

## Federal Highway Administration, DOT

## § 658.3

may be obtained by relating their program elements. Some comparative factors are:

1. Truck registration (excluding pickups and panels)
  2. Population
  3. Average Daily Traffic (ADT) for trucks on FA highways
  4. To total mileage of Federal-aid highways
  5. Geographic location of the State
  6. Annual truck miles traveled in State
  7. Number of truck terminals (over 6 doors)
  8. Vehicle miles of intrastate truck traffic
- Quantities relating to the above items can become factors that in the aggregate are descriptive of a State's characteristics and can identify States that are similar from a trucking operation viewpoint. This is especially applicable for States within the same area.

After States with similar truck traffic operations have been identified in a regional area, another important variable must be considered: the type of weighing equipment that has been or is proposed for predominant use in the States. When data become available on the number of trucks weighed by each type of scale (fixed, portable, semi-portable, etc.) some indicators will be developed to relate one State's effort to those of other States. The measures of activity that are a part of each certification submitted will provide a basis for the development of more precise numerical criteria by which an enforcement plan and its activities can be judged for adequacy.

Previous certifications have provided information from which the following gross scale capabilities have been derived.

### *Potential Weighing Capacities*

1. Permanent scales 60 veh/hr.
2. Weigh-in-motion scales 100 veh/hr.
3. Semi-portable scales 25 veh/hr.
4. Portable scales 3 veh/hr.

To meet the mandates of Federal and other laws regarding truck size and weight enforcement, the FHWA desires to become a resource for all States in achieving a successful exchange of useful information. Some States are more advanced in their enforcement activities. Some have special experience with portable, semi-portable, fixed, or weighing-in-motion devices. Others have operated permanent scales in combination with concentrated safety inspection programs. The FHWA is interested in information on individual State experiences in these specialized areas as part of initial plan submissions. If such information has recently been furnished to the Washington Headquarters, an appropriate cross reference should be included on the submission.

It is the policy of the FHWA to avoid red tape, and information volunteered by the States will be of assistance in meeting many needs. The ultimate goal in developing infor-

mation through the evaluation process is to assemble criteria for a model enforcement program.

## **PART 658—TRUCK SIZE AND WEIGHT, ROUTE DESIGNATIONS—LENGTH, WIDTH AND WEIGHT LIMITATIONS**

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AUTHORITY: 23 U.S.C. 127 and 315; 49 U.S.C. 3111, 3112, and 3114; sec. 347, Pub. L. 108-7, 117 Stat. 419; sec. 756, Pub. L. 109-58, 119 Stat. 829; sec. 1309, Pub. L. 109-59, 119 Stat. 1219; sec. 115, Pub. L. 109-115, 119 Stat. 2408; 49 CFR 1.48(b)(19) and (c)(19).

SOURCE: 49 FR 23315, June 5, 1984, unless otherwise noted.

### **§ 658.1 Purpose.**

The purpose of this part is to identify a National Network of highways available to vehicles authorized by provisions of the Surface Transportation Assistance Act of 1982 (STAA) as amended, and to prescribe national policies that govern truck and bus size and weight.

[59 FR 30419, June 13, 1994]

### **§ 658.3 Policy statement.**

The Federal Highway Administration's (FHWA) policy is to provide a