan submitted earlier, with particular attention to changes in or deviations from the operations proposed.
- (2) Impacts of the process as actually applied, in terms of changes in the number of oversize and/or overweight vehicles.
- (3) **Measures of activity—** (i) **Vehicles weighed.** Separate totals shall be reported for the annual number of vehicles weighed on fixed scales, on semiportable scales, on portable scales, and on WIM when used for enforcement.
- (ii) **Penalties.** Penalties reported shall include the number of citations or civil assessments issued for violations of each of the following: Axle, gross and bridge formula weight limits. The number of vehicles whose loads are either shifted or offloaded must also be reported.
- (iii) **Permits.** The number of permits issued for overweight loads shall be reported. The reported numbers shall specify permits for divisible and nondivisible loads and whether issued on a trip or annual basis.

### § 657.17

#### Certification submittal.

- (a) The Governor, or an official designated by the Governor, shall submit the certification to the FHWA division office prior to January 1 of each year.
- (b) The FHWA division office shall forward the original certification to the FHWA's Office of Operations and one copy to the Office of Chief Counsel. Copies of appropriate evaluations and/or comments shall accompany any transmittal.

### § 657.19

#### Effect of failure to certify or to enforce State laws adequately.

If a State fails to certify as required by this regulation or if the Secretary determines that a State is not adequately enforcing all State laws respecting maximum vehicle sizes and weights on the Interstate System and those routes which, prior to October 1, 1991, were designated as part of the Federal-aid primary, Federal-aid secondary or Federal-aid urban systems, notwithstanding the State's certification, the Federal-aid funds for the National Highway System apportioned to the State for the next fiscal year shall be reduced by an amount equal to 10 percent of the amount which would otherwise be apportioned to the State under 23 U.S.C. 104, and/or by the amount required pursuant to 23 U.S.C. 127.

### § 657.21

#### Procedure for reduction of funds.

- (a) If it appears to the Federal Highway Administrator that a State has not submitted a certification conforming to the requirements of this regulation, or that the State is not adequately enforcing State laws respecting maximum vehicle size and weight, including laws applicable to vehicles using the Interstate System with weights or widths in excess of those provided under 23 U.S.C. 127, the Federal Highway Administrator shall make in writing a proposed determination of nonconformity, and shall notify the Governor of the State of the proposed determination by certified mail. The notice shall state the reasons for the proposed determination and inform the State that it may, within 30 days from the date of the notice, request a hearing to show cause why it should not be found in nonconformity. If the State informs the Administrator before the end of this 30-day period that it wishes to attempt to resolve the matter informally, the Administrator may extend the time for requesting a hearing. In the event of a request for informal resolution, the State and the Administrator (or designee) shall promptly schedule a meeting to resolve the matter.





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(b) In all instances where the State proceeds on the basis of informal resolution, a transcript of the conference will be made and furnished to the State by the FHWA.

(1) The State may offer any information which it considers helpful to a resolution of the matter, and the scope of review at the conference will include, but not be limited to, legislative actions, including those proposed to remedy deficiencies, budgetary considerations, judicial actions, and proposals for specific actions which will be implemented to bring the State into compliance.

(2) The information produced at the conference may constitute an explanation and offer of settlement and the Administrator will make a determination on the basis of the certification, record of the conference, and other information submitted by the State. The Administrator's final decision together with a copy of the transcript of the conference will be furnished to the State.

(3) If the Administrator does not accept an offer of settlement made pursuant to paragraph (b)(2) of this section, the State retains the right to request a hearing on the record pursuant to paragraph (d) of this section, except in the case of a violation of section 127.

(c) If the State does not request a hearing in a timely fashion as provided in paragraph (a) of this section, the Federal Highway Administrator shall forward the proposed determination of nonconformity to the Secretary. Upon approval of the proposed determination by the Secretary, the fund reduction specified by § 657.19 shall be effected.

(d) If the State requests a hearing, the Secretary shall expeditiously convene a hearing on the record, which shall be conducted according to the provisions of the Administrative Procedure Act, 5 U.S.C. 555 *et seq.* Based on the record of the proceeding, the Secretary shall determine whether the State is in nonconformity with this regulation. If the Secretary determines that the State is in nonconformity, the fund reduction specified by section 657.19 shall be effected.

(e) The Secretary may reserve 10 percent of a State's apportionment of funds under 23 U.S.C. 104 pending a final administrative determination under this regulation to prevent the apportionment to the State of funds which would be affected by a determination of nonconformity.

(f) Funds withheld pursuant to a final administrative determination under this regulation shall be reapportioned to all other eligible States one year from the date of this determination, unless before this time the Secretary determines, on the basis of information submitted by the State and the FHWA, that the State has come into conformity with this regulation. If the Secretary determines that the State has come into conformity, the withheld funds shall be released to the State.

(g) The reapportionment of funds under paragraph (e) of this section shall be stayed during the pendency of any judicial review of the Secretary's final administrative determination of nonconformity.

Pt. 657, App.

Appendix to Part 657—Guidelines To Be Used in Developing Enforcement Plans and Certification Evaluation

### A. Facilities and Equipment

#### 1. Permanent Scales

- a. Number
- b. Location (a map appropriately coded is suggested)
- c. Public-private (if any)

#### 2. Weigh-in-motion (WIM)

- a. Number
- b. Location (notation on above map is suggested)

#### 3. Semi-portable scales

- a. Type and number
- b. If used in sets, the number comprising a set

#### 4. Portable Scales

- a. Type and number
- b. If used in sets, the number comprising a set

### B. Resources

1. Agencies involved (*i.e.*, highway agency, State police, motor vehicle department, etc.)
2. Personnel—numbers from respective agencies assigned to weight enforcement
3. Funding



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a. Facilities

b. Personnel

c. Practices

1. Proposed schedule of operation of fixed scale locations in general terms
2. Proposed schedule of deployment of portable scale equipment in general terms
3. Proposed schedule of deployment of semi-portable equipment in general terms
4. Strategy for prevention of bypassing of fixed weighing facility location
5. Proposed action for implementation of off-loading, if applicable

d. Goals

1. Short term—the year beginning

October 1 following submission of a vehicle size and weight enforcement plan

2. Medium term—2-4 years after submission of the enforcement plan
3. Long term—5 years beyond the submission of the enforcement plan
4. Provision for annual review and update of vehicle size and weight enforcement plan

e. Evaluation

The evaluation of an existing plan, in comparison to goals for strengthening the enforcement program, is a difficult task, especially since there is very limited experience nationwide.

The FHWA plans to approach this objective through a continued cooperative effort with State and other enforcement agencies by gathering useful information and experience on elements of enforcement practices that produce positive results.

It is not considered practicable at this time to establish objective minimums, such as the number of vehicles to be weighed by each State, as a requirement for satisfactory compliance. However, the States will want to know as many specifics as possible about what measuring tools will be used to evaluate their annual certifications for adequacy.

The above discussion goes to the heart of the question concerning numerical criteria. The assumption that a certain number of weighings will provide a maximum or even satisfactory deterrent is not supportable. The enforcement of vehicle size and weight laws requires that vehicles be weighed but it does not logically follow that the more vehicles weighed, the more effective the enforcement program, especially if the vehicles are weighed at a limited number of fixed locations. A “numbers game” does not necessarily provide a deterrent to deliberate overloading. Consistent, vigorous enforcement activities, the certainty of apprehension and of penalty, the adequacy of the penalty, even the publicity given these factors, may be greater deterrents than the number of weighings alone.

In recognizing that all States are unique in character, there are some similarities between certain States and useful perspectives may be obtained by relating their program elements. Some comparative factors are:

1. Truck registration (excluding pickups and panels)
2. Population
3. Average Daily Traffic (ADT) for trucks on FA highways
4. Total mileage of Federal-aid highways
5. Geographic location of the State
6. Annual truck miles traveled in State
7. Number of truck terminals (over 6 doors)
8. Vehicle miles of intrastate truck traffic

Quantities relating to the above items can become factors that in the aggregate are descriptive of a State's characteristics and can identify States that are similar from a trucking operation viewpoint. This is especially applicable for States within the same area.

After States with similar truck traffic operations have been identified in a regional area, another important variable must be considered: the type of weighing equipment that has been or is proposed for predominant use in the States. When data become available on the number of trucks weighed by each type of scale (fixed, portable, semi-portable, etc.) some indicators will be developed to relate one State's effort to those of other States. The measures of activity that are a part of each certification submitted will provide a basis for the development of more precise numerical criteria by which an enforcement plan and its activities can be judged for adequacy.



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Previous certifications have provided information from which the following gross scale capabilities have been derived.

Potential Weighing Capacities

1. Permanent scales 60 veh/hr.
2. Weigh-in-motion scales 100 veh/hr.
3. Semi-portable scales 25 veh/hr.
4. Portable scales 3 veh/hr.

To meet the mandates of Federal and other laws regarding truck size and weight enforcement, the FHWA desires to become a resource for all States in achieving a successful exchange of useful information. Some States are more advanced in their enforcement activities. Some have special experience with portable, semi-portable, fixed, or weighing-in-motion devices. Others have operated permanent scales in combination with concentrated safety inspection programs. The FHWA is interested in information on individual State experiences in these specialized areas as part of initial plan submissions. If such information has recently been furnished to the Washington Headquarters, an appropriate cross reference should be included on the submission.

It is the policy of the FHWA to avoid red tape, and information volunteered by the States will be of assistance in meeting many needs. The ultimate goal in developing information through the evaluation process is to assemble criteria for a model enforcement program.



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## **Appendix B:**

### **KY's 2015 Size and Weight SEP**





## VEHICLE SIZE AND WEIGHT ENFORCEMENT

# State Enforcement Plan

### Kentucky 2015

#### Fixed platform scales:

**Total number:** 14

**Locations:**

(All facilities with scale house)

I-24 East mm 36 (Lyon Co.); I-24 West mm 36 (Lyon Co.);

I-65 North mm 4 (Simpson Co.); US 41 mm 20 (Henderson);

I-65 South mm 90 (Hardin Co.)

I-64 East mm 38 (Shelby Co.)

I-71 South mm 76 (Boone Co.);

I-75 South mm 168 (Kenton Co.);

I-75 North mm 33 (Laurel Co.); I-75 South mm 33 (Laurel Co.);

I-75 North mm 130 (Scott Co.);

I-64 West mm 148 (Rowan Co.);

U.S. 51/45W mm 0 (Fulton Co.)

U.S. 23 mm 21 (Floyd Co.)

**Public Private:**

None- Information not available on number of Truck Stop scales and scales owned/used by private companies.

#### Portable wheel weigher scales:

**Number:** 600

**Type:**

Used in set of four=150 sets

#### Semiportable or ramp scales:

**Number:** 5

**Type:**

Intercomp AX-900

#### Weigh-in-motion (WIM) equipment:

**Total number:** 14

**Locations:**

I-24 East mm 36 (Lyon Co.); I-24 West mm 36 (Lyon Co.);

I-65 North mm 4 (Simpson Co.);

US 41 mm 20 (Henderson);

I-65 South mm 90 (Hardin Co.);

I-71 South mm 76 (Boone Co.); I-75 South mm 168 (Kenton Co.);

U.S. 23 mm 21 (Floyd Co.)

I-75 North mm 33 (Ramp)(Laurel Co.); I-75 North mm 33 (Mainline)(Laurel Co.); I-75 South mm 33 (Laurel Co.);

I-75 North mm 130 (Scott Co.);

I-64 West mm 148 (Rowan Co.); I-64 East mm 38 (Shelby Co.)

#### Enforcement Agencies:

**Agencies:**

Department of Kentucky State Police (Justice and Public Safety Cabinet)

**Lead agency:**

Department of Kentucky State Police



**Personnel numbers from respective agencies assigned to weight enforcement:**

**Total number:** 149

**Description:**

29 non-sworn personnel (inspectors) at fixed facilities, 119 sworn officers (including supervision and command staff)

**Funding:**

**Facilities total:** \$4,082,600

**Facilities detail:**

Data from FY 2015 requested Operating Expenses/Grants/Capital Outlay in State Budget.

**Personnel total:** \$12,132,900

**Personnel detail:**

FY 2015 requested Personnel Cost. (Includes enforcement personnel and support staff).

**Total:** \$16,215,500

**Proposed plan of operation, including geographical coverage and hours of operation, in general terms:**

**Proposed schedule of operation of fixed scale equipment:**

Permanent scales on the Interstate are open Monday through Friday, 6:30 a.m. to 4:30 p.m., and Sunday through Thursday from 4:30 p.m. to 1:00 a.m. KSP estimates that the afternoon shift is not staffed approximately 20% of those days so that the day shift can remain operational in time of staffing shortages due to training, illness, vacation, etc. Staffing during scheduled operation will be a minimum of two personnel, one of which will be an officer, but generally at least one officer and two to three inspectors or other officers.

Non-Interstate scales in Henderson, and Fulton, Kentucky, also follow the above schedule. Scales in Floyd Co. will operate at various times between 4:00 AM and midnight.

All scales are occasionally opened during outside of regular hours to deter carriers running overweight based on time of day.

Officers and inspectors are alert to size and weight enforcement throughout their scheduled shift, however significant time is spent also in inspecting vehicles under the MCSAP program.

**Strategy for prevention of bypassing of fixed weighing facility location:**

Sworn officers with portable units are deployed on identified bypass routes. The officers on patrol are also enforcing other safety regulations and traffic laws relating to commercial vehicles, in addition to size and weight regulations. Inspection and weight enforcement details are deployed several times per month in each region on bypass routes. These details involve several officers and use platform (semi-portable) scale equipment.

**Proposed schedule of deployment of portable scale equipment:**

Sworn officers with portable units are scheduled on bypass routes and high volume areas during any 24-hour period. Schedules may vary according to activity. Our portable scale officers utilize Intercomp Low Profile Scale.

**Proposed schedule of deployment of semi-portable equipment:**

Officers are deployed in four to five person teams on a monthly basis on major (non-interstate) routes that lack permanent facilities, and operate for the entire shift. This is done not only to check for overweights that would normally travel the highway, but also to deter the use of bypass routes.

**Policy and practices with respect to overweight violators:**

**Overweight violators:**

Cited to court.

**Offloading requirements for divisible loads:**

Overweight loads required to be offloaded to legal limit. Applicable law KRS 189.223:

Measuring or weighing of vehicle by peace officer - Unloading of excess weight.

**Statute text**

Any peace officer having reason to believe that the height, length, width or weight of any motor truck, semitrailer truck, or trailer, is in excess of the maximum limits prescribed by KRS 189.221 and subsection



(1) of 189.222 or permitted by any special permit issued under KRS 189.270 and in the possession of the operator, may measure it or weigh it either by portable or stationary scales, and may require it to be driven to the nearest scales, if such scales are within a distance of five (5) miles from the point at which the vehicle is first directed to stop. If the officer shall determine that the operation of the motor truck, semitrailer, or trailer, was unlawful, he shall require the operator of said motor truck, semitrailer truck, or trailer to unload such portion of the load as may be necessary to decrease the gross weight of the vehicle to the maximum gross weight permitted under the terms of KRS 189.221 and subsection (1) of 189.222 or of KRS 189.270, or he may, at the election of the operator, permit the operator to move the vehicle with its load to the nearest city or nearest court having jurisdiction, at which place the excess load shall be unloaded. The excess load shall be unloaded at the sole risk of the owner. The refusal of the operator to permit his motor truck, semitrailer truck, or trailer to be measured or weighed, or to proceed to a scales, or to unload the excess load, shall constitute a violation of KRS 189.221 to 189.228.

**Administrative variance from the legal requirement (if offloading is mandatory by law):**

None.

**Administrative guidelines (if off-loading is permissible by law):**

NA

**Policy and practices with respect to penalties:**

**Penalties:**

Penalties for violation of weight statutes:

(2) (a) Any person who violates the weight provisions of KRS 189.212, 189.221, 189.222, 189.226, 189.230, or 189.270 shall be fined two cents (\$0.02) per pound for each pound of excess load when the excess is five thousand (5,000) pounds or less. When the excess exceeds five thousand (5,000) pounds the fine shall be two cents (\$0.02) per pound for each pound of excess load, but the fine levied shall not be less than one hundred dollars (\$100) and shall not be more than five hundred dollars (\$500).

**Penalties for repeated violations:**

No provision.

**Administrative directives, booklets or other written criteria:**

None

**Policy and practices with respect to special permits for overweight:**

**Policy and practices:**

KSP enforces special permits issues by the Department of Vehicle Regulation (Transportation Cabinet).

These permits are governed by KRS 189.270:

Special permits to exceed limits.

**Statute text**

(1) The department may issue permits for the operation of motor vehicles, manufactured homes, recreational vehicles, boats, or any other vehicle transporting a nondivisible load, whose gross weight including load, height, width, or length exceeds the limits prescribed by this chapter or which in other respects fail to comply with the requirements of this chapter. Permits may be issued by the department for stated periods, special purposes, and unusual conditions, and upon terms in the interest of public safety and the preservation of the highways as the department may require.

