



Western Association of State Highway and Transportation Officials

Committee on Highway Transport Meeting Minutes

Atlanta, Georgia – March 3-4, 2015

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")



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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



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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



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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



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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



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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