Comprehensive Truck Size and Weight Limits Study

Public Input Session #1
12:30-4:30 p.m. (ET)
May 29, 2013

CTSW Study Overview:

- MAP-21 Requirements
- Scope: Technical Approach, Methodology, Data and Modeling
- Configurations and Networks to be Evaluated
- Goals for Public Input Session
- Study schedule

MAP-21 (PL 112-141): Section 32801

- Requires the USDOT Secretary to complete a *"Comprehensive Truck Size & Weight Limits Study."*
- The Study will:
  - Be conducted as an objective, data-driven initiative using the most current, best-suited analytical methods, tools, and models.
  - Evaluate and compare the differences between trucks loaded at or below current federal truck size and weight limits to those operating in excess of those limits.
  - Produce findings on highway safety and truck crash frequency and severity, pavement and bridge infrastructure service life impacts, the cost and effectiveness of enforcement and implications for the national transportation system including the modal share of freight movements that would result if Federal truck size and weight limits were to change.

Scope: Focus Areas for Study

- Safety
- Pavement
- Bridge
- Compliance
- Modal Shift

Vehicle configurations

- 5-axle, 80,000 lbs. Gross Vehicle Weight (GVW)
- 5-axle, 88,000 lbs. GVW
- 6-axle, 97,000 lbs. GVW
- + Three (3) Additional Alternative Configurations
  - Public input, up to June 5, 2013
  - US DOT to select from among alternatives in current use in US, Canada, and other countries; practical operational use on a national system in the U.S.

Stakeholder Outreach:

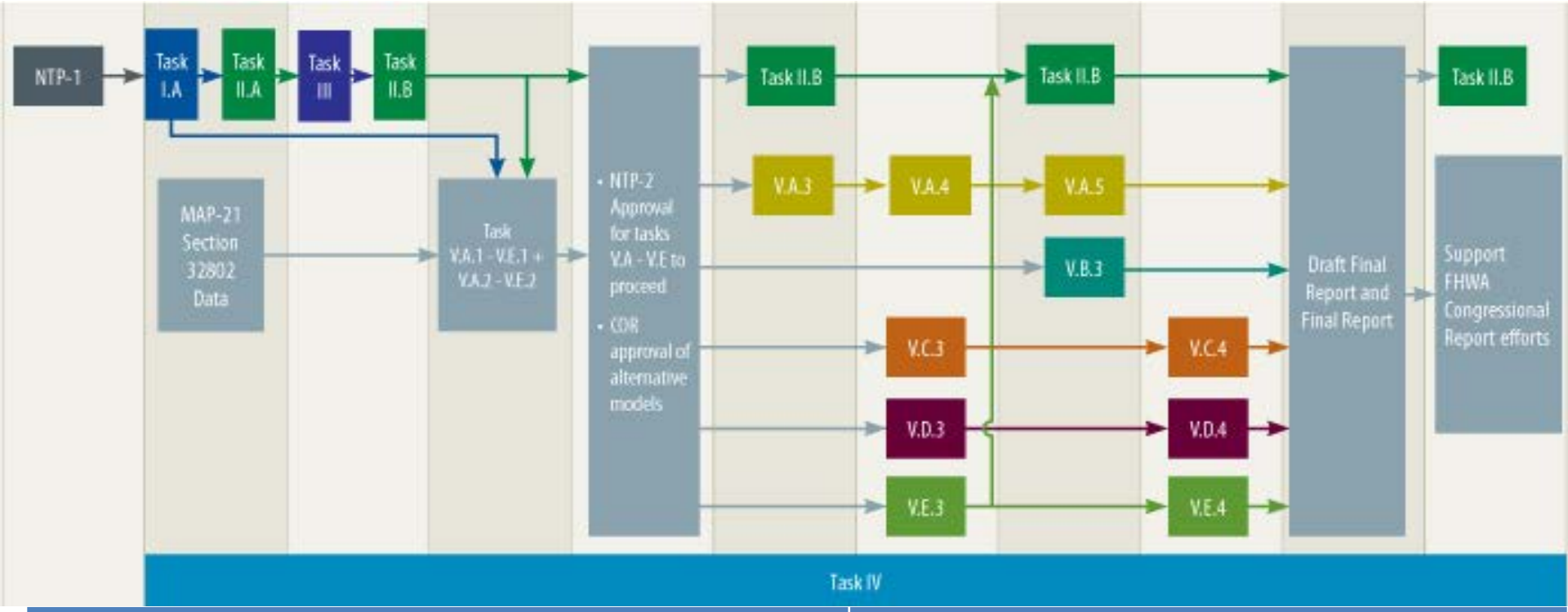
- Introduce FHWA and CTSW Oversight panel;
- Identify critical issues and research elements desired by stakeholders;
- Provide input mechanism for public:
  - Participate in the study, including identification of additional configurations for evaluation;
  - Understand impacts of TSW limits.

