

Sec. 3. Section 28A.41.160, chapter 223, Laws of 1969 ex. sess. as last amended by section 60, chapter 275, Laws of 1975 1st ex. sess. and RCW 28A.41.160 are each amended to read as follows:

Reimbursement for transportation costs shall be in addition to state assistance based upon weighted enrollment. Transportation costs shall be reimbursed as follows:

(1) Operational reimbursement shall be limited to ninety percent of the service costs on routes recommended by the educational service district ((~~transportation commission~~) superintendent or his or her designee, and as approved by the state superintendent(~~(, or shall be limited to ninety percent of the average state cost per vehicle mile for the class of vehicle approved for operation as determined by the state superintendent, whichever is the smaller)~~)); and

(2) Costs of acquisition of approved transportation equipment shall be limited to ninety percent to be reimbursed over the anticipated life of the vehicle, as determined by the state superintendent: PROVIDED, That reimbursements for the acquisition of approved transportation equipment received by school districts shall be held within the general fund exclusively for the future purpose of approved transportation equipment and major transportation equipment repairs consistent with rules and regulations authorized and promulgated under RCW 28A.41.170(~~(; 28A.65.050, and 28A.65.180)~~) and chapter 28A.65 RCW.

NEW SECTION. Sec. 4. The following acts or parts thereof are hereby repealed:

(1) Section 28A.24.090, chapter 223, Laws of 1969 ex. sess. and RCW 28A.24.090; and

(2) Section 28A.24.150, chapter 223, Laws of 1969 ex. sess., section 2, chapter 20, Laws of 1970 ex. sess., section 8, chapter 48, Laws of 1971, section 55, chapter 275, Laws of 1975 1st ex. sess. and RCW 28A.24.150.

NEW SECTION. Sec. 5. If any provision of this 1977 amendatory act, or its application to any person or circumstance is held invalid, the remainder of the act, or the application of the provision to other persons or circumstances is not affected.

Passed the Senate March 8, 1977.

Passed the House March 7, 1977.

Approved by the Governor March 30, 1977.

Filed in Office of Secretary of State March 30, 1977.

CHAPTER 81

[Engrossed Senate Bill No. 2374]

MOTOR VEHICLES—SIZE, WEIGHT, LOAD—IMPAIRED CLEARANCE SIGNS—
AXLE FACTORS—GROSS WEIGHT LIMIT

AN ACT Relating to motor vehicles; amending section 46.44.020, chapter 12, Laws of 1961 as last amended by section 7, chapter 64, Laws of 1975-'76 2nd ex. sess. and RCW 46.44.020; amending section 22, chapter 64, Laws of 1975-'76 2nd ex. sess. and RCW 46.44.041; and declaring an emergency.

Be it enacted by the Legislature of the State of Washington:

Section 1. Section 46.44.020, chapter 12, Laws of 1961 as last amended by section 7, chapter 64, Laws of 1975-'76 2nd ex. sess. and RCW 46.44.020 are each amended to read as follows:

It shall be unlawful for any vehicle unladen or with load to exceed a height of fourteen feet above the level surface upon which the vehicle stands: PROVIDED, That this height limitation shall not apply to authorized emergency vehicles or repair equipment of a public utility engaged in reasonably necessary operation. The provisions of this section shall not relieve the owner or operator of a vehicle or combination of vehicles from the exercise of due care in determining that sufficient vertical clearance is provided upon the public highways where such vehicle or combination of vehicles is being operated; and no liability shall attach to the state or to any county, city, town, or other political subdivision by reason of any damage or injury to persons or property by reason of the existence of any structure over or across any public highway where the vertical clearance above the roadway is fourteen feet or more; or, where such vertical clearance is less than fourteen feet, if impaired clearance signs of a design approved by the Washington state highway commission are erected and maintained on the right side of any such public highway(~~(: In cities and towns at a distance of not less than two hundred feet and not more than three hundred feet; and in rural areas at a distance of not less than three hundred fifty feet and not more than five hundred feet, from each side of such structure))~~ in accordance with the manual of uniform traffic control devices for streets and highways as adopted by the Washington state highway commission pursuant to chapter 47.36 RCW. If any structure over or across any public highway is not owned by the state or by a county, city, town, or other political subdivision, it shall be the duty of the owner thereof when billed therefor to reimburse the Washington state highway commission or the county, city, town, or other political subdivision having jurisdiction over such highway for the actual cost of erecting and maintaining such impaired clearance signs, but no liability shall attach to such owner by reason of any damage or injury to persons or property caused by impaired vertical clearance above the roadway.

