



Specialized Carriers & Rigging Association

*WASHTO Committee on Highway
Transport 10/11/16*

Steven Todd, Vice President, SC&RA

SC&RA MEMBERS LIFT & MOVE THE WORLD

- International trade association of over 1,300 member companies from 43 nations. Members are involved in specialized transportation, machinery moving and erecting, industrial maintenance, millwrighting, crane and rigging operations, manufacturing and rental.
- SC&RA helps members run more safe & efficient businesses by monitoring and affecting pending legislation and regulatory policies at the state and national levels; researching and reporting on safety concerns and best business practices; and providing four yearly forums where these and other relevant member issues can be advanced.

SC&RA PARTNERSHIPS

- **Federal Government** – U.S., Mexico, Canada
- **State Government** – AASHTO, WASHTO, SASHTO, MAASTO, NASTO, States, AAMVA, CVSA
- **State Associations** – Trucking, Road Builders, General Contractors, Law Enforcement
- **Private** – Ports, AAR, EEI, Manufacturers

PERMIT vs “LEGAL” LOADS

1 to 235



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& Rigging
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SC&RA MEMBERS “**routinely**” LIFT & MOVE THE WORLD



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SC&RA UPDATES

- Specialized Transportation Symposium – Feb. 14-17, 2017 Orlando Florida
- FHWA Contract OS/OW Automated Permitting/Pilot Certification Best Practices – SC&RA selected as sub-consultant
- SC&RA to propose national envelope weight standards

