
DIGEST

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HB 164 Engrossed

2019 Regular Session

Franklin

Abstract: Creates a 30-day permit for dump trucks and provides for fees and matters relating to such permits.

Proposed law requires the secretary to issue 30-day special permits upon application authorizing the operation of dump trucks on state-maintained highways and frontage roads adjacent to federal interstate highways.

Proposed law provides that the permit created by proposed law would authorize the operation of a dump truck with a gross vehicle weight not to exceed 69,850 pounds if a rear tandem-axle dump truck, a gross vehicle weight not to exceed 83,000 pounds if a rear tri-axle dump truck, and a gross vehicle weight not to exceed 86,000 pounds if a rear quad-axle dump truck.

Proposed law requires the permit created by proposed law be specific to the vehicle that is listed in the permit application.

Proposed law requires a fee for the permit to be collected per vehicle in the amount of \$100 regardless of the number of axles.

Proposed law specifies that a permit issued pursuant to proposed law is valid for 30 days and requires the permit be carried in the vehicle for which it is issued.

Proposed law requires the Dept. of Transportation and Development to issue a form to be carried in the vehicle at all times. Specifies that the form must indicate the expiration date of the permit and be removed from the vehicle when the permit for the operation of the vehicle expires, the lease of the vehicle expires, or the vehicle is sold.

Proposed law provides that if the permitted gross vehicle weight is not exceeded then there would be no fines imposed for over axle weight.

Proposed law defines "dump truck" as a vehicle designed exclusively to transport construction aggregates or construction commodities.

Proposed law defines "construction commodities" as bulk soil, bulk rock, sand rock, or asphalt millings.

Present law authorizes trucks hauling concrete or construction aggregates to exceed the maximum

allowable axle weights, without penalty, provided the truck does not exceed the maximum permissible gross weight as provided in present law and the truck is not operating on the interstate system.

Proposed law modifies present law by authorizing trucks hauling concrete or construction aggregates to exceed the maximum permissible gross weight, without a penalty, provided the total excess weight is 10% or less of the truck's maximum permissible gross weight, the truck does not exceed the posted load while crossing a posted bridge, the truck is not operating on the interstate system, and no tire on the truck exceeds its tire weight rating.

Proposed law further provides that if the truck's total excess weight is greater than 10% of its maximum permissible gross weight it must be assessed a penalty based on the total amount by which the truck's weight exceeds its maximum permissible gross weight.

Proposed law provides an exemption from penalties for a "dump truck" that has been issued a permit pursuant to proposed law.

(Amends R.S. 32:388(B)(1)(b)(i); Adds R.S. 32:387.21)