

National Commercial Motor Vehicle Size & Weight Enforcement Trends





Why must the States certify to FHWA?

- | 23 USC Sec. 141 (b)(1) Each State shall submit to the Secretary such information as the Secretary shall, by regulation, require as necessary, in his opinion, to verify the certification of such State under subsection (b) of this section.**
- | 23 CFR Part 657 Certification of Size and Weight Enforcement**



Definitions

- | Enforcing or enforcement: All actions by the State to obtain compliance with size and weight requirements by all vehicles operating on the Federal-aid Interstate, primary, urban, and secondary systems.**
- | Nondivisible load or vehicle: Any load or vehicle exceeding applicable length or weight limits which, if separated into smaller loads or vehicles would compromise its intended use, destroy its value, or require more than 8 work hours to dismantle the load.**



Definitions Cont.

National Network:

- | Interstate System: The National System of Interstate and Defense Highways described in section 103(e) and 139(a) of Title 23, U.S.C. including toll roads designated as Interstate.**
- | Federal-aid Primary System: The Federal-aid Highway System of rural arterials and their extensions into or through urban areas in existence on June 1, 1991.**



Definitions Cont.

- | Single axle weight: Total weight transmitted to the road by all wheels whose centers may be included between two parallel transverse vertical planes 40 inches apart, extending across the full width of the vehicle.**
- | Tandem axle weight: Total weight transmitted to the road by two or more consecutive axles whose centers may be included between parallel transverse vertical planes spaced more than 40 inches and not more than 96 inches apart, extending across the full width of the vehicle.**

What information must the States submit to FHWA?



Measures of activity:

1. Vehicles Weighed
2. Penalties
3. Permits



Weight Limits

The following are the Federally mandated maximum weights for the National System of Interstate and Defense Highways and reasonable access thereto:

- | 1) 80,000 pounds gross vehicle weight**
- | 2) 20,000 pound single axle weight**
- | 3) 34,000 pound tandem axle weight**



Weight Limits Cont.

- I 4) Bridge Formula:
 - A) Focuses on cargo placement and effects on axle loading.
 - B) Applies when the gross weight on two or more consecutive axles exceeds the limitations of the formula.
 - C) Bridge Formula may reduce otherwise legal gross vehicle weight.



