INCREASING INTERSTATE LEGAL TRUCK WEIGHTS – A YEAR LATER
Presentation Outline

- Review 2010 Closing Statements
- Update on AASHTO Truck Work Group
- Discussion - What Next?
Review 2010 Closing Thoughts
Bridge Community: Strong Message

- Bridge Engineers say a resounding NO to heavier loads on interstate! (State Bridge Engineers Survey 2010)
  - NO – 40
  - Yes – 9
Recent AASHTO Survey suggests most states do not even contact bridge office for proposed legislation changes. (AASHTO Survey 2007 Truck Size and Weight)

Recent legislation and industry pressure at the federal and state level.
Considerations if Adopted

- Should meet Formula B (So far no proposed vehicle does meet the Formula)
- Will need funding – FUNDING, MORE FUNDING
  - Replacement
  - Strengthening
    - UK example: 9 year EU exemption to strengthen / replace 2000 bridges at a cost of ~ $423 million.
- Trucking industry benefits greatly reduced if posting thousands of bridges severely limits commerce routes.
Considerations if Adopted

- What about risks? Is there more potential risk when posting bridges?
- Do heavier loads on bridges accelerate deterioration on bridges? (California case study? Others?)
AASHTO Truck Size and Weight Working Group
Work Group Members

- **Chair:** Jim Lynch, Director, Montana DOT, Chair, Subcommittee on Highway Transport
- **Vice Chair:** Ken Sweeney Chief Engineer, Maine DOT
- **AASHTO Liaison:** Leo Penne
- **Engineering Staff:** Keith Platte
# Work Group Members

<table>
<thead>
<tr>
<th>Group</th>
<th>Member</th>
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<tbody>
<tr>
<td>Highway Transport</td>
<td>Jeff Honefanger, OH DOT,</td>
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<tr>
<td>Bridges and Structures</td>
<td>Scot Becker, WI DOT,</td>
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<td>Design</td>
<td>Terry Abbott, CalTrans,</td>
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<td>Geometric Design</td>
<td>Jim Brewer, KS DOT,</td>
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<td>Maintenance</td>
<td>Janice Williams, Louisiana DOTD,</td>
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<td>Materials</td>
<td>Michael Byrne, RIDOT,</td>
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<tr>
<td>Pavements</td>
<td>Rick Harvey, WY DOT,</td>
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<td>Systems Operation and Management</td>
<td>Bill Legg, Washington State DOT,</td>
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<td>Special Committee on Intermodal</td>
<td>William Gardner, MN DOT,</td>
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<tr>
<td>Safety (SCOHTS or Safety Management)</td>
<td>Randy Braden, Alabama DOT,</td>
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<td>Standing Committee on Rail Transportation</td>
<td>Lou Jannazo, OH DOT,</td>
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Two Webinar Meetings

- March 26
  - Introduction, Background – State presentations
  - 20-07 Synthesis of all Increase Truck size/wt Research

- April 23
  - Resolution put forth to the AASHTO Board of Directors by Chairs of Highway Transport and Intermodal Transportation and Economic expansion
  - Dissention and concern voiced from work group
20-07 Project

- An NCHRP project currently underway (NCHRP 20-07 Task 303) will;
- “produce a brief, well organized summary/directory of significant research relating to truck size and weight for use by those involved in considering possible changes in laws setting limits on commercial vehicle weights and dimensions
Key Highlights of Proposal

- Individual States, Industry, and FHWA can evaluate and agree
- Limit of 6 axles and 100,000 lbs
- Allow LCV’s (Longer Combination Vehicles) currently used by Western States (turnpike doubles, rocky mountain doubles, and triples)
- 3 year monitoring period by state DOT
Draft - Evaluation Criteria

- Safety
- Economic benefits and costs
- Environmental benefits
- Other benefits and costs
- Infrastructure impacts and requirements
- Congestion reduction
- Fiscal impact
Draft- How Conditions Will Be Applied

Examples include:

- Specified routes
- Specific configurations
- Infrastructure restrictions
- Safety Requirements for drivers, equipment, and companies
- Enhanced enforcement
- Monitoring and reporting
- Infrastructure funding
- Implementation funding.
Discussion at SCOH

- General reaction was weariness, anxiety, and skepticism and did not reveal strong support for the “state option.”
- Shouldn’t we want uniformity on the interstate?
- Enforcement would have to be strengthened.
- What about revenue for necessary bridge upgrades?
Wisconsin Senator Herb Kohl co sponsors S 747 “Safe and Efficient Transportation act of 2011” (H.R. 763 Identical)

Wisconsin DOT Secretary Mark Gottlieb endorses Interstate increase in reauthorization legislation.

Special note to this group – Secretary Gottlieb states “It is important that any approach to increasing truck weights be limited by the federal bridge formula that addresses axle weights and spacing.”
What’s Next? - State Requests

- Increasing pressure on state legislators, governors, and transportation agency executives.
- More requests to State Bridge Engineers to determine impacts.
What’s Next? – AASHTO Work Group

- AASHTO Work Group to continue work to support proposal.
  - Meet (webinar) with proponents and industry
  - Meet (webinar) with opponents and groups that are opposed to increase
  - Refine criteria and conditions
  - Implement other directed tasks from Board of Directors
What’s Next? – Bridge Community

- Outcomes from Maine Study.
- Bridge community should produce common tools to quantify impacts and evaluate potential funding needs.
- “Increase is coming – Lets be proactive”