



Appendix A: Regional Logistics Profile

Profiling the logistics patterns of key industries establishes the freight transportation needs of the region's key industries, and how their operations impact the transportation system.

Transportation infrastructure plays a crucial role in supporting the Houston-Galveston economy. In combination with labor and capital, transportation is a key input to production. Insight into the linkages between transportation and the economic productivity and competitiveness of Houston-Galveston's key industries is gained by understanding the supply chain and logistics patterns of firms in those industries, including:

- Petrochemical;
- Transportation and warehousing;
- Retail trades;
- Medical services; and
- Convention and tourism.

Petrochemical Industry

Petroleum fuels are derived from crude oil, which originates in a variety of worldwide locations and arrives at U.S. refineries principally by ship, and also by crude oil pipelines from domestic and offshore oil wells. The great majority of U.S. refining capacity is concentrated on the Gulf Coast between New Orleans and Houston and

most gasoline is produced and distributed from there, although there are important but smaller clusters of refining facilities in the Northeast, Midwest, and West Coast.

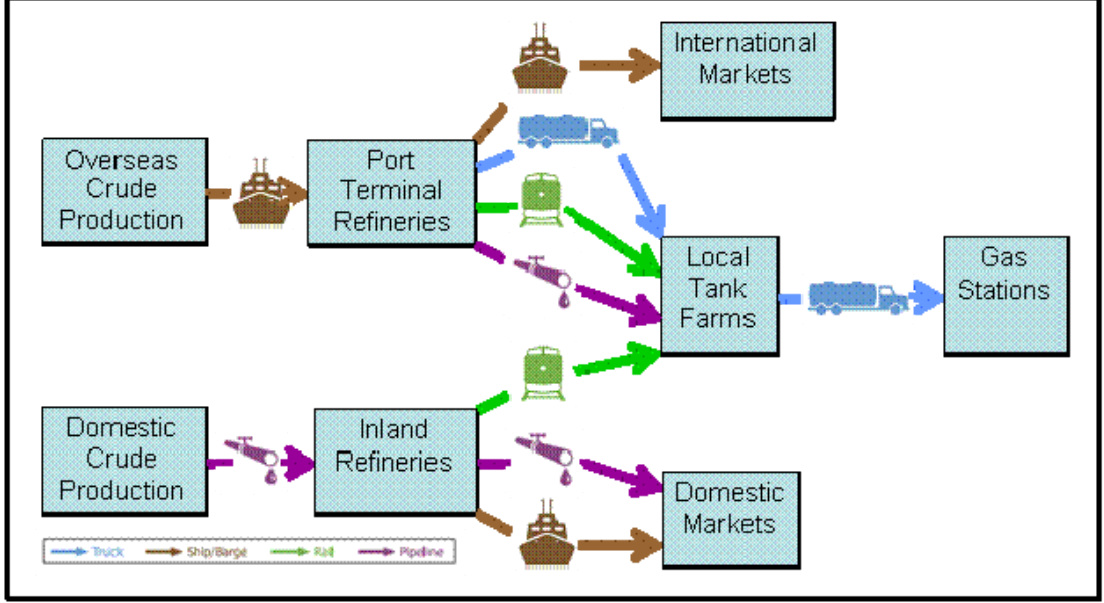
Figure A-1 displays a general supply chain for the petrochemical industry. Gasoline and other petroleum fuels are carried from refineries to consumption regions mainly by product pipeline or by water in barges or ships. Rail is used to land-locked regions with low population densities and truck occasionally for very short distances. Products are transferred into large holding tanks at Storage Terminals (commonly called Tank Farms), which are located at pipeline termini or at waterside. Terminals belonging to several producers normally are clustered around a single pipeline or harbor. The final transfer of blended product from Tank Farm to convenience store or gas station is by motor carrier delivering a full truckload in a single stop – a transport stage that is controlled by a highly automated monitoring process to ensure sufficient inventory at the point of consumption.

Service requirements in the petrochemical industry can be quite demanding with some production schedules depending on just-in-time material deliveries for uninterrupted operations. Some facilities have limited space for handling vehicles so that spill over to the street can occur.



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Figure A-1 Houston Petroleum Supply Chain



Source: Halcrow.

Operations in the heavy industrial zones are carried out by truck, largely in full truckloads with tractor trailer units in various configurations. Tankers and flatbeds are common for moving liquid product and heavy equipment. Containers coming on and off the port and rail are prevalent. Some dry van traffic also is prevalent. The number of streets and roads used by the trucks within the port and industrial zones is limited.

In support of production operations just-in-time deliveries are common. Many of the truck terminals whose operations support heavy industry are located within these zones and the truck stops utilized by intra and extra regional traffic are located adjacent to the primary industries just east on I-10 toward Baytown. This means that equipment moving in the zone is comprised of loaded and empty traffic staying within the zone, as well as moving out to locations outside the region.

Bulk carriers report their local routes are less than 75 miles, including both outbound and inbound movements to the terminal. Regional

traffic moves within the 300-mile range, constituting a one-day trip for driving rules. Some companies do travel the road long distances, including to Canada and Mexico.



Service and Congestion

Distribution congestion in the industrial zone is exacerbated by the port traffic, some of which stays within the zone itself. The infrastructure in the area is some of the oldest in the region and the expansion space is quite limited. While new developments have occurred, they are restricted in scale and



flexibility by existing constraints for space and right-of-way.

The industrial area in the wedge around I-45 and I-10 is further complicated by the presence of a large intermodal facility. The impact of rail facilities is discussed in a separate profile specific to rail. However, it is worth noting here as the combination of facilities is a challenge to infrastructure planning and improvement.

Another rail challenge that is significant and serious in the industrial zones is the presence of at-grade rail crossings which create significant backups in traffic and in some cases prevent carriers from reaching their own facilities. The flow of routes in the area doesn't always permit a viable bypass. Truckers suggest that drivers can be stopped by the same train if their route takes them over multiple crossings.

Much of the freight transported for the petrochemical industry is hazardous, and so safety conditions have a particular importance. Vehicle inspections are conducted by individual municipalities. The same truck can be stopped more than one time in close succession and the inspection locations are not always chosen with the flow of traffic in mind. The photo shown here is of an inspection location coming from the port freight entrance around to the ramp for I-610 which runs overhead.

Routes and Problems

The primary route into the industrial zone is 225 coming from I-610 or the Beltway 8. From 225, the trucks move to 146 North and South which then intersects with the cross streets to reach various facilities. Major facilities are along 146 which is the route to the container terminals and Texas City to the south and Bayport facilities to the north. Truckers report that the traffic off Port Road trying to get to 146 back up causing trucks and cars to be stopped on the tracks. The delays can range from 15 to 30 minutes.

Entrance ramp to 146 at an intersection with two grade crossings.



A good bit of the equipment moving around the industrial zone by flat bed truck is over-size and overweight. This traffic isn't restricted just to this zone but also travels outside to other parts of the country. The process of permitting and moving this freight is complicated and discussed in Chapter 5. The oversize loads gives rise to a variety of issues. For example, stakeholders frequently cite bridge height issues, bridge weights restrictions, and signage issues.

Warehouses and Distribution Centers

The analysis of the TRANSEARCH data confirms that more than half of the freight and goods traffic in the region is either inbound or intraregional.⁴⁸ Houston is in fact a net importer of goods. That traffic all falls into the class of distribution traffic serving the population and the businesses of the region.

Key area distribution centers can be classified into two major categories: Food and Consumer retail. It is worthwhile to include a short discussion about the convention, tourism, and Medical Center businesses as they represent a significant part of the regional economy.

Distribution type goods (referred to as secondary traffic in the TRANSEARCH commodity flow data) represent a significant

⁴⁸ H-GAC Regional Commodity Flow Analysis.



portion of commodities by total volume, particularly food products, for inbound and intraregional traffic. The distribution goods are primarily transported by truck and place a high demand on both the highway infrastructure and the operational conditions and policies of the region.

Food Sector

The distribution of food is important in any area, and the H-GAC region is no different. It carries the usual demands of the population and businesses in the community. Additionally, the tourism aspect and the volume of visitors to the Medical Center have an impact. Food products are in the top 10 of commodities reported for inbound and intraregional activity. The volume is about three percent of the total based on weight. Given the light weight and higher package volume of food items, the effect on the truck traffic is much higher when considering the impact on infrastructure and goods movement systems. Food products also show as outbound traffic which reflects the manufacturers and distributors serving wider areas and the nation. An example of this is Mission Foods, which ships its tortilla products throughout the state and beyond.

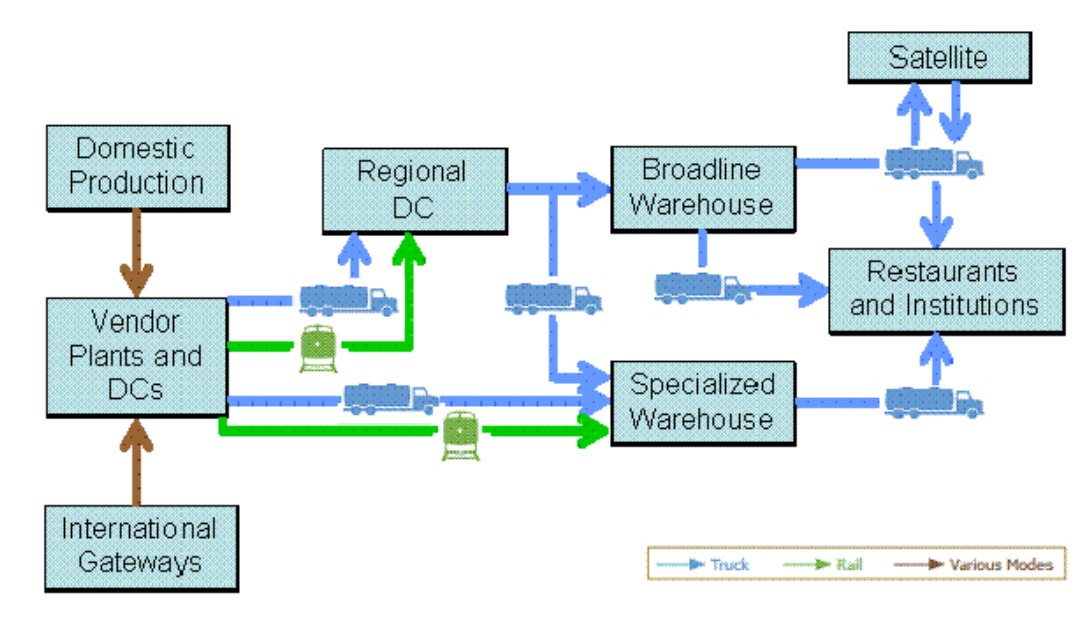
The project team has interviewed firms in the food distribution business, including PepsiCo, Sysco, and Mission Foods.

Wal-Mart also discussed their food delivery process during an interview at their distribution center.

The focus and scale of different food distribution operations may vary, but many of the issues and routes of concern are similar. Major food distributors such as Sysco and the grocery chains have a wide reach throughout the region. Other smaller operations have a more narrow focus, and still others are directed toward specific communities. Many of their neighborhoods are located in the older parts of town where the infrastructure challenges may be greater. The team interviewed a range of operations in the food segment covering private fleets, dedicated lease arrangements, and for hire operations. The size of the fleet is of course determined by the volume of products and the geographic definition of the delivery zone. Companies design their distribution networks based on their markets, the individual outlets for their products and their location. A distribution network can be driven from one central location or from multiple smaller locations that are in turn fed by a larger facility. Some companies choose to serve a city from an internal location and others from one or more external locations which reach sections of the city through defined geographic delivery divisions or territory. Figure A-2 displays a generalized supply chain for urban food deliveries.



