

TABLE C4-8A
CONSIDERATION TO VEHICLE GAGE WIDTH IN PERMIT REVIEW (UNITED STATES)

State/ Jurisdiction	Gage Considered in Permitting? If Yes, How?	Gage Considered in Permitting Cranes? If Yes, How?	How Is Lane-Crossing Load Checked?	Higher Load Allowed if Wider Gage Length? If Yes, How?
AL	Yes. See paper by Gerald McLelland.	No	Equivalent standard-gage axle is computed and applied to a single lane with no vehicles in adjacent lanes.	Yes. Higher limits, if indicated by appropriate analysis.
AK	No	No	Bridge Section performed live load distribution tests on a Conrad Heavy Hauling Unit to determine a distribution factor.	No
AZ	Yes. Lever rule method.	No	Prorating based on capacity.	Yes. See Arizona Rules.
AR	Yes. If trunnion axle configurations can distribute LLs to two lanes, then axle load is reduced.	No		Yes. Same procedure.
CA	Yes. Allow about 10% to 15% more weight for axle widths of 10 ft when eight tires per axle. Allow 150% more for axle widths over 15 ft and 200% for widths of 20 ft.	Yes. Cranes with 10-ft axle width or greater are allowed to transfer up to 7,000 lb from front to rear axle groups. GVW increase not allowed.	Superloads 20 ft wide are analyzed as a standard single wide vehicle even though it is allowed double weight, because multi- lane S/over distribution factors consider two lanes of loading. When widely spaced girders are encountered, special analysis (3-D analysis) is sometimes required.	Yes. Axles 10 ft wide and with eight tires are allowed 10% to 15% more weight.
CO	Yes. When axle widths exceed 12 ft the load is prorated to one lane.	Yes. See left.	See left.	Yes. Prorated.
CT	No	No		No
DE	No	No	Use wheel load reactions, using lever rule.	No
DC				
FL	Yes. For very heavy trip permits (sometimes above 1000 kips) consider lateral truck gages.	No		Yes. See left.
GA	No	No		No
HI	No	No		No
ID	Yes. For an extra wide vehicle, we may split it into two vehicles for analysis. We also will use simple beam analysis to determine a distribution factor for non-standard gages.	Yes. Same way as left.	Usually checked as if only occupying one lane. Sometimes the distribution factor modified to a one-lane bridge.	No

Texas Automobile Rule And Rating Manual

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Supplement to the Code of Federal Regulations of the United States of America ,1943 *The Standard* ,1922

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