Sec. 2. Section 22, chapter 64, Laws of 1975-'76 2nd ex. sess. and RCW 46.44.041 are each amended to read as follows:

No vehicle or combination of vehicles shall operate upon the public highways of this state with a gross load on any single axle in excess of twenty thousand pounds, or upon any group of axles in excess of that set forth in the following table, except that two consecutive sets of tandem axles may carry a gross load of thirty-four thousand pounds each, if the overall distance between the first and last axles of such consecutive sets of tandem axles is thirty-six feet or more.

Dis-
tance
in feet
between
the ex-
tremes
of any
group
of 2
or more
consecu-

Maximum load in pounds
carried on any group of 2
or more consecutive axles

*(Maximum load in pounds carried
on any group of 2 consecutive
sets of tandem axles)

tive axles	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 axles
4	34,000							
5	34,000							
6	34,000							
7	34,000							
8	34,000	36,500						
9	39,000	38,000						
10	40,000	39,500						
11		41,000						
12		42,500	42,500					
13		44,000	44,000					
14		45,500	45,500					
15		47,000	47,000					
16		48,000	48,000	48,000				
17		48,500	48,500	49,000				
18		49,500	49,500	50,000				
19		50,000	50,000	51,000				
20		51,000	51,000	52,000	52,000			
			<u>(55,500)*</u>					
21		51,500	51,500	53,000	53,000			
			<u>(56,000)*</u>					
22		52,500	52,500	54,000	54,000			
			<u>(56,500)*</u>					
23		53,000	53,000	55,000	55,000			
			<u>(57,500)*</u>					
24		54,000	54,000	55,500	56,000	56,000		
			<u>(58,000)*</u>					
25		54,500	55,000	56,500	57,000	57,000		
			<u>(58,500)*</u>					
26		55,500	56,000	57,500	58,000	58,000		
			<u>(59,500)*</u>					
27		56,000	57,000	58,500	59,000	59,000		
			<u>(60,000)*</u>					
28		57,000	58,000	60,000	60,000	60,000	60,000	

Dis-
tance
in feet
between
the ex-
tremes
of any
group
of 2
or more
consecu-

Maximum load in pounds
carried on any group of 2
or more consecutive axles

*(Maximum load in pounds carried
on any group of 2 consecutive
sets of tandem axles)

	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 axles
			(60,500)*					
29		57,500	59,000	60,500	61,000	61,000	61,000	
			(61,500)*					
30		58,500	59,000	61,500	62,000	62,000	62,000	
			(62,000)*					
31		59,000	60,500	62,500	63,000	63,000	63,000	
			(62,500)*					
32		60,000	61,500	63,500	64,000	64,000	64,000	64,000
			(63,500)*					
33			62,500	64,500	65,000	65,000	65,000	65,000
			(64,000)*					
34			63,500	65,000	66,500	66,500	66,500	66,500
			(64,500)*					
35			64,500	66,500	67,500	67,500	67,500	67,500
			(65,500)*					
36			65,500	67,500	68,500	68,500	68,500	68,500
			(68,000)*					
37			66,500	68,500	69,500	69,500	69,500	69,500
38			67,500	69,000	70,500	70,500	70,500	70,500
39			68,000	70,000	71,500	71,500	71,500	71,500
40			68,500	71,000	72,500	72,500	72,500	72,500
41			69,500	72,000	73,500	73,500	73,500	73,500
42			70,000	73,000	74,500	74,500	74,500	74,500
43			70,500	74,000	75,500	75,500	75,500	75,500
44			71,500	75,000	76,500	76,500	76,500	76,500
45			72,000	76,000	78,000	78,000	78,000	78,000
46			72,500	76,500	79,000	79,000	79,000	79,000
47			73,500	77,500	80,000	80,000	80,000	80,000
48			74,000	78,000	81,000	81,000	81,000	81,000
49			74,500	78,500	82,000	82,000	82,000	82,000
50			75,500	79,000	83,000	83,000	83,000	83,000
51			76,000	80,000	84,000	84,000	84,000	84,000
52			76,500	80,500	85,000	85,000	85,000	85,000