Figure A-2 Urban Food Services Supply Chain



Source: Halcrow.

Food service distributors cover the widest range of operational conditions for any type of distribution in the metroplex, delivering into suburban, urban, and industrial areas, reaching their customers at retail establishments, restaurants and bars, office buildings, and industrial sites. The size of the vehicle depends on the type of business and the number of facilities in the delivery network. The deliveries are often time critical. Frequency varies from daily to weekly. In the age of high-priced real estate, restaurants often have very limited space and rely on the food service vendor's frequent deliveries to minimize their storage needs. Within the network of a specific food delivery service, the conditions can vary from spacious dock deliveries to narrow side streets where double parking is the norm.

Vehicle sizes range from full tractor trailer units to small delivery vans. Volume dictates size to a large extent, but operating access also is a primary factor. The larger grocery distribution centers and stores such as Wal-Mart have their own loading dock

configurations to accommodate large scale deliveries. Smaller food outlets may not be able to accommodate anything more than a small box truck, and the conditions may be such that a street side delivery is necessary.

Service and Congestion

Two factors make congestion and operational delays particularly important in food service operations. The first factor is that the products are perishable and the demand, particularly in restaurants, is to a fairly specific schedule. The second factor is that the utilization for a vehicle and a driver determine the cost. The cost of transportation affects the health of the company itself and also the price of the goods sold and thus, in the end, it affects the consumer. Delays in service and delivery can mean as much as a one to two percent difference in savings day to day. For a business with significant volume, this is a huge number and a big impact to profitability.



Delivery companies obviously prefer to avoid situations that increase the chances for delay and will devise various methods to alleviate the problems. It is common to offer different pricing for more favorable delivery times. One distributor arranges for drivers to have keys to places of business and refrigeration units to make inside deliveries during off hours.

The area where congestion plays the largest role is in “cross town” operations where the service vehicles must cross through the central parts of the metropolitan area where traffic is the heaviest in order to make delivery. This situation often requires the vehicles to move during times different from their delivery appointments and then wait to complete the delivery process.

Consumer Retail

As with any thriving city, retail operations are a critical part of life. A metropolitan area the size of the study region has retail outlets throughout, but most are centered in the population zones. The big box retailers such as Wal-Mart and Home Depot are most often in the suburban areas convenient to the homes and families surrounding them. Small retailers often exist in lower income and ethnic neighborhoods and in specific neighborhood strip mall type installations. The delivery conditions are decidedly different in these conditions. As in the food distribution examples, retail goods go out from points of distribution which may be centrally located or pushed out further in the region adjacent to the population and residential areas of the region. Big box retailers tend to distribute from very large facilities located near major highways and possibly

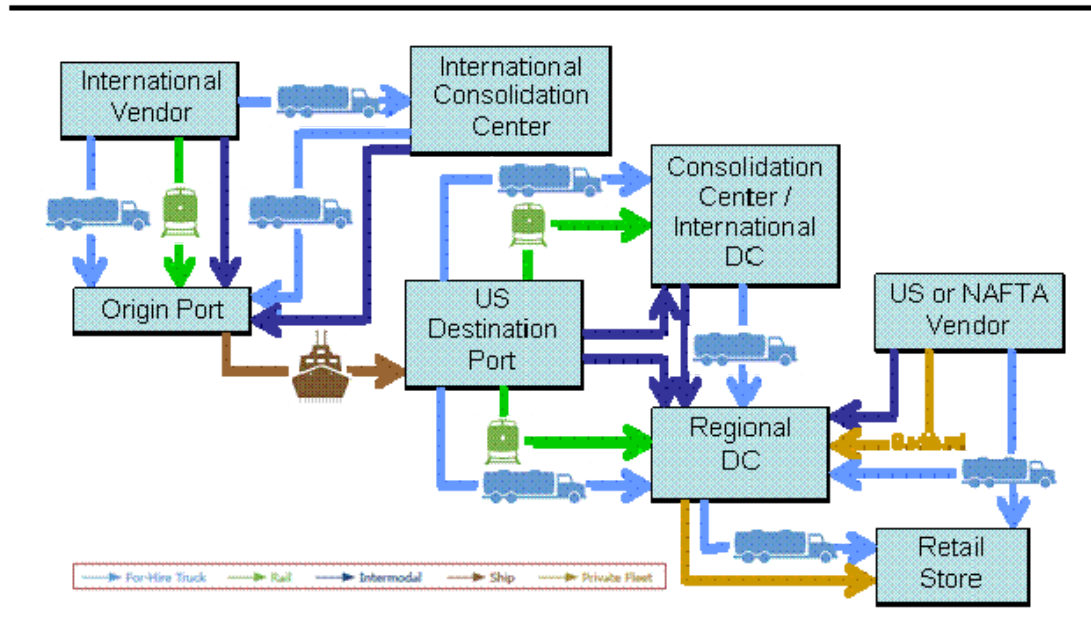
intermodal facilities to accommodate the large volumes of inbound materials. These facilities are served on the inbound side by large motor carriers and draymen with containers coming from the rail or the water. Distribution from these facilities can be a combination of vehicle types and ownership and also size. Wal-Mart uses private fleet vehicles and motor carriers for store deliveries. Home Depot has contracted services for a dedicated fleet operated by motor carriers or asset-based logistics firms. This model is quite similar to the ones used in large food distribution channels.

Small retailers may be served by a variety of vehicle types from different sources. If, like Dollar General or Radio Shack, they are part of a retail chain, there may be planned delivery routes and schedules. Small independent retailers may be relying on independent deliveries coming in a variety of truck types from large tractor trailers to LTL carriers and parcel delivery. Small retailers in congested areas don't share the transportation and delivery efficiencies that the big box retailers have, which explains a portion of the price differentials in some cases.

Figure A-3 below depicts the overall supply chain for a major retailer. Within the study region, there are all of these facilities with the exception of the international vendor. They serve a national market, sometimes an international market, and certainly the region. A small retailer might have a supply chain that is a hybrid of this and the wholesale food chain shown previously where the distribution centers are perhaps independent wholesalers and distributors of specific items, and some of the shipments are vendor direct.



Figure A-3 Retail Supply Chain



Source: Halcrow.

Service and Congestion

Retailers may have a bit more flexibility in terms of delivery times, but the model does not vary greatly from food distribution. Some retail products – promotional items, seasonal items, etc. – may demand a just-in-time type of delivery. Retail outlets also have an interest in keeping their inventories low and may push back to their suppliers for more frequent, smaller shipments. A very small retailer may have the same space problems as a restaurant and also regard commodities as perishable in that they don't want excess stock to become obsolete.



Large facilities with ample space have the benefit of being able to support drop and hook systems where a motor carrier can deliver a loaded trailer, drop it on the lot, and pick up an empty trailer to return for another load. The loaded trailer can then be opened at the convenience of the store or distribution center. Drop and hook deliveries occur during off hours and without appointments, something that goes a long way toward reducing the impact of congestion on the service.



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Off-peak operations and nighttime deliveries offer similar benefits to the motor carriers and service providers, but they increase the operational cost and payroll for the receiver in providing facilities and personnel to unload the vehicles. It isn't only the receiving conditions that may limit off-peak delivery. Some carriers may operate under work rules and pay constraints that also make varied service windows impossible. In addition, some communities restrict off-peak deliveries as a result of local noise ordinances.

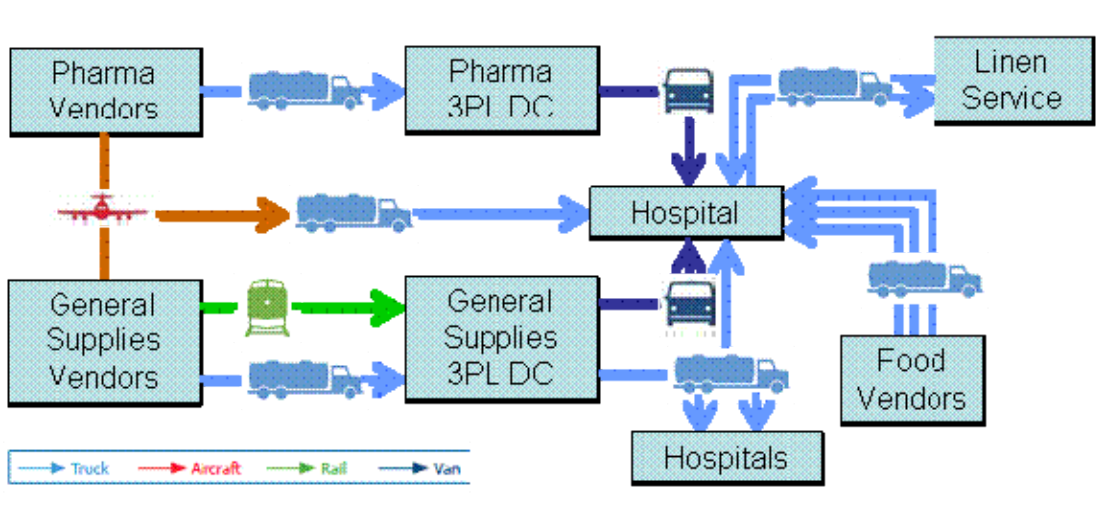
Exactly like the food distribution system, the major cross town routes present the biggest challenge to the transportation providers to the retail market. Again, the biggest chal-

lenges are the areas where I-45, highway 59, and 288 are inside the I-610 beltway. The actual intersections of these routes with the I-610 beltway also are problematic.

Health Care

The Texas Medical Center is a world renowned healthcare entity, and its combined hospitals draw thousands of people each year for treatment. The Medical Center is a clustered group of hospitals and specialized clinics that operate independently or cooperatively as they see fit. The supply chain for hospital service is shown in Figure A-4. This configuration is common for nearly all major hospitals throughout the country.

Figure A-4 Hospital Supply Chain



Source: Halcrow.

Supplies to full-service hospitals cover four major categories: general medical care supplies, pharmaceuticals, food, and a miscellaneous group of which laundry is a major component. All supplies are delivered to the hospitals by truck and most from facilities within 30-50 miles. General supplies and pharmaceuticals can be staged to the facility from regional DCs operated by 3PL providers specific to medical operations. Hospitals can also operate their own independent systems or one that is a hybrid of both private

and contracted services. Products are received and consolidated or deconsolidated for delivery out to one or more hospital facilities. One function assigned to some distribution channels is to do some value added services such as assembling surgical kits for specific procedures.

Hospital deliveries take place daily. Emergency deliveries are accommodated by vans from the DC as needed. Goods are unloaded at the receiving dock presorted and



marked for distribution to wards by hospital personnel, or for stock in the onsite warehouse. Incidental volume, unique or emergency supplies not stocked by the DC may be procured by the hospital directly from vendors and delivered by parcel carriers. Food products are supplied by multiple vendors, food service providers and distributors, and are staged by truck from regional plants and DCs. The Medical Center made the decision some time ago to consolidate the laundry. Therefore the laundry is handled by one service with a local facility, delivering fresh linens and collecting soiled by truck daily. This opportunity exists for other products but thus far, the idea of consolidation has not taken hold.

Service and Congestion

Vehicles servicing the Medical Center encounter traffic approaching the center during peak travel times. The bulk of the service comes from drivers making repeat deliveries, so their knowledge of the area and the many side streets helps them to navigate the traffic with reasonable results.

Routes and Problems

The problems at the Medical Center come from the actual dock and delivery access to the number of hospitals and clinics clustered in the area. Some of the loading docks are underground with narrow access and low-ceiling limits. At one hospital there is an area where trucks cannot pass in the entrance ramp, so there cannot be vehicles entering and exiting at the same time. The numbers of deliveries per facility vary, but in total the number is high. Most of the deliveries are for the same products going to different places.

