Wisconsin Truck Size and Weight Study  
Study Advisory Group - Meeting #3  
November 14, 2008 | 1:00 p.m. – 3:00 p.m.  

MINUTES

Attending:
Rory Rhinesmith  
WisDOT
Rep. Mark Gottlieb  
State Assembly
Tom Coogan  
WI Dept of Commerce
Tony Driessen  
AAA - Wisconsin
Rick Stademan  
WI Towns Association
Jay Wadd  
Senator Hansen’s Office
Tom Howells  
WI Motor Carriers Assoc.
John Petty  
WI Agri-Service Assoc.
Henry Schienebeck  
Great Lakes Timber Assoc.
Dan Fedderly  
WI County Hwy Assoc.
Richard Stewart*  
UW-Superior TLRC
Aaron Olver  
WI Dept of Commerce
Charles Lorentz  
WisDOT State Patrol
Paula Vandehey  
WI Alliance of Cities
Perry Brown  
WI DATCP
Randy Halvorson  
Cambridge Systematics
Donald Ludlow*  
Cambridge Systematics
Harry Cohen*  
Consultant
Sam Van Hecke  
Cambridge Systematics
Jim Lucht*  
Earth Tech
Jason Bittner  
UW-Madison C-FIRE
John Corbin  
WisDOT
Ron Kuehn  
Dewitt, Ross & Stevens
Todd Szymkowski*  
UW-Madison TOPS Lab
Gunnar Bergersen  
Great Lakes Timber Assoc.

*attended via teleconference

Key Points

The following items are available at http://www.topslab.wisc.edu/workgroups/wtsws.html.  
- Meeting Agenda and Study Advisory Group Membership List
- Meeting Presentation
- Project Schedule
- Draft Technical Memos (4)

Additional meetings of the Study Advisory Group will occur at Hill Farms on:
- **Monday, November 24 (11/24) from 1 p.m. – 2:30 p.m. teleconference to discuss bridge analysis**
- **Wednesday, December 17 (12/17) from 9 a.m. - 11 a.m.**
  - Meeting backup date is Friday, December 19 (12/19) from 9 a.m. - 11 a.m.

Discussion Items

Introduction
Rory Rhinesmith of WisDOT chaired this third meeting of the Wisconsin Truck Size and Weight Study Advisory Group. He welcomed the group and thanked them all for contributing their valuable time.

The previous meeting was recapped. Changes will be made to the minutes to reflect the attendance of Dan Fedderly and include disclaimers of where changes would include the Interstate system and where changes would require permits.

The three central questions of the study were reviewed:
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- Should changes be made to Wisconsin’s TSW laws?
- What impacts would changes to TSW laws have on the State’s roads and bridges, regulatory and enforcement capabilities, administrative processes, and freight transportation modes?
- What specific requirements need to be met by any vehicles operating under modified size/weight standards?

Some highlights of the previous meeting include:
- Study will look at statewide impacts of TSW laws in comprehensive manner
- Advisory Group will provide input on key deliverables and perspectives of constituent groups on TSW issues.

Guiding Principles
The basic guiding principles of the TSW study were changed to clarify the guiding principles from the previous SAG meeting (see handout):
- Changes will be within the envelope allowed by federal TSW laws
- Changes should promote ease of compliance, administration, and enforcement

It was additionally recommended that the third Guiding Principle be changed to positive language to conform with the others.

Truck Size and Weight Vocabulary
Randy Halvorson (Cambridge Systematics) revisited a handout with common truck size and weight (TSW) terms. Additional terms were added and defined: Class A Highway, Class B Highway, Designated Long Truck Route, Federal Bridge Formula, Restricted 65-Foot Truck Route and Restricted 75-Foot Truck Route.

Study Progress
Highlights of the study’s progress were presented.

Progress
- Technical memos are posted at: [http://www.topslab.wisc.edu/workgroups/wtsws.html](http://www.topslab.wisc.edu/workgroups/wtsws.html)
- Completed over 25 private sector interviews and conducted two public agency outreach workshops.
- Upcoming Events:
  - Study Advisory Group Teleconference (11/24) 1-3:30pm
  - All Stakeholders Workshop (12/2) 9am-12pm
  - Peer Review Workshop #2 (12/10)
  - Trucking Issues Group (12/16) 1-3pm
  - Study Advisory Group (12/17) 9-11am

The Technical Memos were recognized as “excellent papers”. There needs to be some clarification on septage / solid waste exceptions.

Outreach Highlights
- Private Sector
  - Impact on drivers is important (need better pay and working conditions)
Changes should be across the board
- Need economic justification in order to see investment in new equipment
- Several calls for increased weight, a few calls for increased size
- Dairy industry wants single unit 80,000 pound option
- Outreach also targeting scrap metal industry, forest products and OSOW carriers

- Public Agencies
  - Concern about impact of overweight trucks on pavements
  - Intersection size becoming inadequate
  - Concern about US 41 conversion to Interstate
  - Need revenue to improve local roads and fund enforcement

Outreach summaries will be sent to the Study Advisory Group for input into their decision-making.