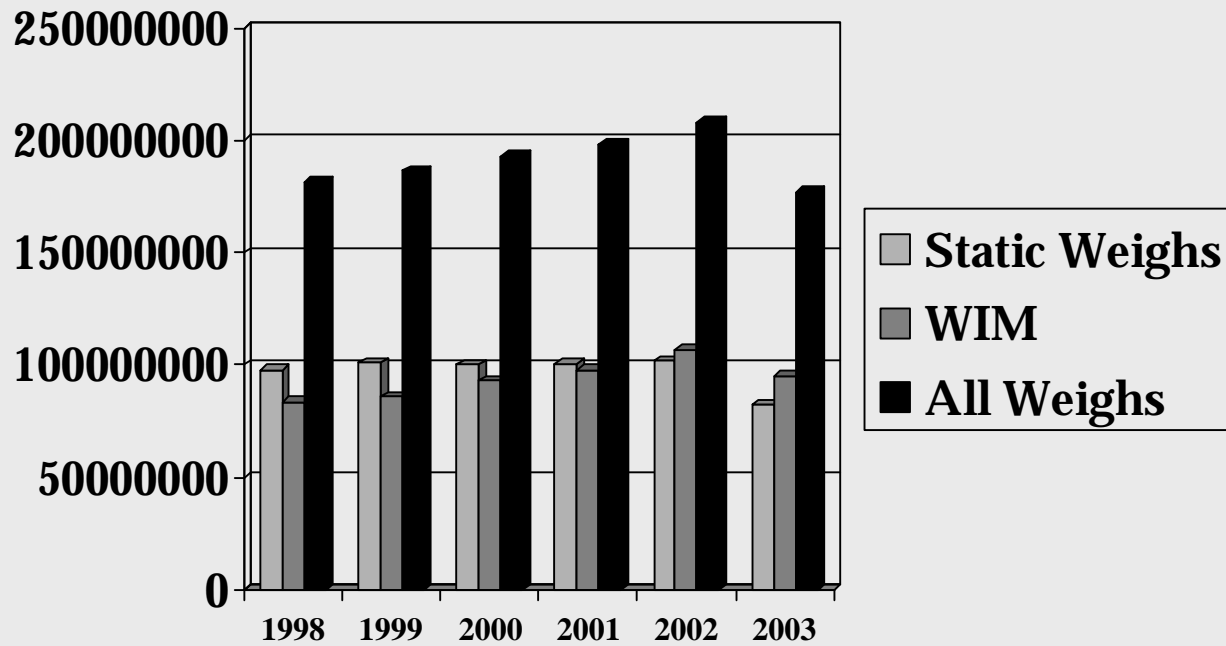
Special Permits

- | May be issued by the States without regard to the axle, gross, or Federal Bridge Formula requirements for nondivisible vehicles or loads.**
- | Designated divisible load permits may be issued by the State based upon historic State “grandfather” rights or Congressional authorization for a State-specific commodity or route movement at a greater size or weight.**
- | States may grant special use permits to motor vehicles, including manufactured housing, that exceed the Federal 102 inch width limitation.**



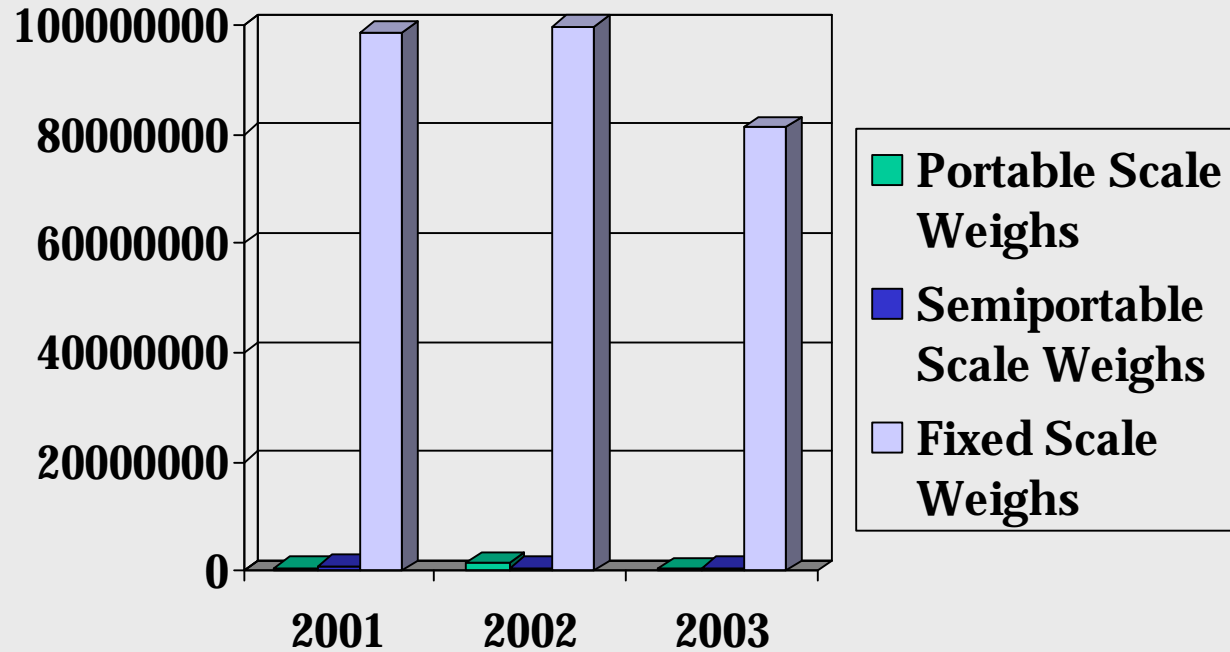
**State
Certification
Data show
the following
trends:**

Commercial Vehicles Weighed for Enforcement on Static Scales, with Weigh-in-Motion, and Totals