Convention and Tourism

Houston plays host to many major conventions and events each year, many associated with the petrochemical industry. These meetings are of significant size and draw people from around the world. Additionally

the region has many attractions for tourism with sports teams, exhibitions, shopping, and the universities all being part of the appeal. The traffic associated with this industry is centered around the major venues, including Reliant Park, the George Brown Center and the major hotel complexes in center city, the Galleria area, and out to The Woodlands.



Hotel and convention traffic operates primarily in a fairly small area around downtown. It is estimated that the Brown Center alone accounts for nearly 20,000 trucks per year entering and exiting the downtown area. This is high volume in a business that is often overlooked from a freight planning perspective.

For major events, there are specialized companies who have responsibility for arranging for the inbound transportation and set up of the facilities prior to the event, and then the tear down and outbound traffic following. One company can have complete responsibility or it can be shared among a few. This is a fairly specialized business. The process operates in two ways. Materials are received into a warehouse ahead of the event and consolidated for delivery, or materials can be delivered directly to the site by motor carriers with vehicles of various sizes, including full tractor trailer loads. The operating companies encourage early scheduled deliveries, but the direct deliveries are unavoidable. The trucks are collected (marshaled) at waiting points and staged for their deliveries and pickups at or near the facility.



Service and Congestion

The service constraints for convention service can be quite high. When multiple events are scheduled into a facility in close succession, the set up and tear down time can be short. Large numbers of exhibits must be unloaded and set up or removed quite quickly. Congestion from trucks can come from those both entering and leaving.

Hotel facilities are particularly problematic as they are not designed for large equipment. The access is often constrained with tight turns, one-way streets, and heavy passenger traffic. Parking restrictions can also be an issue. The convention planners make special provisions with police and other officials, but even then there can be problems.

Routes and Problems

The most important routes to the convention trade are 288, I-45 North and South, the south I-610 loop, and 59. Trucks arriving from out of town have problems with the signage to direct them properly to the venues downtown. While the convention trade does not have the weight of some of the bigger industries in the city, it does play an integral role in supporting them. The demand on infrastructure is quite high in a particularly short timeframe, and the service providers complain that the public sector has no idea of the impact of these major events in the transportation systems.

LOCAL ORDINANCES

	Route Designations	Storage Restrictions	Enforcement Overweight	Safety Inspections	Security Measures	Future Conditions	Restrictions
	TxDOT	X			S		<p>§ 397.67 Motor carrier responsibility for routing. (a) A motor carrier transporting NRHM shall comply with NRHM routing designations of a State or Indian tribe pursuant to this subpart. (b) A motor carrier carrying hazardous materials required to be placarded or marked in accordance with 49 CFR 177.823 and not subject to a NRHM routing designations pursuant to this subpart, shall operate the vehicle over routes which do not go through or near heavily populated areas, places where crowds are assembled, tunnels, narrow streets, or alleys, except where the motor carrier determines that: (1) There is no practicable alternative; (2) A reasonable deviation is necessary to reach terminals, points of loading and unloading, facilities for food, fuel, repairs, rest, or a safe haven; or (3) A reasonable deviation is required by emergency conditions, such as a detour that has been established by a highway authority, or a situation exists where a law enforcement official requires the driver to take an alternative route. (c) Operating convenience is not a basis for determining whether it is practicable to operate a motor vehicle in accordance with paragraph (b) of this section. (d) Before a motor carrier requires or permits a motor vehicle containing explosives in Class 1, Divisions 1.1, 1.2, 1.3, as defined in 49 CFR 173.50 and 173.53 respectively, to be operated, the carrier or its agent shall prepare a written route plan that complies with this section and shall furnish a copy to the driver. However, the driver may prepare the written plan as agent for the motor carrier when the trip begins at a location other than the carrier's terminal.</p> <p>§ 397.69 Highway routing designations; preemption. (a) Any State or Indian tribe that establishes or modifies a highway routing designation over which NRHM may or may not be transported on or after November 14, 1994, and maintains or enforces such designation, shall comply with the highway routing standards set forth in § 397.71 of this subpart. For purposes of this subpart, any highway routing designation affecting the highway transportation of NRHM, made by a political subdivision of a State is considered as one made by that State, and all requirements of this subpart apply. (b) Except as provided in §§ 397.75 and 397.219, a NRHM route designation made in violation of paragraph (a) of this section is preempted pursuant to section 105(b)(4) of the Hazardous Materials Transportation Act (49 U.S.C. app. 1804(b)(4)). This provision shall become effective after November 14, 1996. (c) A highway routing designation established by a State, political subdivision, or Indian tribe before November 14, 1994 is subject to preemption in accordance with the preemption standards in paragraphs (a)(1) and (a)(2) of § 397.203 of this subpart. (d) A State, political subdivision, or Indian tribe may petition for a waiver of preemption in accordance with § 397.213 of this part.</p> <p>§ 397.103 Requirements for State routing designations. (a) The State routing agency, as defined in § 397.201(c), shall select routes to minimize radiological risk using "Guidelines for Selecting Preferred Highway Routes for Highway Route Controlled Quantity Shipments of Radioactive Materials," or an equivalent routing analysis which adequately considers overall risk to the public. Designations must be preceded by substantive consultation with affected local jurisdictions and with any other affected States to ensure consideration of all impacts and continuity of designated routes. (b) State routing agencies may designate preferred routes as an alternative to, or in addition to, one or more Interstate System highways, including interstate system bypasses, or Interstate System beltways. (c) A State-designated route is effective when—(1) The State gives written notice by certified mail, return receipt requested, to the Office of Enforcement and Compliance (MC-PSDECH), Attn: National Hazardous Materials Route Registry, 400 Seventh Street, SW., Washington, DC 20590. (2) Receipt thereof is acknowledged in writing by the FMCSA. (d) A list of State-designated preferred routes and a copy of the "Guidelines for Selecting Preferred Highway Routes for Highway Route Controlled Quantity Shipments of Radioactive Materials" are available upon request to Office of Enforcement and Compliance (MC-PSDECH), 400 Seventh Street, SW., Washington, DC 20590. [57 FR 44131, Sept. 24, 1992, as amended at 66 FR 49874, Oct. 1, 2001]</p>
	Harris County		X	X			<p>Section 23 [Weight limits; bond or cash deposit; remedies] Whenever any person, firm, corporation or individual shall contemplate, or be engaged in hauling any load or loads, which by virtue of the great weight or great number of same, are calculated to damage any paved or graded road to an extent greater than the average wear and tear to which the road is ordinarily subjected by the travel of the public, the Commissioners Court shall have the right, and it shall be its duty, to prohibit the said use of the road, or to require a bond or a cash deposit to cover damages. Any person violating such order of the Court shall be guilty of contempt, and may be punished as now provided for contempt of the Commissioners Court, and in addition shall be liable in damages to the County for all damages thus caused.</p>
	Galveston County						TXDOT Standards
	Brazoria County						<p>The Brazoria County Engineering Department and the Brazoria County Sheriff's Office have formed a partnership in law enforcement. The Weight Scale Enforcement Program, targeting overweight semi tractor trailers and other commercial trucks on our County's roads, has been initiated. The program is designed to decrease road damage from overweight trucks and to increase public safety. Texas Transportation Code, Section 621.409 allows for this weight limit Scale Enforcement Program include two (2) Brazoria Sheriff Deputies who have access to portable weight scales that will assist in enforcing the program's goals. There is overwhelming evidence that overweight trucks are damaging to our County's roads. This intergovernmental approach will help to eliminate this countywide problem, ensuring that our roads and motorists's safety are continually protected.</p> <p>HEAVY LOAD PERMIT: Pursuant to Section 623.018 of the Texas Transportation Code, all individuals, firms, partnerships, companies or coprations wishing to operate or move a vehicle or combination of vehicles of a size or weight of a vehicle or load exceeding the maximums, specified in Chapter 621, Subsection B and Subsection C of the Texas Transportation Code, on any or all Brazoria County maintained highways must obtain Heavy Load Permit. Application forms and information on the policies for issuance of HEAVY LOAD PERMITS are available in the Brazoria County Engineer's Office.</p> <p>§ 623.018. COUNTY PERMIT. (a) The commissioners court of a county, through the county judge, may issue a permit for:</p> <p>(1) the transportation over highways of that county, other than state highways and public roads in the territory of a municipality, of an overweight, oversize, or overlength commodity that cannot be reasonably dismantled; or</p> <p>(A) superheavy or oversize equipment for the transportation of an overweight, oversize, or overlength commodity that cannot be reasonably dismantled; or</p> <p>(B) vehicles or combinations of vehicles that exceed the weights authorized under Subchapter B, Chapter 621, or Section 621.301.</p> <p>(b) A permit under Subsection (a) may not be issued for longer than 90 days.</p> <p>(c) The commissioners court of a county, through the county judge, may issue an annual permit to a dealer in implements of husbandry to allow the dealer to use vehicles that exceed the width limitations provided by this chapter to transport an implement on a highway. The county judge may exercise authority under this subsection independently of the commissioners court until the commissioners court takes action on the request.</p> <p>(d) If a vehicle has a permit issued under Section 623.011, a commissioners court may not:</p> <p>(1) issue a permit under this section or charge an additional fee for or otherwise regulate or restrict the operation of the vehicle because of weight; or</p> <p>(2) require the owner or operator to execute or comply with a road use agreement or indemnity agreement, to make a filing or application, or to provide a bond or letter of credit other than the bond or letter of credit prescribed by Section 623.012.</p> <p>(e) The commissioners court may require a bond to be executed by an applicant in an amount sufficient to guarantee the payment of any damage to a road or bridge sustained as a consequence of the transportation authorized by the permit.</p>
	Fort Bend County		X				<p>Bridge weight restrictions: bond required for 50K lbs or more. Process required to go over these bridges is to write a letter of intent to the County, include a map with route designations, and fill out a BOND for over size, overweight, over limit and submit to the County for approval. Route designations, storage restrictions, safety inspections, and security measures follow TXDOT standards and requirements.</p>
	Chambers County						TXDOT Standards
	Montgomery County						<p>Section Two, Paragraph II E Maintenance Bond: The bonding amount shall be revised as follows: The bond amount shall be calculated at \$80.00 per linear foot of street or road for the standard 2-lane roadway cross section and \$160.00 per linear foot for 4lane boulevard sections and shall remain in force until the roads are placed into the one-year maintenance period; at which time the bond shall be reduced to \$40.00 and \$80.00 per linear foot respectively. For bridges the bond amount shall be calculated at \$1,500.00 per linear foot of bridge reducing to \$750.00 per linear foot upon placement into the one-year maintenance period. The total bond amount shall also include \$10,000.00 per acre foot of detention volume provided. The bond shall remain in force until such time as the roads and drainage facilities have been inspected and the roads are accepted into the maintenance system. For private roads, the bond shall remain in force until final inspection has been passed and Commissioner's Court releases the bond.</p>
	Liberty County						TXDOT Standards
	Waller County						