(2) Except as provided in subsection (7) of this section, the department may, at the request of an applicant, issue a single-trip permit regardless of the type of vehicle or equipment being transported that exceeds the weight or dimension limits established by this chapter if the load being transported is a nondivisible load. A single-trip permit shall cost sixty dollars (\$60) for each overweight or overdimensional permit requested.

(3) Except as provided in subsection (7) of this section, the department may, at the request of an applicant, issue an annual permit regardless of the type of vehicle or equipment being transported that exceeds the weight or dimension limits established by this chapter if the load being transported is a nondivisible load. The vehicle shall not exceed sixteen (16) feet in width exclusive of usual and ordinary overhang, one hundred twenty (120) feet in length including a towing vehicle and trailer combination, thirteen (13) feet six (6) inches in height, or one hundred sixty thousand (160,000) pounds. Except as provided in subsections (4) and (7) of this section, an annual permit for loads less than fourteen (14) feet in width shall cost two hundred fifty dollars (\$250). An annual permit for loads exceeding fourteen (14) feet in width shall cost five hundred dollars (\$500).





(4) An annual permit to transport farm equipment less than fourteen (14) feet in width shall cost eighty dollars (\$80). An annual permit to transport farm equipment that exceeds fourteen (14) feet in width from a dealership to a farm, from a farm to a dealership, or from a dealership to a dealership shall cost one hundred fifty dollars (\$150).

(5) Permits issued under this section shall be for nondivisible loads and shall be valid statewide; however, the department may, as a condition of issuing an annual or single-trip permit, limit the overweight or overdimensional vehicle to specified routes, exclude certain highways, or even cancel an applicant's permit if an unreasonable risk of accident or an unreasonable impedance of the flow of traffic would result from the presence of the overweight or overdimensional vehicle. A person who applies for, and accepts, a permit issued under this section is acknowledging that the Kentucky Transportation Cabinet is not guaranteeing safe passage of vehicles by issuing the permit. A person who applies for, and accepts, a permit issued under this section agrees to measure all clearances of highway structures, both laterally and vertically, prior to passage of the person's vehicles along the routes specified in the permit. A person who applies for, and accepts, a permit issued under this section is classified as a bare licensee whose duty is to assume sole risk involved in using Kentucky's highways without warranty of accuracy.

(6) Subject to the limitations of subsection (11) of this section, the department shall promulgate administrative regulations under KRS Chapter 13A to establish requirements for escort vehicles, safety markings, and other safety restrictions governing the operation of an overweight or overdimensional vehicle. The department shall provide each applicant for an annual or single-trip permit issued under this section a copy of all restrictions associated with the overweight or overdimensional permit at no charge to the applicant. The department shall be prohibited from raising the permit fee established in subsections (2) and (3) of this section by levying additional fees for an overweight or overdimensional permit through the administrative regulation process.

(7) The cabinet shall not issue an annual permit under this section if the person applying for the permit is eligible for an annual permit issued under KRS 189.2715 or 189.2717.

(8) The department may require the applicant to give bond, with approved surety, to indemnify the state or counties against damage to highways or bridges resulting from use by the applicant. The operation of vehicles in accordance with the terms of the permit issued under this section shall not constitute a violation of this chapter if the operator has the permit, or an authenticated copy of it, in his possession.

(9) Any person transporting a parade float which exceeds the dimensional limits on a highway over which it is transported shall be required to obtain a permit as required in subsection (2) of this section. If the float is being used in conjunction with a parade to be held within the boundaries of the Commonwealth, a fee shall not be assessed by the department to issue the permit.

(10) A person shall not operate any vehicle in violation of the terms of the permit issued under this section.

(11) (a) The cabinet shall not promulgate administrative regulations pursuant to this section that restrict the time or days of the week when a permit holder may operate on the highway, except that travel may be limited from 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m. Monday through Friday.

(b) The cabinet shall allow a permit holder who has obtained a permit to transport equipment to a work site to return to the permit holder's place of business immediately after work is completed at the job site, subject to the limitations of paragraph (a) of this subsection.

**Administrative directives, booklets or other written criteria:**

**Administrative Regulations:**

601 KAR 1:018. Special overweight or overdimensional motor vehicle load permits.

**Section 1. Definitions.**

(1) "Axle spacing" means the measurable distance between the axle centers of the axle unit.

(2) "Boat" means a vehicle used for movement on the water and includes the trailer on which it is placed for transporting the vehicle on the highway.

(3) "Cosignor" means a shipper of goods.

(4) "Cosignee" means a recipient of goods.

(5) "Divisible load" means a load that if divided, dismantled, disassembled, or rearranged would no longer be overweight or overdimensional.

(6) "Dual-wheel axle" means one (1) axle with two (2) wheels on each side of the axle.

(7) "Height pole" means a vertical clearance measuring device.

(8) "International bill of lading" means a receipt or ticket for property tendered for transportation by a common motor carrier or private carrier in foreign commerce containing the following information:

(a) Cosignor;



- (b) Cosignee;
  - (c) Origin and destination points;
  - (d) Number of packages;
  - (e) Description of freight or goods; and
  - (f) Date.
- (9) "Nondivisible load" means a load or vehicle, that if separated into smaller loads or vehicles would:
- (a) Compromise the intended use of the vehicle, making it unable to perform the function for which it was intended;
  - (b) Destroy the value of the load or vehicle, making it unusable for its intended purpose; or
  - (c) Require more than eight (8) work hours to dismantle using appropriate equipment.
- (10) "Overdimensional" means the motor vehicle exceeds the dimension limits established in 603 KAR 5:070.
- (11) "Overweight" means the motor vehicle exceeds:
- (a) The gross weight limit established in 603 KAR 5:066;
  - (b) The axle weight limit established in 603 KAR 5:066;
  - (c) The gross weight limits established by KRS 177.9771 for a motor vehicle transporting coal or coal by-products;
  - (d) The bridge weight limit established by 603 KAR 5:066; or
  - (e) The gross weight limit posted at a bridge or other structure.
- (12) "Permit fee" means the fee established in KRS 189.270, 189.2715, or 189.2717 for the issuance of an overweight or overdimensional trip or annual permit, to cover the cost of processing the permit application, including:
- (a) A qualification check of the applicant;
  - (b) A statutory compliance check; and
  - (c) An initial bridge and weight analysis.
- (13) "Pole trailer" means a motor vehicle without motive power that is:
- (a) Designed to be drawn by a motor vehicle and attached to the towing motor vehicle by means of a reach or pole or by being boomed or otherwise secured to the towing motor vehicle; and
  - (b) Used for transporting long or irregularly shaped loads such as poles, pipes, or structural members that generally are capable of sustaining themselves as beams between the supporting connections.
- (14) "Sealed, containerized, ocean-going cargo unit" means a nondivisible unit of cargo that is part of international trade due to importation from, or exportation to another country.
- (15) "Steering axle" means the axle or axles of a vehicle or combination of vehicles by which the vehicle or vehicles are guided or steered.
- (16) "Tandem" means any two (2) axles with centers forty two (42) inches or more apart but less than ninety six (96) inches apart.
- (17) "Tridem" means any three (3) consecutive axles with centers forty two (42) inches or more apart and less than 120 inches apart.
- (18) "Trunnion axle" means an axle configuration with two (2) individual axles mounted in the same transverse plane with four (4) tires on each axle connected at a pivot point that allows each individual axle to oscillate in a vertical plane to provide constant and equal weight distribution on each individual axle.
- (19) "Utility equipment" means the specialized equipment, including earth-moving equipment, necessary for the installation or operation of utility poles or pipes, transformers, regulators, or other utility electrical field equipment. It does not include equipment necessary for the construction or operation of a power generation station.
- Section 2. Overweight or Overdimensional Permit Application. (1) An applicant for an overweight or overdimensional single trip permit shall submit a completed Kentucky Overweight or Overdimensional Permit Worksheet, TC Form 95-10 to the Division of Motor Carriers.
- (2) An applicant for an overweight or overdimensional annual permit shall submit a completed Application for Annual Overweight or Overdimensional Permit, TC Form 95-25 to the Division of Motor Carriers.
- (3) An application for an overweight or overdimensional single trip or annual permit shall be submitted to the Division of Motor Carriers by:
- (a) Hand delivery;
  - (b) Mail;
  - (c) Fax; or
  - (d) The online motor carrier permitting system.
- (4) An overweight or overdimensional single trip permit shall be valid for:





- (a) One (1) move; and
- (b) A duration of ten (10) days.
- (5) An overweight or overdimensional annual permit shall be valid for 365 days from date of issue.
- (6) An overweight or overdimensional single trip permit application or request shall specify the following:
  - (a) The year, make, and vehicle identification number of the towing vehicle;
  - (b) The towing vehicle's license plate number;
  - (c) The maximum weight for which the vehicle is registered;
  - (d) The state of registration of the vehicle;
  - (e) The name, address, and telephone number of the owner;
  - (f) The dates of travel;
  - (g) The serial number for a manufactured home;
  - (h) The specific routes of travel requested;
  - (i) A detailed description of the equipment or load to be moved;
  - (j) The Kentucky Highway Use License (KYU License) or the DOT number; and
  - (k) Axle spacing.
- (7) If the towing vehicle for which an overweight or overdimensional single trip permit is being requested is registered in a state other than Kentucky, the vehicle shall be either:
  - (a) Apportioned registered to operate in Kentucky; or
  - (b) In compliance with KRS 281.838.
- (8) An overweight or overdimensional annual permit application or request shall specify the following information relating to the motor vehicle:
  - (a) Year and make;
  - (b) Vehicle identification number;
  - (c) License plate number and unit number;
  - (d) The maximum weight for which it is registered;
  - (e) The state of apportioned registration, if not registered in Kentucky;
  - (f) Name, address, and telephone number of the motor carrier operating or the owner of the towing vehicle;
  - (g) If the motor carrier operating the towing vehicle is a for-hire or private carrier;
  - (h) A general description of cargo;
  - (i) Axle spacing; and
  - (j) The Kentucky Highway Use License (KYU License) or the DOT number.
- (9) If the towing vehicle issued an overweight or overdimensional annual permit is registered in a state other than Kentucky, the vehicle shall be apportioned registered to operate in Kentucky.
- (10) A special overweight or overdimensional annual or trip permit to allow the movement of a motor vehicle with a gross weight or gross dimension in excess of the weights and dimensions established in KRS 189.270, 189.271, 189.2715, and 189.2717 shall be issued by the Division of Motor Carriers if the movement is necessary to provide transportation for specified cargo in the interest of the health, welfare, or economy of the people.
- (11) Each overweight or overdimensional trip or annual permit issued shall be limited to designated portions of the state primary road system and stated periods of time.
- (12) A separate overweight or overdimensional permit shall be required for each vehicle involved in a movement.
- (13) An overweight or overdimensional permit shall not be issued for a divisible load that if reasonably divided, dismantled, disassembled, or rearranged would no longer be overweight or overdimensional except as provided by KRS 189.2715 or 189.2717.
- (14) An overweight or overdimensional permit shall not be issued to the following:
  - (a) A Kentucky licensed vehicle with a gross weight exceeding that for which the truck is registered unless registered for 80,000 pounds (36,287.36 kilograms);
  - (b) A tractor-trailer combination of less than five (5) axles;
  - (c) A vehicle not registered in Kentucky, unless it has met one (1) of the following conditions:
    - 1. The vehicle has been apportioned registered by another jurisdiction to operate in Kentucky at 80,000 pounds (36,287.36 kilograms); or
    - 2. The vehicle has met the provisions of KRS 281.838;
  - (d) A vehicle whose axle weight would exceed the product of 700 pounds (317.51 kilograms) times the aggregate width in inches established from the manufacturer's stamped tire measurement for all tires on the axle; or
  - (e) A towing vehicle whose horsepower or braking capacity is not adequate to safely transport the



overdimensional or overweight load.

(15) The cabinet shall further restrict the movement or deny the overweight or overdimensional permit for a movement that may cause damage to property or that may be detrimental to public safety or convenience.

(16) An overweight or overdimensional annual permit shall not be issued if the vehicle is licensed with a limited or restricted registration as identified in KRS 186.050(8) and (9) for Kentucky-based vehicles.

Section 3. Height. (1) A vehicle and load with a height in excess of thirteen (13) feet, six (6) inches shall obtain an overweight or overdimensional single-trip permit pursuant to KRS 189.270(2) prior to movement.

(2) The maximum height for each overweight or overdimensional single-trip permit shall be determined by the cabinet based upon underpass and bridge height along the designated route.

Section 4. Weight. (1) Gross or axle overweight shall not be permitted:

(a) On a combination unit of less than five (5) axles; or

(b) On a single unit except off-road equipment such as a road grader, mobile crane, or other self-propelled unit.

(2) A vehicle shall not be issued an overweight or overdimensional permit that does not have a declared gross weight of at least 80,000 lbs.

(3) The weight on a single axle in any combination shall not exceed the product of 700 pounds times the aggregate width in inches established by the manufacturer's stamped tire measurement of all the tires on the axle, or the following axle or axle group weights, whichever is less:

(a) Single wheel axle - 24,000 pounds;

(b) Steering axle - 20,000 pounds;

(c) Tandem dual-wheel axle group if the combination vehicle has only five (5) axles total - 45,000 pounds;

(d) Tandem dual-wheel axle group if the combination vehicle has six (6) or more axles total - 48,000 pounds;

(e) Tridem dual-wheel axle group - 60,000 pounds;

(f) Five (5) axle combination units not exceeding 96,000 pounds gross weight;

(g) Six (6) axle combination units not exceeding 120,000 pounds gross weight;

(h) Seven (7) axle combination units not exceeding 160,000 pounds gross weight; or

(i) Trunnion axle group maximum gross weight as determined by the formula established in 603 KAR 5:066, Section 3(7).

(4) Maximum weights shall not be permitted unless all bridges and roads on the moving route have sufficient capacity to accommodate the load.

(5) A self-propelled truck crane shall not exceed the following axle, axle group weights, or gross weight:

(a) Single wheel axle: 23,000 pounds;

(b) Tandem dual-wheel axle group: 46,000 pounds; and

(c) Tridem dual-wheel axle group: 69,000 pounds.

(6) The maximum gross weight for a four (4) axle self-propelled truck crane shall be 92,000 pounds.

(7) The maximum gross weight for a five (5) axle self-propelled truck crane shall be 115,000 pounds.

Section 5. Responsibility of the Overweight or Overdimensional Permit Holder. (1) Damage to highway, signs, guardrails, or other public or private property caused by the transportation of the specialized equipment shall be the responsibility of the overweight or overdimensional permit holder. The overweight or overdimensional permit holder shall either repair all damage incurred or pay for the repair.

(2) An overweight or overdimensional permit holder shall not cut, trim, remove, or relocate a tree, shrub, guardrail, highway sign, or other object without the written approval of the landowner or the chief district engineer or designee in the district office where the property is physically located.

(3) The applicant shall be responsible for providing accurate information and reviewing the permit prior to travel on Kentucky highways.

Section 6. Overweight or Overdimensional Permit Availability. (1) A valid overweight or overdimensional permit issued by the Division of Motor Carriers shall be carried in the overweight or overdimensional vehicle during transit.

(2) A valid overweight or overdimensional annual or single trip permit shall be presented upon request to law enforcement or authorized personnel of the Department of Vehicle Regulation.

(3) An overweight or overdimensional annual permit not authenticated by the Division of Motor Carriers shall not be valid.

Section 7. Duplicate Overweight or Overdimensional Permits. (1) A duplicate overweight or overdimensional permit that is needed to replace a lost, stolen, or destroyed annual permit or to transfer the permit to another towing vehicle shall be obtained from the Division of Motor Carriers by a payment





of ten (10) dollars.

(2) One (1) transfer to another towing vehicle shall be allowed for each overweight or overdimensional annual permit during its effective year.

(3) An additional transfer of the overweight or overdimensional annual permit requested shall be subject to the permit fees established in KRS 189.270.

(4) The original overweight or overdimensional permit shall be returned to the Division of Motor Carriers prior to the transfer of an annual permit.

Section 8. Travel Restrictions. (1) A time extension shall only be granted if the overweight or overdimensional permit holder proves extenuating circumstances, such as weather, fire, natural disaster, or unforeseen emergency.

(2)(a) As needed for public safety, the department shall further prohibit movements in congested areas within the peak traffic hours.

(b) The additional restrictions shall be noted on the overweight or overdimensional permit upon issuance.  
(3) Overdimensional restrictions shall not prohibit a utility company from working in an emergency situation to restore utility service to an area otherwise experiencing an outage.

Section 9. Escort Vehicle Safety Requirements. (1) The provisions of this section shall not apply if the vehicle or equipment is less than twelve (12) feet wide and:

(a) Used in part for off-road use;

(b) Not required to be registered or licensed; and

(c) Not transporting cargo.