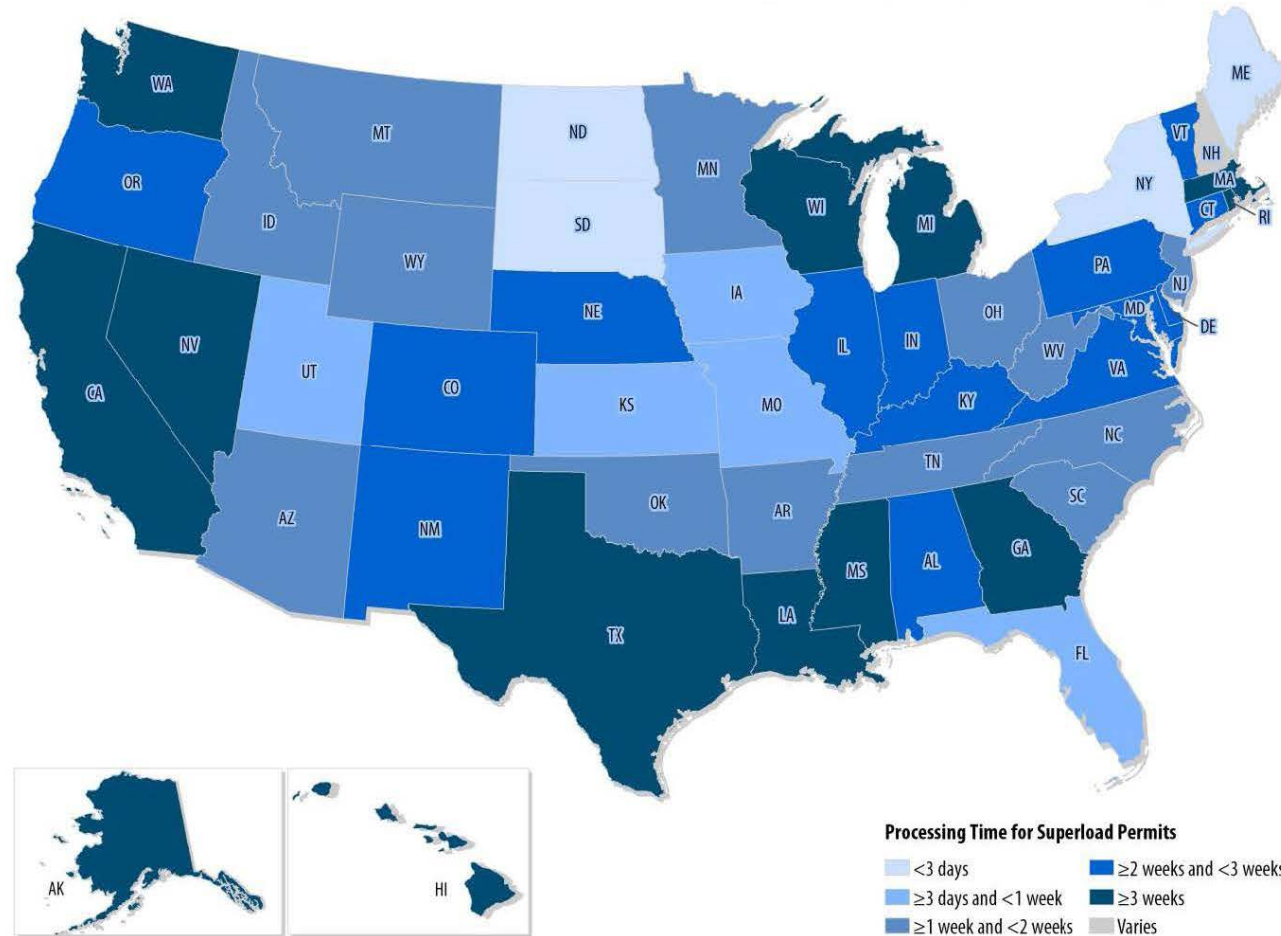
SC&RA PERMIT POLICY COMMITTEE

August, 2016

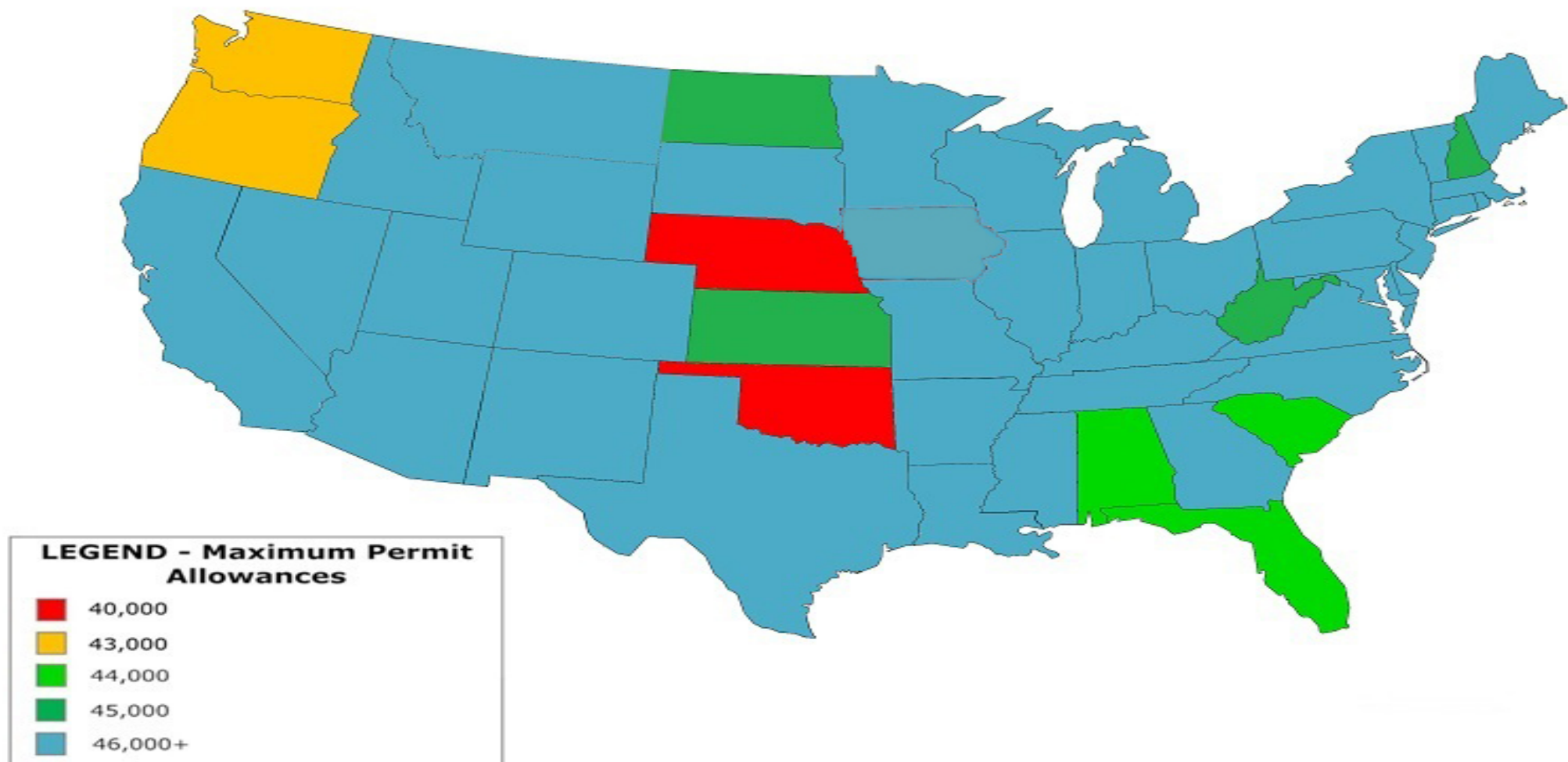
- **HIGH PRIORITY**

- Tandems (min 46K), Tridems (min 60K), Quads (min 80K) Trunnions, Dual Lanes
- Auto issue “routine superloads” up to minimum 14’ W, 14’ 6” H, 110’ L, 150K
- Increased dimension on weekend hours
- **Reasonable Access (safe- haven/parking)**
- **Reduce turnaround time large superloads (bridge analysis, district investigations, etc.)**
- **Nighttime running (optional)**
- Upgrade SC&RA State/Province Permit Manual
- Complete SC&RA Permit Informational Booklet
- AASHTO – hours of operation (including TUES-THUR restrictions), escort requirements for width/height/length (private & police)