LOCAL ORDINANCES

	Route Designations	Storage Restrictions	Enforcement Overweight	Safety Inspections	Security Measures	Future Conditions	Restrictions
Houston			X				<p>Sec. 45-57. - Transportation upon freeways within boundaries of fire zones 1 and 2. It shall be unlawful for any truck transporting a cargo of over 100 gallons or over 1,000 pounds of hazardous materials, as herein defined, to travel upon any of the elevated freeways of the city within the boundaries of fire zones 1 and 2 as such boundaries existed on December 1, 1969; provided, however, explosives, as herein defined, shall be strictly prohibited in any quantity, upon such elevated freeways within the boundaries of fire zones 1 and 2, and provided, further, however, the prohibition herein contained shall not apply to trucks operated by the fire department of the city carrying supplies of gasoline or other fuels to the scene of fire alarms. (Code 1968, § 46-78; Ord. No. 70-280, § 1, 3-4-70)</p> <p>Sec. 45-58. - Transportation on routes encompassed by Loop 610. (a) No truck transporting hazardous materials shall use any route or be driven on any street within that portion of the city encompassed by Loop 610-North, West, South and East unless: (1) Such truck is being driven to or from a place within that portion of the city encompassed by Loop 610 where the cargo of such truck is intended to be loaded or unloaded; or (2) Such truck is being driven to or from the property of the motor carrier owning such truck or under whose contract the truck is being driven and such property is located within that portion of the city encompassed by Loop 610; or (3) Such truck is being driven to or from a place within that portion of the city encompassed by Loop 610 designated as a safe haven in accordance with federal law and supporting regulations where such truck is to be parked or was parked for a period of not less than four hours. Provided, however, trucks transporting hazardous materials may travel on Loop 610-North, West, South and East. (b) Proof that a truck transporting hazardous materials was within that portion of the city that is encompassed by Loop 610-North, West, South and East shall constitute prima facie evidence of a violation of this section; but the owner or operator of such truck shall have the right to introduce evidence to show that the truck was being driven to or from a place within that portion of the city encompassed by Loop 610 as authorized by subsection (a).</p> <p>Sec. 45-91. - Maximum limits generally. (a) No person shall drive a vehicle on any street or highway in the city at a speed greater than is reasonable and prudent under the circumstances then existing. Except when a special hazard exists that requires lower speeds for compliance with subsection (d), the following limits shall be lawful, but any speed in excess of such limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful: (1) Where no other speed limit has been posted with appropriate signs giving notice thereof, 30 miles per hour on any street or highway other than an alley and 15 miles per hour on an alley within the city limits. (2) Seventy miles per hour during the daytime and 65 miles per hour during the nighttime for any passenger car on any state or federal numbered highway outside any urban district, including farm and/or ranch-to-market roads, and 60 miles per hour during the daytime and 55 miles per hour during the nighttime for any passenger car on all streets or highways outside any urban district. (3) Sixty miles per hour for all other vehicles on any streets or highway outside any urban district. (4) The speed limits for any bus or other vehicle engaged in the business of transporting passengers for compensation or hire, for any commercial vehicle which is in authorized use as a "Highway Post Office" vehicle furnishing Highway Post Office service in the transportation of the United States mail, and for any light truck, shall be the same as prescribed for passenger cars at the same location. (b) The above limitations notwithstanding, the following prima facie maximum limits are declared, for any streets or highway outside any urban district: (1) Forty-five miles per hour for any vehicle towing any house trailer of actual or registered gross weight exceeding 4,500 pounds or with an overall length exceeding 32 feet, excluding the tow bar. (2) Sixty miles per hour in daytime and 55 miles per hour during nighttime for any truck, except light trucks, truck tractor, trailer or semi-trailer, or for any vehicle towing any trailer, semi-trailer, another motor vehicle, or any house trailer of actual or registered gross weight less than 4,500 pounds and overall length of 32 feet or less, excluding the tow bar. (3) Fifty miles per hour for any school bus. (c) For the purposes of this section, the following definitions shall apply: (1) <i>Daytime</i> means from one-half hour before sunrise to one-half hour after sunset, and "nighttime" means at any other hour. (2) <i>Urban district</i> means the territory contiguous to and including any highway or street which is built up with structures devoted to business, industry, or dwelling houses, situated at intervals of less than 100 feet for a distance of one-fourth of a mile or more on either side. (3) <i>Light truck</i> means any truck with a manufacturer's rated carrying capacity not to exceed 2,000 pounds and includes those trucks commonly known as pickup trucks, panel delivery trucks and carry-all trucks. (4) <i>Passenger car</i> means any motor vehicle, except motorcycles and motor-driven cycles, designed for carrying ten passengers or less and used for the transportation of persons. (5) <i>Alley</i> means a street that: (1) Is not used primarily for through traffic; and (2) Gives access to rear entrances of buildings or lots along the street. (d) Notwithstanding any other provisions of this article, no person shall drive a vehicle on a street at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event, speed shall be so controlled as may be necessary to avoid colliding with any person, vehicle or other conveyance on or entering the street in compliance with legal requirements and the duty of all persons to use due care. (e) The driver of every vehicle shall, consistent with the requirements of subsection (d), drive at an appropriate reduced speed when approaching or crossing an intersection or railway grade crossing, when approaching or going around a curve, when approaching a hill crest, when traveling upon any narrow or winding roadway, and when a special hazard exists with respect to pedestrians or other traffic or by reason of weather or street or highway conditions. (Code 1968, § 46-104; Ord. No. 72-1223, § 1, 7-18-72; Ord. No. 93-1624, §§ 1, 2, 12-22-93)</p> <p>Sec. 45-92. - Maximum limits on specific streets. The city council may alter the maximum speed limits established by section 45-91 of this Code, on any street or portion thereof within the city in accordance with the provisions of Article 6701d, Section 169, of Vernon's Annotated Civil Statutes. Whenever signs are posted giving notice of the maximum legal speed limit so established for a particular street or portion thereof, it shall be unlawful for any person to drive or operate any vehicle at a rate of speed in excess of such limit. (Code 1968, § 46-105)</p> <p>Sec. 45-93. - Speed limits in certain public parks. (a) The maximum prima facie speed limits shall be as set forth below on and within those certain named and designated streets, drives, roads or public ways, or parts thereof, located in Hermann Park, MacGregor Park and Memorial Park, in the city limits of the city: (1) A maximum speed limit of 30 miles per hour shall apply to and prevail on and within the following named and designated streets, drives, roads or public ways, or parts thereof, located in Hermann Park, MacGregor Park and Memorial Park: a. Golf Course Drive from the centerline of Hermann Loop Drive to the centerline of Zoo Circle Drive. b. Hermann Loop Drive from the centerline of Fannin to the centerline of North MacGregor. c. Hermann Loop Drive from the centerline of Zoo Circle Drive to the centerline of Golf Course Drive. d. North MacGregor from the centerline of Alameda to a point approximately 1,000 feet north of Holcombe. e. MacGregor Loop Drive from the centerline of Calhoun to the centerline of South MacGregor Way. f. South MacGregor Way from the centerline of Calhoun to the dead end of South MacGregor Way approximately 1,500 feet east of South Park. g. Memorial Loop Drive from the centerline of Memorial (west intersection) to the centerline of Memorial (east intersection). h. North Entrance Drive from the centerline of Washington to the centerline of Memorial Loop Drive. i. North MacGregor from the centerline of Fannin to the centerline of Hermann Loop Drive. j. South Picnic Drive from the centerline of Memorial south 0.4 mile. (2) A speed limit of 20 miles per hour shall apply to and prevail on the following streets or drives, or parts thereof, within Hermann Park: Zoo Circle Drive from the centerline of North MacGregor to the centerline of Golf Course Drive. (b) Such maximum speed limits shall be effective in, to and on the respective streets, drives, roads or public ways, or parts thereof, set forth in this section when appropriate signs giving notice thereof shall have been erected by the department.</p> <p>Sec. 45-271. - Generally. (a) Except as otherwise provided by law, no commercial motor vehicle, truck-trailer, trailer or semitrailer, nor combination of such vehicles, shall be operated over, on, or upon the public streets and highways within the corporate limits of the city, having a weight in excess of one or more of the following limitations: (1) No such vehicle nor combination of vehicles shall have a greater weight than 20,000 pounds carried on any one axle, including all enforcement tolerances; or within a tandem axle weight in excess of 34,000 pounds, including all enforcement tolerances; or with an overall gross weight on a group of two or more consecutive axles produced by application of the following formula:</p>

