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
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

## Task IV

<table>
<thead>
<tr>
<th>2013</th>
<th>2014</th>
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<tbody>
<tr>
<td>April</td>
<td>Jan</td>
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<tr>
<td>May</td>
<td>Feb/March</td>
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<td>June</td>
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<td>Aug</td>
<td>May/Nov</td>
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**2013**
- Task I.A
- Task II.A
- Task III
- Task II.B

**2014**
- Task II.B
- Draft Final Report and Final Report

**Support FHWA Congressional Report efforts**
- NTP-1
- MAP-21 Section 32802 Data
- Task VA.1 - VE.1 + VA.2 - VE.2
- NTP-2 Approval for tasks VA - VE to proceed
- COR approval of alternative models

**Notes:**
- Ensure all tasks are completed within the specified timeframe.
- Monitor progress weekly and adjust timelines as needed.
- Notify stakeholders of any delays or changes in schedule.
Alternative Truck Configurations
### Truck Configurations

<table>
<thead>
<tr>
<th>Configurations</th>
<th>Generic Renderings (not to scale)</th>
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<tbody>
<tr>
<td>5-axle tractor 53’ semitrailer [80k and 88k lbs.]</td>
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<tr>
<td>6-axle tractor 53’ semitrailer [97k lbs.]</td>
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</table>

### Other Configurations for Consideration in Study

- Twin 33’
- Rocky Mountain Doubles
- Tumpike Doubles
- Triples
- Other
# Alternative Configurations Matrix

<table>
<thead>
<tr>
<th>Truck Configurations</th>
<th>Trailer Lengths (ft)</th>
<th>Operation Permitted on Networks</th>
<th>Number of Axles</th>
<th>GVW (lb)</th>
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<td>Non-Control Access Network</td>
<td>Interstate</td>
<td>PAS (Non-Interstate)</td>
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</table>

## Confirmed Configurations for Study

## Other Single Trailer Configurations for Consideration in Study

### Longer Combination Vehicles for Consideration in Study

- Twin 33'
- Rocky Mountain Doubles
- Turnpike Doubles
- Triples
- Other
# Alternative Configurations: Advantages and Disadvantages

<table>
<thead>
<tr>
<th>Truck Configurations</th>
<th>Advantages</th>
<th>Disadvantages</th>
<th>Notes</th>
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</table>
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!