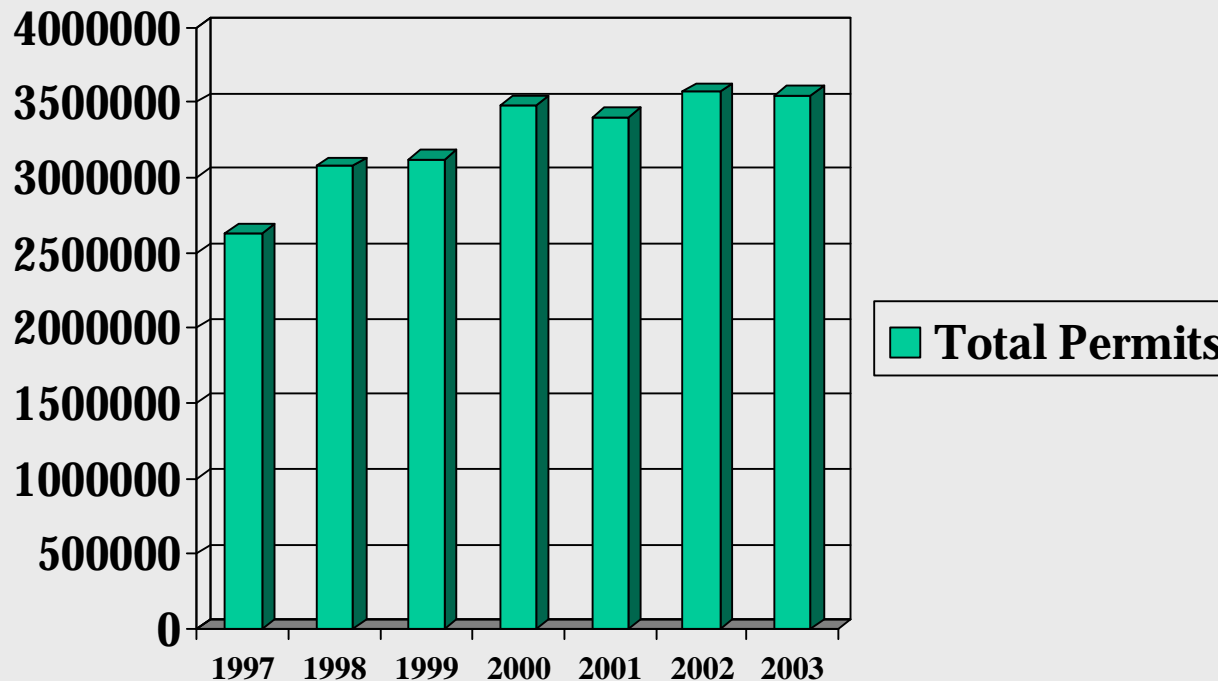




Static Weighs

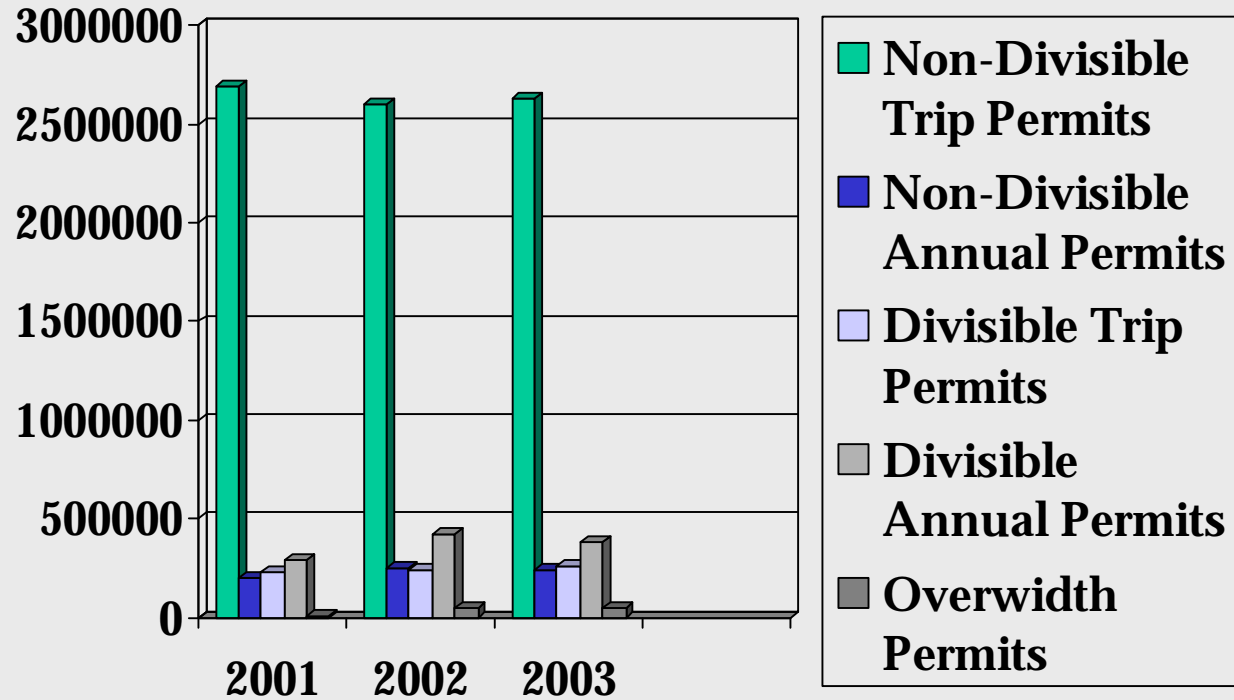


Overweight/Overwidth Commercial Vehicle Load Movement Permits Issued by the States