LOCAL ORDINANCES

	Route Designations	Storage Restrictions	Enforcement Overweight	Safety Inspections	Security Measures	Future Conditions	Restrictions															
Houston (continued)			X				<table border="1"> <tr> <td></td> <td>LN</td> <td></td> </tr> <tr> <td>W = 500</td> <td></td> <td>+ 12N ° 36</td> </tr> <tr> <td></td> <td>N-1</td> <td></td> </tr> </table> <p>Where:</p> <table border="1"> <tr> <td>W =</td> <td>Overall gross weight on any group of 2 or more consecutive axles to the nearest 500 pounds;</td> </tr> <tr> <td>L =</td> <td>Distance in feet between the extreme of any group of 2 or more axles; and</td> </tr> <tr> <td>N =</td> <td>The number of axles in the group under consideration.</td> </tr> </table> <p>X Notwithstanding the above, two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each providing the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more; provided, that such overall gross weight may not exceed 80,000 pounds, including all enforcement tolerances.</p> <p>(2) No such vehicles nor combination of vehicles shall have a greater weight than 600 pounds per inch width of tire upon any wheel concentrated upon the surface of the highway and using high-pressure tires, and a greater weight than 650 pounds per inch width of tire upon any wheel concentrated upon the surface of the highway and using low-pressure tires, and no wheel shall carry a load in excess of 8,000 pounds on high-pressure tires and 10,000 pounds on low-pressure tires, nor any axle a load in excess of 16,000 pounds on high pressure tires, and 20,000 pounds on low-pressure tires.</p> <p>(3) Nothing in this section shall be construed as permitting size or weight limits on the national system of interstate and defense highways within the corporate limits of the city in excess of those permitted under 23 U.S.C. section 127. If the federal government prescribes or adopts vehicle size or weight limits greater than those prescribed by 23 U.S.C. section 127 for the national system of interstate and defense highways, the increased limits shall become effective on the national system of interstate and defense highways within the corporate limits of the city.</p> <p>(4) Nothing in this section shall be construed to deny the operation of any vehicle or combination of vehicles that could be lawfully operated upon the highways and roads within the corporate limits of the city on December 16, 1974.</p> <p>(5) In this section, an axle load is defined as the total load transmitted to the road by all wheels whose centers may be included between two parallel transverse vertical planes 40 inches apart, extending across the full width of the vehicle. Tandem axle group is defined as two or more axles spaced 40 inches or more apart from center to center having at least one common point of weight suspension.</p> <p>(b) Any police officer having reason to believe that the gross weight or axle load of a loaded motor vehicle is unlawful, is authorized to weigh the same by means of portable or stationary scales approved by the police department of the city for such use, or the police officer may cause the loaded motor vehicle to be weighed by any public weigher and may require such vehicle to be driven to the nearest available scales for the purpose of weighing. If the gross weight of a motor vehicle or an axle load exceeds the maximum permitted by law plus a tolerance allowance of five percent of the gross weight authorized by law, such police officer may require the operator to unload or rearrange the load to conform to law without proceeding if the police officer determines that such work may be safely accomplished at the site where the vehicle was weighed or may require the operator to proceed to a location where the cargo can be unloaded or rearranged safely without causing disruption to traffic. Such location shall be the nearest such place on authorized city property, on property under the control of the driver or his principal, or on property where consent has been given for such loading and where it is feasible to unload or rearrange such cargo.</p> <p>If the load of a motor vehicle consists of livestock, the operator shall be permitted to proceed to destination without unloading providing the destination is within the state.</p> <p>(c) Any person desiring to operate a vehicle on city streets in excess of the load limit set out herein shall first obtain a special permit from the director of public works and engineering and such permit shall not be issued unless reasonably necessary.</p> <p>(d) The limitation as to weight prescribed by this section shall not apply to road rollers or other road making or road repairing machinery being moved or used on a street by the United States, the state, the city, or any contractor moving or using such road machinery in the performance of or preparatory to the performance of a contract with any one of the United States, the state or the city, but in the event of any such road making or road repairing machinery of a weight in excess of the limit set out herein being moved over the streets or bridges in the city, the person in charge thereof shall first obtain from the city engineer a permit for such movement, which permit shall designate the route or streets and also the bridges over which such movement shall take place, and such machinery may then be moved, but not elsewhere than over such designated routes.</p> <p>(e) Any person moving or causing to be moved a load which, together with the weight of the vehicle, exceeds the limit as set out herein, shall be liable to the city for any damage done by any such excessively loaded vehicle to the streets, bridges or culverts in the city and the acceptance of either of the permits provided for in this section shall be conclusive evidence that the person to whom such permit is issued agrees to make good and pay all such damages upon demand thereof made by the city.</p> <p>(f) The driver, owner, operator, or other person operating or driving any commercial motor vehicle, truck, tractor, trailer or semitrailer or combination of such vehicles, over, on, or upon city streets or public highways within the limits of the city, shall comply with the provisions of article 6701d-11, section 5(a), of the Revised Civil Statutes of Texas.</p> <p>(g) The driver, owner, operator, or other person operating or driving any commercial motor vehicle, truck, tractor, trailer or semitrailer or combination of such vehicles, over, on, or upon city streets or public highways within the limits of the city, who fails to comply with the provisions of this section, shall be guilty of a misdemeanor which shall be punishable, upon conviction, by a fine of not less than \$100.00 and not more than \$200.00.</p> <p>(h) All persons have the affirmative duty to comply with all provisions of this article, and it shall not be a defense to prosecution of such persons that they were acting without a culpable mental state.</p> <p>(Code 1968, § 46-251; Ord. No. 73-405, § 1, 2-28-73; Ord. No. 75-1220, § 1, 7-15-75; Ord. No. 76-284, § 1, 2-24-76; Ord. No. 78-1702, § 1, 8-29-78; Ord. No. 85-2065, § 1, 11-27-85; Ord. No. 86-3, § 1, 1-7-86; Ord. No. 93-514, § 106, 5-5-93; Ord. No. 02-449, § 2, 5-29-02)</p> <p>Cross reference— General penalty for Code violations, § 1-6.</p> <p>Sec. 45-272. - Weight limits on specific streets.</p> <p>(a) When signs are erected giving notice thereof, no person shall operate any vehicle with a gross weight in excess of the amounts specified on such signs at any time upon any of the streets or parts of streets so signed. Under this section, as vehicle weight is indicated by the number of axles supporting such vehicles, signs limiting the number of axles on through vehicles shall be official.</p> <p>(b) When signs are erected stating "No Through Trucks," no person shall operate any commercial vehicle exceeding 3,000 pounds gross weight at any time upon any of the streets or parts of streets so signed, except that such vehicles may be operated thereon for the purpose of delivering or picking up materials or merchandise or for vehicle storage and then only by entering such street at the intersection nearest the destination of the vehicle and proceeding thereon no farther than the nearest intersection thereafter.</p>		LN		W = 500		+ 12N ° 36		N-1		W =	Overall gross weight on any group of 2 or more consecutive axles to the nearest 500 pounds;	L =	Distance in feet between the extreme of any group of 2 or more axles; and	N =	The number of axles in the group under consideration.
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Galveston City	X		X				<p>Sec. 34-72. - Truck routes established; certain heavy vehicles prohibited.</p> <p>(a) There is hereby established a system of streets which shall be known as truck routes. Said truck routes are set forth and listed in subsection (d). It shall be unlawful for any person to drive or operate any vehicle in excess of forty-four thousand (44,000) pounds, gross vehicle weight, upon any street not designated as a truck route in this chapter; provided however, that any person or driver may deviate from a designated truck route by using the most direct route to and from a specific destination otherwise prohibited to truck traffic in order to receive or deliver materials or merchandise.</p> <p>(b) The director of traffic is hereby authorized and directed to install appropriate signs and markings to identify those streets designated as truck routes. He is further authorized and directed to install such additional signs and markings as may be necessary to guide or direct the movement of truck traffic along designated truck routes, and to post such signs as may be reasonably necessary to give notice of and identify those streets on which truck traffic is prohibited.</p> <p>(c) The prohibition of this section shall become effective at such time as signs identifying truck routes are installed.</p> <p>(d) In accordance with subsections (a) through (c) the following streets or parts of streets are hereby declared to be and are designated as truck routes:</p> <ol style="list-style-type: none"> (1) Interstate Highway 45 and the frontage roads parallel thereto. (2) Broadway, from IH-45 to 51st Street. (3) Port Industrial Boulevard, from IH-45 to 28th Street. (4) Water Street, from 28th Street to 12th Street. (5) The Strand, from 12th Street to Ferry Road. (6) Ferry Road, from The Strand to the Ferry Landing. (7) Fifty-first Street (Seawolf Parkway), from Broadway to Shell Road. (8) Sixty-first Street from Broadway to Seawall Boulevard. (9) Seawall Boulevard, from 61st Street to San Luis Pass Bridge. <p>Deviations from these streets to points of origin or destination are restricted to the shortest, most direct route in every instance.</p>															

LOCAL ORDINANCES

	Route Designations	Storage Restrictions	Enforcement Overweight	Safety Inspections	Security Measures	Future Conditions	Restrictions
Galveston City (continued)	X		X				<p><i>(Ord. No. 80-31, §§ 1, 2, 4-3-80; Ord. No. 81-61, §§ 1, 2, 7-30-81; Ord. No. 88-01, § 1, 1-7-88)</i> Editor's note— Ord. No. 80-31, §§ 1, 2, adopted April 3, 1980, and Ord. No. 81-61, §§ 1, 2, adopted July 30, 1981, amended the 1960 Code by adding § 104.1 and Schedule 10 to the appendix to Ch. 21. The editor has included this material as § 34-72. Sec. 34-75. - Transportation of hazardous materials. (a) Prohibited. When signs are erected giving notice thereof, no person shall transport any hazardous or extremely hazardous material (as defined herein) upon the public streets of the city in violation of any provision of this chapter. (b) Definitions. As used herein, the following words shall have the following meanings: (1) "Hazardous materials" shall mean those materials and substances listed and identified in U.S. Department of Transportation publication DOT-5800.2, as duly adopted and amended from time to time. (2) "Extremely hazardous materials" shall mean any of the following: (c) Routes for transporting hazardous and extremely hazardous materials. Movement of hazardous and extremely hazardous materials shall be allowed on the following routes at all times, subject to restrictions set forth in subsection (e) below: (1) IH 45 West of Teichman Road to the city limits. (2) Harborside Drive from IH 45 to Ferry Road. (3) 51st Street North of Harborside Drive. (4) Pelican Island Causeway. (5) Pelican Island Boulevard from Pelican Island Causeway to Coastwide Drive. Transport to or from the foregoing routes to points of destination or origin, as applicable, shall be by the most direct route. (d) Distribution routes for hazardous materials. The following routes shall be utilized for delivery of hazardous materials to sites along or south of Broadway: (1) Broadway, the entire length. (2) 61st Street from Broadway to Seawall Boulevard. Movement of hazardous materials from the foregoing routes to the point of final destination shall be by the most direct route and shall be prohibited between the hours of 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m., Mondays through Fridays. Transportation of extremely hazardous materials over said routes shall be prohibited at all times. (e) Special regulation zones. (1) Movement of hazardous and extremely hazardous materials is prohibited in the below-listed locations following a thirty-hour hurricane warning: a. 61st Street, Seawall to Broadway. b. Broadway, west of 61st Street. c. Interstate Highway 45. (2) Movement of hazardous materials is prohibited in the following locations from 6:00 a.m. to 6:00 p.m. daily. Distribution of gasoline shall be exempt from this prohibition from 9:00 a.m. to 4:00 p.m. a. Broadway, 51st Street to Ferry Road. (3) Movement of extremely hazardous materials in the following area (UTMB zone) is prohibited without express approval of the city fire marshal: a. North of Church Street, between 14th Street and 2nd Street. (4) Movement of extremely hazardous materials or gasoline is prohibited between the hours of 7:00 a.m. and 9:00 a.m., and between 4:00 p.m. and 6:00 p.m., Monday through Friday, on the causeway part of IH-45. (5) All movement of hazardous and extremely hazardous materials is prohibited during a hurricane evacuation. <i>(Ord. No. 83-101, § 1, 10-13-83; Ord. No. 01-004, § 2, 1-25-01)</i> Editor's note— Ord. No. 83-101, § 1, adopted Oct. 13, 1983, amended the Code with the addition of a new § 34-74, which section, at the discretion of the editor, has been redesignated as § 34-75 in order to avoid duplication of section numbers.</p>
League City	X						<p>Sec. 54-134. - Routes for vehicles transporting hazardous substances; parking; loading and off-loading of materials. (a) Routes restricted. Every semitrailer, truck or other vehicle transporting hazardous substances shall have its movements within the city restricted as designated in this section. (b) Permitted routes. Such semitrailer, truck or other vehicle transporting hazardous substances shall have its movements within the city confined to Interstate 45, and on F.M. 646 between Interstate 45 and F.M. 146. (c) Parking. Any semitrailer, truck or other vehicle transporting hazardous substances shall not be parked on any highway, road, street or alley within the city, except in an emergency which occurs while making a lawful delivery. Such emergency situations must be corrected with all deliberate speed. In no event shall such vehicle be parked closer than 50 feet to any building within the city, except when such buildings are used for the transaction of business relating to such products. (d) Loading and off-loading of materials. Any semitrailer, truck or other vehicle containing or transporting hazardous substances shall not be parked at any site or facility within the city limits except to load or off-load material or products for lawful delivery, unless such facility is a duly licensed and authorized disposer and such facility and location are clearly identified as the disposer in a manifest for the load of waste contained in that vehicle. Any such loading or off-loading of material or products must be completed with all deliberate speed and shall be in accordance with all federal and state laws. (e) Exceptions. The provision designating routes in subsection (b) of this section shall not apply to any semitrailer, trailer, truck or other vehicle carrying hazardous substances which is then being used to carry such substances for lawful delivery within the corporate limits of the city for direct resale to the public or final consumption. <i>(Code 1968, § 8-53; Ord. No. 90-82, § 1, 1-10-1991; Ord. No. 95-96, § 2, 7-25-1995)</i> Sec. 54-136. - Violations; penalty; civil action. (a) In order to prove a violation of this article, it shall not be necessary to prove a culpable mental state. (b) Any person violating provisions of this article, or failing to comply with any requirement of this article, shall be guilty of a misdemeanor. Each person shall be deemed guilty of a separate offense for each and every day or portion thereof during which any violation of any provisions of this article is committed or continued. Upon conviction of any such violation, such person shall be fined not less than \$250.00 and not more than the maximum amount allowable by law. It is specifically recognized that this article governs fire safety or public health and sanitation when determining the maximum fine allowed by law. Any offense under this article that also constitutes a violation of any state law shall be punishable as provided in the applicable state law. (c) The city attorney is hereby authorized to file and maintain all necessary civil legal actions to enjoin or enforce any violations of this article.</p>
Sugar Land	X						<p>Sec. 5-83. - Prohibiting trucks on designated streets. (a) It is unlawful for any person to operate a truck on Elkins Road from its intersection with Sweetwater Boulevard to its intersection with Alcorn Oaks Drive between the hours of 7:00 a.m. to 9:00 a.m. and 2:00 p.m. to 4:00 p.m. on any Monday through Friday from August to May when Clements High School is in session. (b) The city traffic engineer is authorized to designate other streets or parts of streets on which the operation of trucks are prohibited by erecting appropriate traffic control signs giving notice thereof. (c) It is unlawful for any person to operate a truck on any portion of a street where operation of a truck is prohibited under this section after notice has been given by the placement of appropriate traffic control devices. (d) For purposes of this section, "truck" means a motor vehicle which: (1) Has three or more axles; (2) Is designed and maintained primarily for the transportation of material or property; and (3) Is used for the loading and unloading of such material or property. (e) It is a defense to prosecution under this section that the truck on the prohibited street: (1) Is going directly to or from a premises for the purpose of delivering or picking up merchandise or material and the truck could not access the premises without making use of the prohibited street; (2) Is owned by a governmental entity or is performing work under a contract with a governmental entity which requires it to be on the prohibited street; or (3) Is owned by a public utility company or is performing work under a contract with a public utility company which requires it to be on the prohibited street. <i>(Code 1974, § 19-30; Ord. No. 1024, § 1, 12-3-96; Ord. No. 1197, § 1, 8-10-99; Ord. No. 1577, § 19, 8-1-2006)</i></p>