SUPERLOAD PROCESSING TIMES



HEAVY HAUL PERMIT RESTRICTIONS - Tandem Axle Allowances

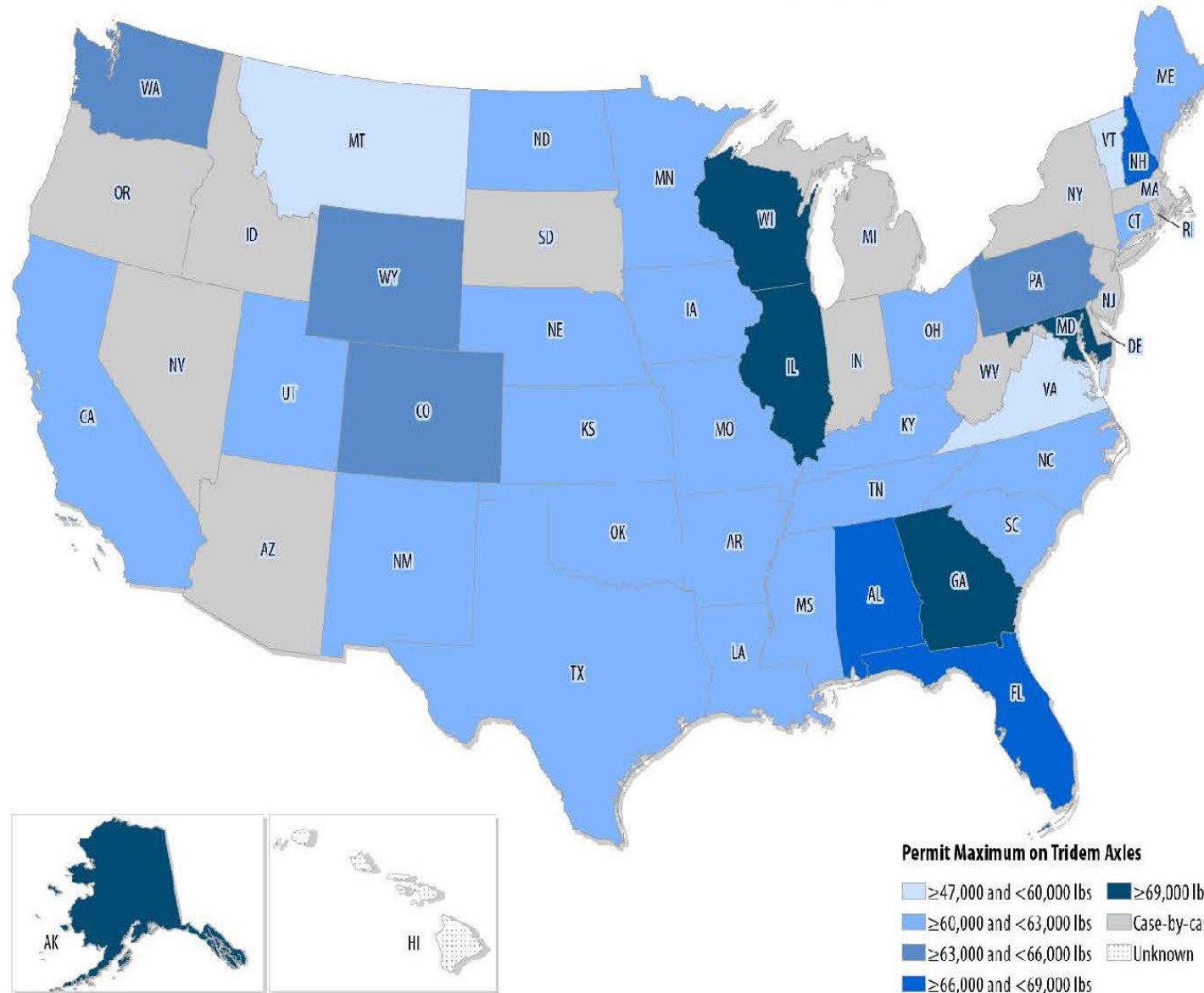


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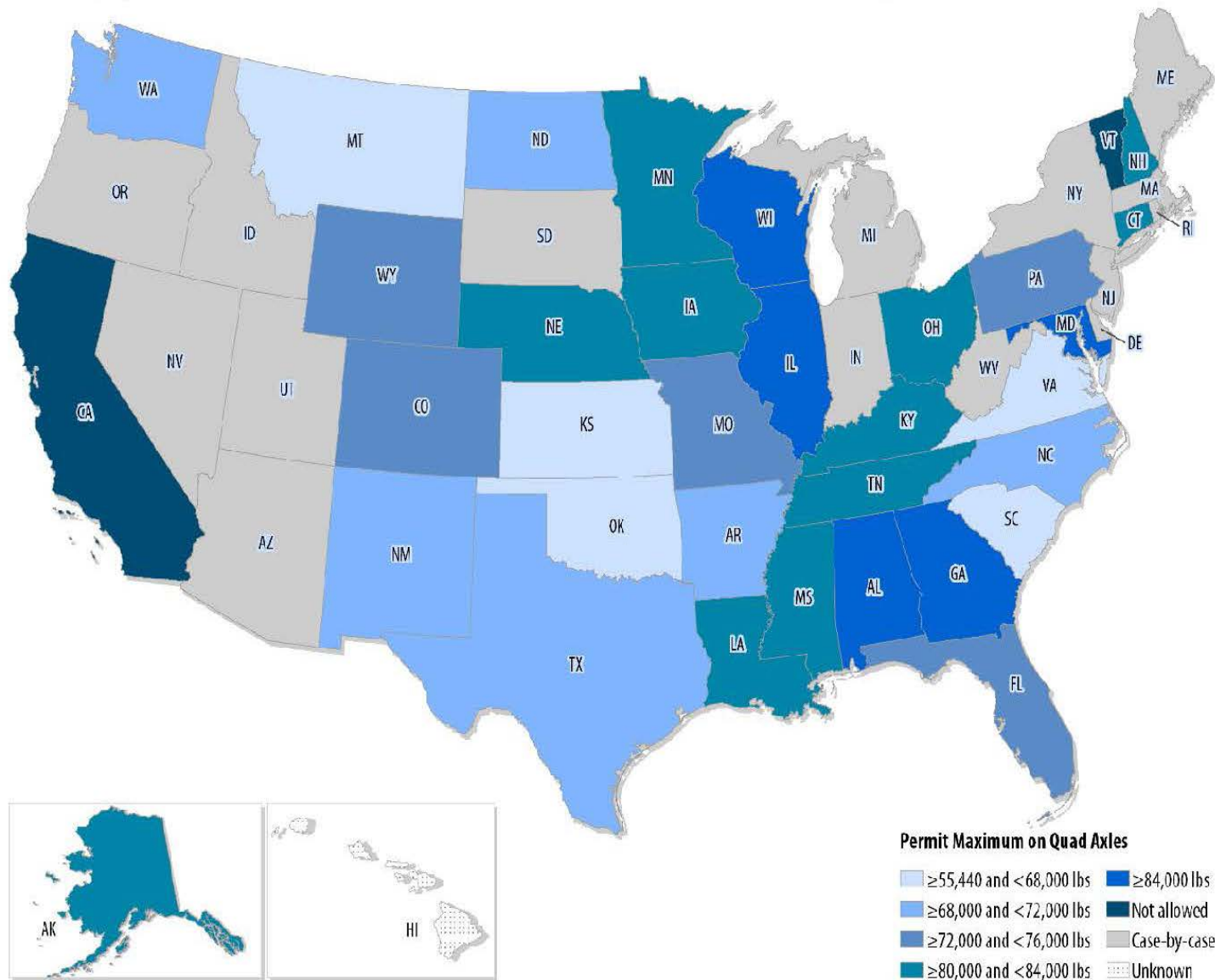


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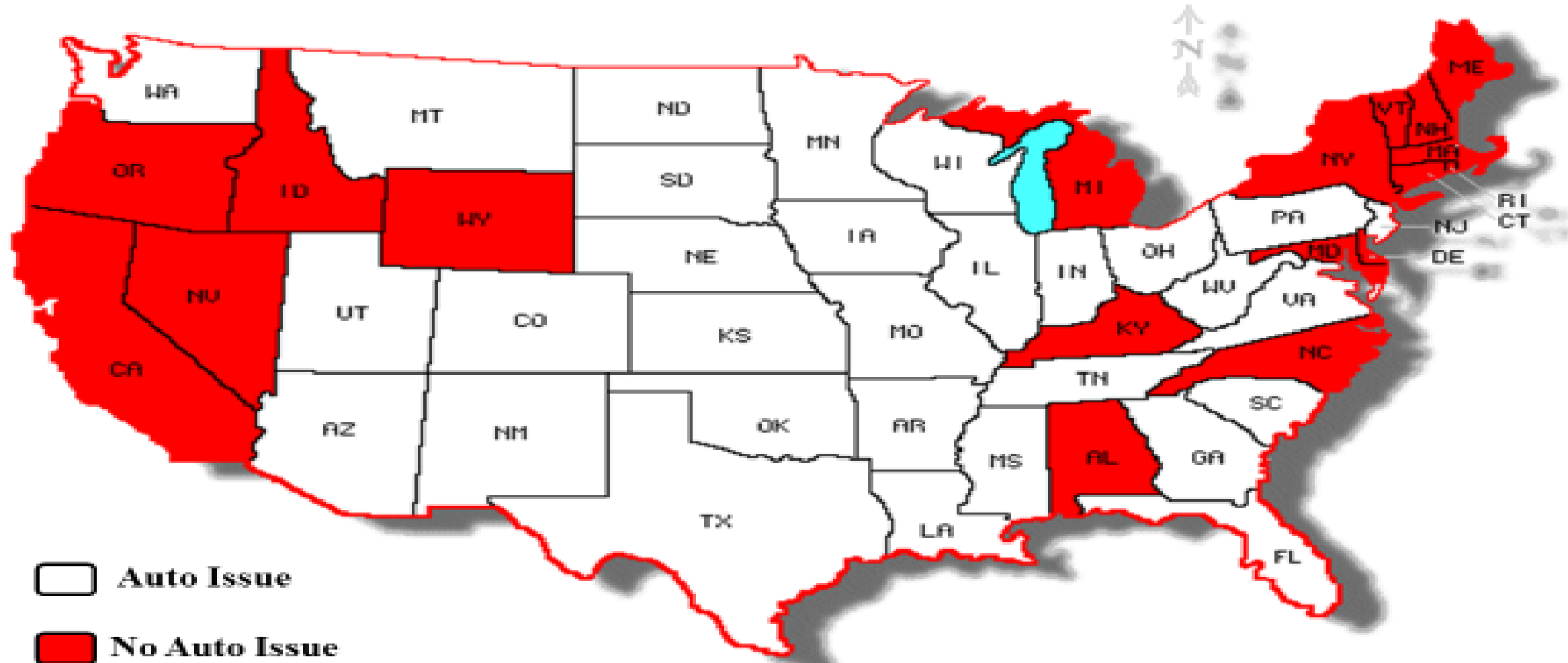
60K + TRIDFMS



