

Western Association of State Highway Transportation Officials Committee on Highway Transport

The WASHTO spring meeting was held in Lake Buena Vista, Florida on Feb 14-15, 2017.

Welcome to our spring WASHTO conference by Danny Wells of Colorado. We went around the room with introductions. The following states were present (numbers following state reflects how many attended from that state) Arizona 1, Colorado 1, Idaho 1, Montana 1, Nevada 1, North Dakota 1, Oklahoma 1, Texas 3, Utah 1, and Washington 2. John Berg with the FHWA was present and 19 representatives from industry.

Danny informed everyone that Steven Todd with the SC&RA asked for time for open discussion with industry. He also stated Katelyn Dwyer was going to be present for questions and answers from AASHTO.

Meeting was started with the open discussion. Listed below as questions and answers given.

Trunnion laws in Oklahoma? Will laws change ever in Oklahoma to go 20,000 on an axle? Norm Hill stated Oklahoma can permit justified weights. However, currently the secretary does not want over weight allowed.

What are thoughts on additional weight on trunnions? More companies are getting them. Today they believe with the pavement there is less rutting due to pounds per inch.

Have states done studies on trunnions? TX had completed a study trunnions. Industry as well as the states need to get involved it is essential if it is going to change.

We should look at CVSA updates. Danny Wells is the vice chair on size and weight. Next meeting is in April. Most states don't look at tire ratings. They may be allowing too much weight without tire ratings.

Reymundo Rodriguez from Idaho got up to talk about US 12 mile point 74-174 in Idaho it is US Forest Land. Forest service has the authority. Loads are not permitted to exceed 16' wide and 150' long. Lawsuit – to come up with solution. . Idaho Supreme Court had ruled on it 4 years ago. Size still limited to size and length now added a weight limit of 150,000. Only 2 loads are permitted over this a month. The permitted loads are not during tourism, hunting or fishing seasons. Request has to go to forest service.

Is the eve included in the width on a mobile home if on the passenger/shoulder side? Is there an exemption? Most states it is included. Some states exempt if less than three inches.

State of Arizona was asked if there are any changes at borders with Trump Administration. Kelly Lightfoot said at this point they have not seen changes.

Danny Wells said Colorado has a rule over 140,000 reduced speed 40 mph on bridges. This is going away. The change came from industry thru Legislation.

Superloads on interstate is there a minimum speed? Most states don't seem to have a minimum speed. Some have a max speed limit that it less than the recommended speed. Industry stated the minimum speed limits on the interstate are a problem with the extremely heavy loads.

Kelly Lightfoot said there is an Over dimensional Rule Committee in Arizona. It is led by trucking Association.

Rick Clark with Utah said they are looking possibly a divisible load up to 14'6 high in law.

Special Mobile Equipment permit that does not bridge weight. Do you remove counterweights?
Answers from states varied.

What is allowed on a mobile home for max width? Answers from states varied from 14' to no limit. Jackie Darr said in North Dakota stated 18' once over 18' you are moved as a building and fall under another policy.

Innovative Intersections and Interchanges by Justin Bansen of Kittelson & Associates Inc.

Overview of innovative Intersections - FHWA every day counts program, Freight Accommodation at Roundabouts, Introduction to other Emerging Innovative Intersections, Emerging trends & Questions.

Currently on phase 4 safety programs. $\frac{1}{4}$ of fatalities in intersections. $\frac{1}{2}$ of severe crashes. Major bottlenecks. 40% angles crashes, 20% left turn and 25% Ped/Bike crashes. Safety - fewer & less severe conflict points, speed management benefits, significant crash reductions. Mobility –synchronized movements, reduced congestion, ped/bike opportunities. Outreach & education put on websites - Safety.fhwa.dot.gov/intersections or youtube.com/usdotfhwa . FHWA goal is to avoid negative feedback from the trucking industry as a lessons learned with introductions and implementation of roundabouts.

States need to designate oversize and overweight corridors to support planning for large vehicles. Provide mechanism for designs to have access to historical permit data. Raise critical information up the flagpole. Roundabouts started around 25 years ago and are the most common. Oregon tested 18 truck and trailer combinations. They had a roundabout rodeo doing test runs. Even used a wrecker pulling a combination. Roadways need to work for everyone. In Florida they have blisters for entry and island with mountable aprons. Bypass lane roundabout treatment. Gated limited travel freight route. Advanced left turn for a direct right turn. Cut through great for beams turbines.