LOCAL ORDINANCES

	Route Designations	Storage Restrictions	Enforcement Overweight	Safety Inspections	Security Measures	Future Conditions	Restrictions																																		
Missouri City	X						<p>Sec. 38-203. - Exemptions. The regulations set forth in this division shall not apply to any vehicle carrying only flammable liquid in a container or containers having a total capacity of not over 110 gallons or 41.635 dekaliters by volume. <i>(Code 1981, § 10-4(c))</i></p> <p>Sec. 38-204. - Compliance with division. No person shall transport any hazardous material through the corporate boundaries of the city except as provided in this division. Deliveries to or pickups from destinations within the city shall be made by following permitted routes as provided for under this division and nonpermitted routes only to the extent to which the least amount of travel off a permitted route will be needed to reach the destination of pickup or delivery within the city before returning to the permitted route. <i>(Code 1981, § 10-4(d))</i></p> <p>Sec. 38-205. - Permitted routes. For the purpose of this division, there are hereby established within the city the following truck routes on which the transportation of hazardous materials is permitted: (1) For purposes of coming into and going out of the city without any point of destination for pickup or delivery within the city, the following truck routes for the transportation of hazardous material are permitted: a. U.S. 90A. b. State Highway 6. c. Beltway 8. (2) For purposes of making deliveries or pickups to or from destinations within the city, the following truck routes, when transporting hazardous material, shall be followed: a. State Highway 2234, Texas Parkway. b. State Highway 1092. c. State Highway 3345, Cartwright Road. d. Pike Road. e. Cravens Road. f. Beltway 8. g. South Gessner Road. h. U.S. 90A. i. State Highway 6. <i>(Code 1981, § 10-4(e))</i></p> <p>Sec. 38-206. - Capacity of vehicles and containers. No flammable or combustible liquids or hazardous material shall be carried on or off of any permitted route for delivery or pickup in any vehicle larger than a tank truck or tractor with one tank trailer having a total liquid capacity of not over 10,000 gallons. Containers other than tank trucks or tank trailers transported into the city for pickup or delivery of flammable or combustible liquid or hazardous material shall have a liquid capacity of not over 5,000 gallons. <i>(Code 1981, § 10-4(f))</i> <i>(Code 1981, § 10-4(g))</i></p> <p>Sec. 38-208. - Truck route signs and maps. Signs shall be posted to inform the public of the permitted truck routes for hazardous materials. The fire official, the police department and the office of the city secretary shall keep on hand copies of maps showing permitted truck routes for hazardous materials. <i>(Code 1981, § 10-4(h))</i></p>																																		
Baytown	X		X				<p>Sec. 94-241. - Designation of truck routes. For the purposes of this division, the following streets and thoroughfares within the corporate limits of the city are hereby designated as truck routes and shall be referred to as "designated truck routes" throughout this division:</p> <table border="1"> <thead> <tr> <th>STREETS:</th> <th>LIMITS:</th> </tr> </thead> <tbody> <tr> <td>West Baker Road</td> <td>All</td> </tr> <tr> <td>Market Street</td> <td>Between Bayway Drive and West Main Street</td> </tr> <tr> <td>West Main Street</td> <td>All</td> </tr> <tr> <td>South Main Street</td> <td>All</td> </tr> <tr> <td>North Main Street</td> <td>All</td> </tr> <tr> <td>Decker Drive</td> <td>Between I-10 and State Highway 146</td> </tr> <tr> <td>Spur 55</td> <td>All</td> </tr> <tr> <td>State Highway 146</td> <td>All</td> </tr> <tr> <td>Business Highway 146</td> <td>All</td> </tr> <tr> <td>Garth Road</td> <td>Between I-10 and Cedar Bayou Lynchberg Road</td> </tr> <tr> <td>North Alexander Drive</td> <td>All</td> </tr> <tr> <td>South Alexander Drive</td> <td>All</td> </tr> <tr> <td>Wismer Street</td> <td>All</td> </tr> <tr> <td>Lynchburg-Cedar Bayou</td> <td>All</td> </tr> <tr> <td>Rollingbrook Drive</td> <td>All</td> </tr> <tr> <td>Bayway Drive</td> <td>Between West Baker Road and Park Street</td> </tr> </tbody> </table> <p>Sec. 94-244. - Alternate routes. In the event a designated truck route is under repair, or otherwise temporarily out of use, the director of public works shall designate an alternate route. <i>(Ord. No. 8609, § 6, 6-24-99)</i></p> <p>Sec. 94-245. - Markings/signs. (a) The director of public works shall erect appropriate signs and markings advising motorists of the designated truck routes established by this division. (b) When signs are erected giving notice of a specified weight limitation, no person shall operate any vehicle with a gross weight in excess of the amounts specified on such signs. <i>(Ord. No. 8609, § 7, 6-24-99)</i></p> <p>Sec. 94-246. - Limitation on weight, length, and height of commercial vehicles. (a) A person commits an offense if he drives a commercial motor vehicle, truck tractor, trailer, semitrailer, or any combination thereof over or upon the public streets, highways, or an area thereof, within the corporate limits of the</p>	STREETS:	LIMITS:	West Baker Road	All	Market Street	Between Bayway Drive and West Main Street	West Main Street	All	South Main Street	All	North Main Street	All	Decker Drive	Between I-10 and State Highway 146	Spur 55	All	State Highway 146	All	Business Highway 146	All	Garth Road	Between I-10 and Cedar Bayou Lynchberg Road	North Alexander Drive	All	South Alexander Drive	All	Wismer Street	All	Lynchburg-Cedar Bayou	All	Rollingbrook Drive	All	Bayway Drive	Between West Baker Road and Park Street
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Rollingbrook Drive	All																																								
Bayway Drive	Between West Baker Road and Park Street																																								