(2) A required escort vehicle shall accompany the overweight or overdimensional vehicle at a distance of 300 feet (91.44 meters) on open highways unless it is necessary to travel at a distance closer or farther away from the vehicle accompanied for safety or due to road conditions.

(3) An escort vehicle shall:

(a) Maintain radio contact with the load;

(b) Post appropriate signs on the vehicle;

(c) Have amber strobe lights or flashing lights on the escort vehicle;

(d) Keep its headlamps lit during transit; and

(e) Use a height pole if the escorted load is fifteen (15) feet or greater.

(4) One (1) lead escort shall be required for:

(a) A vehicle and load with a width in excess of ten (10) feet, six (6) inches (three and two-tenths (3.2) meters), but twelve (12) feet (3.66 meters) or less in width travelling on a two (2) lane highway;

(b) A vehicle and load with a length in excess of seventy-five (75) feet (22.86 meters), but not more than eighty-five (85) feet (25.91 meters);

(c) Utility equipment, a pole, or pipe being transported that exceeds fifty-five (55) feet (16.76 meters) in length.

(5) One (1) trail escort shall be required for:

(a) A vehicle and load with a width exceeding twelve (12) feet (3.66 meters) that does not maintain a speed of forty-five (45) miles per hour (72.42 kilometers per hour) on a highway that is four (4) lanes or wider;

(b) A vehicle and load traveling on a two (2) lane highway at speeds below the posted speed limit on its route; and

(c) A vehicle and load with a length of 120 feet or less traveling on a four (4) lane or wider highway.

(6) One (1) lead and one (1) trail escort shall be required for:

(a) A vehicle and load with a length in excess of eighty-five (85) feet (25.91 meters) traveling on a two (2) lane highway);

(b) A vehicle and load with a width exceeding twelve (12) feet (3.66 meters) on a two (2) lane highway; and

(c) A vehicle and load with a length in excess of 120 feet traveling on a four (4) lane or wider highway.

Section 10. Flag and Sign Requirements for Escort Vehicles. (1) Red or orange fluorescent flags that are a minimum of eighteen (18) inches square (11,612.7 millimeters square) shall be displayed on each vehicle and load operating under the auspices of either an overlength or an overwidth permit.

(a) A vehicle operating overwidth shall display four (4) warning flags, one (1) at each of the four (4) corners and if any portion of the load extends beyond the four (4) corners, additional flags shall be displayed at the widest points of the load.

(b) A vehicle operating overlength or with a rearend overhang shall display two (2) warning flags located to indicate maximum width at the extreme rear of the vehicle or load.

(2) A vehicle exceeding ten (10) feet, six (6) inches, three and two-tenths (3.2) meters in width or having



front overhang shall display two (2) warning signs.

(a) A warning sign shall be six (6) to eight (8) feet in width stating "OVERSIZE LOAD" in black letters on a yellow background.

(b) The black letters shall be at least eighteen (18) inches high (11,612.7 millimeters) with a brush stroke of at least one and four tenths (1.4) inches (35.56 millimeters).

(c) A warning sign shall be displayed on a lead escort vehicle so that it is visible to oncoming traffic.

(d) A warning sign shall be displayed at the:

1. Front of the power unit;
2. Rear of the towed unit; or
3. Rear of the load.

(3) If a front overhang exceeds ten (10) feet (3.05 meters), an amber strobe or flashing light shall be placed on the power unit of the towing vehicle and shall be in use while the power unit is in operation.

(4)(a) The lighting devices and reflectors established in 49 C.F.R. 393.11 for pole trailers and projecting loads shall be required.

(b) A front overhang on a combination vehicle shall be prohibited.

(5) As a special provision of the permit and due to safety considerations, the Division of Motor Carriers may require additional escort vehicles, lighting, or warning flags.

Section 11. House or Building Permits. (1) An application for a permit to move a house or building shall be made on House Moving Application, TC Form 95-310, and submitted to the Division of Motor Carriers via mail, hand delivery, or the motor carrier online permitting system at the Division of Motor Carriers, Transportation Cabinet Building, 200 Mero Street Frankfort, Kentucky 40622, Monday through Friday, 8 a.m. to 4 p.m., or via fax at (502) 564-0992.

(2)(a) House moving permits shall be issued for movements that occur during off-peak traffic hours.

(b) The mover shall furnish all escorts and flagmen required to protect the public.

(3) A house moving permit shall not be issued for the movement of a permanent building other than a portable storage unit on a parkway or an interstate highway.

(4)(a) The Division of Motor Carriers shall contact the appropriate Department of Highways' district office for specific routing restrictions or local highway conditions prior to the issuance of a house moving permit.

(b) Specific restrictions shall be identified on the house moving permit, and deviation from the restrictions shall void the house moving permit.

Section 12. Route Deviation. Each vehicle transporting a load under an overweight or overdimensional annual or single trip permit shall obtain prior written approval from the Division of Motor Carriers for any deviation from the routes approved by the Transportation Cabinet for the towing vehicle.

Section 13. Overweight or Overdimensional Permit Required. Until an authorized overweight or overdimensional permit has been issued by the Division of Motor Carriers under the provisions of this administrative regulation and KRS 189.270:

(1) An overweight or overdimensional load of a width greater than eight and one-half (8 1/2) feet shall not be towed on any state-maintained highway;

(2) An overweight or overdimensional load with a width greater than eight (8) feet shall not be towed on any state-maintained highway not included on the Transportation Cabinet's list of roads approved for passage of motor vehicles with increased dimensions pursuant to 603 KAR 5:070, except as provided in KRS 189.2225(3); and

(3) A manufactured home with a combined length of manufactured home and towing vehicle greater than 120 feet shall not be towed upon any Kentucky highway. The manufactured home shall not exceed eighty-five (85) feet in length.

Section 14. Overweight or Overdimensional Annual Permits. (1)(a) A permit shall not be issued for the movement of an overweight or overdimensional load in excess of sixteen (16) feet in width inclusive of the usual overhang.

(b) Mirrors on a towing vehicle shall not be considered in determining the width of an overweight or overdimensional load.

(2) Prior to a movement of an overweight or overdimensional load under the provisions of an annual permit, the permit holder shall evaluate the entire route proposed to be used for the movement of the overweight or overdimensional load. The evaluation shall include the following:

- (a) Highway width;
- (b) Shoulder width and surface type;
- (c) Bridge width and posted weights;
- (d) Curves;
- (e) Turns to be negotiated;





- (f) Construction zones;
  - (g) Obstructions;
  - (h) Access control;
  - (i) Traffic volume; and
  - (j) Other routes available that may be safer even if not as convenient.
- (3) The permit holder shall use the results of the evaluation to determine the safest route available to transport the overweight or overdimensional load.
- (4) If there is any doubt about the adequacy of the highway to safely accommodate the overweight or overdimensional load, the permit holder shall either:
- (a) Select a different route; or
  - (b) Contact the Division of Motor Carriers for approval to move the overweight or overdimensional load over that specific route.
- (5) An overweight or overdimensional annual permit shall not be issued or used for the movement if the height of the combination load and towing vehicle exceeds thirteen (13) feet, six (6) inches.
- (6) Acceptance and use of the annual overweight or overdimensional permit shall indicate the permit holder's acceptance of the liability associated with the move.
- (7) Moves of overweight or overdimensional loads more than twelve (12) feet wide shall be limited to highways of four (4) or more lanes and to the shortest and best two (2) lane route designated by the Division of Motor Carriers. The cabinet shall deny movements on a route unsuitable for move.
- Section 15. Traffic Control. (1) If an overweight or overdimensional load while crossing a bridge would encroach on any other lane of traffic:
- (a) All approaching traffic shall be stopped; and
  - (b) All trailing traffic shall be prevented from attempting to pass the overweight or overdimensional load until the load has cleared the bridge and has moved sufficiently to the right to safely allow following traffic to pass.
- (2) An overweight or overdimensional load shall slow the movement of other traffic as little as possible. If traffic backs up behind the load being moved, the escort vehicles and load shall exit the highway if there is sufficient space to do so.
- Section 16. Overweight or Overdimensional Permit Validity.
- (1) A vehicle hauling building materials to a home or home site shall be allowed to travel fifteen (15) miles off of a state highway classified to carry the registered weight of the vehicle for purpose of delivery.
- (a) The vehicle shall:
- 1. Not be required to have a permit for overweight or overlength; and
  - 2. Be within the limits of the registration and within axle weight limits.
- (b) An operator shall be required to provide a bill of lading while engaged in the transportation of home building materials.
- (2)(a) Travel on all overweight and overdimensional permits shall not be permitted in Boone, Kenton, Campbell, Fayette, Jefferson County (Louisville) or at the Owensboro, Kentucky 2155 bridge from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m. Monday through Friday.
- (b) An overweight or overdimensional load originating in Fayette County shall be exempt from traffic rush hour restrictions on Interstate 64 and Interstate 75 in Fayette County and on connecting routes to both interstates up to a distance of three (3) miles from the interstates.
- (3) If proof of an emergency is furnished to the Division of Motor Carriers, moves shall be authorized during the hours restricted pursuant to KRS 189.270(11)(a).
- (4) Travel shall not be made in excess of the posted limitations on a bridge or other highway structure.
- Section 17. Weather Conditions. (1) A move of an overweight or overdimensional load more than twelve (12) feet wide shall not be made on a highway if a wind advisory has been issued by the National Weather Service; or
- (2) If adverse weather conditions or road conditions would cause these moves to be dangerous.
- Section 18. Brakes. (1) The number, type, size, and design of brake assemblies required to assist the towing vehicle in controlling and stopping a manufactured home or boat shall be sufficient to assure that the maximum stopping distance from an initial velocity of twenty (20) miles per hour shall not exceed forty (40) feet.
- (2) A manufactured home not equipped with brakes on all axles shall certify that the towing unit has sufficient brake assemblies to meet the braking distance specified in this section. Certification shall be in the form of:
- (a) A manufacturer's statement;
  - (b) Documented technical data; or



(c) An engineering analysis or its equivalent stating that the braking distance has been met.

(3) The certification shall be carried in the towing unit and shall be presented upon request to law enforcement.

Section 19. Permits for Sealed, Containerized, Ocean-going Cargo Units. (1) A vehicle moving a sealed, containerized, ocean-going cargo unit shall be eligible for an overweight or oversized single trip permit.

(2) A vehicle eligible for an overweight or oversized permit shall meet the specifications and limitations established in KRS 189.222 and Section 4 of this administrative regulation.

(3) An applicant for an overweight or overdimensional permit shall submit the following to the Division of Motor Carriers:

(a) A completed Kentucky Overweight or Overdimensional Permit Worksheet, TC Form 95-10;

(b) A payment of sixty (60) dollars pursuant to KRS 189.270(2); and

(c) A copy of an international bill of lading signed by a custom's official, or an international bill of lading with an equipment interchange and inspection report.

(4) An overweight or overdimensional permit shall be valid for:

(a) One (1) move;

(b) A duration of ten (10) days; and

(c) Twenty four (24) hour continuous movement during the duration of the overweight or overdimensional permit.

(5) During transit, an operator shall have in his or her possession a copy of the documents established in subsection (3)(c) of this section.

Section 20. Denial of Overweight or Overdimensional Permit Application. (1) In accordance with 23 C.F.R. 658.17, the Division of Motor Carriers shall deny an overweight or overdimensional permit application if:

(a) The route includes any portion of the interstate highway system; and

(b) The load is divisible.

(2) The Transportation Cabinet shall deny or restrict an overweight or overdimensional permit for the use of a route if it is detrimental to public safety or convenience. The Transportation Cabinet shall consider the following while making a determination on the application:

(a) The strength of all bridges and structures on the route;

(b) Traffic congestion on the route;

(c) Horizontal and vertical clearance on the route;

(d) The availability of alternate routes that afford greater safety;

(e) Urban development in residential and commercial areas on the route;

(f) The proximity of schools to the route; and

(g) A condition that would unduly compromise public safety and convenience.

Section 21. Incorporation by Reference. (1) The following material is incorporated by reference:

(a) "Application for Annual Overweight or Overdimensional Permit", TC Form 95-25, August 2010;

(b) "House Moving Application", TC Form 95-310, November 2007;

(c) "Kentucky Overweight or Overdimensional Permit Worksheet", TC Form 95-10, February 2011.

(2) This material may be inspected, copied, or obtained, subject to applicable copyright law, at the Division of Motor Carriers, Transportation Cabinet Building, 200 Mero Street, Frankfort, Kentucky 40622, Monday through Friday, 8 a.m. to 4 p.m.

601 KAR 1:019. Overweight or overdimensional farm equipment.

Section 1. Definitions.

(1) "Convoy" means multiple pieces of farm equipment moving in a continuous stream and travelling together for safety and convenience.

(2) "Farm equipment" means machinery, an implement, or a vehicle used exclusively in a farm or agriculture operation including non registered self-propelled farm equipment.

(3) "Fully controlled access highway" means a highway that:

(a) Gives preference to through traffic;

(b) Has access only at selected public roads or streets; and

(c) Has no highway grade crossing or intersection.

(4) "Nondivisible load" means a load or vehicle, that if separated into smaller loads or vehicles would:

(a) Compromise the intended use of the vehicle, making it unable to perform the function for which it was intended;

(b) Destroy the value of the load or vehicle, making it unusable for its intended purpose; or

(c) Require more than eight (8) work hours to dismantle using appropriate equipment.





- (5) "Overdimensional" means the motor vehicle exceeds the dimension limits established in 603 KAR 5:070.
- (6) "Overweight" means the motor vehicle exceeds:
- (a) The gross weight limit established in 603 KAR 5:066;
  - (b) The axle weight limit established in 603 KAR 5:066;
  - (c) The gross weight limits established by KRS 177.9771 for a motor vehicle transporting coal or coal by-products;
  - (d) The bridge weight limit established by 603 KAR 5:066; or
  - (e) The gross weight limit posted at a bridge or other structure.
- (7) "Self-propelled farm equipment" means a non registered vehicle used exclusively in a farm or agricultural operation that is capable of movement on its own power.
- (8) "Toll road" means any project constructed under the provisions of KRS 175.450 or 177.390 through 177.570 on which a toll is collected or was in the past collected by the Transportation Cabinet.
- Section 2. Overweight or Overdimensional Permit Not Required. (1) An overweight or overdimensional permit shall not be required for the transport of overweight or overdimensional farm equipment or self-propelled farm equipment from:
- (a) One farm to another;
  - (b) A farm to a repair shop or dealer; or
  - (c) A repair shop or dealer to a farm.
- (2) A non permitted move shall comply with the safety requirements of this administrative regulation.
- Section 3. Overweight or Overdimensional Annual or Single Trip Permit Required. (1) An overweight or overdimensional annual or single trip permit shall be required if a move is from a:
- (a) Manufacturer to a dealer;
  - (b) Dealer to a manufacturer; or
  - (c) Dealer to a dealer.
- (2) An overweight or overdimensional annual or single trip permit shall be required for the movement of farm equipment on:
- (a) A fully controlled access highway;
  - (b) A toll road parkway; or
  - (c) An interstate highway.
- (3) The cabinet shall consider the following to make the determination on an overweight or overdimensional single or annual permit application:
- (a) The strength of bridges and structures on the route;
  - (b) Traffic congestion on the route;
  - (c) Horizontal and vertical clearance on the route;
  - (d) The availability of alternate routes that afford greater safety;
  - (e) Urban development in residential and commercial areas on the route;
  - (f) The proximity of schools to the route; and
  - (g) Another condition that would unduly compromise public safety and convenience.
- Section 4. Overweight or Overdimensional Single Trip Permits. (1)(a) An overweight or overdimensional single trip permit shall be issued for the movement of farm equipment or self propelled farm equipment if a load is non divisible farm equipment exceeding the weight or dimensions established in KRS 189.222 or 189.270(3) and (4). The cabinet shall restrict the movement or deny the overweight or overdimensional permit if the movement may cause damage to property or may be detrimental to public safety or convenience.
- (2) The permit fee for the cabinet to issue an overweight or overdimensional single trip permit shall be as established in KRS 189.270(2).
- (3)(a) An applicant for an overweight or overdimensional single trip permit shall submit to the Division of Motor Carriers a completed Kentucky Overweight or Overdimensional Permit Worksheet, TC Form 95-10.
- (b) An application received after 3 p.m., Eastern standard time, shall not be processed until the following business day.
- Section 5. Overweight or Overdimensional Annual Permits. (1) An overweight or overdimensional annual permit shall be issued by the cabinet for the movement of farm equipment or self propelled farm equipment as established in KRS 189.270(3) and (4).
- (2) The permit fee for the cabinet to issue an overweight or overdimensional annual permit shall be as established in KRS 189.270(3) and (4).
- (3) An applicant for an overweight or overdimensional annual permit shall submit to the Division of Motor



Carriers a completed Application for Annual Overweight or Overdimensional Permit, TC Form 95-25.  
Section 6. Overweight or Overdimensional Permits for Self-propelled Farm Equipment. (1) Self-propelled farm equipment shall not operate on a:

- (a) Toll road;
- (b) Parkway; or
- (c) Interstate highway.

