

# Weight Restriction Uniformity: Considerations

County Engineers Workshop  
2/11/14

Tom Blust, Oakland

Bob Lindbeck, Alger

Karl Hanson, Wexford

# What Does “Uniformity” Mean?

- Several Counties applying and removing spring weight restrictions at the same time:
- Regional Spring Weight Restrictions

# Why Should We Consider Regional Weight Restrictions?

- Truckers AND LEGISLATORS do not understand why restrictions in some Counties are “on”, but not in adjacent Counties. This leads to:
  - Legislators hear from the Truckers for Exemptions
  - Legislators don’t understand the science of exemptions damaging the road and are frustrated with lack of a Regional application of weight restrictions
  - The Truckers have a very powerful Lobby
- Therefore, the Legislators keep proposing Exemptions

# Weight Restriction Exemptions

- Aggregate Commodities
- Public Utilities and their Contractors
- Propane Haulers
- Timber Haulers
- Construction Material Haulers
- Plus Others Who Keep Pushing...
  - Septic Haulers
  - Well Drillers
  - Trash Haulers
  - Road Striping Contractor

# Why Do Legislators Propose Exemptions?

- They Are Evil?
- They Get Campaign Contributions from Lobbyists and Special Interest Groups?
- They Want the Roads to Fall Apart so They Can Blame the Local Road Commission?
- They Don't Understand the Reasons for Frost Laws and the Damage Done to the Public Infrastructure?
- Note: More than One Answer may be Correct

# Why do Truckers Disobey Frost Laws?

- They, too are Evil?
- They Love Paying Fines to Support the State Library?
- They are Trying to Sneak By Without getting Caught?
- They Don't Know Why Some Roads, Some Counties have them On, while Adjacent Counties do not?
- They Don't Understand the Reasons for Frost Laws and the Damage Done to the Roads?

# Who needs Frost Laws??



CRAM Board to Engineering  
Committee:

Explore Whether Regionalized  
Weight Restrictions Make Sense,  
and if it is Possible

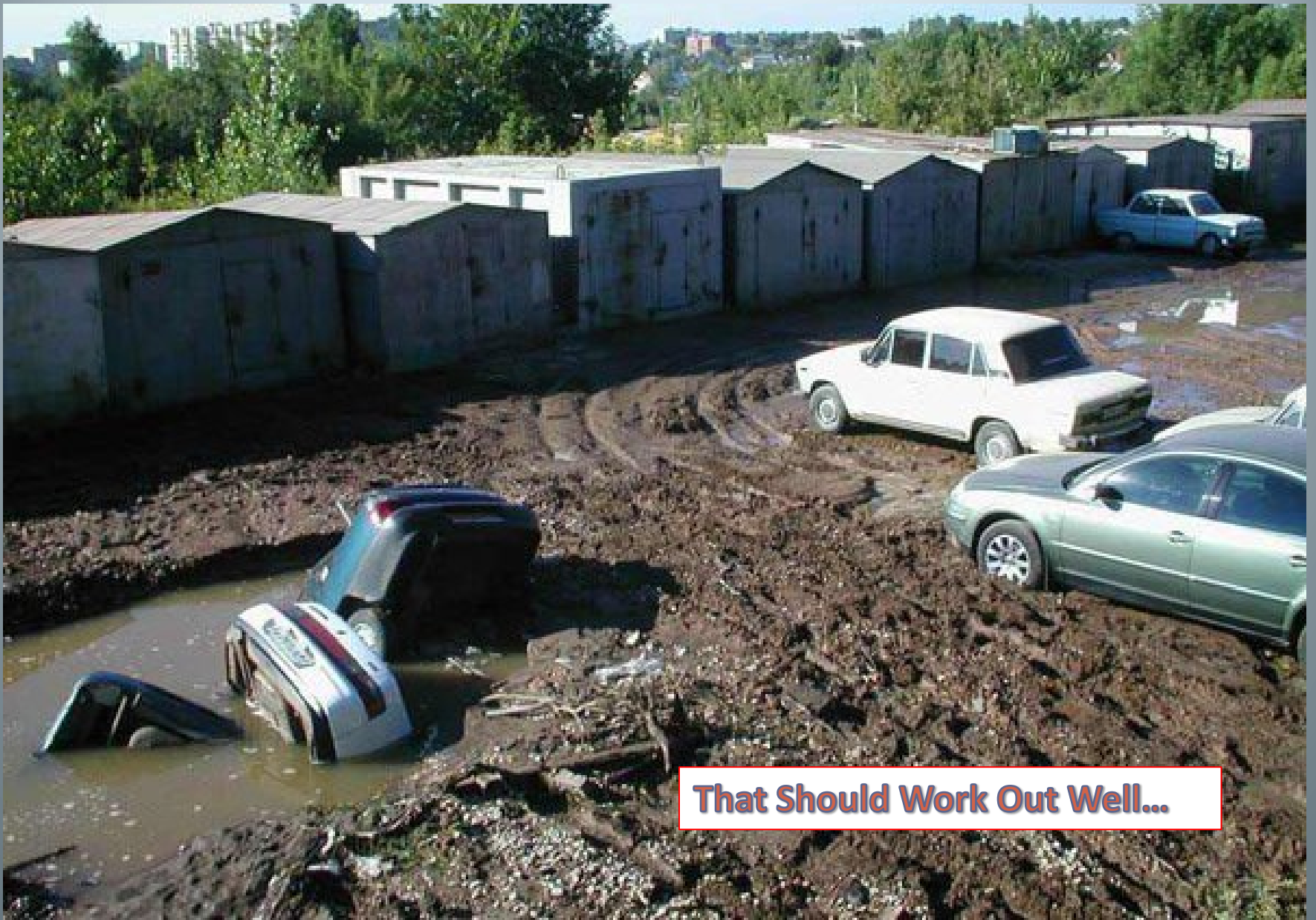


# Why Should We Consider Regional Weight Restrictions?

- Based on Science, which is defensible to the legislature AND courts
- Regional uniformity allows truckers to move greater distance with less “piecemeal” frost laws
- Makes it easier for legislators and truckers to understand and comply
- And...

If CRAM does not Address the Issue,  
the Legislature Will





**That Should Work Out Well...**

# Weight Restriction Uniformity Committee

- Looked for patterns in Spring Weight Restrictions by:
  - Soil types
  - Latitudes
  - Buffer from Great Lakes
  - Elevation
- Weight Restriction Historical Data By County
- Methods used by other States
  - FHWA Method

# Weight Restriction Uniformity Committee

- We Found:
  - Regional patterns exist based on history of weight restrictions going ‘on’ and going ‘off’
  - FHWA (Degree-Day) Method reasonably resembles regional historical pattern
- So, we’ve asked Counties to run the FHWA method as a pilot program in 2011/12, 2012/13 and this year, 2013/14
- FHWA method is a reasonable match. So...
- FHWA method, applied with good Engineering Judgement MAY make regional uniformity possible

# Regional Weight Restrictions?

- IF Regionalization makes sense based on the FHWA model and pilot programs from CRC's running it,
  - Regional Committees could be made up of the CHE's in that Region
  - Individual Counties MAY be allowed to opt out
- It would depend on what the committees decide
- Nothing has been decided yet. We need to continue to analyzing the FHWA model results vs. actual, in field results.
- THEN see if Regionalization makes sense for us.

# Coming U.P.

- Bob Lindbeck explains the search for Spring Weight Restriction patterns
- Karl Hanson explains the FHWA method and how to use it
- We'd like more Counties to run this method to gather more data before any regionalization of weight restrictions is considered.