

MAP-21 Comprehensive Truck Size and Weight Limits Study

Current State of Affairs

Federal Law

23 CFR Part 658

[§ 658.1 Purpose](#)—1. Identify a national network of highways 2. Prescribe national policies that govern truck size and weight.

[§ 658.3 Policy statement](#)—The policy of the USDOT is to provide a safe and efficient national network of highways.

[§ 658.5 Definitions](#)—See [link](#).

[§ 658.7 Applicability](#)—These regulations applies to the National Network. States may apply regulations to other roadways.

[§ 658.9 National Network criteria](#)—The National Network is available to commercial motor vehicles. Information and criteria concerning the National Network is available by following this [link](#).

[§ 658.11 Additions, deletions, exceptions, and restrictions](#)—FHWA has authority to rule on all additions and deletions to the National Network.

[§ 658.13 Length](#)—Length limits for truck tractor-semi-trailers and truck tractor-semitrailer-trailers are available at this [link](#).

[§ 658.15 Width](#)—Width limitations are available at this [link](#).

[§ 658.16 Exclusions from length and width determinations](#)—Exclusions are available at this [link](#).

[§ 658.17 Weight](#)—The maximum gross weight shall be 80,000 pounds. Other regulations are available at this [link](#).

[§ 658.19 Reasonable access](#)—No State may enact or enforce any law denying reasonable access to certain facilities.

[§ 658.21 Identification of National Network](#)—States may identify the National Network with signage or maps.

[§ 658.23 LCV freeze; cargo-carrying unit freeze](#)—This section provides rules for the operation of Long Combination Vehicles.

[Appendix A](#)—The current National Network is available at this [link](#).

[Appendix B](#)— A current list of grandfathered semi-trailer lengths is available at this [link](#).

[Appendix C](#)—Requirements for trucks over 80,000 pounds are available at this [link](#).

[Appendix D](#)—Devices or attachments that are excluded from length and width measurements are available at this [link](#).

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Alabama Code

§§ 32-9-1 through 32-9-32

[32-9-1](#)—Trailers used in a truck tractor-semi-trailer-trailer combination may be operated on the interstate highway or those highways designated by the Highway Director and approved by the Governor for commercial vehicle operation.

[32-9-2](#)—Cotton Wagons are subject to [these regulations](#).

[32-9-3 - 32-9-4](#)—Authorities given to peace officers and the courts are available at this [link](#).

[32-9-5 - 32-9-6](#)—Information regarding misdemeanors and other fines is available at this [link](#).

[32-9-20](#)—Commercial vehicles are subject to width, height, length, and weight requirements.

[32-9-21](#)—A motor bus is any motor-propelled vehicle used on the highway to transfer passengers for hire. Regulations for motor busses are available at this [link](#).

[32-9-22](#)—This [link](#) provides exemptions for government vehicles, farm vehicles, and others.

[32-9-23 - 32-9-28](#)—This [link](#) provides exemptions and violations for several different types of vehicles.

[32-9-29](#)— The Highway Director may issue a permit authorizing an oversized load on a designated roadway.

[32-9-29.1](#)—The Highway Director may issue a permit authorizing a manufactured home to traverse a designated roadway.

[32-9-30](#)—Repealed. See [Link](#).

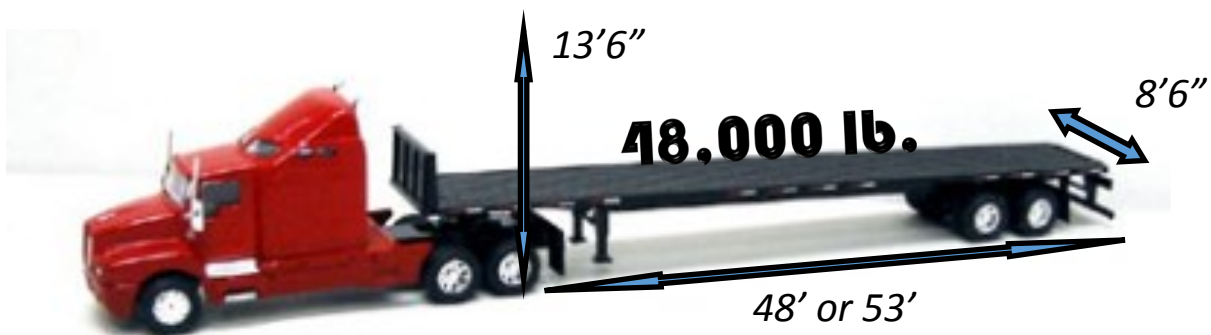
[31-9-31](#)—Any officer enumerated in Section 32-9-3 has the authority to weigh or measure a vehicle believed to be in violation.