(2) Self-propelled farm equipment shall be issued an overweight or overdimensional single trip or annual permit to operate on a fully-controlled access highway if the movement:

- (a) Does not create an unreasonable impedance of the flow of traffic; and
- (b) Is accompanied by the applicable escort vehicle, if required, as established in Section 7 of this administrative regulation.

Section 7. Escort Vehicles for Farm Equipment. (1) General escort vehicle requirements.

- (a) A lead escort vehicle operating on a two (2) lane highway may serve as a tow vehicle.
- (b) The distance requirement for an escort vehicle to lead or trail an overweight or overdimensional farm equipment shall be 300 feet (91.44 meters), but the distance may vary if necessary due to safety or road conditions.

(c) An escort vehicle shall keep its headlights on during an escort.

(d) A single vehicle and load that do not exceed forty-five (45) miles per hour operating on a four (4) lane highway shall have at least one (1) trail escort.

(2) A single vehicle and load in excess of twelve (12) feet in width:

- (a) Operating on a two (2) lane highway, shall have at least one (1) lead escort vehicle; and
- (b) Operating on a four (4) lane highway, shall have at least one (1) trail escort vehicle.

(3) A single vehicle and load in excess of eighty-five (85) feet in length operating on a two (2) lane highway, shall have at least one (1) lead vehicle.

(4) A single vehicle and load 120 feet in length or more operating on a four (4) lane highway, shall have at least one (1) trail vehicle.

(5) Convoy. More than one (1) farm equipment vehicle and load, exceeding twelve (12) feet in width or exceeding eighty-five (85) feet in length, being operated as a convoy on a two (2) lane highway, shall have at least one (1) lead vehicle for the total convoy.

Section 8. Sign, Flag, and Lighting Requirements. An overweight or overdimensional vehicle or its escort shall bear a sign declaring that the vehicle is oversized or shall use lights, flashers, or flags.

(1) Signage. A sign shall:

- (a) Be at least six (6) to eight (8) feet in width;
- (b) State *i* Oversize Load<sub>i</sub>;
- (c) Have black letters on a yellow background. The black letters shall be at least eighteen (18) inches tall (11,612.7 millimeters) with a brushstroke of at least one and four-tenths (1.44) inches (35.56 millimeters) wide; and
- (d) Be displayed so that the sign shall be visible to traffic.

(2) Flags. A flag shall be:

- (a) Red or fluorescent orange;
- (b) At least eighteen (18) inches (11,612.7 millimeters) square;
- (c) Displayed at the widest point of the load or on the escort vehicle.

(3) Lights.

(a) Lights shall be:

- 1. a. Amber oscillating; or
- b. Flashing; and
- 2. Visible from the rear.

Section 9. Travel Restrictions. (1) The movement of farm equipment or self-propelled farm implements in excess of twelve (12) feet in width shall not be made on a highway if adverse weather or road conditions will cause the move to be dangerous.

Section 10. Height and Weight Requirements. (1) A nonexempt farm vehicle and load with a height in excess of thirteen (13) feet, six (6) inches shall obtain a single-trip overweight or overdimensional permit pursuant to KRS 189.270(2) prior to movement.

(2) The maximum height for each single-trip overweight or overdimensional permit shall be determined by the cabinet based on bridge and underpass height along the designated route.

(3) Gross or axle overweight shall not be permitted on a nonexempt farm vehicle with the following configuration:

- (a) A combination unit of less than five (5) axes; or



(b) A single unit.

(4) To be issued an overweight or overdimensional permit, a vehicle shall have a declared gross weight of at least 80,000 pounds.

(5) The weight on a single axle in a combination shall not exceed the product of 700 pounds times the aggregate width in inches established by the manufacturer's stamped tire measurement of all the tires on the axle, or the following axle or axle group weights, whichever is less:

(a) Single-wheel axle: 24,000 pounds;

(b) Steering axle: 20,000 pounds;

(c) Tandem dual-wheel axle group if the combination vehicle has only five (5) axles total: 45,000 pounds;

(d) Tandem dual-wheel axle group if the combination vehicle has six (6) or more axles total: 48,000 pounds;

(e) Tridem dual-wheel axle group: 60,000 pounds;

(f) Five (5) axle combination units not exceeding 96,000 pounds gross weight;

(g) Six (6) axle combination units not exceeding 120,000 pounds gross weight;

(h) Seven (7) axle combination units not exceeding 160,000 pounds gross weight; or

(i) Trunnion axle group maximum gross weight as determined by the bridge weight formula established in 603 KAR 5:066, Section 2(7).

(6) The maximum weight shall not be permitted, unless all bridges and roads on the moving route have sufficient capacity to accommodate the load.

Section 11. Responsibility of the Overweight or Overdimensional Permit Holder. (1)(a) Damage to the highway, signs, guardrails, or other public or private property caused by the transportation of the farm equipment shall be the responsibility of the overweight or overdimensional permit holder.

(b) An overweight or overdimensional permit holder shall either repair the damage incurred or pay for the repair.

(c) An overweight or overdimensional permit holder shall not cut, trim, remove, or relocate a tree, shrub, guardrail highway sign, or other object on the highway right-of-way without the written approval of the chief district engineer or designee in the district office where the property is physically located.

(2) An applicant shall be responsible for providing accurate information and reviewing the permit prior to travel on Kentucky highways.

Section 12. Duplicate Overweight or Overdimensional Permits. (1) A duplicate overweight or overdimensional permit that is needed to replace a lost, stolen, or destroyed annual permit or to transfer the permit to another towing vehicle, shall be obtained from the Division of Motor Carriers by a payment of ten (10) dollars.

(2) One (1) transfer to another towing vehicle shall be allowed for each annual overweight or overdimensional permit during the permit's effective year.

(3) An additional transfer of an annual overweight or overdimensional permit shall be subject to the fees established in KRS 189.270.

(4) An original overweight or overdimensional permit shall be returned to the Division of Motor Carriers prior to the transfer of an annual overweight or overdimensional permit.

Section 13. Incorporation by Reference. (1) The following material is incorporated by reference:

(a) "Application for Annual Overweight or Overdimensional Permit", TC Form 95-25, December 2011; and

(b) "Kentucky Overweight or Overdimensional Permit Worksheet", TC Form 95-10, December 2011.

(2) This material may be inspected, copied, or obtained, subject to applicable copyright law, at the Department of Vehicle Regulation, 200 Mero Street, Frankfort, Kentucky 40622. This material may also be obtained by accessing the cabinet's Web site at <http://transportation.ky.gov/>. (38 Ky.R. 1399; 1962; eff. 7-6-2012.)

From Transportation Cabinet Dept. of Vehicle Regulation:

Overweight/Overdimensional

On interstate and major highway systems there are no overall length restrictions, however, on these highways the trailer is limited to 53 feet in length by 102 inches in width.

On all other state highways, the legal dimensions for truck and trailer are 65 feet in length and 8 feet in width. Overall height is limited to 13 feet 6 inches on all highways. Legal gross weight for 5 or more axles





is up to 80,000 lbs.

Carriers with nondivisible loads exceeding these dimensions are required to purchase an overweight/overdimensional permit. If you have questions regarding these dimensions or want to purchase this permit, please call 502-564-1257. You may also inquire about an Industrial Haul Permit at this number or contact the district in which you anticipate hauling.

**RESTRICTIONS:**

There is no longer a "holiday" restriction in Kentucky. You are restricted to no travel in the following counties 7:00 am to 9:00 am or 4:00 pm to 6:00 pm:  
Boone, Campbell, Fayette, Jefferson and Kenton. An overweight or overdimensional load originating in Fayette County shall be exempt from traffic rush hour restrictions on Interstate 64 and Interstate 75 in Fayette County and on connecting routes to both interstates up to a distance of three (3) miles from the interstates.

Manufactured/mobile homes are restricted to from moving at night and on Sunday. Travel may be limited from 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m. Monday through Friday.

No travel is allowed on the 431 bridge in Owensboro.

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**MEMORANDUM**

Date: April 21, 2004

To: Anyone Requesting Overweight or Overdimensional permits

Subject: Change in policy and procedure

Effective June 1, 2004, the Overweight/Overdimensional Permit Section will no longer provide amendments on their permits (per Kentucky Revised Statutes 189.270, paragraph 2: A single-trip permit shall cost sixty dollars (\$60) for each overweight/overdimensional permit requested).

The Overweight/Overdimensional Permit Section will provide an amendment only in the event it is an error on behalf of the permitting section. In this event, there will be no charge applied.

**Changes in Vehicle Size and Weight Laws and Regulations:**

No changes

**Goals:**

**Short term:**

A. Maintain the number of weighs at fixed facilities within 2% of FY2014 projected activity, WIM 3,430,000 and Static 105,000.

B. Maintain the use of the platform scales from the FY2013 Certification activity of 5,769 within 5% , through weight/inspections details, especially on parkway systems that lack fixed facilities.

C. Attend the statewide prosecutor's conference to promote enforcement concerning the safety problems posed by overweight, oversize, and unsafe trucks.

D. KSP will conduct programs to the general public, trucking industry, other law enforcement agencies and agricultural community. Upon request from special interest groups, trucking industry and other law enforcement agencies, educational programs concerning motor carrier safety regulations, weight laws, dimensions and permits will be provided.

E. Provide training for officers and inspectors in weight enforcement.



G. Complete work on virtual weigh stations on US 62 in Lyon County and US 25 in Laurel County (FHWA project).

H. Begin work on I-65 mainline WIM in Hardin County (site selection still tentative).

I. Expand use of Super CVIEW. The system will make OW/OD permit data immediately available to officer. Will also tie in to Camera/LPR/DOT readers to identify OW/OD vehicles crossing WIM scales and adjust pull in thresholds to match permit.

**Medium term:**

A. Maintain staffing levels dedicated to commercial vehicle enforcement.

B. Conduct statewide monthly blitzes for overweight trucks.

C. Implement new permit and routing system. (KYTC Dept. of Vehicle Regulation)

**Long term:**

A. Modernize older fixed weigh facilities.

B. Increase staffing levels and expand hours of operation at fixed facilities.

C. Ensure the extended coal haul system carriers comply with weight laws.

D. Continue to educate local stakeholder, including judges, about problems with overweight trucks.

E. Kentucky will continue to have Commercial Vehicle Safety as an emphasis area of its Strategic Highway Safety Plan.

F. Kentucky will work with contiguous states to develop and issue multi state permits in accordance with each state's laws and regulations. (KYTC Dept. of Vehicle Regulation)

**Provision for annual review and update of vehicle size and weight enforcement plan:**

Plan is reviewed before submittal by CVE Command Staff, with additional input from the KYTC Division of Motor Carriers.

**Evaluation of enforcement operations:**

1. KSP will collect data on the number of vehicles weighed on WIM scales, permanent static scales and portable scales.
2. KSP will collect data on the number of citations issued for weight violations.
3. KSP will collect data on the number of over-dimension citations issued.
4. KSP will record the number of public education and awareness programs conducted.

 **FHWA**



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

## **Appendix C:**

# **KY's 2015 State Enforcement Certification**



VEHICLE SIZE AND WEIGHT ENFORCEMENT

State Enforcement Certification

Kentucky 2015

Statement:

At the Governor's request and in response to the requirements of 23 U.S.C., I am submitting the Kentucky Annual Certification of Enforcement for Fiscal Year 2015 (October 1, 2014, through September 30, 2015). This certification and supporting documentation provide the information to address the requirements of 23CFR Part 657 and Part 658. I, Rodney Brewer, of the Department of Kentucky State Police, of the Commonwealth of Kentucky do hereby certify: (1) That all State laws governing vehicle weight on the Interstate System are consistent with 23 U.S.C. 127; (2) That all State laws and regulations governing vehicle size and weight are being enforced on the Interstate System and those highways which, prior to October 1, 1991, were designated as part of the Federal-aid Primary, Federal-aid Secondary, or Federal-aid Urban Systems; and (3) That the State is enforcing and complying with the longer combination vehicle freeze provisions of the Intermodal Surface Transportation Efficiency Act of 1991[23 U.S.C. 127(d) and 49 U.S.C. 31112]. Attached to this document is a letter from Governor Steve Beshear designating me as the official to make the certification statement and to submit the certification document. The certification contains all the elements required by Title 23 CFR Part 657 and Part 658. If you have any questions you may contact me at (502) 782-1800 Sincerely, Rodney Brewer, Commissioner Kentucky State Police

Copy of the document designating the official:

Rodney Brewer, Commissioner Kentucky State Police 919 Versailles Rd. Frankfort, KY 40601

Dear Commissioner Brewer:

Federal law requires each State to certify annually to the Federal Highway Administrator that it is in compliance with and enforcing all laws, rules, and regulations pertaining to vehicle size and weight enforcement according to 23 CFR Parts 657.13 and 657.15. Accordingly, I hereby designate you, as Commissioner of the Kentucky State Police, to certify to the Federal Highway Administrator that all laws, rules, and regulations pertaining to vehicle size and weight enforcement are being enforced. This designation shall be effective immediately and shall continue until changed from this office.

Sincerely, Steve Beshear, Governor Commonwealth of Kentucky

Copy of any State law or regulation pertaining to vehicle size and weight adopted since the State's last certification:

None

Actual operations as compared with those forecasted by the plan:

Table with 3 columns: Scale Types, Forecasted Number, Actual Number. Rows include Fixed platform scales, WIM scales, Portable scales, and Semi-portable scales.

Impacts of the process as actually applied:

Table with 3 columns: Violation Type, Current Year, Last Year. Rows include Oversize and Overweight.



U.S. Department  
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**Federal Highway  
Administration**

FHWA Operations Vehicle Size and Weight Enforcement - State Enforcement Certification printable page Page 2 of 2

**Measures of activity:**

**(1) Vehicles weighed**

Scale Type	Number of Vehicles Weighed
Fixed platform scales	118,308
WIM scales	3,676,736
Portable scales	5,065
Semi-portable scales	4,445

**(2) Penalties**

Violation Type	Number of Citations or Civil Assessments
Axle	1,668
Gross	619
Bridge formula	6

**Number of vehicles whose loads are either shifted or offloaded**

Load shifting	22
Offloading	39

**(3) Number of permits issued for overweight loads**

Permit Type	Number Issued
Non-divisible trip permits	90,565
Non-divisible annual permits	5,219
Divisible trip permits	
Divisible annual permits	974

**Attached Document:**

[Certification Letter.pdf](#) (Certification Letter)

[Designation Letter.pdf](#) (Governor's designation letter)

To view the document, you may need to download the following software:  
[Adobe Acrobat](#)





U.S. Department  
of Transportation  
**Federal Highway  
Administration**



COMMONWEALTH OF KENTUCKY  
**OFFICE OF THE GOVERNOR**

STEVEN L. BESHEAR  
GOVERNOR

700 CAPITOL AVENUE  
SUITE 100  
FRANKFORT, KY 40601  
(502) 564-2611  
FAX: (502) 564-2517

December 1, 2008

Commissioner Rodney Brewer  
Kentucky State Police  
919 Versailles Road  
Frankfort, Kentucky 40601

Dear Commissioner Brewer:

Federal law requires each state to certify annually to the Federal Highway Administrator that it is in compliance with and enforcing all laws, rules, and regulations pertaining to vehicle size and weight enforcement according to 23 CFR Parts 657.13 and 657.15.

Accordingly, I hereby designate you, as Commissioner of the Kentucky State Police, to certify to the Federal Highway Administrator that all laws, rules, and regulations pertaining to vehicle size and weight enforcement are being enforced. This designation shall be effective immediately and shall continue until changed from this office.

Sincerely,



Steven L. Beshear

cc: Secretary Joseph W. Prather

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U.S. Department  
of Transportation  
**Federal Highway  
Administration**



## KENTUCKY STATE POLICE

**Steven L. Beshear**  
Governor

919 Versailles Road  
Frankfort, Kentucky 40601  
www.kentuckystatepolice.org

**J. Michael Brown**  
Secretary

**Rodney Brewer**  
Commissioner

November 12, 2015

Thomas Nelson, Division Administrator  
Federal Highway Administration  
33 West Broadway, Room 264  
Frankfort, KY 40601

Dear Mr. Nelson:

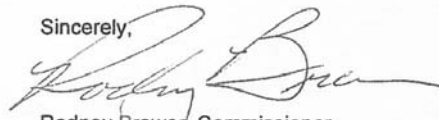
At the Governor's request and in response to the requirements of 23 U.S.C., I am submitting the Kentucky Annual Certification of Enforcement for fiscal year 2015 (October 1, 2014, through September 30, 2015). This certification and supporting documentation provide the information to address the requirements of 23 CFR Part 657 and Part 658.