80K + QUADS



OS/OW Automated Permit System - Self Issue Single Trip Permits

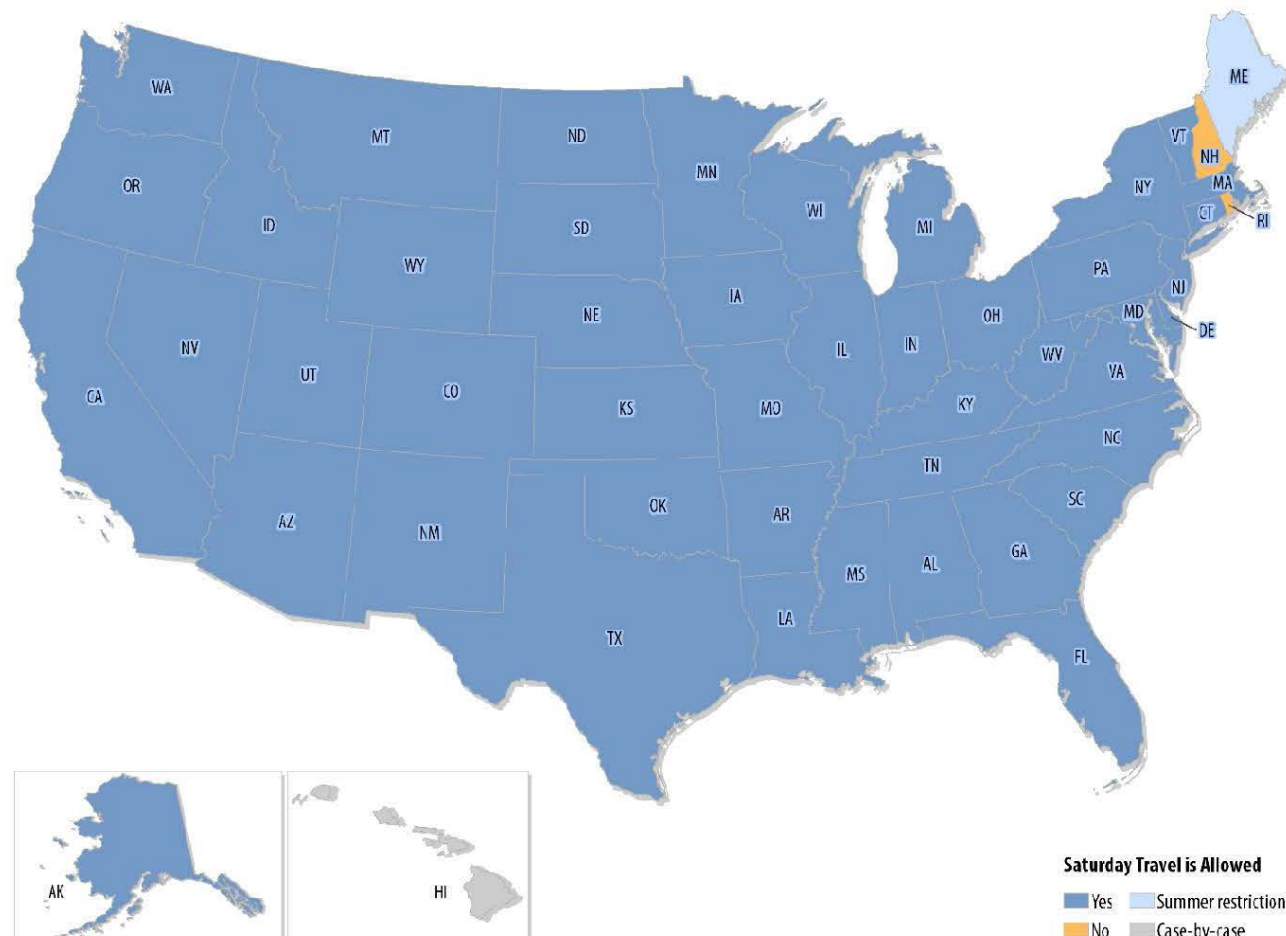


Permit Auto Issue =>

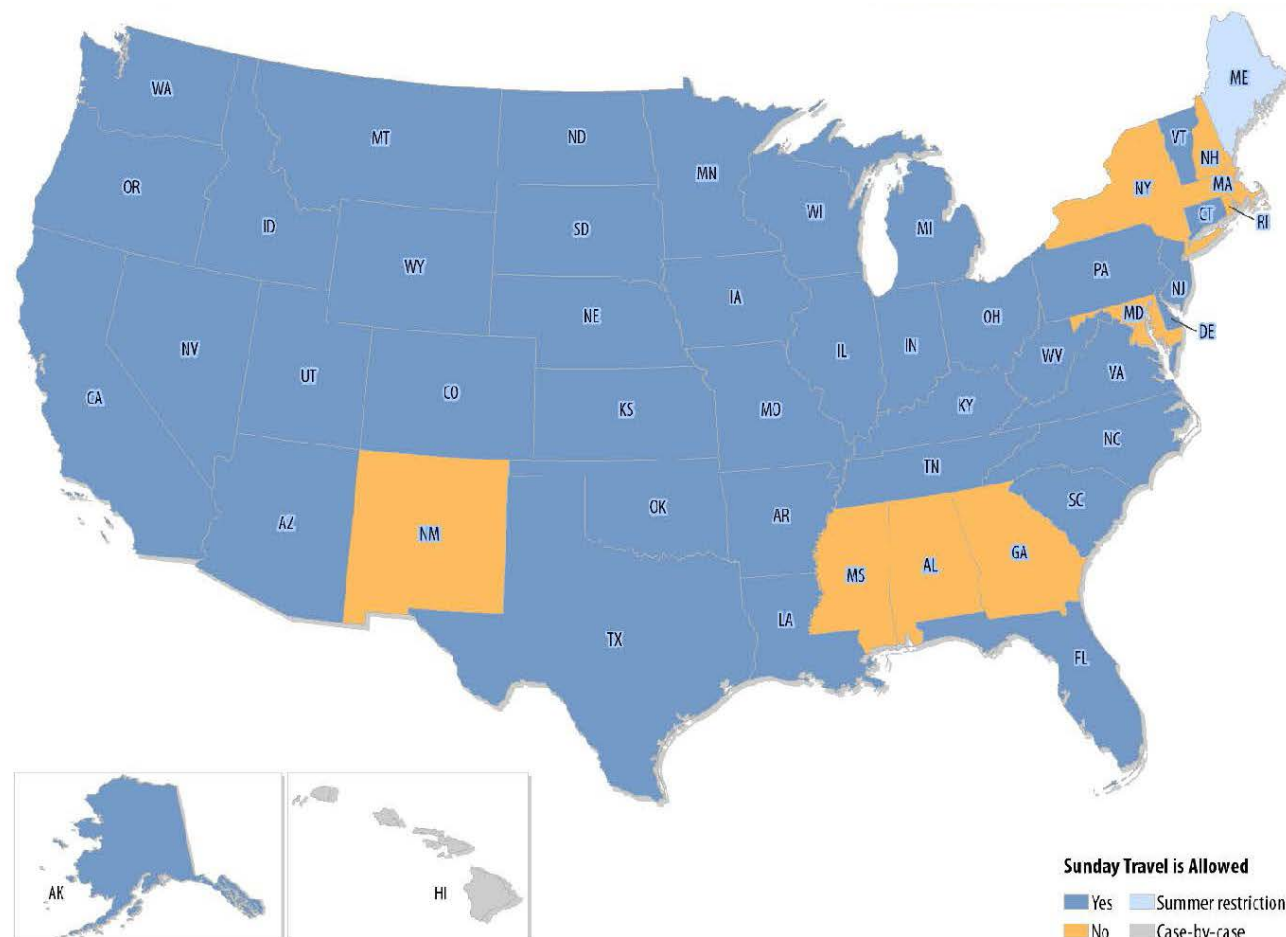
