

CTPAC-SC PROPOSAL

SUBJECT: Dual Lane Width Hauling

DATE: November 12, 2003

POLICY: CTPAC WG4 111203-003

I. OBJECTIVE

To establish a dual lane weight formula which will protect the infrastructure and that will give a reasonable and equitable amount of weight at all widths. This will increase transportation efficiency and promote safety by eliminating unnecessary width. Also to create a minimal design standard for all dual lane transport equipment.

II. BACKGROUND

The current Appendix 15 goes back to the 1960's where house moving dollies or side-by-side trailers were being used to move objects heavier than common vehicle combinations could accommodate. To protect the pavement and bridges of our highway system, spacing and widths along with corresponding weights were established and that formula was printed in the manual in 1990. Using side-by-side dollies required that there would be enough distance between the dollies to allow turning, that meant the approximate width would be almost twenty feet wide. Very little verification of these hauling combinations nor their weights were done during the last decade. Probably as a result of this lack control numerous loads were hauled on various dual lane width units where they should not have been. Also, during this time, there has been an arbitrary series of weight allowances. They are; 115% for 8 tires/axle line @ 8' wide, 125% for 8 tires/axle line @ 10' wide, 150% for 8 tires/axles line @ 14' wide, and 200% for 8 tires/axle line @ 17' 6" to 20' wide; not exactly equitable across the various widths.

III. EXISTING DOCUMENTATION

There are currently three conflicting Appendix 15s. The one that was in effect from 1990 to June 2003, which has the formula and the correct spacings but limits the width incorrectly and only allows two different weight levels according to width. On June 19, 2003 a new Appendix 15 was put on the Caltrans website, without industry notification or input, which replaced the width limits with width minimums and deleted the requirement for uniform tire spacing. The last is Appendix 15 Draft which is quite similar but allows additional weight at each foot whole foot of hauling configuration width. If there is sufficient individual dolly width and spacing, it allows a 5% weight increase for each foot from 13' @ 130% to 200% @ 20'. The two problems with this is weight and inner spacing between dollies which has always lacked uniformity. The weight bonus for 8 tires/axle line @ 10' wide and no "dolly" width requirement is 125% yet at 13' wide the weight would be at 130%, not a sufficient increase. The inner width between dollies when using 7' wide axles is 6' at 20' overall width, this is wider than necessary and also wider than the 4' used on modeling the bridge's capacity and causes operational problems.

This is nothing in the C.V.C. regarding dual lane combinations and I am not aware of any additional memos.

IV. CURRENT PRACTICE

There are many questions regarding current and past practices (See II Background), however during the last two years there has been an increased concern to correct this problem. Additional oversight of these moves and hauling units will go far towards additional uniformity, protection of the highway system, and maximizing safety.

V. PROPOSED CHANGES

1. Adopt the Appendix 15 Draft with the following changes:
 - A.) Under item 1 add: The interior width must be a minimum of 4' 0" to be granted 200% of chart weight.
 - B.) Under equation 2 replace: Width of hauling equipment ~~***~~/over 20' with the following chart:

13' wide = 140%
14' wide = 152%
15' wide = 164%
16' wide = 176%
17' wide = 188%
18' wide = 200%
2. All hauling configurations must be able to sufficiently distribute the weight of the load and transport unit to be within allowable axle group limits. They also must be able to have adequate suspension travel to maintain weight distribution over the routes that they will traverse.

VI. BENEFITS / IMPACT / JUSTIFICATION

These changes will protect the infrastructure by reducing the widths, where possible and will improve the weight distribution of these combinations, which will enhance their operational capabilities. There will be a leveling of these operations and remove Caltrans from a point of liability. They will create an equitable progressive weight allowance for the dual lane width-hauling program.

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