I, Rodney Brewer, of the Department of Kentucky State Police, of the Commonwealth of Kentucky do hereby certify:

- (1) That all State laws governing vehicle weight on the Interstate System are consistent with 23 U.S.C. 127;
- (2) That all State laws and regulations governing vehicle size and weight are being enforced on the Interstate System and those highways which, prior to October 1, 1991, were designated as part of the Federal-aid Primary, Federal-aid Secondary, or Federal-aid Urban Systems; and
- (3) That the State is enforcing and complying with the longer combination vehicle freeze provisions of the Intermodal Surface Transportation Efficiency Act of 1991[23 U.S.C. 127(d) and 49 U.S.C. 31112].

Attached to this document is a letter from Governor Steve Beshear designating me as the official to make the certification statement and to submit the certification document. The certification contains all the elements required by Title 23 CFR Part 657 and Part 658. If you have any questions you may contact me at (502) 782-1800.

Sincerely,



Rodney Brewer, Commissioner

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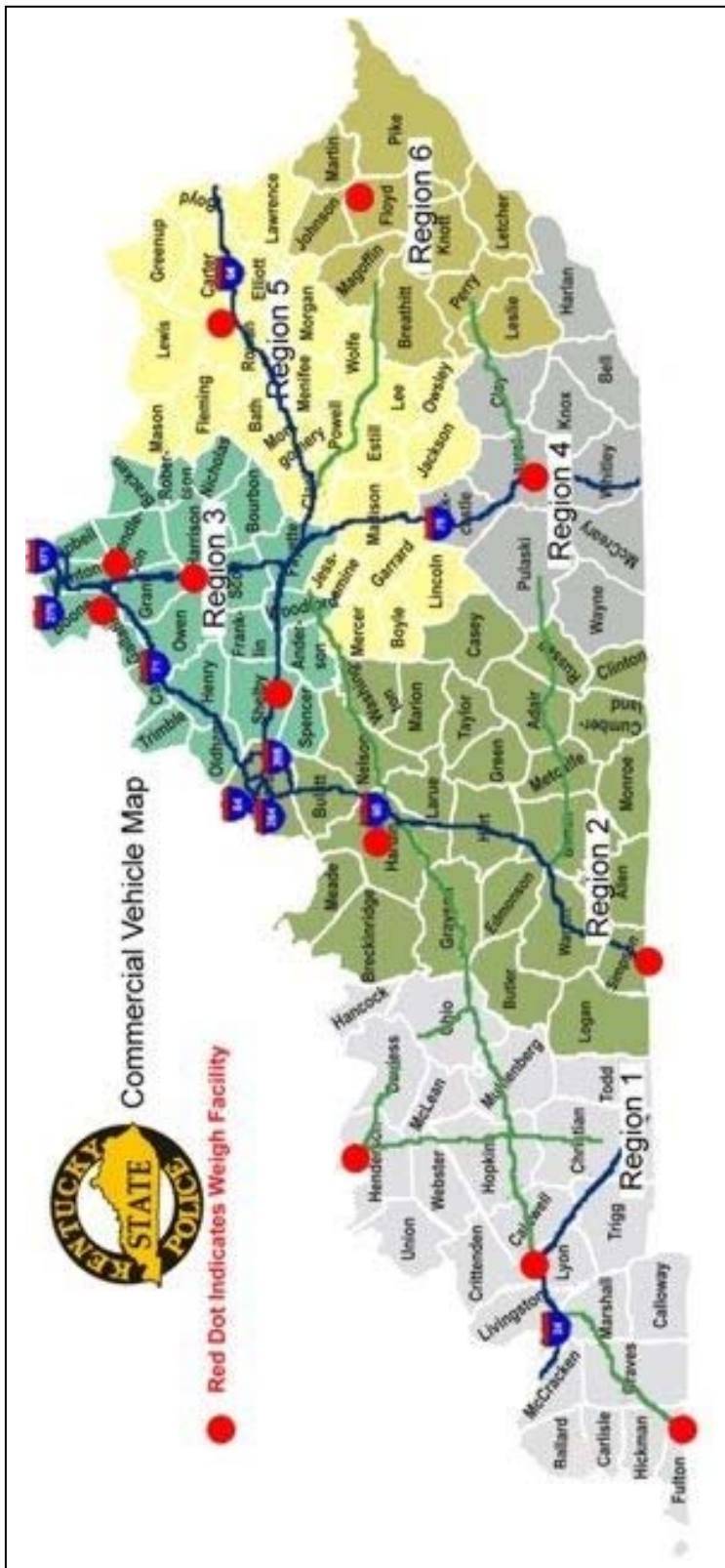
U.S. Department  
of Transportation  
**Federal Highway  
Administration**

## **Appendix D:**

### **Map of KY Weigh Station Locations by State Police Region**



U.S. Department  
of Transportation  
**Federal Highway  
Administration**



G5. Map of KY Weigh Station Locations by State Police Region.



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

## **Appendix E:**

# **Policies and Practices for Weight Enforcement**



## **Policies and Practices as they pertain to SCALE TYPE:**

### **Static Weigh Scale Facilities:**

- **Interstate** facilities are open Monday through Friday, 6:30 a.m. to 4:30 p.m., and Sunday through Thursday from 4:30 p.m. to 1:00 a.m. KSP estimates that the afternoon shift is not staffed approximately 20% of those days so that the day shift can remain operational in time of staffing shortages due to training, illness, vacation, etc.
- **Non-Interstate** facilities in Henderson, and Fulton, Kentucky, also follow the same schedule. There non-interstate facility in **Floyd County** operates at various times between 4:00am and midnight.
- All scales are occasionally opened outside of regular hours to deter carriers running overweight based on time of day.
- Officers with portable units are deployed on identified bypass routes to prevent bypassing of the Static weigh facilities. Inspection and weight enforcement details are deployed several times per month in each region on bypass routes. These details involve several officers and use platform (semi-portable) scale equipment.

### **Portable Scales:**

- Sworn officers with portable units are scheduled on bypass routes and high volume areas during any 24-hour period. Schedules may vary according to activity.

### **Semi-portable Scales:**

- Officers are deployed in four to five person teams on a weekly basis on major (non-interstate) routes that lack permanent facilities, and may operate for the entire shift. This is done not only to check for overweight loads that would normally travel the highway, but also to deter the use of bypass routes.

## **Policies and Practices as they pertain to OVERWEIGHT VIOLATIONS:**

Cited to court.

### **Offloading requirements for divisible loads:**

- Overweight loads required to be offloaded to legal limit



**KRS 177.9771 Extended weight coal or coal by-products haul road system.**  
(<http://www.lrc.ky.gov/KRS/177-00/9771.PDF>)

(1) The "extended weight coal or coal by-products haul road system" shall consist of all state-maintained toll roads or state-maintained roads which were previously toll roads and the public highways over which quantities of coal or coal by-products in excess of fifty thousand (50,000) tons were transported by motor vehicles during the period from January 1, 1985, through December 31, 1985, and shall be updated annually thereafter.

(2) The secretary of the Transportation Cabinet shall by official order on or before November 1, of each year, certify such public highways or portions thereof, as fulfill the criteria in subsection (1) of this section, as the extended weight coal or coal by-products haul road system.

(3) The total tons of coal or coal by-products transported by motor vehicles over any public highway shall be determined from the official coal or coal by-products road system transportation report required pursuant to KRS 177.977.

(4) Any vehicle, when registered with a declared gross weight of eighty thousand (80,000) pounds and when transporting coal or coal by-products over public highways which are part of the extended weight coal or coal by-products haul road system or portions thereof, may be operated at the weights as set forth below in excess of the maximum gross weight prescribed in KRS 189.221 and 189.222 and any other maximum weight limitations on state or county maintained systems by paying the corresponding decal fee as set forth below:

(a) A single unit truck having one (1) steering axle and two (2) axles in tandem shall be limited to a maximum gross weight of ninety thousand (90,000) pounds with a tolerance of five percent (5%), and pay a decal fee of one hundred sixty dollars (\$160) annually;

(b) A single unit truck having one (1) steering axle and three (3) axles in tridem arrangement shall be limited to a maximum gross weight of one hundred thousand (100,000) pounds with a tolerance of five percent (5%), and pay a decal fee of two hundred sixty dollars (\$260) annually;

(c) Tractor-semitrailer combinations with five (5) or more axles shall be limited to a maximum gross weight of one hundred twenty thousand (120,000) pounds with a tolerance of five percent (5%), and pay a decal fee of three hundred sixty dollars (\$360) annually;

(d) Any motor carrier involved in the transportation of coal or coal by-products which meets gross axle weights of twenty thousand (20,000) pounds per axle and twelve



### **KRS 177.9771 (continued)**

thousand (12,000) pounds for the steering axle may register in excess of eighty thousand (80,000) pounds by payment of eight hundred forty dollars (\$840) plus an additional decal fee of ten dollars (\$10) per one thousand (1,000) pounds of registered weight above eighty thousand (80,000) pounds;

(e) For purposes of this section, KRS 177.979, and 189.230, and for purposes of the extended weight coal or coal by-products haul system, the dimensional requirements of motor vehicles shall conform to all appropriate federal laws and regulations;

(f) The payment of the decal fee shall be in addition to any state registration fee, user fee, or other decal fee, including the registration fee as specified in KRS 186.050(3);

(g) Motor vehicles used in the transportation of coal or coal by-products under cooperative agreements pursuant to KRS 177.979 shall be exempt from the payment of the decal fee as set forth in this section and the registration fee as set forth in KRS 186.050(3) as long as the truck is driven over cooperative roads only while full. The Transportation Cabinet shall issue identifying license plates for those motor vehicles under cooperative agreements;

(h) All fees under this section shall be scheduled for payment and prorated pursuant to the provisions of KRS 186.051; and

(i) All revenues generated pursuant to this section shall be credited to a special account within the road fund called the "energy recovery road fund."

(5) Sixty percent (60%) of all energy recovery road funds shall be used by the Department of Highways for construction, maintenance, and repair of the state-maintained portion of the extended weight coal or coal by-products haul road system.

(6) Forty percent (40%) of all energy recovery road funds shall be distributed to the fiscal court of those counties in which coal or coal by-products are transported for the sole purpose of construction, maintenance, and repair of the county-maintained portion of the extended weight coal or coal by-products haul system. The distribution of funds to the counties shall be proportioned based on the miles of county roads on the extended weight coal or coal by-products haul system in each county compared to the total mileage of county roads in the total extended weight coal or coal by-products haul road system and the tons of coal or coal by-products transported over county roads on the extended weight coal or coal by-products haul system in each county compared to the total tons of coal or coal by-products transported over county roads in the total extended weight coal or coal by-products haul road system.





### **KRS 177.9771 (continued)**

(7) Nothing in this section shall be construed or administered to jeopardize the receipt of federal funds for highway purposes and the secretary of transportation shall not act in any manner which shall jeopardize federal highway funds or funds to be received by the Commonwealth. This section shall not be construed to authorize any vehicle to operate on a federal interstate highway in excess of those limits prescribed in KRS 189.222. This section shall not be construed to prohibit the Department of Highways from providing for the public safety and convenience of the traveling public on the highway.

(8) As soon as practical after the report is prepared and published pursuant to KRS 177.977 for any calendar year after 1985, the secretary shall add to or delete from the extended weight coal or coal by-products haul road system public highways or portions thereof based upon the criteria set out in this section. Deletion of a public road or portion of it from the extended weight coal or coal by-products haul road system shall not affect the eligibility of the roads for highway funds or programs applicable to the extended weight coal or coal by-products haul road system.

(9) A fiscal court, a governing body of a city of the first through fourth class, consolidated local government, or urban-county government may by resolution, make recommendation to the secretary of the Transportation Cabinet that certain roads or road segments in the county or corporate city limits pose inherent and definite hazards, special conditions, or greatly impact the economy of the county or city and that the secretary shall meet with said fiscal court or local governing body and take into consideration their concerns before adding to or deleting from the extended weight coal or coal by-products haul system.

(10) The secretary of the Transportation Cabinet may promulgate administrative regulations pursuant to KRS Chapter 13A necessary to administer the provisions of this section, KRS 177.9772, 177.979, and 189.230.

**Effective:** July 15, 2002

**History:** Amended 2002 Ky. Acts ch. 346, sec. 182, effective July 15, 2002. -- Amended 1996 Ky. Acts ch. 324, sec. 1, effective July 15, 1996. -- Amended 1994 Ky. Acts ch. 236, sec. 2, effective July 15, 1994. -- Amended 1988 Ky. Acts ch. 415, sec. 5, effective July 15, 1988. -- Created 1986 Ky. Acts ch. 498, sec. 1, effective April 1, 1987



**KRS 189.221 Basic height, width, length, and weight limits for trucks, trailers, manufactured homes, or vehicles -- Exception.**  
<http://www.lrc.ky.gov/KRS/189-00/221.PDF>

A person shall not operate on any highway, except those highways designated by the secretary of transportation under the provisions of KRS 189.222, or those locally maintained highways under the provisions of KRS 189.222(11) or KRS 189.230(4), any of the following trucks, trailers, manufactured homes, or vehicles:

- (1) Any motor truck, semitrailer, trailer, manufactured home, or vehicle which exceeds eleven and one-half (11-1/2) feet in height or ninety-six (96) inches in width, including any part of the body or load;
- (2) Any motor truck, except a semitrailer truck, which exceeds twenty-six and one half (26-1/2) feet in length, including any part of the body or load;
- (3) Any semitrailer truck which exceeds thirty (30) feet in length, including any part of the body or load;
- (4) Any truck, semitrailer truck, or truck and trailer unit which exceeds 36,000 pounds gross weight, including the load;
- (5) Any truck, semitrailer truck, or tractor-trailer unit which exceeds a gross weight equal to the sum of six hundred (600) pounds per inch of the combined width of the tires upon which the vehicle may be propelled, but no more than thirty-six thousand (36,000) pounds.
- (6) Notwithstanding the provisions of this section, any truck hauling building materials under KRS 189.2226, or to a road construction project on a highway rated less than the maximum weight provided above, may haul up to eighty thousand (80,000) pounds gross weight, including the load, without a permit.

**Effective:** June 25, 2009

**History:** Amended 2009 Ky. Acts ch. 34, sec. 2, effective June 25, 2009. -- Amended 2003 Ky. Acts ch. 124, secs. 35 and 38, effective June 24, 2003. -- Amended 1998 Ky. Acts ch. 484, sec. 3, effective July 15, 1998. -- Amended 1994 Ky. Acts ch. 42, sec. 12, effective July 15, 1994. -- Amended 1992 Ky. Acts ch. 132, sec. 1, effective July 14, 1992. -- Amended 1984 Ky. Acts ch. 330, sec. 1, effective July 13, 1984. -- Amended 1982 Ky. Acts ch. 395, sec. 19, effective July 15, 1982. -- Amended 1962 Ky. Acts ch. 91, sec. 2. -- Created 1950 Ky. Acts ch. 115, sec. 2.



**KRS 189.222 Increased height, length, and weight limits on designated highways -- Exceptions -- Cabinet may promulgate administrative regulations to implement 23 C.F.R. Part 658 -- Restriction of cabinet's enforcement powers on locally maintained roads. (<http://www.lrc.ky.gov/KRS/189-00/222.PDF>)**

(1) Except as provided in subsection (2) of this section, the secretary of the Transportation Cabinet in respect to highways which are a part of the state-maintained system, by official order, may increase on designated highways or portions thereof, the maximum height, length, and gross weight prescribed in KRS 189.221, if in the opinion of the secretary, the increased height, length, and weight designated by him are justified by the strength, safety, and durability of the designated highways, and the highways do not appear susceptible to unreasonable and unusual damage by reason of the increases and the secretary may establish reasonable classification of state maintained roads and fix a different maximum for each classification. Any increase in the height, length, or width of any motor truck or tractor semitrailer combinations or any other vehicle combinations including any part of the body or load or designation of highways to be used by the vehicles, shall not, in any way, exceed the federal law or regulations thereunder or jeopardize the allotment or qualification for federal aid funds of the Commonwealth of Kentucky or exceed the following dimensions and weights:

(a) Height, thirteen and one-half (13-1/2) feet;

(b) Length, semitrailers, fifty-three (53) feet; trailers, twenty-eight (28) feet; motor trucks, forty-five (45) feet, not to exceed two (2) trailers per truck tractor;

(c) Weight, twenty thousand (20,000) pounds per single axle, with axles less than forty-two (42) inches apart to be considered as a single axle; thirty-four thousand (34,000) pounds on two (2) axles in tandem arrangement which are spaced forty-two (42) inches or more apart and less than ninety-six (96) inches apart; forty-eight thousand (48,000) pounds on three (3) axles which are spaced forty-two (42) inches or more apart and less than one hundred twenty (120) inches apart. No single axle in any arrangement shall exceed twenty thousand (20,000) pounds or seven hundred (700) pounds per inch of the aggregate width of all the tires on a single axle, whichever is less. The total gross weight of the vehicle and load shall not exceed eighty thousand (80,000) pounds;

(d) Except on the interstate highway system, a tolerance of not more than five percent (5%) per axle load shall be permitted before a carrier is deemed to have violated paragraph (c) of this subsection. The gross weight shall not exceed eighty thousand (80,000) pounds;

(e) Except as provided for in paragraph (f) of this subsection, truck tractor, semitrailer and trailer combinations, and other vehicle combinations may be operated only on the interstate system and on those parts of the federal aid highway system and the state-



### **KRS 189.222 (continued)**

maintained system which have been designated by the secretary of the Transportation Cabinet by official order as safely allowing same;

(f) A vehicle or combination of vehicles that is one hundred two (102) inches wide or less and has a gross weight of not more than eighty thousand (80,000) pounds may be driven on any state highway, for a distance of up to fifteen (15) miles from an interstate or parkway exit.