Dis-
tance
in feet
between
the ex-
tremes
of any
group
of 2
or more
consecu-

Maximum load in pounds
carried on any group of 2
or more consecutive axles

*(Maximum load in pounds carried
on any group of 2 consecutive
sets of tandem axles)

	2	3	4	5	6	7	8	9
tive axles	axles	axles	axles	axles	axles	axles	axles	axles
53			77,500	81,000	86,000	86,000	87,000	87,000
54			78,000	81,500	86,500	87,500	89,000	89,000
55			78,500	82,500	87,000	88,000	91,000	91,000
56			79,500	83,000	87,500	90,000	93,000	93,000
57			80,000	83,500	88,000	91,000	95,000	95,000
58				84,000	89,000	92,500	97,000	97,000
59				85,000	89,500	93,500	99,000	99,000
60				85,500	90,000	95,000	100,500	100,500
61				86,000	90,500	95,500	101,000	102,500
62				86,500	91,000	96,000	101,500	104,000
63				87,500	92,000	96,500	102,000	105,500
64				88,000	92,500	97,000	102,500	105,500
65				88,500	93,000	98,000	103,000	105,500
66				89,000	93,500	98,500	103,500	105,500
67				90,000	94,000	99,000	104,000	105,500
68				90,500	94,500	99,500	104,500	105,500
69				91,000	95,500	100,000	105,500	105,500
70				91,500	96,000	101,000	105,500	105,500

When inches are involved: Under six inches take lower, six inches or over take higher. (~~When wheelbase of a group of axles is less than the wheelbase required by the above table to attain maximum single axle and tandem axle allowance, no axle shall exceed any axle in such group by more than two thousand five hundred pounds in weight. For this purpose of determining equal axle weight distribution, the front axle of a unit supplying motive power shall not be included in the axle group.~~) The maximum load on any axle in any group of axles shall not exceed 1.2 times the load given in the above table divided by the number of axles in that group, and shall not exceed the single axle or tandem axle allowance as set forth elsewhere. For considering the number of axles in a group, the front axle of a unit supplying motive power need not be included in the axle group.

The maximum axle and gross weights specified in this section are subject to the braking requirements set up for the service brakes upon any motor vehicle or combination of vehicles as provided by law.

It is unlawful to operate upon the public highways any single unit vehicle, supported upon three axles or more with a gross weight including load in excess of forty thousand pounds or any combination of vehicles having a gross weight in excess of eighty thousand pounds without first obtaining an additional tonnage permit as provided for in RCW 46.44.095: PROVIDED, That when a combination of vehicles has purchased license tonnage in excess of seventy-two thousand pounds as provided by RCW 46.16.070, such excess license tonnage may be applied to the power unit subject to limitations of RCW 46.44.042 and this section when such vehicle is operated without a trailer.

It is unlawful to operate any vehicle upon the public highways equipped with two axles spaced less than seven feet apart, unless the two axles are so constructed and mounted in such a manner as to provide oscillation between the two axles and that either one of the two axles will not at any one time carry more than the maximum gross weight allowed for one axle specified in this section.

Notwithstanding anything contained herein, a vehicle or combination of vehicles in operation on January 4, 1975, may operate upon the public highways of this state, including the interstate system within the meaning of section 127 of Title 23, United States Code, with an overall gross weight upon a group of two consecutive sets of dual axles which was lawful in this state under the laws, regulations and procedures in effect in this state on January 4, 1975.

NEW SECTION. Sec. 3. This 1977 amendatory act is necessary for the immediate preservation of the public peace, health, and safety, the support of the state government and its existing public institutions, and shall take effect immediately.

Passed the Senate March 8, 1977.

Passed the House March 7, 1977.

Approved by the Governor March 30, 1977.

Filed in Office of Secretary of State March 30, 1977.