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Width, Height, Length, Weight

Bridge Formula Weights - Federal



Bridge Formula Weights - State

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Current State of Affairs

Class 2, 3, & 4 Vehicles

Step Van



Box Truck



City Delivery

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Current State of Affairs

Class 5 & 6 Vehicles



Bucket Truck

School Bus



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Current State of Affairs

Class 7 Vehicles

Refuse Truck



City Bus

Fire Truck



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Current State of Affairs

Class 8 Vehicles

Step Deck



Double Drop Deck



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Class 8 Vehicles

Dry Van



Refrigerated
Trailer



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Class 8 Vehicles

Log Truck



Tanker Truck



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Current State of Affairs

Class 8 Vehicles

Car Hauler



Recreational Vehicle



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Current State of Affairs

Military Vehicles

M35 2-1/2 Ton Cargo Truck



HMMWV



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MAP-21 amendments to 23 CFR

Section 32801. Comprehensive Truck Size and Weight Limits Study

- (a) TRUCK SIZE AND WEIGHT LIMITS STUDY.—Not later than 45 days after the date of enactment of this Act, the Secretary, in consultation with each relevant State and other applicable Federal agencies, shall commence a comprehensive truck size and weight limits study. The study shall—
- (1) provide data on accident frequency and evaluate factors related to accident risk of vehicles that operate with size and weight limits that are in excess of the Federal law and regulations in each State that allows vehicles to operate with size and weight limits that are in excess of the Federal law and regulations, or to operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights);
 - (2) evaluate the impacts to the infrastructure in each State that allows a vehicle to operate with size and weight limits that are in excess of the Federal law and regulations, or to operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights), including—
 - (A) the cost and benefits of the impacts in dollars;
 - (B) the percentage of trucks operating in excess of the Federal size and weight limits; and
 - (C) the ability of each State to recover the cost for the impacts, or the benefits incurred;
 - (3) evaluate the frequency of violations in excess of the Federal size and weight law and regulations, the cost of the enforcement of the law and regulations, and the effectiveness of the enforcement methods;
 - (4) assess the impacts that vehicles that operate with size and weight limits in excess of the Federal law and regulations, or that operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights), have on bridges, including the impacts resulting from the number of bridge loadings;

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- (5) compare and contrast the potential safety and infrastructure impacts of the current Federal law and regulations regarding truck size and weight limits in relation to—
- (A) six-axle and other alternative configurations of tractor-trailers; and
 - (B) where available, safety records of foreign nations with truck size and weight limits and tractor-trailer configurations that differ from the Federal law and regulations; and
- (6) estimate—
- (A) the extent to which freight would likely be diverted from other surface transportation modes to principal arterial routes and National Highway System intermodal connectors if alternative truck configuration is allowed to operate and the effect that any such diversion would have on other modes of transportation;
 - (B) the effect that any such diversion would have on public safety, infrastructure, cost responsibilities, fuel efficiency, freight transportation costs, and the environment;
 - (C) the effect on the transportation network of the United States that allowing alternative truck configuration to operate would have; and
 - (D) whether allowing alternative truck configuration to operate would result in an increase or decrease in the total number of trucks operating on principal arterial routes and National Highway System intermodal connectors; and
- (7) identify all Federal rules and regulations impacted by changes in truck size and weight limits.
- (b) REPORT.—Not later than 2 years after the date that the study is commenced under subsection (a), the Secretary shall submit a final report on the study, including all findings and recommendations, to the Committee on Commerce, Science, and Transportation and the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.