Diverging diamond interchanges – gives a free flow left Design vehicle, design speed, crossover design and path alignment.

Restricted crossing u turn, j turns superstreets. Avoids far right angle crashes. They need to accommodate various truck movements.

Median U turns. No left turn signage only. Gives the option to allow large loads thru.

Displaced left turn. Continuous flow intersection. S curve crossover, Dual left turns.

Emerging issues- Efforts increasing to reach out. Don't design for a specific truck. Get full range. There should be no curbs in roundabouts some have 6-8 curbs destroys tires. Aprons are better. Look what is around prior to putting in a roundabout. Don't put in barriers. Roundabouts get rid of traffic signals, signs etc. Put arm swings on signals. Question was asked if there are guidelines on how many different options can be in a row. Answer was not at this point. Corridors should remain the same for consistency. Roundabouts can be an issue at base of intersections from the interstate. Look at various truck types. What are the design checks? Diamonds don't allow you to detour bridges for height? What is more cost effective? DDI cheaper in urban tight locations. Depends on angles or context. Offer up freight mix. Movements what is happening at intersections. ICE- Intersection Control Evaluation.

Operations, safety, freight. Do you reach out to the state trucking associations? Bigger issues in snow states for snow plow operators. No room for snow storage.

WASHTO Guide Update was given by Reymundo Rodriguez of Idaho- Currently working on updating the guide. Please get your information back to Reymundo by Deadline date of **April 15, 2017**. His email address is Reymundo.rodriguez@itd.idaho.gov. Please look at the complete guide not just your state so we can get suggestions. We need to agree upon the changes at the next WASHTO meeting. Previous changes were lost due to a computer issues. The last time this was updated was March of 2009. The guide can be found on line at <https://www.wsdot.wa.gov/NR/rdonlyres/EF9BD746-33DC-4A7F-A7FA-744897188D64/0/WASHTOGuide2009.pdf>.

Katelyn Dwyer from AASHTO. Phase I and II are complete for harmonization. She will send a survey out shortly to all states to find out where they are at with implementation. Protocol on emergency moves. Two state freight plans have been approved both in the WASHTO region. Nevada's is online and Idaho will be online shortly. Truck parking uses for federal funds.

Restructure of AASHTO. Highway Transport may have a new name will still be here. Housed under operations. Waiting on leadership to go forward with more information.

Danny Wells spoke about Truck Parking issues. Size and Weight enforcement in Colorado gave several suggestions for truck parking. Worked thru 100 requests down to 10. Enforcement sites for truck parking. When it comes to parking size examples of the largest loads are best to give a true idea of what is needed. Use what you have stock piled somewhere closed weigh stations/rest areas. Nevada has it incorporated with the freight plan. Washington is currently doing surveys. What states are using technology? Companies are using it in NV. Need to reserve and pay for your space. Does anyone require staging locations? Should truck parking be part of transportation freight plan?

Bridge strikes- Danny wells spoke on this. Do all states have issues? What ideas are out there to avoid bridge hits? Idaho has suggested industry training. Bridges are mostly hit by carriers without a permit. Texas is working on visual warning. Colorado sees hits are mostly by annual permit carriers not checking route. They have recently painted a bridge black and yellow. This seems to have helped with this bridge. There is new Technology – systems that can scan bridges. There is also a water cascade hologram being used to stop over height trucks in Australia. See youtube video:

https://www.reddit.com/r/Cyberpunk/comments/476br0/a_water_cascade_hologram_stop_sign_for_over/. Looks like a good idea however not good in the colder states with snow/ice issues.

In the afternoon everyone at the conference industry and all states met. We discussed Phase III- Topics for Harmonization. Industry suggestions were brought up first followed by states suggestions.

Auto issued permits – need to be able to save

One stop shop to get state info- send info to SC&RA, holiday closures, travel restrictions, who does it well to copy, make sure you update your URL. Update border info.