LOCAL ORDINANCES

	Route Designations	Storage Restrictions	Enforcement Overweight	Safety Inspections	Security Measures	Future Conditions	Restrictions
Baytown (continued)	X		X				<p>city, having a weight, length or height in excess of those designated by V.T.C.A., Transportation Code § 621.101 et seq. and § 621.201 et seq.</p> <p>(b) Additionally, a person commits an offense if he drives a vehicle transporting ready-mixed concrete upon a public street, and the vehicle carries either a tandem axle load that exceeds 36,000 pounds, a single axle load that exceeds 12,000 pounds or a gross vehicle load that exceeds 48,000 pounds.</p> <p>(Ord. No. 8609, § 8, 6-24-99) Sec. 94-248. - Penalty. Any person who fails to comply with any provision of this division shall be guilty of a misdemeanor and, upon conviction, shall be punished by a fine not exceeding \$200.00. Each act of violation and each day upon which any such violation shall occur shall constitute a separate offense. In addition to the penalty prescribed above, the city may pursue other remedies such as abatement of nuisances, injunctive relief, administrative adjudication and revocation of licenses or permits.</p> <p>(Ord. No. 8609, § 11, 6-24-99) Editor's note— Ord. No. 8609, § 11, adopted June 24, 1999, did not specifically amend the Code; hence inclusion herein as § 94-248 was at the discretion of the editor.</p>
Galena Park	X		X				<p>ARTICLE 10.000 LOAD RESTRICTED VEHICLE PERMIT FEE There shall be and is hereby levied, and there shall be collected from every person, firm, company, or association of persons pursuing a permit required by <u>Section 10.703</u>, an application fee of \$50.00 for each and every oversized or overweight truck, tractor and tractor trailer loads operating in the city. (Ordinance 2009-05 adopted 6/16/09)</p> <p>ARTICLE 10.700 VEHICULAR ROUTES, PERMITS, LIMITS AND APPLICATION FEES Sec. 10.701 Vehicular Routes No truck, tractor, trailer or other heavy vehicular equipment in excess of eight thousand (8,000) pounds, twenty-five (25) feet maximum total length, ninety-six (96) inches in width and/or a height which exceeds thirteen (13) feet six (6) inches, including load, shall be operated on the streets or roadways of the city except for the following streets: Clinton Drive, Federal Road, Industrial Road east of Federal Road, Mayo Shell Road, Main Street south of Clinton Drive, Holland Avenue between Clinton Drive and Eighteenth Street, Avenue K west of Main Street, Eastway Street south of Clinton Drive, Magnolia Street, Pine Street, South Fourth Street, Philpot Drive, First Street to Eastway Street to Westway Street and Avenues F, G, and H south of the Southern Pacific Railroad and east of Main Street, and hereinafter the above streets shall be designated as vehicular routes and be referred to as "commercial streets."</p> <p>Sec. 10.702 Vehicular Limits The maximum weight, height, width and length limits on all "commercial streets" in the city shall be as follows: (1) Weight Limits. The maximum weight limits shall be eighty thousand (80,000) pounds and shall not have a greater weight than twenty thousand (20,000) pounds carried on any one (1) axle, including all enforcement tolerances; or with a tandem axle in excess of thirty-four thousand (34,000) pounds including all enforcement tolerances; and no turning axle shall have a greater weight than twelve thousand (12,000) pounds if said vehicle has tandem axles on the same vehicle. (2) Height Limits. No vehicle unladen or with load shall exceed a height of fourteen (14) feet zero (0) inches, including load. (3) Width Limits. No vehicle shall exceed a total outside width, including any load thereon, of one hundred two (102) inches. (4) Length Limits. There is no length limitation for a truck-tractor, semi-trailer combination other than the trailer is limited to not more than fifty-nine (59) feet in length. All other vehicles and combinations may not exceed sixty-five (65) feet in length.</p> <p>Sec. 10.703 Permits Required Any owner or operator desiring to operate any trucks, tractors, trucks in tandem, heavy equipment graders, pavement rollers, bulldozers, cranes, maintainer equipment or any other type of vehicle which exceeds the limits set out in Section 10.701 and Section 10.702 or any owner or operator desiring to operate said vehicle with or without a police escort shall be required to make written application for a special permit and obtain such special permit before said vehicle is operated on the streets and roadways of the city. The application and permit shall be obtained from the city secretary, traffic director, or their designated agent and shall contain such information as shall be deemed necessary to effectuate the purpose of this article. A permit is required for each vehicle which exceeds the limits set out in Section 10.701 and Section 10.702 and such permit shall be good for only that date as is specified on the permit. The limits prescribed in Section 10.701 and Section 10.702 shall not apply to public busses, school busses or to any equipment used by the United States, State of Texas, County of Harris, City of Galena Park, or any contractor building or repairing the streets or roadways within the city limits of the City of Galena Park.</p> <p>Sec. 10.704 Application Fees There shall be and is hereby levied, and there shall be collected from every person, firm, company, or association of persons pursuing a permit required by Section 10.703, an application fee in the sum as provided for in the fee schedule found in the appendix of this code for each and every oversized or overweight truck, tractor and tractor trailer loads operating in the city.</p> <p>Sec. 10.705 Liabilities Any person moving, or causing to be moved, a load which together with the weight of the vehicle exceeds four (4) tons on any street other than those "commercial streets" prescribed in Section 10.701, or moves or causes to be moved any load which exceeds those limits prescribed in Section 10.702 for "commercial streets," shall be liable to the City of Galena Park, Texas, for any damage done by such load to the streets, bridges, culverts, collection basins, curbs, gutters, water valves or lines, sewer lines, manholes or cleanouts, traffic signals, traffic signs, poles or wiring within the city limits of the City of Galena Park. The acceptance of either of the aforesaid permits shall be conclusive evidence that the person to whom such permit is issued agrees to make good and pay all such damages and related costs upon demand therefore being made by the City of Galena Park, Texas.</p> <p>Sec. 10.706 Penalty Any person who violates any of the provisions of this article shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine in accordance with the general penalty provision found in Section 1.106 of this code; and each violation of any of the provisions of this article shall constitute a separate offense and be punishable as such.</p> <p>Sec. 10.809 Enforcement of Ordinances It shall be the duty of the police department of the city to enforce all of the terms and provisions of all ordinances and laws regulating traffic.</p>
Deer Park			X				<p>Sec. 66-242. - Weight limits. (a) Limits on different types of vehicles enumerated. Except as otherwise provided by law, no commercial motor vehicle, truck-trailer, trailer or semitrailer, or combination of such vehicles, shall be operated over, on or upon the public streets and highways within the corporate limits of the city, having a weight in excess of one or more of the following limitations: (1)No such vehicle nor combination of vehicles shall have a greater weight than 20,000 pounds carried on any one axle, including all enforcement tolerances; or with a tandem axle weight in excess of 34,000 pounds, including all enforcement tolerances; or with an overall gross weight on a group of two or more consecutive axles produced by application of the following formula: $W = 500 \frac{LN}{N - 1};$ where W equals overall gross weight on any group of two or more consecutive axles to the nearest 500 pounds, L equals distance in feet between the extreme of any group of two or more consecutive axles, and N equals number of axles in group under consideration, except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each, providing the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more; provided, that such overall gross weight may not exceed 80,000 pounds, including all enforcement tolerances. (2)No such vehicles nor combination of vehicles shall have a greater weight than 600 pounds per inch width of tire upon any wheel concentrated upon the surface of the highway and using high-pressure tires, and a greater weight than 650 pounds per inch width of tire upon any wheel concentrated upon the surface of the highway and using low-pressure tires, and no wheel shall carry a load in excess of 8,000 pounds on high-pressure tires and 10,000 pounds on low-pressure tires, nor any axle a load in excess of 16,000 pounds on high-pressure tires, and 20,000 pounds on low-pressure tires. (b) Exceeding federal limits not allowed. Nothing in this section shall be construed as permitting size or weight limits on the national system of interstate and defense highways within the corporate limits of the city in excess of those permitted under 23 USC 127. If the federal government prescribes or adopts vehicle size or weight limits greater than those prescribed by 23 USC 127 for the national system of interstate and defense highways, the increased limits shall become effective on the national system of interstate and defense highways within the corporate limits of the city. (c) "Axle load" defined; "tandem axle group" defined. In this section, the term "axle load" is defined as the total load transmitted to the road by all wheels the centers of which may be included between two parallel transverse vertical planes 40 inches apart, extending across the full width of the vehicle. The term "tandem axle group" is defined as two or more axles spaced 40 inches or more apart from center to center having at least one common point of weight suspension.</p> <p>Sec. 66-243. - Procedure when overweight violation suspected. (a)Any police officer, having reason to believe that the gross weight or axle load of a loaded motor vehicle is unlawful, is authorized to weigh the motor vehicle by means of portable or stationary scales approved by the police department of the city for such use, or the police officer may cause the loaded motor vehicle to be weighed by any public weigher and may require such vehicle to be driven to the nearest available scales for the purpose of weighing. (b)If the gross weight of a vehicle weighed pursuant to subsection (a) of this section is found to exceed the maximum gross weight authorized by law, plus a tolerance allowance of five percent of the gross weight authorized by law, such police officer shall demand and require the operator or owner of the motor vehicle to unload, or cause to be unloaded, such portion of the load as is necessary to decrease the gross weight of such vehicle to the maximum permitted by law plus such tolerance allowance. Such vehicle may not be operated further over the public streets and highways within the city until the gross weight of the vehicle has been reduced to a weight not in excess of the maximum authorized by law plus such tolerance allowance except as authorized under subsection (d) or (e) of this section. (c)If the axle load of a vehicle weighed pursuant to subsection (a) of this section is found to exceed the maximum authorized by law, plus a tolerance allowance of five percent of the axle load authorized by law, such police officer shall demand and require the operator or owner of the motor vehicle to decrease the axle load to the maximum authorized by law plus such tolerance allowance. The owner or operator may reduce such load by rearranging the</p>

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	Route Designations	Storage Restrictions	Enforcement Overweight	Safety Inspections	Security Measures	Future Conditions	Restrictions
Deer Park (continued)			X				<p>cargo, if possible, or by unloading or having others unload such portion of the cargo as is necessary to decrease the axle load to the maximum authorized by law plus such tolerance allowance. Such vehicle may not be operated further over the public streets and highways within the city so long as any axle load exceeds the maximum authorized by law plus such tolerance allowance except as authorized under subsection (d) or (e) of this section.</p> <p>(d) If the load of a motor vehicle consists of livestock, the operator shall be permitted to proceed to destination without unloading providing the destination is within the state.</p> <p>(e) If the gross weight of a motor vehicle or an axle load exceeds the maximum permitted by law plus a tolerance allowance of five percent of the gross weight authorized by law, but the police officer believes that the cargo cannot be unloaded or rearranged safely at the place where such vehicle was weighed, or the police officer believes that the unloading or rearranging of the cargo at such place would create an unreasonable disruption of traffic, he shall require the operator to proceed to a location where the cargo can be unloaded or rearranged safely without causing disruption to traffic. Such location shall be the nearest such place on city property, on property under the control of the driver or his principal, or on property where consent has been given for such loading and where it is feasible to unload or rearrange such cargo.</p> <p><i>(Code 1991, § 15-223)</i></p> <p>Sec. 66-244. - Permit for excess load. Any person desiring to operate a vehicle on city streets in excess of the load limit set out in this article shall first obtain a special permit from the director of inspections and such permit shall not be issued unless reasonably necessary.</p> <p>Sec. 66-245. - Exception for road equipment. The limitation as to weight prescribed by this section shall not apply to road rollers or other road-making or road-repairing machinery being moved or used on a street by the United States, the state, the city or any contractor moving or using such road machinery in the performance of or preparatory to the performance of a contract with either the United States, the state or the city, but in the event of any such road-making or road-repairing machinery of a weight in excess of the limit set out in this article being moved over the streets or bridges in the city, the person in charge thereof shall first obtain from the director of inspections a permit for such movement, which permit shall designate the route or streets and also the bridges over which such movement shall take place, and such machinery may then be moved, but not elsewhere than over such designated routes.</p> <p>Sec. 66-246. - Liability for damage from overweight load. Any person moving or causing to be moved a load which, together with the weight of the vehicle, exceeds the limit as set out in this article, shall be liable to the city for any damage done by any such excessively loaded vehicle to the streets, bridges or culverts in the city and the acceptance of either of the permits provided for in this article shall be conclusive evidence that the person to whom such permit is issued agrees to make good and pay all such damages upon demand thereof made by the city.</p> <p>Sec. 66-247. - Compliance with state law. The driver, owner, operator or other person operating or driving any commercial motor vehicle, truck, tractor, trailer or semitrailer or combination of such vehicles, over, on, or upon city streets or public highways within the limits of the city shall comply with the provisions of V.T.C.A., Transportation Code §§ 502.121, 502.178, 621.002, 621.101, 621.501, 622.951.</p> <p>Sec. 66-248. - Limitation on length. (a) No motor vehicle, commercial motor vehicle, truck tractor, trailer or semitrailer shall exceed a length of 40 feet, except it shall be lawful for refrigeration equipment installed in a trailer or semitrailer for the purpose of refrigerating the cargo thereof to overhang the front of such vehicle, even though such overhang would make the total length of such vehicle more than 40 feet. When any such truck tractor and semitrailer are operated in combination, no such combination of a truck tractor and semitrailer coupled together shall exceed a total length of 55 feet; and when operated in any other combination of such vehicles coupled together, including but not limited to a truck and semitrailer, truck and trailer, truck tractor and semitrailer and trailer, truck tractor and two trailers, then no such other combination of such vehicles coupled together shall exceed a length of 65 feet. The limit of 40 feet on a semitrailer shall not apply when such semitrailer is operated in a tractor-semitrailer combination, if such combination does not exceed 50 feet in total length, and unless, in the case of any combination of such vehicles, the vehicle is operated by municipal corporations in adjoining suburbs wherein such municipal corporation has heretofore been using such or like equipment in connection with an established service to such suburbs of the city. The provisions of this section shall not apply to any disabled vehicle being towed by another vehicle to the nearest intake place for repairs. (b) The limitations in subsection (a) of this section shall not apply to any mobile home or to any combination of a mobile home and a motor vehicle but no mobile home and motor vehicle combination shall exceed a total length of 55 feet. The term "mobile home" as used in this section, means a living quarters equipped and used for sleeping and eating and which may be moved from one location to another over a public highway by being pulled behind a motor vehicle.</p>
Shore Acres			X				<p>Sec. 62-186. - Trucks transporting flammable materials. (a) The owner or operator of any motor vehicle equipped with a tank for the transportation of any type of flammable liquid, gas or chemical, whether loaded or empty, is prohibited from driving, stopping or parking such vehicle on any street, driveway, alley, vacant lot or parking area in the corporate limits of the city except on new State Highway 146, or when such motor vehicle is en route to or en route from a destination within the city, or making a pickup or delivery or rendering some requested service at premises within the city, without first obtaining a permit as set out in subsection (b) of this section. (b) The mayor is authorized to issue permits for the transportation of flammable liquid, gas or chemicals, the fee for which shall be fixed upon motion of the city council. (c) The new State Highway 146 is designated as a hazardous material route in the city. (d) Any person violating the provisions of this section shall be deemed guilty of a misdemeanor and upon conviction shall be fined in any sum not less than \$5.00 nor more than \$200.00.</p> <p>Sec. 62-187. - Operation of dual-axle trucks limited. (a) Nothing in this section shall be deemed to regulate or restrict through truck traffic on any highways within the corporate limits of the city which are under the supervision, control and maintenance of the state highway department. (b) Except as otherwise provided in this section, it shall be unlawful for any person to drive, operate or cause to be operated a truck having dual rear wheels or more than two axles upon the public streets of the city; however, this regulation shall not apply when such truck is en route to or en route from a destination within either the city, the Bay Colony subdivision, or the Shady Oaks subdivision or making a pickup or delivery or rendering some requested service at premises within either the city, the Bay Colony subdivision or the Shady Oaks subdivision. All truck traffic permitted shall use only those routes that are designated as truck routes within the city where such routes will permit the accepted purpose of such truck traffic to be accomplished. The chief of police is instructed to erect signs designating a truck route through the city as deemed proper by the city council. (c) The chief of police shall erect signs stating "No Through Trucks" on the public streets of the city at or near the points of intersection of such public streets with Old State Highway 146 and new State Highway 146 and at any place where a public street of the city intersects the city limits.</p> <p>Sec. 62-188. - Truck regulations. No person shall drive, park, or operate a truck exceeding 10,000 pounds gross upon the streets of Shoreacres, provided that the foregoing shall not prohibit necessary local operation on such streets for the purpose of making a pickup or delivery.</p>
Conroe			X				<p>Sec. 66-33. - Maximum weight limits applicable to vehicles on city streets. (a) It shall be unlawful for any person to operate a vehicle or combination of vehicles upon any public street within the city if the vehicle or combination has a gross weight, axle weight, tire weight or wheel load which is heavier than the maximum weight limit designated by clearly visible signs posted on the street. (b) Where other local limits have not been established and posted it shall be unlawful for any person to operate a vehicle or combination of vehicles upon any public street within the city if the vehicle or combination has a gross weight, axle weight, tire weight or wheel load which is heavier than the weight limits which would apply to the operation of the vehicle upon a state maintained public highway. (c) The director of community development may permit the operation of overweight vehicles upon city maintained streets. A fee as set forth in appendix A shall be charged for processing an application for issuance of an overweight operations permit. An overweight operations permit shall identify the permitted vehicle, state the specific route upon which overweight operations are permitted and shall expire 30 days following the date of issuance. As a condition of such permit the owner of the vehicle shall be obligated to indemnify the city for the actual cost of any repairs to the street which are necessary as a result of the overweight operations. The director may require a bond to secure such repair obligation prior to the issuance of the permit. (d) It shall be an affirmative defense to an offense under this section that the overweight vehicle operation was authorized by a permit issued by the director of community development. (e) For purposes of this section, the term "gross weight" shall mean the actual weight of the vehicle at the time it is operated in violation of this section or the gross weight for which the vehicle is registered with the state department of transportation. A copy of the registration receipt issued for the vehicle by the state department of transportation is prima facie evidence of the gross weight for which the vehicle is registered.</p>

