

AASHTO Truck Size and Weight Working Group


What is it?

Why am I here?


Can you be excused?




Federal Law for Interstates

- ▶ 80,000 lbs gross vehicle weight
 - ▶ 20,000 lbs on a single axle
 - ▶ 34,000 lbs on tandem axles
 - ▶ Specific Length, Width, and Height Requirements
 - ▶ Many grandfathered exceptions
- 


Need for AASHTO Action

- ▶ Conflicting bills introduced in Congress
 - ▶ Bills Related to specific areas, commodities, or states
 - ▶ 2010 appropriations bill authorized pilots in Maine and Vermont to allow 100,000 lbs
 - ▶ Four states have conducted comprehensive studies
- 


Conflicting Ideas on Authority

- ▶ National Policy
 - ▶ Regional Corridors
 - ▶ State Policy
- 


AASHTO Board Policy – 2008

- ▶ States, in collaboration with the freight transportation industry and the federal government, should investigate the feasibility of regional adjustments in truck size and weight in particular corridors that demonstrate important economic benefits and meet safety, pavement/bridge impacts, and financing criteria.
- 


2010 SOM Resolution

- ▶ Support for a robust national freight policy
 - ▶ Inclusion of SOM, SOM, and SOB in Discussion
 - ▶ Requested SCOH to consider researching, studying, and examining the potential effects on infrastructure
- 


2010 Board of Directors Resolution

- ▶ Establish a Truck Size and Weight Working Group
 - ▶ Develop recommendations to carry out existing policy
 - ▶ Develop additional policy recommendations
 - ▶ Develop capacity needed by state DOTs to assess and respond to proposed changes
- 


Developing Capacity

- ▶ Over 20,000 research reports
 - ▶ NCHRP 20–7 Project Initiated
 - Texas Transportation Institute
 - Develop a organized list of research projects
 - Develop a directory of significant research
 - March 2011 – August 2001
- 


Guidelines to Carry Out Existing Policy

- ▶ Proposals to change limits should be judged by a list of Criteria and Conditions
 - ▶ FHWA would judge and approve proposals
- 

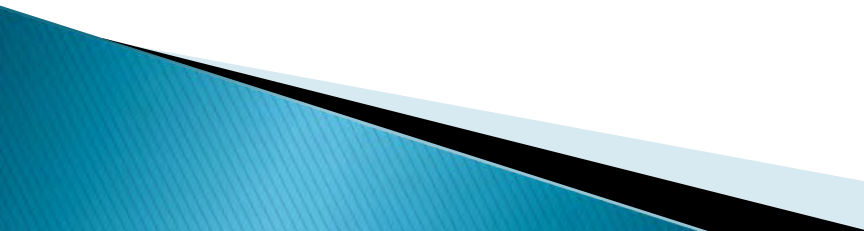
Evaluation Criteria

- ▶ Safety
 - ▶ Economic Benefit
 - ▶ Infrastructure preservation, renewal, and capacity
 - ▶ Congestion reduction
 - ▶ Modal diversion
 - ▶ Financing assurance
- 

Conditions

- ▶ Route Selection
 - ▶ Infrastructure Assessment
 - ▶ Cost Estimate
 - ▶ Safety Requirements
 - ▶ Monitoring and reporting
 - ▶ Infrastructure funding
 - ▶ Implementation funding
- 

Proposed Resolution– May 2011

- ▶ Federal law should be amended to authorize states to establish commercial vehicle weight and dimension limits and allowable configuration on interstate highways and the national network
 - ▶ A state or group of states will carry out a process to assess proposed changes that include evaluation criteria and how conditions will be applied
- 

Spring Meeting Actions

- ▶ On the Agenda for discussion – not a decision
 - ▶ AASHTO being asked for position by Congressional Staff
 - ▶ Executive Director Horsley expressed concern that Congress would take action as part of Reauthorization before AASHTO developed a position
 - ▶ Working Group should proceed as planned
- 