(2) In addition to the provisions of KRS 189.2226, vehicles with a gross weight of up to eighty thousand (80,000) pounds may travel on any state highway in the Commonwealth without obtaining a special permit, if the weight does not exceed any limits mandated by federal law or regulation, any posted bridge weight limit, or the weight limits for the size and type of vehicle established under paragraph (c) of subsection (1) of this section, and if the vehicle is transporting any of the following:

(a) Meats or agricultural crop products originating from a farm to first market;

(b) Livestock or poultry from their point of origin to first market;

(c) Primary forest products, including, but not limited to, sawdust, wood chips, bark, slabs, or logs originating from their points of origin to first market; or

(d) Supplies, materials, or equipment necessary to carry out a farming operation engaged in the production of agricultural crop products, meats, livestock, or poultry.

(3) Vehicles registered under KRS 186.050(4)(b) that are engaged exclusively in the transportation of items listed in subsection (2)(a), (b), and (c) of this section may exceed the gross weight provisions set forth in subsection (1)(c) of this section by a weight tolerance of ten percent (10%), except on the interstate highway system.

(4) Vehicles exclusively engaged in the transportation of motor vehicles, unmanufactured tobacco, or unmanufactured tobacco products may, on those highways which are a part of the state-maintained system and which have been designated by the secretary of the Transportation Cabinet by official order as safely allowing same, attain the maximum lengths as provided by subsection (1)(b) of this section, excluding the usual and ordinary bumper overhang of the transported vehicles.

(5) Vehicles engaged exclusively in the transportation of farm or primary forestry products and registered under KRS 186.050(4) or 186.050(9) and vehicles engaged exclusively in the transportation of ready-mixed concrete shall be excluded from the



## **KRS 189.222 (continued)**

axle weight provisions, except on interstate highways, and subject only to total gross weight provisions.

(6) Vehicles registered pursuant to KRS 186.050(3)(b) and engaged in the transportation of primary forest products, including, but not limited to, vehicles transporting sawdust, wood chips, bark, slabs, or logs, may exceed the axle, or gross weight provisions as set forth in accordance with subsection (1)(c) of this section by a weight tolerance of ten percent (10%), except on the interstate highway system.

(7) Vehicles designed for and engaged exclusively in the collection and hauling of refuse and registered under KRS 186.050(3)(b) shall be excluded from the axle weight provisions, except when in operation on the federal interstate system, and subject only to total gross weight provisions.

(8) The secretary of the Transportation Cabinet may by order increase the weight and height limits prescribed by this chapter for motor vehicles while being operated exclusively on roads or highways being constructed, reconstructed, or repaired under contract with the Transportation Cabinet by the contractor or subcontractor, agent, or employee thereof.

(9) Except as otherwise provided in this chapter, the secretary of the Transportation Cabinet shall not authorize the operation of any vehicle or combination of vehicles, upon any part of the federal aid highway system or state parkway system, which exceeds the following dimensions and weights:

(a) Width, one hundred two (102) inches, including any part of the body or load;

(b) Weight, twenty thousand (20,000) pounds per single axle, with axles less than forty-two (42) inches apart to be considered as a single axle; thirty-four thousand (34,000) pounds on two (2) axles in tandem arrangement which are spaced forty-two (42) inches or more apart and less than ninety-six (96) inches apart; forty-eight thousand (48,000) pounds on three (3) axles which are spaced forty-two (42) inches or more apart and less than one hundred twenty (120) inches apart. The total gross weight of the vehicle and load shall not exceed eighty thousand (80,000) pounds. If any federal law or laws or regulations thereunder are hereafter enacted authorizing weights and dimensions in excess of those set out in paragraphs (a) and (b) of this subsection, the secretary of the Transportation Cabinet may by official order increase the maximum weights and dimensions but the increased weights and dimensions shall not exceed those set out in this section.

(10) Except on the interstate highway system, vehicles engaged exclusively in the transportation of crushed stone, fill dirt and rock, soil, bulk sand, coal, phosphate muck,



## **KRS 189.222 (continued)**

asphalt, concrete, solid waste, tankage or animal residues, livestock, and agricultural products shall be permitted a tolerance of ten percent (10%) of the axle weight provisions before a carrier is deemed to have violated paragraph (1)(c) of this section. (11) The Transportation Cabinet may promulgate administrative regulations pursuant to KRS Chapter 13A, relating to the implementation of 23 C.F.R. Part 658 as it relates to state-maintained or locally maintained roads. The enforcement of the provisions of KRS 189.221 and this section on locally maintained roads shall not be the responsibility of the law enforcement officers of the Transportation Cabinet, unless the head of the corresponding local government unit has requested, in writing, enforcement assistance from the Transportation Cabinet.”

**Effective:** June 25, 2009

**History:** Amended 2009 Ky. Acts ch. 34, sec. 1, effective June 25, 2009. -- Amended 2003 Ky. Acts ch. 30, sec. 1, effective June 24, 2003; and ch. 124, sec. 36, effective June 24, 2003. -- Amended 1994 Ky. Acts ch. 111, sec. 1, effective July 15, 1994. -- Amended 1992 Ky. Acts ch. 132, sec. 2, effective July 14, 1992. -- Amended 1990 Ky. Acts ch. 71, sec. 1, effective July 13, 1990; and ch. 179, sec. 1, effective July 13, 1990. -- Amended 1984 Ky. Acts ch. 393, sec. 1, effective July 13, 1984. -- Amended 1982 Ky. Acts ch. 85, sec. 1, effective July 15, 1982. -- Amended 1980 Ky. Acts ch. 39, sec. 3, effective July 15, 1980. -- Amended 1974 Ky. Acts ch. 368, sec. 1. -- Amended 1972 Ky. Acts ch. 150, sec. 1. -- Amended 1966 Ky. Acts ch. 261, sec. 1. -  
- Amended 1964 Ky. Acts ch. 95, sec. 3. -- Amended 1962 Ky. Acts ch. 108, sec. 1. -- Amended 1960 Ky. Acts ch. 254, sec. 2. -- Amended 1958 Ky. Acts ch. 70, sec. 29. -- Amended 1956 (2nd Extra. Sess.) Ky. Acts ch. 1, sec. 2. -- Created 1950 Ky. Acts ch. 115, sec. 3.





### **KRS 189.223 Measuring or weighing of vehicle by peace officer - Unloading of excess weight. (<http://www.lrc.ky.gov/KRS/189-00/223.PDF>)**

“Any peace officer having reason to believe that the height, length, width or weight of any motor truck, semitrailer truck, or trailer, is in excess of the maximum limits prescribed by KRS 189.221 and subsection (1) of 189.222 or permitted by any special permit issued under KRS 189.270 and in the possession of the operator, may measure it or weigh it either by portable or stationary scales, and may require it to be driven to the nearest scales, if such scales are within a distance of five (5) miles from the point at which the vehicle is first directed to stop. If the officer shall determine that the operation of the motor truck, semitrailer, or trailer, was unlawful, he shall require the operator of said motor truck, semitrailer truck, or trailer to unload such portion of the load as may be necessary to decrease the gross weight of the vehicle to the maximum gross weight permitted under the terms of KRS 189.221 and subsection (1) of 189.222 or of KRS 189.270, or he may, at the election of the operator, permit the operator to move the vehicle with its load to the nearest city or nearest court having jurisdiction, at which place the excess load shall be unloaded. The excess load shall be unloaded at the sole risk of the owner. The refusal of the operator to permit his motor truck, semitrailer truck, or trailer to be measured or weighed, or to proceed to a scales, or to unload the excess load, shall constitute a violation of KRS 189.221 to 189.228.”

**History:** Created 1950 Ky. Acts ch. 115, sec. 4.

#### **Penalties:**

Law Enforcement issues citations for court appearances. Penalties imposed by the court.



**KRS 189.270: Special Permits to Exceed Limits**  
**(<http://www.lrc.ky.gov/KRS/189-00/270.PDF>)**

(1) The department may issue permits for the operation of motor vehicles, manufactured homes, recreational vehicles, boats, or any other vehicle transporting a nondivisible load, whose gross weight including load, height, width, or length exceeds the limits prescribed by this chapter or which in other respects fail to comply with the requirements of this chapter. Permits may be issued by the department for stated periods, special purposes, and unusual conditions, and upon terms in the interest of public safety and the preservation of the highways as the department may require.

(2) Except as provided in subsection (7) of this section, the department may, at the request of an applicant, issue a single-trip permit regardless of the type of vehicle or equipment being transported that exceeds the weight or dimension limits established by this chapter if the load being transported is a nondivisible load. A single-trip permit shall cost sixty dollars (\$60) for each overweight or overdimensional permit requested.

(3) Except as provided in subsection (7) of this section, the department may, at the request of an applicant, issue an annual permit regardless of the type of vehicle or equipment being transported that exceeds the weight or dimension limits established by this chapter if the load being transported is a nondivisible load. The vehicle shall not exceed sixteen (16) feet in width exclusive of usual and ordinary overhang, one hundred twenty (120) feet in length including a towing vehicle and trailer combination, thirteen (13) feet six (6) inches in height, or one hundred sixty thousand (160,000) pounds. Except as provided in subsections (4) and (7) of this section, an annual permit for loads less than fourteen (14) feet in width shall cost two hundred fifty dollars (\$250). An annual permit for loads exceeding fourteen (14) feet in width shall cost five hundred dollars (\$500).

(4) An annual permit to transport farm equipment less than fourteen (14) feet in width shall cost eighty dollars (\$80). An annual permit to transport farm equipment that exceeds fourteen (14) feet in width from a dealership to a farm, from a farm to a dealership, or from a dealership to a dealership shall cost one hundred fifty dollars (\$150).

(5) Permits issued under this section shall be for nondivisible loads and shall be valid statewide; however, the department may, as a condition of issuing an annual or single-trip permit, limit the overweight or overdimensional vehicle to specified routes, exclude certain highways, or even cancel an applicant's permit if an unreasonable risk of accident or an unreasonable impedance of the flow of traffic would result from the presence of the overweight or overdimensional vehicle. A person who applies for, and accepts, a permit issued under this section is acknowledging that the Kentucky Transportation Cabinet is not guaranteeing safe passage of vehicles by issuing the



permit. A person who applies for, and accepts, a permit issued under this section agrees to measure all clearances of highway structures, both laterally and vertically, prior to passage of the person's vehicles along the routes specified in the permit. A person who applies for, and accepts, a permit issued under this section is classified as a bare licensee whose duty is to assume sole risk involved in using Kentucky's highways without warranty of accuracy.

(6) Subject to the limitations of subsection (11) of this section, the department shall promulgate administrative regulations under KRS Chapter 13A to establish requirements for escort vehicles, safety markings, and other safety restrictions governing the operation of an overweight or overdimensional vehicle. The department shall provide each applicant for an annual or single-trip permit issued under this section a copy of all restrictions associated with the overweight or overdimensional permit at no charge to the applicant. The department shall be prohibited from raising the permit fee established in subsections (2) and (3) of this section by levying additional fees for an overweight or overdimensional permit through the administrative regulation process.

(7) The cabinet shall not issue an annual permit under this section if the person applying for the permit is eligible for an annual permit issued under KRS 189.2715 or 189.2717.

(8) The department may require the applicant to give bond, with approved surety, to indemnify the state or counties against damage to highways or bridges resulting from use by the applicant. The operation of vehicles in accordance with the terms of the permit issued under this section shall not constitute a violation of this chapter if the operator has the permit, or an authenticated copy of it, in his possession.

(9) Any person transporting a parade float which exceeds the dimensional limits on a highway over which it is transported shall be required to obtain a permit as required in subsection (2) of this section. If the float is being used in conjunction with a parade to be held within the boundaries of the Commonwealth, a fee shall not be assessed by the department to issue the permit.

(10) A person shall not operate any vehicle in violation of the terms of the permit issued under this section.

(11) (a) The cabinet shall not promulgate administrative regulations pursuant to this section that restrict the time or days of the week when a permit holder may operate on the highway, except that travel may be limited from 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m. Monday through Friday.

(11) (b) The cabinet shall allow a permit holder who has obtained a permit to transport equipment to a work site to return to the permit holder's place of business immediately after work is completed at the job site, subject to the limitations of paragraph (a) of this subsection.



**KRS 189.990 (2) (a): Weight Statute. (<http://www.lrc.ky.gov/KRS/189-00/990.PDF>)**

“Any person who violates the weight provisions of KRS 189.212, 189.221, 189.222, 189.226, 189.230, or 189.270 shall be fined two cents (\$0.02) per pound for each pound of excess load when the excess is five thousand (5,000) pounds or less. When the excess exceeds five thousand (5,000) pounds the fine shall be two cents (\$0.02) per pound for each pound of excess load, but the fine levied shall not be less than one hundred dollars (\$100) and shall not be more than five hundred dollars (\$500).”

**Penalties for repeated violations:**

- No provision.

**Administrative directives, booklets or other written criteria:**

- Found in Kentucky’s Administrative Regulations.

**Policies and Practices as they pertain to SPECIAL PERMITS FOR OVERWEIGHT:**

KSP enforces special permits issued by the KYTC’s Department of Vehicle Regulation.



**Administrative directives, booklets or other written criteria:**

MEMORANDUM

Date: April 21, 2004  
From: Transportation Cabinet Dept. of Vehicle Regulation:  
To: Anyone Requesting Overweight or Overdimensional permits  
Subject: Change in policy and procedure

Effective June 1, 2004, the Overweight/Overdimensional Permit Section will no longer provide amendments on their permits (per Kentucky Revised Statutes 189.270, paragraph 2: A single-trip permit shall cost sixty dollars (\$60) for each overweight/overdimensional permit requested).

The Overweight/Overdimensional Permit Section will provide an amendment only in the event it is an error on behalf of the permitting section. In this event, there will be no charge applied.

On interstate and major highway systems there are no overall length restrictions, however, on these highways the trailer is limited to 53 feet in length by 102 inches in width.

On all other state highways, the legal dimensions for truck and trailer are 65 feet in length and 8 feet in width. Overall height is limited to 13 feet 6 inches on all highways. Legal gross weight for 5 or more axles is up to 80,000 lbs.

Carriers with nondivisible loads exceeding these dimensions are required to purchase an overweight/overdimensional permit. If you have questions regarding these dimensions or want to purchase this permit, please call 502-564-7150. You may also inquire about an Industrial Haul Permit at this number or contact the district in which you anticipate hauling.

**RESTRICTIONS:**

There is no longer a "holiday" restriction in Kentucky. You are restricted to no travel in the following counties 7:00 am to 9:00 am or 4:00 pm to 6:00 pm:  
Boone, Campbell, Fayette, Jefferson and Kenton. An overweight or overdimensional load originating in Fayette County shall be exempt from traffic rush hour restrictions on Interstate 64 and Interstate 75 in Fayette County and on connecting routes to both interstates up to a distance of three (3) miles from the interstates.

Manufactured/mobile homes are restricted to from moving at night and on Sunday. Travel may be limited from 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m. Monday through Friday.  
No travel is allowed on the 431 bridge in Owensboro.






U.S. Department  
of Transportation  
**Federal Highway  
Administration**

## **Appendix F:**

# **General Order 61-2, Weight Enforcement**



	<b>GENERAL ORDER 61-2</b>		
	TITLE / SUBJECT <b>WEIGHT ENFORCEMENT</b>		EFFECTIVE DATE <b>8/1/2007</b>
REFERENCES	CALEA STANDARDS	DISTRIBUTION All Personnel <i>Report</i> <input type="checkbox"/>	

**I. PURPOSE**

To establish a uniform procedure for detecting and weighing overweight vehicles operated on the public highways in the Commonwealth of Kentucky.

**II. POLICY**

Weight enforcement shall be conducted to determine compliance with the applicable weight laws concerning commercial vehicles in order to protect the Commonwealth's highway and bridge infrastructure from over weight vehicles.

**III. DEFINITIONS**

**Department** Department of Kentucky Vehicle Enforcement.

**Fixed Facility** Any of the 17 fixed facilities operated by Kentucky Vehicle Enforcement throughout the Commonwealth.

**Articulated Vehicle** – A vehicle or combination vehicle made up of two or more units and having at least one or more pivot points.

