

Optimizing the Analysis of Routing Oversize/Overweight Loads to Provide Efficient Freight Corridors

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Abstract

The subject of this report is limited specifically to Kansas' highways. Current features of the State Highway System were looked at to determine corridors that do not limit Oversize/Overweight (OS/OW) vehicles, or that limit loads to varying degrees. Now that roundabouts are becoming more common throughout the state and the nation, many individuals,



I-70 K-14 West interchange (Google photo).

both in the public and private sectors, believe that the main concern for efficient movement of oversized loads are roundabouts that were being constructed. However, information that has been collected indicates that vertical clearance, diamond interchanges, curbs, non-removable signs, enhancements at pedestrian crosswalks all limit the ability for over-length loads to make turns to varying degrees. While it is not usually feasible to remove structures with limited vertical clearance, it is feasible to develop policies to better control OS/OW movements.



Oversize/Overweight load.

There is a trade-off between what shippers might want to move and what the agencies responsible for the design of the highway/street system can provide. The use of a steerable rear axle has allowed many oversize loads to make crucial turns at intersections or at ramps of interchanges that were previously a barrier. The vertical height restriction of low clearance structures is not easily solved. Developing a freight network which includes segments where selected OS/OW vehicles can be accommodated is becoming increasingly important. There is an economic benefit to the State of Kansas to allow OS/OW loads and this should be balanced with the economic burden of providing this ever increasing demand on public roads.

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