Safety Issues
- Workshop Summary
  - Truck drivers need more experience and training
  - Standardize road postings and permits
  - Apply permit fee revenue directly to related activities (infrastructure, enforcement)
  - Audit carriers and shippers (civil enforcement capability)
  - Increase enforcement technologies
  - Build safety conditions (driver & fleet performance) into special permit management conditions

- Understanding Truck Safety
  - Promote safety and efficiency through policy
  - Implement truck vehicle technologies (i.e., lane departure warning systems, roll stability systems, forward collision warning system and adaptive cruise control, vehicle diagnostic and location systems)
  - Special permit management (require minimum performance threshold and special safety technologies on vehicle before permitting)

Clarification of the size of large trucks used in the large truck vs. passenger vehicles crash rates chart was requested. If possible, the SAG would like to see a comparison of ordinary trucks vs. large trucks to see the influence of extra loads on safety.

Regarding poor safety performance, Capt. Lorentz clarified that the State Patrol is aware of poor performers through their safety rating with the Motor Carriers Safety Administration and the inspectors use this rating to focus on “trouble makers”.

Regarding tax incentives for safety features on trucks, Dan Fedderly cited work towards a national presence for tax incentives in the next reauthorization and mentioned the need for these to come at a federal, rather than state, level.

There was discussion of US 41’s pending conversion to an Interstate. The Group was urged to consider what sort of conditions should be placed on US 41 and what vehicle types should be allowed.

Regarding federal TSW laws, there was discussion of the value of bringing forth recommendations for federal TSW law changes as part of a multistate coalition.
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Cost-Benefit Analysis Discussion
The Cost-Benefit Analysis (CBA) portion of the study will analyze the impacts of potential truck configurations and allowable operating characteristics on Wisconsin to calculate a value for payload ton-miles diverted to configuration from base case vehicles. Some of the impacts that will be considered include:

- Transport Costs
- Pavement Impacts
- Safety Impacts
- Congestion Impacts
- Environmental Impacts
- Bridge Impacts (inspection, rating & posting; bridge fatigue & decks; and costs due to increased bridge design loads)

The study team advanced the following configurations as potential candidates for detailed CBA:

- 6-axle, 90,000 pound semi
- 6-axle 98,000 pound semi
- 7-axle 97,000 pound semi
- 7-axle, 80,000 pound single unit (allowable max. length of 45 feet)
- 8-axle, 108,000 pound semi

There were several specific questions regarding the CBA methodology, answered by Harry Cohen.

- Does the calculation of cost amortize capital costs?
  - Yes, includes the cost of adding one axle to truck (for example)
- How was the value of $0.20 per ESAL mile reached?
  - It is a middling value, the final analysis will include different costs/ESAL mile by roadway functional class.
- Why is there a positive safety impact (in draft results)?
  - For each increase of 10% in GVW, expect roughly 2.5% increase in crash rate, however, this effect is offset by the reduced number of vehicles on the road (lower VMT -> lower exposure)
- How will rail diversion be factored in?
  - Using a “what if” scenario, i.e. What if 10% of all freight is diverted from rail to truck. After reviewing the findings, WisDOT can select most reasonable scenario.

There was a concern raised that there may not be enough positive benefit for Wisconsin truck drivers to switch to new configurations, but that Canadian truck traffic would use the new laws and increasingly operate on Wisconsin’s roadways (following a “southern Great Lakes route” that would go from Canada to Minnesota to Wisconsin to Michigan and back).

The bridge analysis was presented by Jim Lucht of Earth Tech / AECOM. There were requests that the study team ensures that impacts on local bridges are adequately captured in the analysis.

Commercial Vehicle Enforcement Practices
Captain Charles Lorentz presented on State Patrol’s role in commercial vehicle enforcement and how they assign their personnel for this effort. For weight enforcement, DSP has thirteen Safety & Weight Enforcement Facilities (SWEF) that include WIMs, and PrePass stations, 26 portable wheel weighers (PWW), and agreements with local government and private sector for
use of their scales. In 2007, weighed over 1.1 million vehicles on fixed and portable scales and WIM. As a result, DSP has issued 13,236 overweight citations and 1,250 dimension citations. All information is uploaded to a federal database and carrier inspections occurring in other states can be looked up on database. WIMs and DTIM’s automated traffic recorders (ATRs) are not coordinated even though some of the information collected is the same.

Cap. Lorentz was asked about whether he would have any specific recommendations for the study. He said that generally the limiting factor on enforcement is personnel, which are needed in greater numbers to monitor Wisconsin’s roadways and bridges. Enforcement has been shifting in part to local units of government such as counties.

Commercial Vehicle Fees, Fines, and Revenue
This item was tabled until the next meeting.

Schedule for Upcoming Meetings
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The Study Advisory Group will receive a copy of the draft final recommendations during the week of December 8 (one week prior to the next SAG meeting).

Additional clarification on activities of the Study Advisory Group will be provided on the 24th.

Rory Rhinesmith thanked everyone for their time and contribution to a successful meeting.

The meeting was adjourned at 3:00 p.m.