14' Wide, 14' 6" High, 110' Long, 150K



SATURDAY TRAVEL ALLOWED



SUNDAY TRAVEL ALLOWED



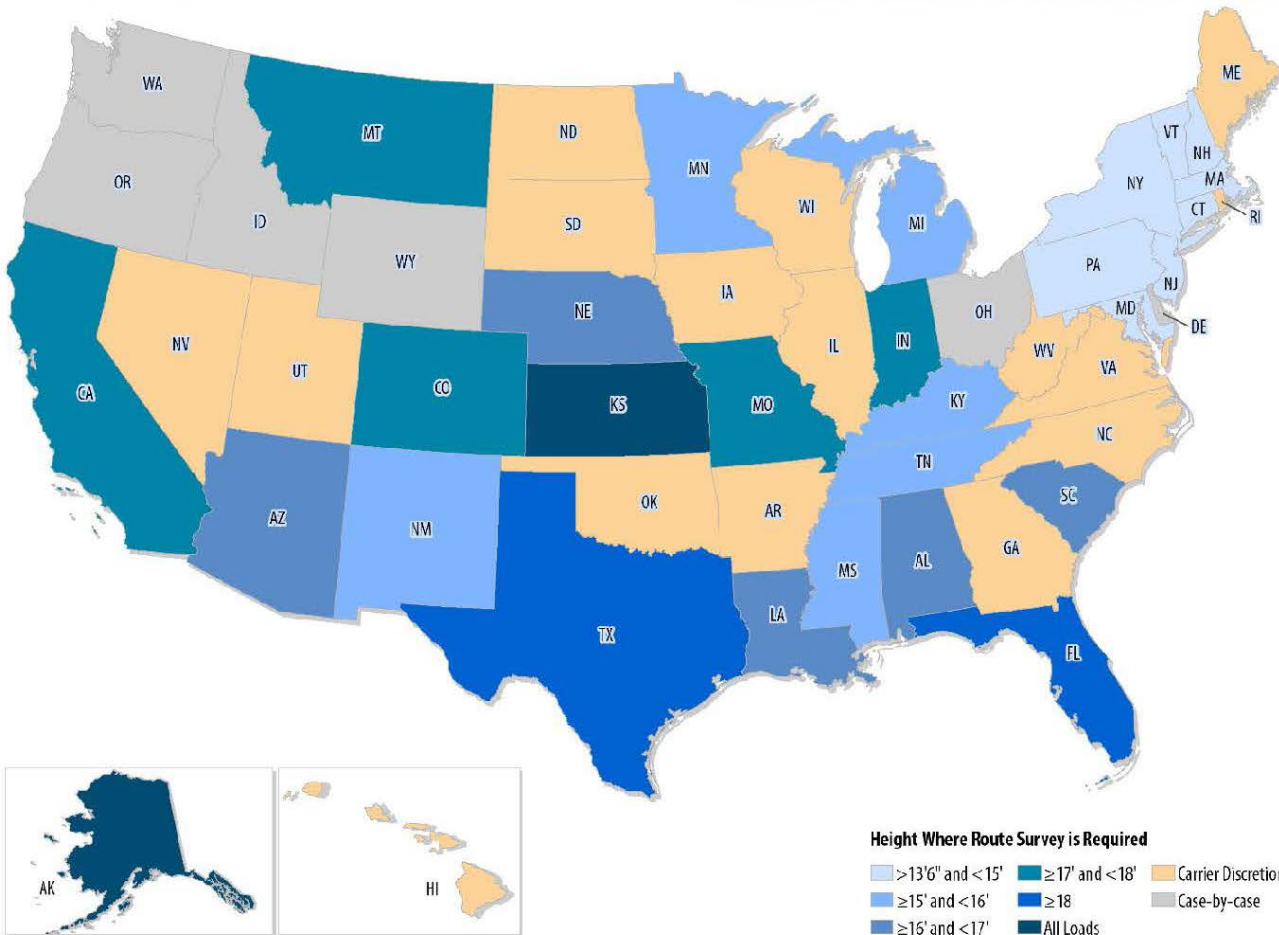
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August, 2016