**Special Permit** Permit issued by the Department of Vehicle Regulation, which authorizes the operation of an oversize or overweight motor vehicle over the State Highway System. County and local authorities may issue permits for highways under their jurisdictions.

**Motor Carriers** Division of the Department of Regulation which is responsible for issuing over dimensional and/or overweight permits for various loads.

**A. Axle/Weight Limits**

Twenty (20,000) pounds per single axle, with axles less than forty-two (42) inches apart to be considered as a single axle.

Thirty-four (34,000) pounds on two (2) axles in tandem arrangement which are spaced (42) inches or more apart and less than (96) inches apart.

Forty eight (48,000) pounds on three axles which are spaced (42) inches or more apart and less than 120 inches apart.

No single axle shall exceed (20,000) pound or The weight (force) transmitted to the pavement shall not exceed the product of 700 pounds (317.51 kilograms) times the aggregate width in inches (meters) established from the manufacturer's stamped tire measurement for all tires.

The maximum gross weight (mass) allowed on a vehicle with any other axle configuration shall be established by the bridge weight formula:

$$W = 500 (LN/N-1 + 12N + 36)$$

Where W equals gross weight, L equals distance in feet between the extreme axles of the group of consecutive axles under consideration and N equals the number of axles in the group. The load on any single axle in any arrangement shall not exceed 20,000 pounds (9071.84 kilograms) and the gross weight (mass) shall not exceed 80,000 pounds (36,287.36 kilograms).

**IV. PROCEDURE**

**A. Fixed Facilities**

1. No fixed facility shall remain operational when weather or other conditions prevent safe operation.



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2. Vehicles suspected as overweight may be escorted to a fixed facility providing statutory requirements are met (see KRS 189.223).
  3. All traffic entering and exiting the facility shall be monitored for maximum safety of the personnel and the traveling public.
- B. Portable Scales Enforcement
1. Officers patrolling the highways of the Commonwealth and having reasonable suspicion that a vehicle is overweight should at their discretion, weigh the vehicle utilizing portable weigh methods.
  2. The location utilized to weigh the suspected vehicle shall be an appropriate site which is as solid and level as practicable with due regard to safety and private property.
    - a. Non-articulated vehicles shall be weighed with all axles blocked at the same height.
    - b. Articulated vehicles shall be weighed with all axles weighed or blocked at the same height per unit.
    - c. Articulated vehicles with cargo tanks configuration must be weighed with all axles weighed or blocked at the same height per unit with special attention given to cargo shift.
- C. Portable Platform Scales
1. At the discretion of the officer, they may utilize a portable platform scale unit designed to be mobile and used as needed in various locations, provided the officer has had the proper training in the use of the scale.
  2. The platform scale is designed to weigh a large volume of trucks during a given time. They are most likely utilized during a weigh detail.
- D. Special Permitted Loads
1. The weight on any single axle in any combination shall not exceed the product of 700 pounds times the aggregate width in inches established by the manufacturer's stamped tire measurement of all the tires on the axle, or the following axle or axle group weights, whichever is less:
    - a. Single axle - 24,000 pounds;
    - b. Tandem axle group if the combination vehicle has only five (5) axles total - 45,000
    - c. pounds (minimum of forty-two (42) inches spacing between the center of each of the axles of the tandem axle group);
    - d. Tandem axle group if the combination vehicle has six (6) or more axles total - 48,000 pounds (minimum of forty-two (42) inches spacing between the center of each of the axles of the tandem axle group);
    - e. Tridem axle group - 60,000 pounds (minimum of forty-two (42) inches spacing between the center of each of the axles of the tridem axle group);
    - f. Five (5) axle combination units shall not exceed 96,000 pounds gross weight;
    - g. Six (6) axle combination units shall not exceed 120,000 pounds gross weight;
    - h. Seven (7) axle combination units shall not exceed 160,000 pounds gross weight
  2. If the vehicle is operating under a special permit, and the combination does not violate the axle/gross weight provisions from 601 KAR 1:018 then it is not deemed to be in violation, i.e., if the permit is for a 6 axle configuration, and the permit holder deviates to a smaller weight/combo, as long as the axle/gross weight provisions are not violated, then the permit is considered to be valid.
- E. Permit Availability.
1. The original of the annual permit shall be carried in the overweight or over dimensional vehicle at all times.
  2. The original or facsimile copy of a single trip permit shall be carried in the overweight or over dimensional vehicle or equipment at all times.
  3. The annual or the single trip permit shall be presented, upon request, to any law enforcement officer or authorized personnel of the Department of Vehicle Regulation.



4. An unauthenticated photocopy of the annual permit shall not be valid.

F. Highway Classifications & Truck Types

1. Trucking highways. All state maintained roads are assigned a classification in 603 KAR 5:301. Unless the motor vehicle being operated has been issued an over dimensional permit by the Transportation Cabinet, the maximum allowable gross weight (mass) for each classification shall be as follows:
  - a. Class "AAA" shall have a maximum allowable gross weight (mass) of 80,000 pounds (36,287.36 kilograms).
  - b. Class "AA" shall have a maximum allowable gross weight (mass) of 62,000 pounds (28,122.70 kilograms).
  - c. Class "A" shall have a maximum allowable gross weight (mass) of 44,000 pounds (20,090.05 kilograms).
2. Truck types. For the purpose of posting bridges at the site and for listing bridge weight (mass) restrictions in this administrative regulation, the following truck types shall be used
  - a. Type 1. This shall be a single unit truck consisting of two (2) single axles.
  - b. Type 2. This shall be a single unit truck consisting of one (1) steering axle and two (2) axles in tandem arrangement.
  - c. Type 3. This shall be a truck consisting of one (1) steering axle and three (3) axles in tridem arrangement.
  - d. Type 4. This shall be a tractor-semi trailer combination truck consisting of five (5) or more axles.
3. Trucks with an axle combination not covered in subsection (2) of this section may be restricted by weight (mass) based on their axle spacing and weight (mass) distribution per axle in accordance with state and federal law. Information on those restrictions shall be available from the Division of Motor Carriers, Overweight and Over dimensional Permit Section
4. Interstate Highways. The maximum weight (mass) limits for trucks using Class "AAA" highways which are a part of the Interstate System shall be as established in this section:
  - a. Gross weight (mass), including load, shall not exceed 80,000 pounds (36,287.36 kilograms).
  - b. Gross axle weight (mass) for a single axle shall not exceed 20,000 pounds (9071.84 kilograms) (with axles less than forty-two (42) inches (1.07 meters) apart to be considered as a single axle).
  - c. Gross weight (mass) shall not exceed 34,000 pounds (15,422.13 kilograms) on two (2) axles in tandem arrangement which are spaced forty-two (42) inches (1.07 meters) or more apart and ninety-six (96) inches (2.44 meters) or less apart.
  - d. Gross weight (mass) shall not exceed 34,000 pounds (15,422.13 kilograms) on three (3) axles in tridem arrangement if the distance between the centers of one (1) and three (3) is ninety-six (96) inches (2.44 meters) or less.
  - e. Gross weight (mass) shall not exceed 48,000 pounds (21,772.42 kilograms) on three (3) axles in tridem arrangement if the distance between the centers of axles one (1) and three (3) is more than ninety-six (96) inches (2.44 meters) but less than 120 inches (3.05 meters), and the distance between any two (2) adjacent axles of the tridem is forty-two (42) inches (1.07 meters) or more, and the gross weight (mass) of the vehicle is less than or equal to 73,280 pounds (33,239.22 kilograms).
  - f. The maximum gross weight (mass) allowed on two (2) consecutive sets of tandem axles shall be 34,000 pounds (15,422.13 kilograms) each, if the distance between the first and last axles of the consecutive sets of axles is thirty-six (36) feet (10.98 meters) or more.
  - g. The maximum gross weight (mass) allowed on a vehicle with any other axle configuration shall be established by the bridge weight formula:  $W = 500 (LN/N-1 + 12N + 36)$
5. Where W equals gross weight, L equals distance in feet between the extreme axles of the group of consecutive axles under consideration and N equals the number of axles in the group. The load on any single axle in any arrangement shall not exceed 20,000 pounds (9071.84 kilograms) and the gross weight (mass) shall not exceed 80,000 pounds (36,287.36 kilograms).





G. Extended Weight Coal Haul Permits

Any vehicle, when registered with a declared gross weight of eighty thousand (80,000) pounds and when transporting coal or coal by-products over public highways which are part of the extended weight coal or coal by-products haul road system or portions thereof, may be operated at the weights as set forth below in excess of the maximum gross weight prescribed in KRS 189.221 and 189.222 and any other maximum weight limitations on state or county maintained systems by paying the corresponding decal fee as set forth below:

1. A single unit truck having one (1) steering axle and two (2) axle in tandem shall be limited to a maximum gross weight of ninety thousand (90,000) pounds with a tolerance of five percent (5%), and pay a decal fee of one hundred sixty dollars \$1600 annually;
2. A single unit truck have one (1) steering axle and three (3) axles in tridem arrangement shall be limited to a maximum gross weight of one hundred thousand (100,000) pounds with a tolerance of five percent (5%), and pay a decal fee of two hundred sixty dollars (\$260) annually;
3. Tractor-semi trailer combination with five (5) or more axles shall be limited to a maximum gross weight of one hundred twenty thousand (120,000) pounds with a tolerance of five (5%), and pay a decal fee of three hundred sixty dollars (\$360) annually;
4. Any motor carrier involved in the transportation of coal or coal by-products which meets gross axle weights of twenty thousand (20,000) pounds per axle and twelve thousand (12,000) pounds for the steering axle may register in excess of eighty thousand (80,000) pounds by payment of eight hundred forty dollars (\$840) plus an additional decal fee of ten dollars (\$10) per one thousand (1,000) pounds of registered weight above eighty thousand (80,000) pounds;
5. Any person who violates the weight provisions of KRS 189.212, 189.221, 189.222, 189.226, 189.230, or 189.270 shall be fined two cents (\$0.02) per pound for each pound of excess load when the excess is five thousand (5,000) pounds or less. When the excess exceeds five thousand (5,000) pounds the fine shall be two cents (\$0.02) per pound for each pound of excess load, but the fine levied shall not be less than one hundred dollars (\$100) and shall not be more than five hundred dollars (\$500).





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## **Appendix G:**

# **PrePASS Report**



## PrePass Year At A Glance

2015 (as of 12/31)



### National Statistics

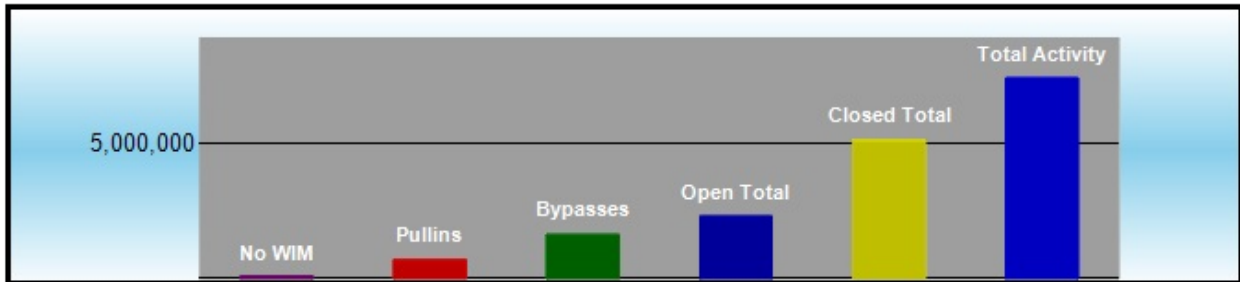
Total States Participating:	32	2015 Bypasses / % to Open:	56,729,109	68.1%
National Vehicles Enrolled:	536,757	2015 Pullins / % to Open:	26,522,661	31.9%
Unique DOT's Enrolled:	46,225	2015 Closed / % to Activity:	80,989,637	49.3%

HELP Regional Director  
Paul Sullivan (339) 832-3526

### Kentucky

#### State Statistics

Open to Total Activity Ratio:	31.0%	Bypass to Open Ratio:	70.5%
No WIM to Open Ratio:	0.2%	Pullin to Open Ratio:	29.5%
		Closed to Total Activity Ratio:	69.0%



### Site Specific Data

Site	No WIM *	Pullins	Bypasses	Open Total	Closed Total	Total Activity	Open %
Boone SB	0	8,055	25,632	33,687	682,928	716,615	4.7%
Hardin SB	0	50,357	190,800	241,157	811,175	1,052,332	22.9%
Henderson SB	0	41,579	46,928	88,507	131,326	219,833	40.3%
Kenton SB	0	43,718	107,885	151,603	476,044	627,647	24.2%
Laurel NB	3,772	142,673	192,790	335,463	330,405	665,868	50.4%
Laurel SB	0	56,716	225,929	282,645	352,323	634,968	44.5%
Lyon EB	0	56,427	112,905	169,332	456,423	625,755	27.1%
Lyon WB	0	60,386	98,539	158,925	436,229	595,154	26.7%
Rowan WB	0	72,727	33,088	105,815	98,181	203,996	51.9%
Scott NB	0	51,890	237,314	289,204	327,637	616,841	46.9%
Shelby EB	0	17,940	55,477	73,417	329,321	402,738	18.2%
Simpson NB	0	74,941	289,788	364,729	680,732	1,045,461	34.9%
<b>Total</b>	<b>3,772</b>	<b>677,409</b>	<b>1,617,075</b>	<b>2,294,484</b>	<b>5,112,724</b>	<b>7,407,208</b>	<b>31.0%</b>

\* No WIM is included in Pullins.

CONFIDENTIAL STATEMENT: HELP Inc. proprietary and confidential information.

DISCLAIMER: Totals may be higher than the sum of all monthly reports due to late arriving transactions after the report was posted.