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	Route Designations	Storage Restrictions	Enforcement Overweight	Safety Inspections	Security Measures	Future Conditions	Restrictions
Pasadena							<p>Sec. 36-125. – Weight Established. (a) It shall be unlawful for any person operating a heavy truck as defined herein to travel on any street except as designated as established truck routes. The following are hereby established as truck routes within the City of Pasadena: City of Pasadena Truck Routes⁽¹⁾ June 2009 Allen-Genoa Road; Bay Area Boulevard north of Red Bluff Road; Bayport Road; Bearle: Pasadena Freeway to Jefferson; Channel City; Chemical Road; Choate Road; Crown Avenue; Greenshadow: East Sam Houston South Parkway to East City Limit; Jackson (Davidson); Jefferson Road; Lawndale; Light Company Road; Main, North Main Street; NASA Parkway, East; Old Highway 146; Pasadena Boulevard: East City Limit at Louisiana to East Sam Houston South Parkway; Pasadena Freeway and West Pasadena Freeway: Main Lanes and Service Roads; Pitts Avenue: Main Street to Shaver Street; Port Road; Preston Road, north of Pasadena Freeway; Red Bluff Access Road from SH225 to North City Limits; Richey Street, North Richey Street, North Richey Access Road; Sam Houston South Parkway, East: Main Lanes and Service Roads; Shaver Street and North Shaver Street; Spencer Highway; State Highway 146: Main Lanes and Service Roads; Underwood Road; and Witter Street: North of Red Bluff Road. (1) If no limits are specified, the roadway in its entirety, is considered designated a truck route. (b) The following are hereby established as truck routes within the City of Pasadena between the hours of 10:00 p.m. and 6:00 a.m.: Genoa Red Bluff from Red Bluff to the West City Limits; and Red Bluff from Bay Area Blvd. to Genoa Red Bluff. (Ord. No. 05-170, § 2, 7-5-05; Ord. No. 09-129, § 2, 6-16-09) Sec. 36-126. - Required use generally; exceptions. (a) All heavy trucks within the city shall be operated only over and along established truck routes, except as otherwise specifically provided. The operator of such truck shall keep a log book, delivery slip or other evidence of his destination and point of origin. (b) This article shall not prohibit: (1) The operation of heavy trucks upon any street where necessary to the conduct of a commercial enterprise ("in commerce") at a destination point, provided streets upon which such traffic is permitted are used until reaching the intersection nearest the destination point. (2) The operation of emergency vehicles upon any street in the city. (3) The operation of heavy trucks owned or operated by the city, public utilities, any contractor or material man while engaged in the repair, maintenance or construction of streets, street improvements, or street utilities within the city. (4) The operation of heavy trucks upon any officially established detour in any case where such truck could lawfully be operated upon the street for which such detour is established. (Ord. No. 05-170, § 2, 7-5-05) Sec. 36-127. - Use by trucks originating outside city. (a) All heavy trucks entering the city with a destination point within the city shall use a route that minimizes use of city and/or county roadways by entering via state maintained roadways, SH 225, BW 8 and/or SH 146, and not departing from these roadways until the state maintained roadway intersects the designated truck route providing the closest access to the destination; proceeding on the designated truck route, deviating only at major thoroughfare intersections in closest proximity to the destination point. Departing from the destination point, all heavy trucks shall return to the state maintained roadway by the shortest route via the designated truck route to the state maintained highway. (b) All heavy trucks traveling through the city shall only use state maintained roadways, i.e. Pasadena Freeway, East Sam Houston South Parkway, and State Highway 146. (Ord. No. 05-170, § 2, 7-5-05; Ord. No. 08-156, § 3, 7-15-08; Ord. No. 09-129, § 3, 6-16-09) Sec. 36-128. - Use by trucks originating inside city. (a) All heavy trucks with a destination point outside the city shall proceed from their point of origin to a major thoroughfare by the shortest route to a designated truck route proceeding to the state maintained roadway. (b) All intra-city heavy trucks shall proceed from their point of origin to a major thoroughfare by the shortest route and then proceed to an established truck route by the shortest route and only depart at the intersection of a major thoroughfare and not leave the major thoroughfare system until the intersection nearest to the destination point. (Ord. No. 05-170, § 2, 7-5-05; Ord. No. 08-156, § 4, 7-15-08; Ord. No. 09-129, § 4, 6-16-09) Sec. 36-129. - Maps to be kept. The traffic director shall keep and maintain maps setting out truck routes and streets upon which heavy truck traffic is permitted. Copies of the maps shall be kept on file in the office of the city secretary and shall be available to the public. (Ord. No. 05-170, § 2, 7-5-05) Sec. 36-130. - Signs required. The traffic director shall cause all truck routes to be signposted to give notice that this article is in effect. (Ord. No. 05-170, § 2, 7-5-05) Sec. 36-131. - Deed restrictions. Nothing contained in this Code of Ordinances generally or this chapter specifically shall be construed to allow the violation of any residential deed restrictions.</p>

LOCAL ORDINANCES

	Route Designations	Storage Restrictions	Enforcement Overweight	Safety Inspections	Security Measures	Future Conditions	Restrictions												
	Pasadena (continued)						<p><i>(Ord. No. 05-170, § 2, 7-5-05)</i> Sec. 36-132. - Weight limits on specific streets. When signs are erected giving notice thereof, no person shall operate any vehicle with a gross weight in excess of the amounts specified on such signs at any time upon any of the streets or parts of streets so signed. Under this section, as vehicle weight is indicated by the number of axles supporting such vehicles, signs limiting the number of axles on through vehicles shall be official.</p> <p>Sec. 36-137. - Intent and scope. It is the intent and purpose of this article to safeguard life, health and property from the hazards of fire, explosion or other emergencies and dangers arising from the transportation of hazardous materials in and through the city. This article shall apply to all hazardous materials which are transported into, through and out of the city and shall be in addition to all other provisions of this Code regarding hazardous substances or materials or the rules or regulations of any city department, board or commission pertaining thereto. For the purpose of this article, a point of origin or destination, including loading docks or terminals where hazardous cargos are handled, within the area bounded by the corporate limits of the city shall be considered to be a point of origin or destination within the city. <i>(Ord. No. 90-69, § 1, 4-10-90)</i></p> <p>Sec. 36-138. - Authorized traffic routes.</p> <table border="1" data-bbox="1342 453 3024 600"> <thead> <tr> <th>Street</th> <th>From</th> <th>To</th> </tr> </thead> <tbody> <tr> <td>Beltway 8</td> <td>North city limits</td> <td>South city limits</td> </tr> <tr> <td>State Highway 225</td> <td>East city limits</td> <td>West side of Shaver Street</td> </tr> <tr> <td>West State Highway 225</td> <td>West side of Shaver Street</td> <td>West city limits</td> </tr> </tbody> </table> <p>The movement of hazardous materials within the city shall occur only on the following designated routes, as shown below, and shall not deviate therefrom except as provided by this article. <i>(Ord. No. 90-69, § 1, 4-10-90)</i></p> <p>Sec. 36-138.1. - Departure from routes; access to restricted areas. The operator of any truck restricted to hazardous materials routes set forth under this article may depart from such routes only under the following conditions: (1) Such departure is necessary to reach a terminal or to load or unload materials at a location situated off of the applicable route; (2) Such departure follows the shortest practical route consistent with the reasonable operation of the vehicle; and, (3) The operator of such truck keeps in his possession a log book, delivery slip or other evidence of his destination and point of origin. <i>(Ord. No. 90-69, § 1, 4-10-90)</i></p> <p>Sec. 36-138.2. - Truck route signs. Appropriate signs and markings shall be erected and maintained by the city traffic and transportation department advising the operators of vehicles of designated hazardous materials routes within the city limits. <i>(Ord. No. 90-69, § 1, 4-10-90)</i></p> <p>Sec. 36-139. - Alternate hazardous materials routes. When a street designated as a hazardous material route is under repair or otherwise temporarily out of use, the city traffic engineer is authorized to designate alternate hazardous materials routes. <i>(Ord. No. 90-69, § 1, 4-10-90)</i></p> <p>Sec. 36-140. - Penalty. Unless otherwise permitted by this article, it shall be unlawful for any person, firm or corporation to transport hazardous materials within or through the city on any road or highway not designated as a hazardous materials route in this article. An offense under this section is a Class "C" misdemeanor punishable by a fine of not less than two hundred dollars (\$200.00) nor more than two thousand dollars (\$2,000.00). <i>(Ord. No. 90-69, § 1, 4-10-90)</i></p> <p>Sec. 36-141. - Conflicts. All city ordinances or parts of ordinances in conflict herewith, are hereby repealed. If any portion of this ordinance is held unconstitutional by a court of competent jurisdiction, the remaining provisions hereof shall nevertheless be valid, the same as if the portion or portions held unconstitutional had not been adopted. <i>(Ord. No. 90-69, § 1, 4-10-90)</i></p> <p>Sec. 36-141.1. - Publication. The city secretary shall publish the caption or a descriptive title of this ordinance one time within twenty (20) days after final passage of the ordinance in the official city newspaper of the City of Pasadena in accordance with Article II, Section 15 of the City Charter. <i>(Ord. No. 90-69, § 1, 4-10-90)</i></p> <p>Sec. 36-141.2. - Effective date. The provisions of this ordinance shall become effective ten (10) days after publication.</p>	Street	From	To	Beltway 8	North city limits	South city limits	State Highway 225	East city limits	West side of Shaver Street	West State Highway 225	West side of Shaver Street	West city limits
Street	From	To																	
Beltway 8	North city limits	South city limits																	
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