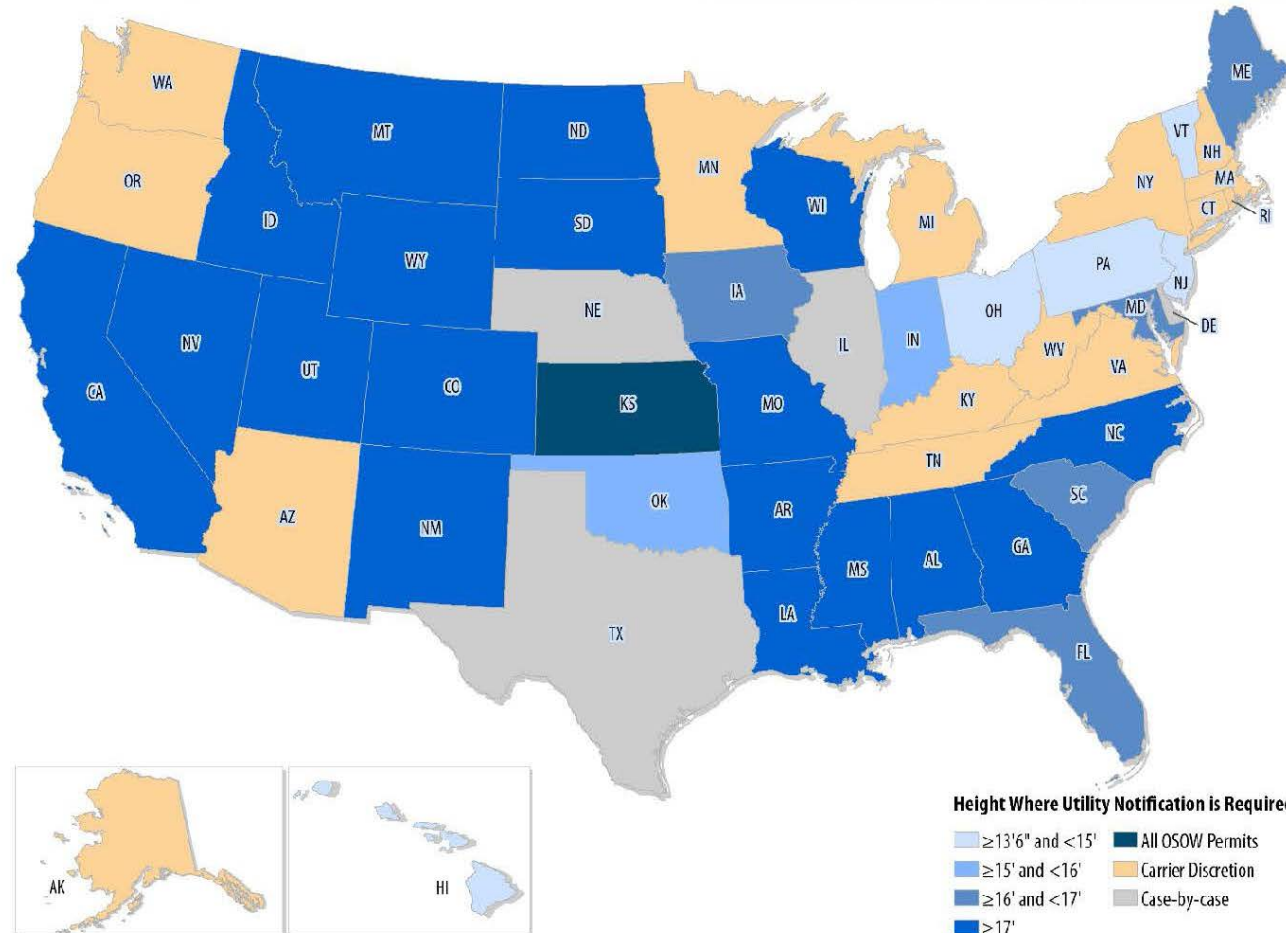
- **PRIORITY**

- Enhance local permitting – 1 stop shop in coordination with state
- Enhance states communication to industry
- **Self-propelled equipment (includes mobile cranes) permit harmonization**
- Enhance OS/OW corridors (state-line restrictions)
- Efficient access in/out ports
- **Route survey consistency**
- Private engineering analysis
- **Improve Utility coordination**
- Pilot car certification (national/state reciprocity)
- AASHTO – holiday restrictions, permit amendments