Night time travel – anywhere, metro areas, limitations, 10 wide size of traffic lanes. Give info to help us get the move.

Improved communication- goes back to one stop shop Sign up for emails. Do you offer live chat?

Multi state corridors – 18 wheeler and oversize overweight shipments. Spend money on the roads where it needs to go to move the freight.

Route surveys-google route surveys are not working, need improvements, PA holds driver responsible. Ohio has a great route survey. How long is the survey valid?

Electronic verification of permits.

Steven Todd with the SC & RA – Introduced John Berg with FHWA and Ron Schaefer with LEIDOS to speak.

John Berg- FHWA- Policy size and weight issues. Bridge load rating due to FAST act. Emergency vehicles fire truck. Load rate bridges by March 31 2017 for action plan. Must be completed by December 2019. Load posting bridges. Question was asked “Will Feds provide money for signing bridges”? John states not to his knowledge but it is a requirement to have them posted. There were two updates clarified when being delivered it can get higher weights and automobile transporters does not apply to high mounts above the cab boat transporters have been added. They offer free size and weight training from resource center.

Best practices with automated permitting systems presented by Ron Schaefer – This issue is getting studied by the SC&RA and Leidos. It came about due to the Skagit River Bridge. John Berg is the Government task manager. They have interviewed states, vendors and looked at the web. Harmonization uses data to evaluate corridors, size and weight certification. Type of system, how are they identified, cost saving, permit accuracy. Looked at Bentley, Promiles and Oxcart permit systems. What key criteria do they enhance safety and harmonization? High level safety and efficiency. Reduce permit processing time. Thresholds for height, width or length. Talking freight Federal Highway website done monthly. There is a Hyper link to permitting.

Route surveys – Brad Marten from Montana is the lead. Mike Myers, Sonja Clark, Randy Sorenson, DuWayne Murdock, Ron Montgomery, & Rob Simons are on the committee. What are the thoughts on this? Do we need a time and date stamp? Third party pilot cars. Montana must come thru carrier. Should it come thru carrier or should it come from who completed it? Industry feels they would like it to come direct from the mover.

States only meeting. 32 states were present as well as Katelyn Dwyer from AASHTO.

AASHTO- Katelyn Dwyer has worked with size and weight as of June 2016. Highway Transport will have a March 21 conference call reference route surveys 2 pm Eastern. If you are currently not receiving emails from Katelyn for the conference calls please email her your information so she can add you to her list. Her email address is kdwyer@aaashto.org. AASHTO meeting in Houston July 30 thru August 3rd in conjunction with emergency management and security. Do we need to reduce meetings with travel restrictions should we look at joint meetings? Meetings with industry are important. Where are we going to be in 12-18 months? Mission for our group is to go to operations freight policy transport. What areas of authority would be the best fit for this group? Each committee will be rewritten. Designers need input for state freight plans size and weight needs to be included. **(This should be in the state freight plan)**. No left turns are an issue. Learn the issues with Industry. May want to have SCOPE

come together with WASHTO since we discuss a lot of the same issues. Need to restructure since it has been over 30 years.

State portion - Debbie Bradshaw in Missouri is putting together a list of all emails. The chairs will be getting a list to her. This list needs to be kept up to date. This will allow the groups to contact all states when wanting information.

Harmonization – ready for Phase III. We discussed ideas to forward to Katelyn to take back to AASHTO.

Comments on things from other states. Iowa has pilot project doing county and city permits. In Illinois you can hover over map to show who does the permitting on different roads in the state. It also shows the link. Sends state permit to cloud the local gets the permit to go to the county.

Presentations from on Innovation Intersections, Route Surveys and Best Practices have been sent to be uploaded to the WASHTO webpage for the Committee on Highway Transport the site is www.washto.org/coht/. Jackie can email you a copy if you would like it sent direct please email her at jdarr@nd.gov.

The date for the next meeting is not currently set. If you have suggestions on presentations or ideas to be discussed please send your input to Danny Wells, Reymundo Rodriguez or Jackie Darr.

Committee Sponsor is Brian Ness of Idaho, Chair is Danny Wells of Colorado, Vice Chair is Reymundo Rodriguez and Secretary/Treasurer is Jackie Darr with North Dakota