

# Caltrans Proposal Response

**SUBJECT:** CTPAC Dual Lane Width Hauling

**DATE:** November 12, 2003

**POLICY:** CTPAC WG4 111203-003

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## I. DUAL LANE WIDTH HAULING

**Industry Proposed Revision - 1.** *Adopt the Draft Appendix 15 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 they will traverse.*

**The Department's Response:** *The Department will workout the specifics for increased allowable weight on 13 and 14-foot wide vehicles, narrower vehicle decreased dolly spacing and weights and incorporate into, and then adopt, the draft Appendix 15.*

*The proposal by the industry for double weight at 18 feet width goes well beyond the framework of the existing Appendix 15 guidelines stipulations as well as those in the draft Appendix 15. Extensive bridge analysis was performed by the Department to develop both appendices. This analysis concluded that 20 feet is the minimum width at which double straight chart weight may be allowed. Furthermore, the current draft is easy to interpret and meets the needs of doublewide transporters.*

*Based on the Department's analysis, it does appear that some additional weight may be allowed for 13 and 14-foot wide vehicles. There is also a possibility that, on narrower width vehicles, spacing between dollies may be less than three feet. However, any decrease in dolly spacing will affect maximum allowable weight and vice versa.*