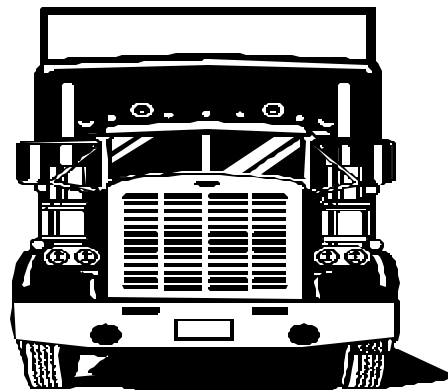
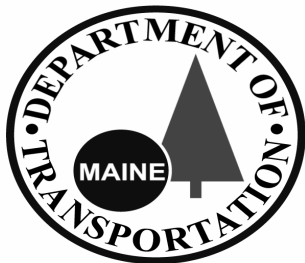
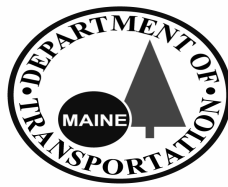


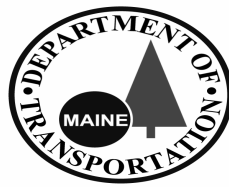
Study Of The Impacts Caused By Exempting Currently Non- exempt Maine Interstate Highways From Federal Truck Weight Limits





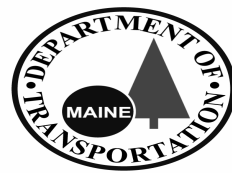
Background

- Under long-standing enforcement practice Maine enforced State truck weight laws on its single toll road, the Maine Turnpike (I-95/495)
- TEA 21 formally exempted the Maine Turnpike and I-95 Kittery from Federal truck weight limits
- Higher Maine State gross and axle weight limits currently apply on these Interstate segments



Background (Continued)

- Other Maine Interstate highways remain under Federal weight limits while adjacent State highways are subject to higher Maine weight limits
- Weight limit disparity causes heavier trucks over 80,000 pounds to divert to less well engineered secondary roads
- Communities adjacent to the Interstate complain about safety hazards and infrastructure impacts from this heavy truck diversion



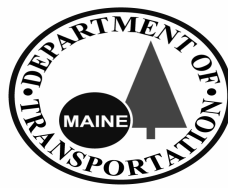
Comparison of Weight Limits

- 6 Axle Combination Gross Vehicle Weight
Fed – 80K; ME – 100K
- 5 Axle Combination GVW Fed – 80K;
ME – 88K (for certain commodities)
- Triaxle Limit Fed – 42K (Bridge Formula);
ME – 54K (for certain commodities)
- Tandem Limit Fed – 34K (Bridge Formula);
ME – 44K (for certain commodities)



Regional Heavy Truck Corridor Traffic

- Interstate 95 is the major artery of commerce in Maine
- Some nearby states (NY, MA) have higher weight limits on their key Interstates than in Maine due to the grandfathering of their weight limits
- Quebec and New Brunswick also allow higher weight limits than Maine's Interstate
- Over 80,000 pound truck traffic is diverted to secondary roads adjacent to I-95 from Augusta to Houlton – a distance of over 200 miles



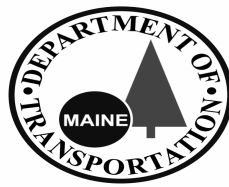
Response: Pilot Project Bill

- Maine Representative John Baldacci introduced HR 2551 to exempt 5 & 6 axle trucks on Maine Interstate highways from federal truck weight limits
- Bill provides for a 2 year pilot project that would examine the net safety and infrastructure impacts of granting an exemption
- Bill is still pending in congress



Maine Interstate Weight Limits Study

- The Maine Department of Transportation funds a study to examine the net safety and infrastructure impacts of granting an exemption
- Study consultant selection & review team includes members from MDOT, a Maine municipality, a Maine trucking organization, and a retired Office of Motor Carrier Safety administrator
- New data anticipated on safety and infrastructure impacts of a federal weight exemption



Study Schedule

- Wilbur Smith Associates has been selected to conduct the study
- Tentative study milestones
 - ◆ June 2002: Study kick off
 - ◆ April 2003: Draft final report due
 - ◆ May 2003: Public meeting to comment
 - ◆ July 2003: Final report