Day One - March 3rd

Economic Impact of Large Loads - Ron Montgomery
Intermountain Rigging & Heavy Haul

- Bottom line = costs/profitability
- Permit delays impact to heavy haul operation
  - Friday permit approval to travel Monday doesn’t allow for scheduling
  - Bridge engineer absent and no backup
  - Changes in weight and dimensions from production specs
    - Working with state officials to make it work
  - Construction projects
  - Customers (shippers) don’t like to hear no.
- Costs to motoring public (app. $1700/day) and state permit departments
  - Bridge study storage and reuse
- Wind
  - Example $500 mil project in WA created 18 full time jobs and 300 construction jobs
  - Average cost to transport entire wind turbine $130k per turbine
  - One turbine supplies power for 700 homes per year

Harmonization – Danny Wells
Colorado DOT

- Phase 1 is completed
- Phase 2 items getting close to agreement
  - Valid days for permit (5 days)
  - Permit amendments/extensions (Being discussed)
  - Holiday Restrictions (Being discussed)
  - Escort Vehicle Type – (Passenger vehicle, no trailer, view 360 degrees)
  - Escorts for over height loads (1 front with height pole when exceeding 14'6")
Harmonization (cont’d)

- Industry advisory committee
  - Recommends extensions and revisions allowed on permit due to weather and breakdowns
  - Concerns with Monday holidays requiring prior Friday restrictions
  - Create a map of states that allow/do not allow extensions
- State contact information for emergencies available to carriers

Clarifying Non-divisible and Divisible loads – Dan Kiely Montana DOT

- State to state interpretations differ
- FHWA indicates states come up with the language and FHWA will review
- A good starting point will be discussion of divisibility with respect to hauling of equipment (buckets, blades, tracks, unladen trailer combinations…)
- Safety consideration - such as counter weights for a truck with counterweights (traction) pulling oversize unladen trailer combination
- Consider making a request through AASHTO to modify federal definition to be more specific/realistic
- Add “divisible” to Phase III harmonization

Corridors—Jim Wright Washington State DOT

- Most useable oversize and overweight corridors identified
  - N/S
    - I-35 and I-29 (TX to ND)
    - I-5 (WA to CA)
    - I-84 and US 93 (OR thru NV to AZ)
    - I-15 (MT to NV)
  - E/W
    - I-90 and I-94 (WA to WI)
    - I-10 (TX to CA)
    - I-80 (CA to NE)
    - I-70 (KS to UT)
- Commercial corridors are the focus
- Asking for more industry input
Western States Transportation Alliance LVC Pilot project - Danny Wells and Ron Butler

- WSTA comprised of Legislative Transportation Committee Chairs from western states. Deal with transportation related policy issues. RJ Hicks executive director.
- Are looking for Congressional support for a pilot project with 12 western states concerning LCV operations
  - Lift LCV freeze for this pilot project in Western States
  - State participation voluntary but if participating must sign agreement
  - Allow 100’ of cargo unit space
  - Allow up to 129,000 lbs.

WA State Trip Planner Jim Wright

- Online program using interactive geospatial mapping for overheight clearances
- Enter load height and route and map will display all overheight clearances for concern
- Data will be updated weekly
- Goggle street view allows user to see structure location and characteristics
- Local contact numbers displayed for detour onto city/county streets
- Portal makes data available to third-party vendors for use in routing software

SC&RA

- Industry thank you’s and state recognition
- Individual carriers recognized various states for their hard work and professionalism including getting them help with unique issues
Pilot Escort Harmonization Project (Nick Owens & John Berg)

- Propose six pilot/escort training modules
  - Overview
  - Pilot Car Escort Operator and Vehicle Equipment Requirements
  - Route Planning

Pilot Escort Harmonization (con’d)

- Pre-Trip Activities
- Trip Operations
- Certification Testing

- Currently 12 states require certification
  - No consistency between state programs

- No national guidelines
  - NTSB recommended revise pilot/escort training materials, develop a training process

- Stakeholder Advisory Panel
  - FHWA
  - Pilot Car Industry, State government, law enforcement
  - AAMVA

- Make Presentations to Stakeholder Forums
  - CVSA, AASHTO, SC&RA, Manufactured Housing Institute

Safe Havens – Wayne Davis Virginia DMV

- What can states do to allow o/s o/w loads to stop/park at weigh stations, rest areas,
- Put language in permits for safe havens along route (IN, IL, MD)

Rolling Slowdowns for Bridges - Jim Wright

- States vary as to special requirements to slow for bridges
  - Some require special signage at rear of load or on rear escort
  - Some require law enforcement slowdown
  - One requires total stop prior to crossing bridge
- Majority of states, the slowdown is determined case by case by bridge analysis
DAY TWO - March 4th

**One on ones**
- Ten minute individual discussions between state officials and attendees
- Great networking exercise and good feedback

**FHWA update - John Berg**

- **MAP 21**
  - Primary freight network (limit to 27,000 centerline miles)
    - Network discontinuous 41,518 centerline miles (37,436 Interstate miles)
    - Call for critical rural network on hold
  - State Freight plans
    - Not required but if state has a freight plan can have a higher fed match on grants.
    - FL, GA, IN, MD, MN, VT, WA have plans that meet MAP-21 requirements
    - 35 states actively developing or revising their state plans
    - 27 states have freight advisory committees
  - Permits during national emergencies (MAP-21 Sec 1511)—removal of debris may be eligible if it aids in relief activity.
  - Comprehensive truck size and weight study
    - Assess different types of trucks legally operating and operating in excess of fed limits - Focus Areas
      - Model shift
      - Highway Safety
      - Impacts to enforcement
      - Bridge and pavement conditions
      - Alternate vehicle configurations
        - Heavier single trailer trucks
        - Longer combinations
  - Upcoming events
    - posting of comments from public
FHWA Updates (cont’d)

- release of technical reports
- additional public comment opportunities
- Completion and delivery to Congress
  - Weight exemptions in 2015 appropriations (WI, MS, KY)
  - Pilot escort training and certification is a 2-year project
  - NHI Truck size and weight course offerings (Looking for host states)

National Pilot Car Association (NPCA) - Elton Boyd and Peter Lynch

- NPCA—54 members
- Elton Boyd (Acting President)
- Peter Lynch (Board member)
- NPCA is not the rewrite committee but has a member on the committee
  - Proposals
    - Standardized equipment
    - Training standardization
    - Height pole operator training
    - Steer/tiller persons
    - Route survey training—prohibit use of Google earth rather than windshield survey
    - Signage such as International “D” sign—red/white with D in center
    - Use VMS boards to also warn of OSOW loads

Next WASHTO COHT Meeting – Reno, Nevada

- Tentatively October 6-8, 2015

Adjourn Noon Wednesday March 4th