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## **Appendix H:**

# **2015 Size and Weight Evaluation Report Workbook**



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KENTUCKY								Trend Analysis of Enforcement Measures	
	2010	2011	2012	2013	2014	2015	Forecast/Comments/Analysis		
<b>TRAVEL MEASURES:</b>									
Annual VMT (Millions)	48,057	48,185	47,246	46,996	47,941	48,675	HPMS Extent & Travel Report, Total x 365		
Rural	27,776	27,886	27,291	27,172	25,706	26,132	HPMS Extent & Travel Report, Total x 365		
% Change		0.40%	-2.13%	-0.44%	-5.40%	1.66%			
Urban	20,291	20,175	19,955	19,824	22,235	22,543	HPMS Extent & Travel Report, Total x 365		
% Change		-0.57%	-1.09%	-0.66%	12.16%	1.38%			
Interstate VMT (Millions)									
Rural	6875	7,343	7,094	7,148	7,259	7,965	HPMS Ext & Travel (rural & urban) x 365		
% Change		6.81%	-3.39%	0.76%	1.55%	9.73%			
Urban	6178	6,054	5,971	6,034	6,338	6,604	HPMS Ext & Travel (rural & urban) x 365		
% Change		-2.01%	-1.37%	1.06%	5.04%	4.19%			
Percent Trucks									
Rural	16.1	14.1	13.6	14.2	14.8	12.3	HIS data from KYTC		
% Change		-12.42%	-3.55%	4.41%	4.23%	-16.89%			
Urban	10.6	8.8	10.6	9.3	8.7	7.6	HIS data from KYTC		
% Change		-16.98%	20.45%	-12.26%	-6.45%	-12.64%			
<b>REGISTRATIONS &amp; FUEL:</b>									
Truck-Trailer Registrations	27,415	30,075	30,642	30,009	29,841	20,805	KYTC Vehicle Reg (Jan-Dec)		
% Change		9.70%	1.89%	-2.07%	-0.56%	-30.28%	<i>(interstate only in 15)</i>		
Special Fuel Use (1,000s/Gal.)	785,918	773,104	767,628	741,939	801,861	772,710	KYTC Division of Accounts		
% Change		-1.63%	-0.71%	-3.35%	8.08%	-3.64%			
<b>CONDITION &amp; SAFETY:</b>									
Interstate IRI (Percent)	77	84.2	92.4	92.2	91.3	87.8	HPMS IRI on FA Highways; VMT < 95		
% Change		9.35%	9.74%	-0.22%	-0.98%	-3.83%			
Interstate Fatalities	86	62	69	70	74	108	KTC/KSP Annual Safety Report (K.Agent)		
% Change		-27.91%	11.29%	1.45%	5.71%	45.95%			
<b>MEASURES OF ACTIVITY:</b>									
Trucks Weighed							Forecast	Comments	
Fixed Static Scales	119,421	103,191	115,232	98,573	108,692	118,308	110,866	106,518 - 110,866	
% Change		-13.59%	11.67%	-14.46%	10.27%	8.85%	-6.29%		
WIM Scales	4,320,598	4,655,087	4,487,575	3,465,192	3,379,668	3,676,736	3,447,261	3,312,075 - 3,447,261	
% Change		7.74%	-3.60%	-22.78%	-2.47%	8.79%	-6.24%		
Portable Scales	4,286	5,001	7,004	6,381	5,323	5,065	5,589	(5,057 - 5,589)	
% Change		16.68%	40.05%	-8.89%	-16.58%	-4.85%	10.35%	No goal set; assumed +/- 5%	
Semi-Portable Scales	455	1,559	1,333	5,769	4,345	4,445	4,562	4,128 - 4,562	
% Change		242.64%	-14.50%	332.78%	-24.68%	2.30%	2.64%		
Total	4,444,760	4,764,838	4,611,144	3,575,915	3,498,028	3,804,554	3,568,278	NOTE: assumed portable	
% Change		7.20%	-3.23%	-22.45%	-2.18%	8.76%	-6.21%		
Citations Issued:							Forecast	Comments	
Axle	2,430	1,863	1,834	1,414	1,315	1,668	NA	Objectives are not set for	
Gross Weight	917	787	837	677	592	619	NA	a number of citations; this	
Bridge Formula	7	-	-	15	7	6	NA	sounds like a "quota".	
Non-Specific	-	-	-	-	-	0	NA	Not defined	
Total	3,354	2,650	2,671	2,106	1,914	2,293	NA		
% Change		-20.99%	0.79%	-21.15%	-9.12%	19.80%	NA		
Oversize	691	721	573	308	396	322	NA		
% Change		4.34%	-20.53%	-46.25%	28.57%	-18.69%	NA		
Total Citations	4,045	3,371	3,244	2,414	2,310	2,615	NA		
% Change		-16.66%	-3.77%	-25.59%	-4.31%	13.20%	NA		
Citations/Weighed Ratio	0.00	0.00	0.00	0.00	0.00	0.00	NA		
% Change		-22.26%	-0.56%	-4.04%	-2.18%	0.07%	NA		
Permits Issued:									
Non-Divisible Trip	82,230	91,883	100,287	93,842	92,329	90,565	NA		
Non-Divisible Annual	4,096	4,877	5,242	4,689	4,590	5,219	NA		
Divisible Trip	-	-	-	-	-	-	NA		
Divisible Annual	-	-	248	879	832	974	NA		
Total Permits	86,326	96,760	105,777	99,410	97,751	96,758	-		
% Change		12.09%	9.32%	-6.02%	-1.67%	-1.02%	-100.00%		
Number of Enforcement Agencies:	1	1	1	1	1	1	1		
% Change		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
Staffing Levels:	174	174	151	148	165	130	130		
% Change		0.00%	-13.22%	-1.99%	11.49%	-21.21%	0.00%		
Funding:									
Facilities	5,298,514	4,919,967	6,967,388	5,039,188	3,327,970	4,377,125	5,721,200	KSP - Utilities, Vehicles, etc	
Personnel	15,072,800	15,200,000	13,700,000	12,900,000	12,817,081	12,683,034	10,713,000	2016 Budget	
Total Funding	20,371,314	20,119,967	20,667,388	17,939,188	16,145,051	17,060,159	16,434,200	State Yr	
% Change		-1.23%	2.72%	-13.20%	-10.00%	5.67%	-3.67%		



Metric #1: 23 CFR 657 Facilities and Equipment			
Status of Most Recent Risk / Improvement Plan			
Observation / Recommendation	In Current Year SEP	In Proposed Year SEP	Status
Metric Status: (select the level best represented in SEP)	Current Year SEP	Proposed Year SEP	Comments / Recommendations
Level 1 - Not Compliant to the Regulation The SEP does not indicate where fixed scales are located, nor does it not report on the total number of scales. The SEP does not identify the location of WIM equipment used for screening overweight trucks. It also does not indicate whether or where semi-portable and/or portable scales are used to weigh trucks. The SEP must reflect that the State's program uses a combination of at least two devices to deter evasion of size and weight measurement in sufficient quantity to cover the Federal-aid system.			
Level 2 - Performing, as per the Regulation The SEP does indicate where fixed scales are located and provides a total number of scales in operation. It also indicates whether or where semi-portable and/or portable scales are used to weigh trucks; hence, demonstrating at least two types of scales are used to weigh trucks. Provides a total number of portable scales in operation and indicates number per mobile unit.			
Level 3 - Managing the Metric, beyond the Regulation The SEP describes and determines the locations of all fixed scales along the Interstate. If used, the locations for WIM equipment are noted. At least two methods of weighing are indicated. If portable scales are one of the methods used, the total number throughout the state are described and shows each mobile unit equipped with a minimum of four scales. The State also adequately describes or identifies the manpower (FTEs) dedicated directly towards weighing operations.	3	3	This could be a 4 except the Enforcement Agency (KSP) only uses 4 scales/mobile unit. Private or publically owned scales are not used.
Level 4 - Integrating/Optimizing the Metric, beyond the Regulation The SEP describes and determines the locations of all fixed scales along the Interstate. Included is a map showing the geographic coverage of scales along the Interstate system. If used, the locations for WIM equipment (used with static scale enforcement) are indicated on the map as well. Clear indication at least two methods of weighing are used. If portable scales are one of the methods used, the total number throughout the state are indicated and shows each mobile unit equipped with a minimum of six scales. The State also adequately describes or identifies the manpower (number of FTEs and percentage of time) dedicated directly towards weighing operations. This also includes the use of privately owned scales and/or publicly owned (local or county agencies) scales.			
<b>Assessment Level Status</b>	<b>3</b>	<b>3</b>	





Metric #2: 23 CFR 657 Resources (Agencies and Personnel)				
Status of Most Recent Risk / Improvement Plan				
Observation / Recommendation	In Current Year SEP	In Proposed Year SEP	Status	
Metric Status: (select the level best represented in the SEP)	Current Year SEP	Proposed Year SEP	Comments / Recommendations	
Level 1 - Not Compliant to the Regulation	No identification on what agencies (state/local) are responsible for truck size and weight enforcement. If any, would it be the same agency that prepared the SEP and annual Certification? No mention of the percentage of time dedicated to full time size & weight enforcement, as well as type and frequency of training for enforcement officers. Annual operating budget with a breakdown of costs (i.e. personnel, enforcement equipment, vehicles, maintenance of fixed facilities, etc.) not documented in the SEP.			
Level 2 - Performing, as per the Regulation	Identification of what agencies (state/local) are responsible for truck size and weight enforcement and which agency would be considered as the prime or lead agency for size & weight enforcement. Clear identification of the agency that prepared the SEP and annual Certification. Percentage of time dedicated to full time size & weight enforcement indicated, as well as type and frequency of training for enforcement officers. Annual operating budget with a breakdown of costs (i.e. personnel, enforcement equipment, vehicles, maintenance of fixed facilities, etc.) documented in the SEP.	2	2	Training is listed in annual DO report. Annual operating budget has breakdown of costs by maintenance, personnel, and facilities. SEP should be revised to ask for specific information, so that everyone knows what is required.
Level 3 - Managing the Metric, beyond the Regulation	Prime/lead agency responsible for size & weight enforcement identified, as well as other state/local agencies responsible for size & weight enforcement. Prime/lead enforcement agency involved with the State DOT preparing the SEP and annual Certification. Percentage of time dedicated to full time size & weight enforcement indicated, as well as type and frequency of training (lead agency provided) for enforcement officers. Indication size & weight enforcement officers provide flexible coverage at either scale houses and/or mobile patrols. Annual operating budget with a breakdown of costs (i.e. personnel, enforcement equipment, vehicles, maintenance of fixed facilities, etc.) documented in the SEP.			
Level 4 - Integrating/Optimizing the Metric, beyond the Regulation	Prime/lead agency responsible for size & weight enforcement identified, as well as other state/local agencies responsible for size & weight enforcement. If applicable, are they listed and offer related statistical information (i.e., type of equipment used, number of weighing, number of citations issued, number of permits issued, etc.). Prime/lead enforcement agency involved with the State DOT preparing the SEP and annual Certification. Percentage of time dedicated to full time size & weight enforcement indicated, as well as type and frequency of training for enforcement officers. Indication size & weight enforcement officers provide flexible coverage at either scale houses and/or mobile patrols. Annual operating budget with a breakdown of costs (i.e. personnel, enforcement equipment, vehicles, maintenance of fixed facilities, etc.) documented in the SEP. Indication funding sources are identified for personnel, enforcement equipment, and/or for those that process permits for non-divisible loads.			
	<b>Assessment Level Status</b>	2	2	



Metric #3: 23 CFR 657 Practices and Procedures				
Status of Most Recent Risk / Improvement Plan				
Observation / Recommendation	In Current Year SEP	In Proposed Year SEP	Status	
Metric Status: (select the level best represented in the SEP)	Current Year SEP	Proposed Year SEP	Comments / Recommendations	
<p><b>Level 1 - Not Compliant to the Regulation</b></p> <p>No indication of the hours available for size &amp; weight enforcement operations. No indication on how many people it takes to effectively operate enforcement in a specified time period. No reference of administrative directives, booklets, or other written criteria with respect to enforcement operations (including strategies to prevent bypassing fixed weighing locations, where and when officers use portable scales, randomly weighing transponder equipped trucks (i.e. PrePass, etc.), and number of hours per week weigh stations are typically open) and penalties (including a fine structure that takes into account repeat violations). In addition, no indication that the State adheres to any grandfather clauses as a part of the size and weight enforcement program.</p>				
<p><b>Level 2 - Performing, as per the Regulation</b></p> <p>SEP indicates hours available for size &amp; weight enforcement operations. Also, indicates how many people it takes to effectively operate enforcement in a specified time period (particularly fixed scales, such as Ports of Entry). Reference made in SEP of administrative directives, booklets, or other written criteria with respect to enforcement operations (including strategies to prevent bypassing fixed weighing locations, where and when officers use portable scales, randomly weighing transponder equipped trucks (i.e. PrePass, etc.), and number of hours per week weigh stations are typically open) and penalties (including a fine structure that takes into account repeat violations). In addition, SEP indicates the State adheres to any grandfather clauses as a part of the size and weight enforcement program.</p>	2	2		Optimal hours are listed, but actual hours vary. Scales open less than 8 hrs/day on average. MOA between Enforcement Agency (KSP) and State DOT (KTC) has not been established. Grandfather clauses need to be listed specifically.
<p><b>Level 3 - Managing the Metric, beyond the Regulation</b></p> <p>SEP indicates hours available for size &amp; weight enforcement operations, including how size &amp; weight is performed during off-peak hours. Also, indicates how many people it takes to effectively operate enforcement in a specified time period. Reference made in SEP of administrative directives, booklets, or other written criteria with respect to enforcement operations (including strategies to prevent bypassing fixed weighing locations, where and when officers use portable scales, randomly weighing transponder equipped trucks (i.e. PrePass, etc.), issuance of permits per 23 CFR 657.9(b)(2)(iv), number of hours per week weigh stations are typically open, and, if mandatory by state law, description of offloading procedures). As for fixed scales, further indication on enforcement coverage for illegal loads operating outside of regular scale house operating hours. For documentation on penalties (including a fine structure that takes into account repeat violations), an indication by the State that their fine structure adequately discourages violators. Indication that MOA or cooperative agreements are established between the State DOT and enforcement agency for the maintenance of all size and weight enforcement infrastructure. In addition, SEP indicates the State adheres to any grandfather clauses as a part of the size and weight enforcement program, as well as any change in laws &amp; regulations that may impact their current size and weight enforcement laws.</p>				
<p><b>Level 4 - Integrating/Optimizing the Metric, beyond the Regulation</b></p> <p>SEP indicates a 24 hour, 7 days per week size &amp; weight enforcement operations. Also, indicates how many people it takes to effectively operate enforcement in any specified time period. Reference made in SEP of administrative directives, booklets, or other written criteria with respect to enforcement operations (including strategies to prevent bypassing fixed weighing locations (including types of devices used), where and when officers use portable scales, randomly weighing transponder equipped trucks (i.e. PrePass, etc.), issuance of permits per 23 CFR 657.9(b)(2)(iv), number of hours per week weigh stations are typically open (compared to a minimum 40 hour work week), and, if mandatory by state law, description of offloading procedures). As for fixed scales, further indication on enforcement coverage for illegal loads operating outside of regular scale house operating hours. For documentation on penalties (including a fine structure that takes into account repeat violations), an indication by the State that their fine structure adequately discourages violators, indication that MOA or cooperative agreements are established between the State DOT and enforcement agency for the maintenance of all size and weight enforcement infrastructure. In addition, SEP indicates the State adheres to any grandfather clauses as a part of the size and weight enforcement program, as well as any change in laws &amp; regulations may impact their current size and weight enforcement laws. Clear indication the State has no enforcement tolerances.</p>				
<p><b>Assessment Level Status</b></p>	2	2		



Metric #4: 23 CFR 657 Goals					
Status of Most Recent Risk / Improvement Plan					
Observation / Recommendation		In Current Year SEP	In Proposed Year SEP	Status	
Metric Status: (select the level best represented in the SEP)		Current Year SEP	Proposed Year SEP	Comments / Recommendations	
Level 1 - Not Compliant to the Regulation	SEP did not indicate any enforcement program goals (short-term, medium-term, and long-term).				
Level 2 - Performing, as per the Regulation	SEP demonstrates that the goals (short-term, medium-term, and long-term) established are specific, measurable, realistic, time-bound, and established collaboratively with all agencies involved in size and weight enforcement and are tracked and evaluated annually.	2	2	Enforcement agency (KSP) and State DOT (KYTC) need to work together to target enforcement in those areas with lower IRI and/or bridge damage. KSP has asked that the KYTC District Offices provide data for specific hot spots.	
Level 3 - Managing the Metric, beyond the Regulation	SEP demonstrates that the goals (short-term, medium-term, and long-term) established are specific, measurable, realistic, time-bound, and established collaboratively with all agencies involved in size and weight enforcement and are tracked and evaluated annually. Included, the State indicates a move towards more WIM technology for weighing trucks, strategies/attempts to weigh more heavy trucks in the upcoming year, and future staffing and facility/equipment needs. Documented strategy to either increase or decrease the number of citations issued through enforcement, and/or ITS initiatives and size & weight enforcement technology are being coordinated together.				
Level 4 - Integrating/Optimizing the Metric, beyond the Regulation	SEP demonstrates that the goals (short-term, medium-term, and long-term) established are specific, measurable, realistic, time-bound, and established collaboratively with all agencies involved in size and weight enforcement and are tracked and evaluated annually. Included, the State indicates a move towards more WIM technology for weighing trucks, strategies/attempts to weigh more heavy trucks in the upcoming year, and future staffing and facility/equipment needs. Documented strategy to either increase or decrease the number of citations issued through enforcement and ITS initiatives and size & weight enforcement technology are being coupled together. SEP takes into account interaction from those that manage and maintain the infrastructure, especially pavements and bridges, and the impacts (replacement costs) size & weight enforcement, including permitting and routing of extra heavy loads have on such. Reference that the State and Division's Stewardship and Oversight Agreement acknowledge the requirements associated with the SEP and annual Certification.				
Assessment Level Status		2	2		



<b>Metric #5: 23 CFR 657 Evaluation</b>			
<b>Status of Most Recent Risk / Improvement Plan</b>			
<b>Obsevation / Recommendation</b>	<b>In Current Year SEP</b>	<b>In Proposed Year SEP</b>	<b>Status</b>
<b>Metric Status: (select the level best represented in the SEP)</b>	<b>Current Year SEP</b>	<b>Proposed Year SEP</b>	<b>Comments / Recommendations</b>
<b>Level 1 - Not Compliant to the Regulation</b>	Data items are missing or not complete in the annual Certification; hence, not able to determine annual trends with the data to provide proper evaluation.		
<b>Level 2 - Performing, as per the Regulation</b>	State Certification provides complete measures of activity data items to conduct trend analysis for the past five years and noted in the evaluation section of the SEP.		
<b>Level 3 - Managing the Metric, beyond the Regulation</b>	State Certification provides complete measures of activity data items to conduct trend analysis for the past five years, reflecting useful trends with measuring citations issued / total trucks weighed ratio, permits issued, and staffing trends. Reference of this action was highlighted in the evaluation section of the SEP. Synopsis on new state laws and how it affects the State's enforcement program.		
<b>Level 4 - Integrating/Optimizing the Metric, beyond the Regulation</b>	State Certification provides complete measures of activity data items to conduct trend analysis for the past five years. Useful trends with measuring citations issued / total trucks weighed ratio, permits issued, and staffing trends are highlighted and compared with key highway statistics trends. Evaluation section of the SEP documents comparative trend analysis data and provides for a better understanding of the program and how it reflects in the current and proposed SEP. Synopsis on new and proposed state laws and how it affects the State's enforcement program. Observations and studies recently conducted are referenced and identified for further action.	4	4
	<b>Assessment Level Status</b>	4	4



U.S. Department  
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