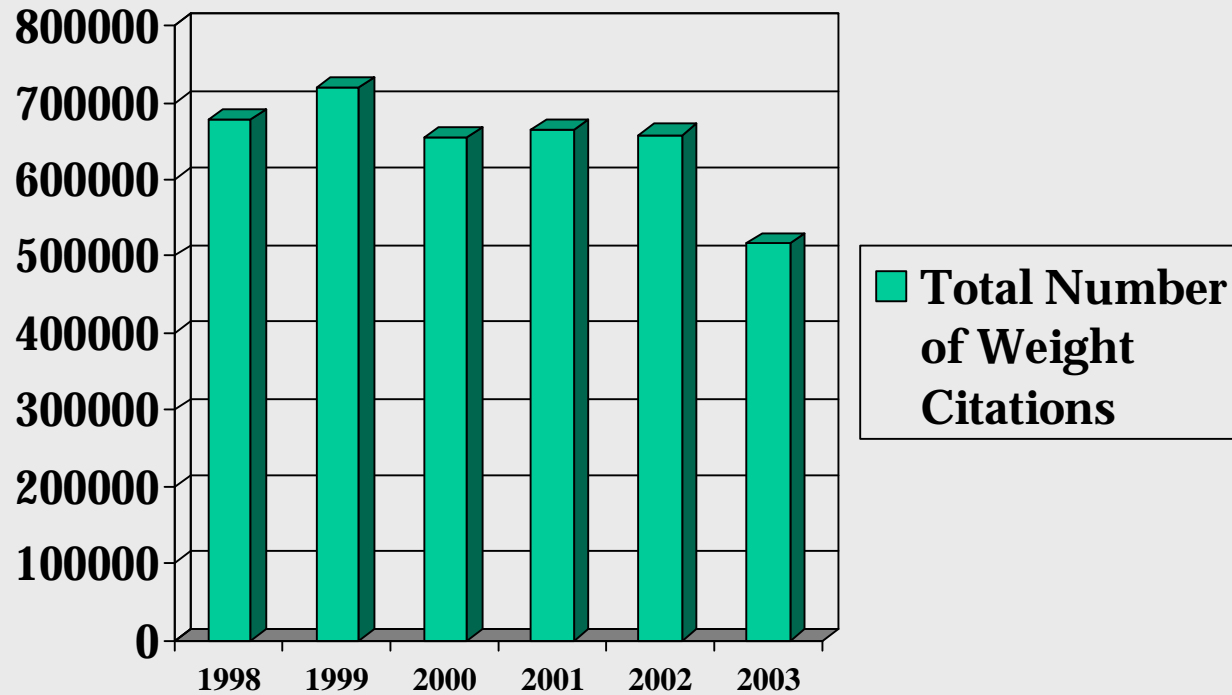


Permits by Type



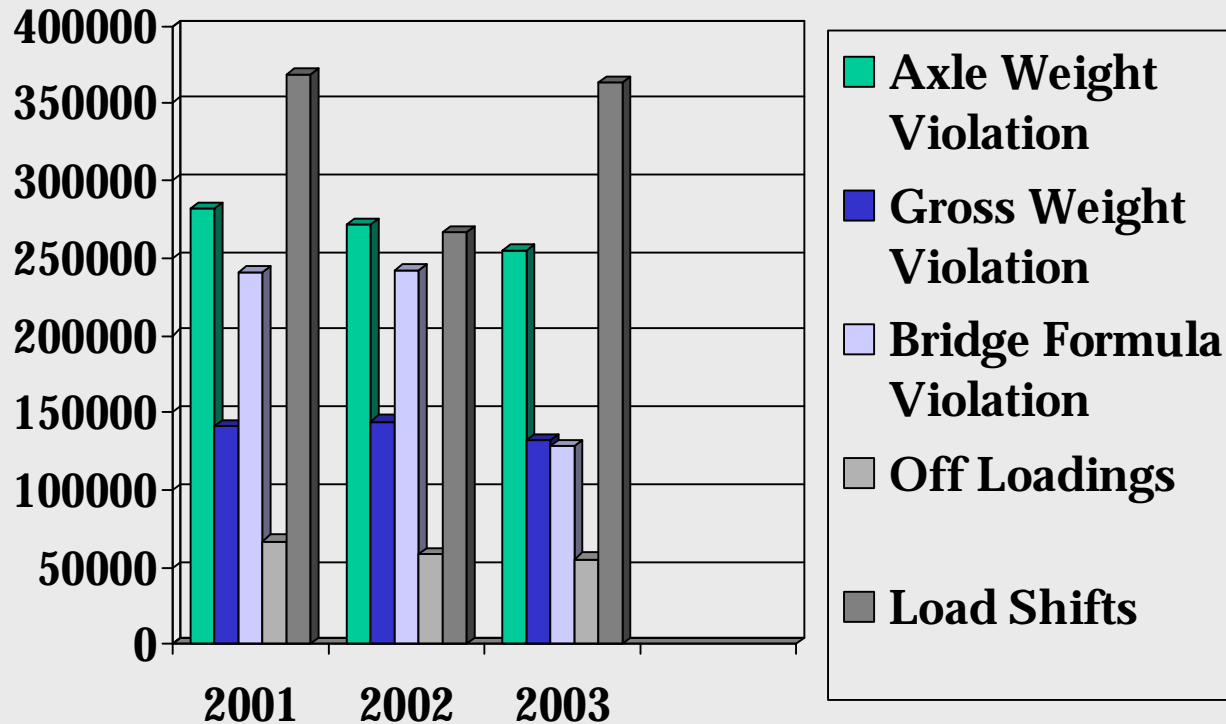


Citations or Civil Assessments Issued by the States for Overweight Violations





Citations/Civil Assessments by Type, Including Load Shifts & Off Loadings





Analysis of Size and Weight Trends

- | Freight tonnage moved by truck is forecast to continue to increase.**
- | Estimates show that 1 truck currently gets weighed for enforcement purposes only about once every 1,667.4 miles. Only around 2% of those weighed will receive a citation or civil assessment for overweight violations.**
- | Overweight permit issuance continues to increase, with annual or multiple trip permits becoming more commonplace.**



Why is this happening?

- | **Security**
- | **Lack of personnel**
- | **Budget constraints**
- | **Equipment constraints**
- | **Facilities**
- | **Weather**
- | **Economy**



What does this mean?

- | Damaged and fatigued highway infrastructure**
- | Extensive costs to repair and rebuild new roads and bridges**



What are we doing?

- | Conducting research and analysis on overweight load movements and the highway infrastructure**
- | Conducting State by State reviews of certification data**
- | Developing training on size and weight load movements and enforcement to stress the importance of a good enforcement program, and to assist the States in evaluating their program by looking at the costs/benefits of their current practices.**
- | Developing procedures for implementation and review of size and weight technology**



Future of the Certification Process

| Electronic submittal via the FHWA Size and Weight Web-site

| http://www.ops.fhwa.dot.gov/freight/size_weight.htm

Questions/Comments?