Stakeholder Outreach

- **Four public input sessions:**

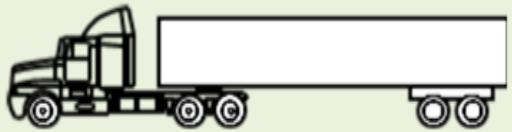
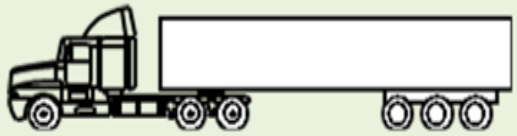
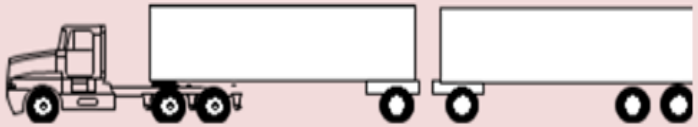
1st	Input from Stakeholders
2nd	Interim Update
3rd	Interim Update
4th	Presentation and discussion of technical findings

High level project schedule



2013						2014				
April	May	June	July	Aug	Nov/ Dec	Jan	Feb/ March	March	April	May/ Nov

Alternative Truck Configurations

Truck Configurations	**Generic Renderings** (not to scale)
	Confirmed Configurations for Study
5-axle tractor 53' semitrailer [80k and 88k lbs.]	
6-axle tractor 53' semitrailer [97k lbs.]	
	Other Configurations for Consideration in Study
Twin 33'	
Rocky Mountain Doubles	
Turnpike Doubles	
Triples	
Other	

Alternative Configurations Matrix

Truck Configurations	Trailer Lengths (ft)		Operation Permitted on Networks			Number of Axles		GVW (lb)	
	Control Access Network	Non-Control Access Network	Interstate	PAS (Non-Interstate)	National Truck Network	Low Density Freight	High Density Freight	Low Density Freight	High Density Freight
Confirmed Configurations for Study									
5-axle tractor 53' semitrailer	53	53	yes	yes	yes	5	5	80,000	80,000
5-axle tractor 53' semitrailer	53	53				5	5	88,000	88.000
6-axle tractor 53' semitrailer *	53	53				6	6	97,000	97,000
Other Single Trailer Configurations for Consideration in Study									
Other_____									
Other_____									
Longer Combination Vehicles for Consideration in Study									
Twin 33'									
Rocky Mountain Doubles									
Turnpike Doubles									
Triples									
Other									

Alternative Configurations: Advantages and Disadvantages

Truck Configurations	Advantages	Disadvantages	Notes
Confirmed Configurations for Study			
5-axle tractor 53’ semitrailer			
5-axle tractor 53’ semitrailer			
6-axle tractor 53’ semitrailer			
Other Configurations for Consideration for Study			
Other_____			
Other_____			
Longer Combination Vehicles for Consideration in Study			
Twin 33’			
Rocky Mountain Doubles			
Turnpike Doubles			
Triples			
Other_____			

Methodology, Models and Data

- Pavement
  - Modal Shift
    - Bridge
      - Safety
        - Compliance

USDOT CTSW Study Contacts:

- Caitlin.Rayman@dot.gov
- Ed.Strocko@dot.gov
- Tom.Kearney@dot.gov

- http://www.ops.fhwa.dot.gov/freight/sw/map21tswstudy/index.htm

For After Breakout Sessions when Participants Reconvene

Closing remarks / Next steps:

- Initial Draft Versions of the "Desk Scan Reports" will be developed by end of June;
- These Reports will be "Peer Reviewed" by the National Academy of Sciences (NAS);
- Project Plans and Schedules for Each Task Area (Pavement, Modal Shift, Bridge, Safety, Enforcement/Compliance) will be developed by the end of June.

Closing remarks / Next steps:

- The next Stakeholder Input Meeting is Scheduled in Mid-September;
- The location of the meeting has not been decided;
- We will inform everyone participating in today's meeting, either in person or on the webinar, of the meeting details (exact date and location).

Thank you for the input you shared today!