HEIGHT – ROUTE SURVEY REQUIRED



HEIGHT – UTILITY NOTIFICATION REQUIRED



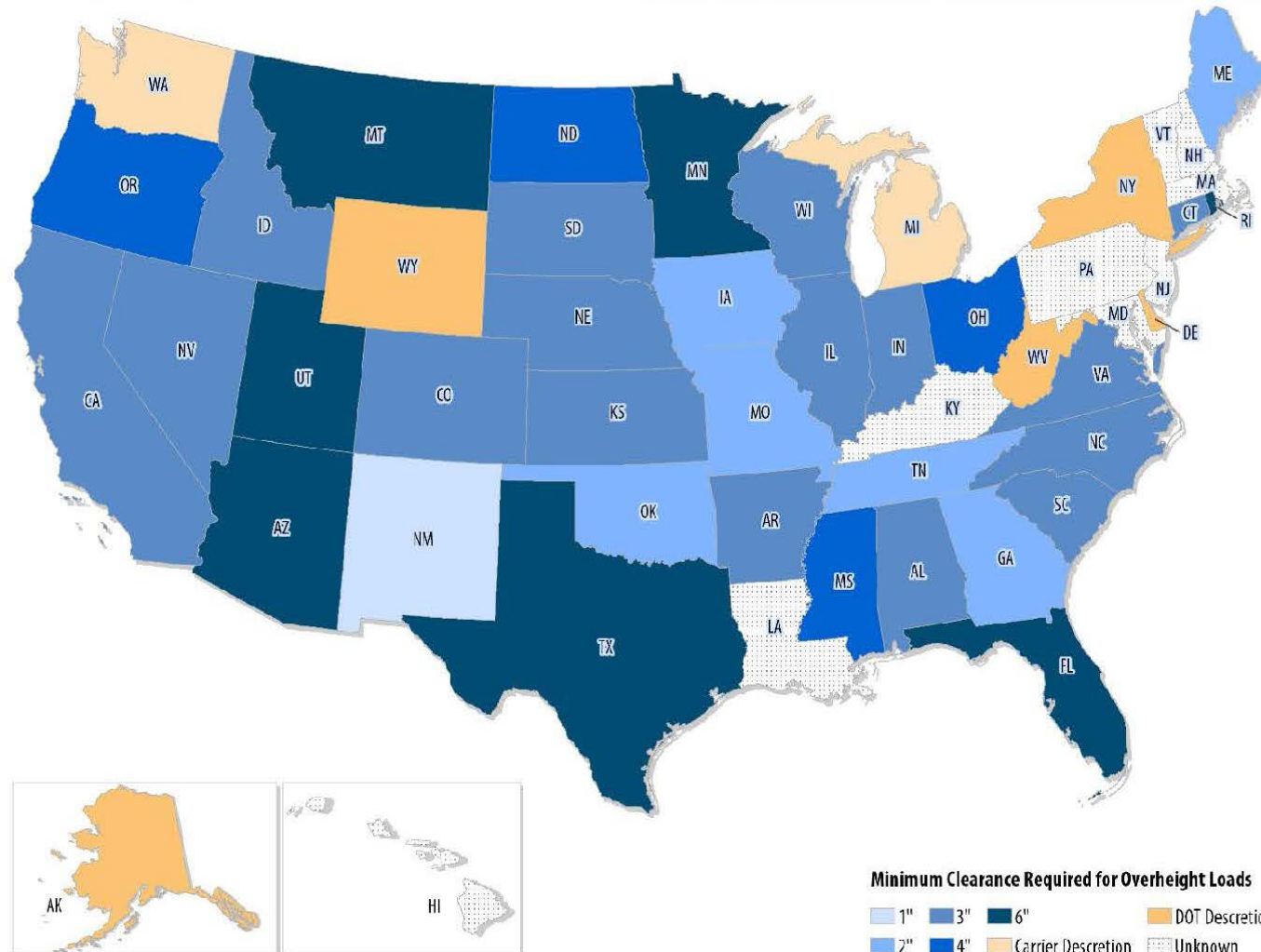
UTILITY COSTS/DELAYS



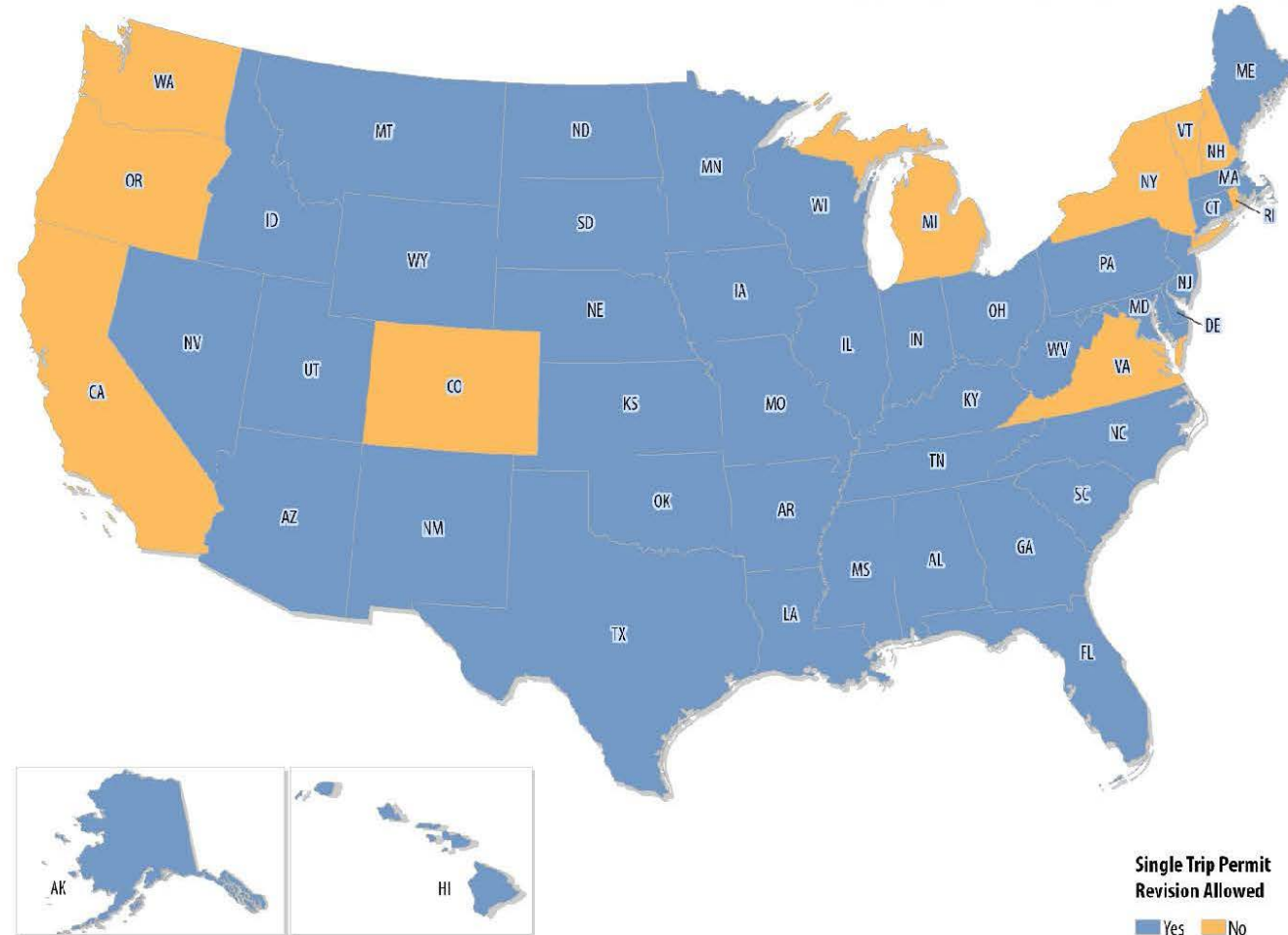
SCRA/EDISON ELECTRIC INSTITUTE PROPOSAL

- Utilities provide/publish flat uniform cost per line/truck/crew member (Power, Cable, Phone, Fiber) and uniform requirements to allow carriers better method to bid.
- Standardize a reasonable lead time for contact/coordination
- When states require contact - state must provide list of all utilities (Power Phone and Cable must keep contact information up to date with state and tag poles)
- Contact with no response carrier can proceed with 3rd party utility crews
- Cautionary ride along with no work (no lifts or drops) set fixed charge
- Utilities work toward allowing carriers to choose between their crews and pre-qualified third party utility crews
- One bucket crew for all lines (Power distribution, Phone, Cable & Fiber)

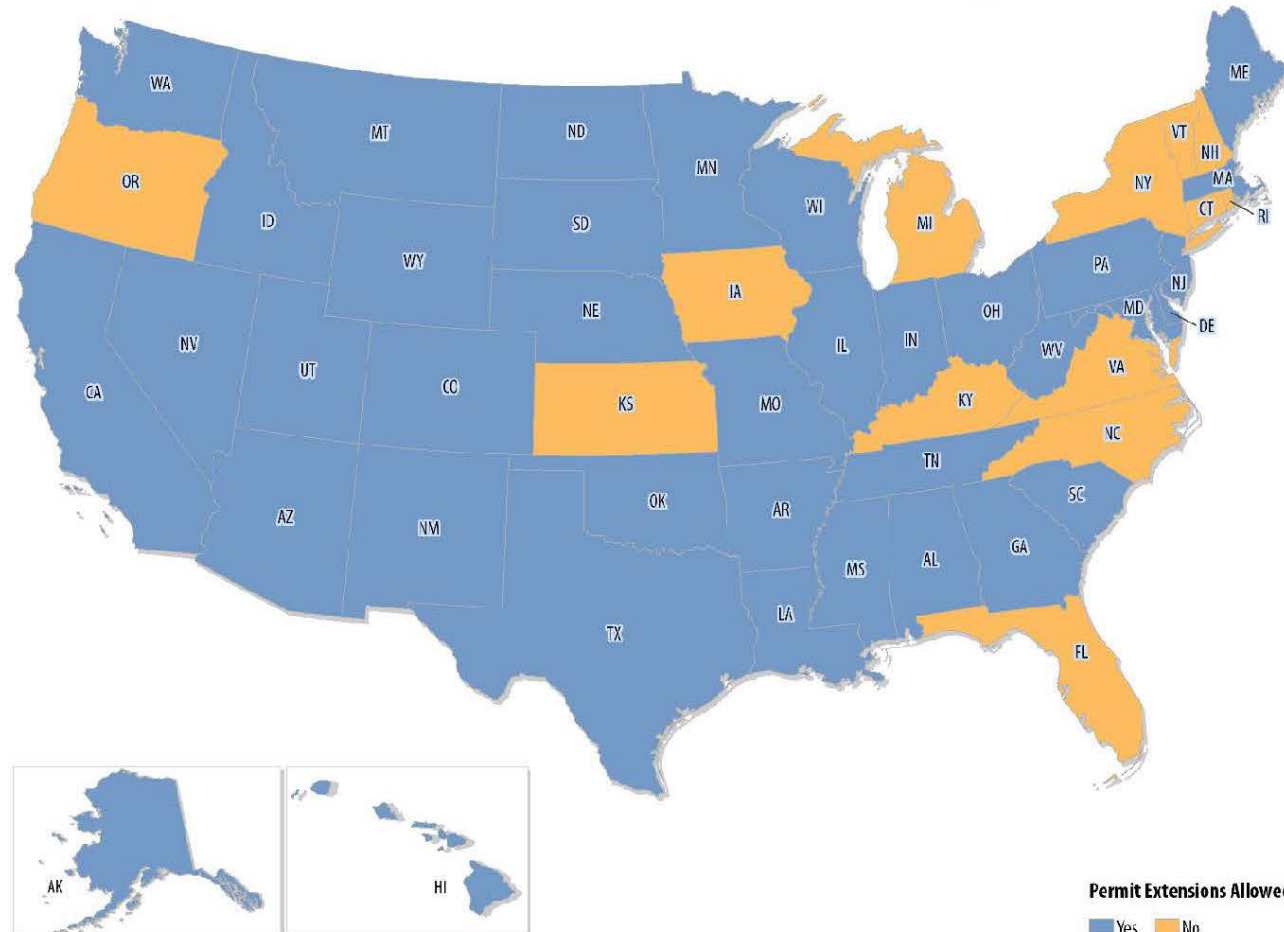
MINIMUM CLEARANCE REQUIRED OVERHEIGHT LOADS



SINGLE TRIP PERMIT REVISIONS ALLOWED



PERMIT EXTENSIONS



ADDITIONAL ROUTING = ADDITIONAL COST



IMPACT OF REGULATORY & INFRASTRUCTURE CONSTRAINTS



SC&RA PERMIT POLICY COMMITTEE

August, 2016

- **ADDITIONAL ISSUES**

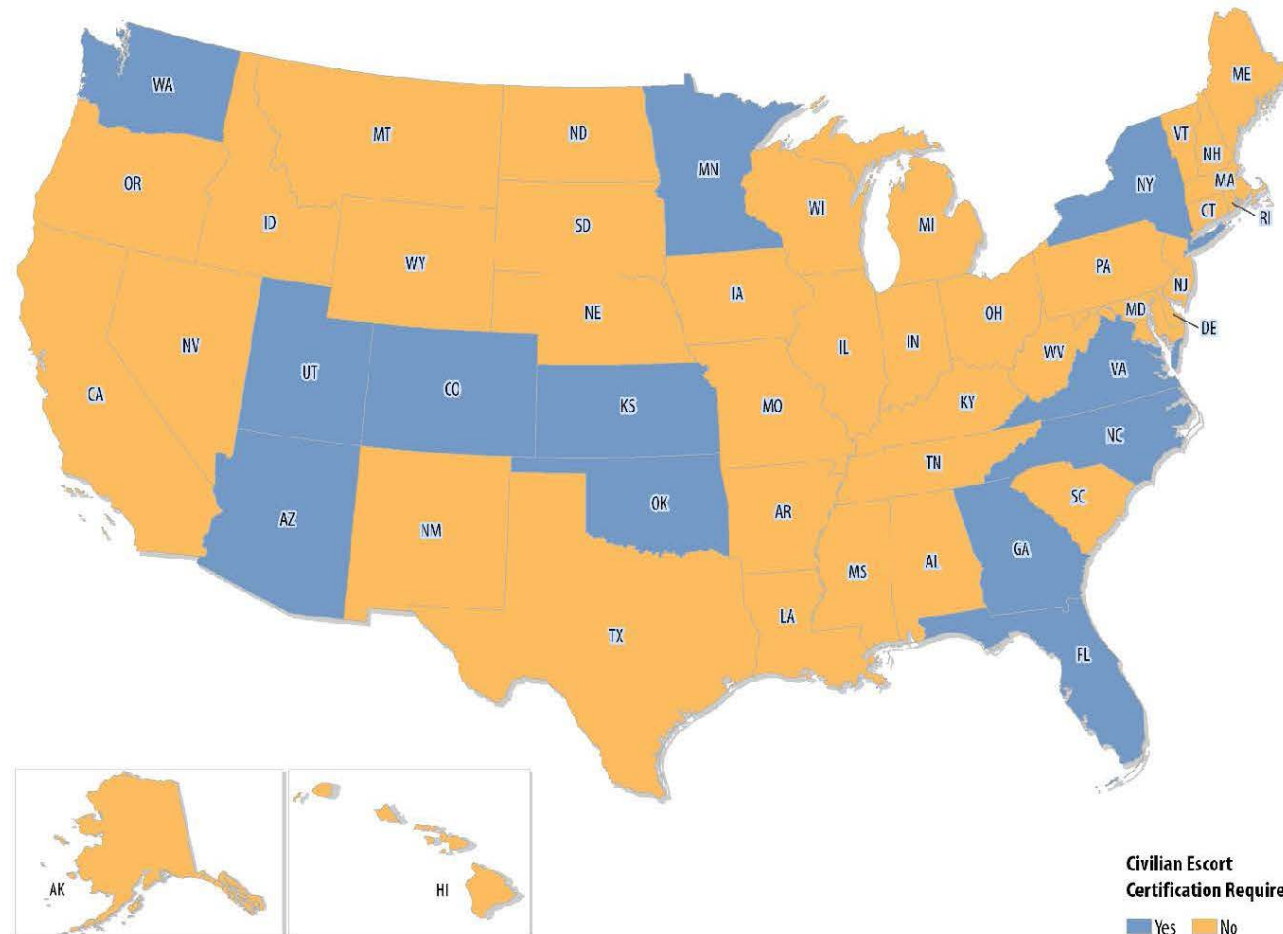
- Roundabouts/Intersections (position paper)
- **Bridge crawl speed provisions**
- Harmonize/consolidate provision sheets
- **States not routing for dimension**
- Bonds (position paper)
- Weather restrictions
- State line restrictions
- Electronic permit display
- Federal regulations – operational impact
- **Encourage Gov attendance meetings**
- **Divisible load interpretations**
- **OS/OW accident data**
- AASHTO - flags, lights, signs, type/size of escort vehicles



PILOT/ESCORT UPDATES

- FHWA “Best Practices update”, Training Curriculum, Certification Recommendations, to be released soon
- 12 Current States Expected Double – Reciprocity, Reciprocity!!!
- NAPSA – North American Pilot Safety Alliance - “Expectations Agreement” between Carriers & Pilots
- AASHTO Industry Advisory Group
 - Steven Todd, SC&RA
 - Rick Clasby, Utah Trucking Association/ATA
 - Jay Thompson, Arkansas Highway Police - CVSA
 - Jay Folladori, Bennett Motor Express LLC
 - Paul Ross, Keen Transport, Inc.
 - Ray Morgan, Perkins Specialized Transportation Contracting
 - Peter Lynch, Specialized Freight Solutions
 - Mike Morgan, National Pilot Car Association**

ESCORT CERTIFICATION



AASHTO HARMONIZATION

- **PHASE I (Adopted)**

Width 2-Lane

12' to 14' = 1 Front Escort

> 14' = 1 Front & 1 Rear Escort

Width - Multiple Lane

12' to 14' = 1 Rear Escort

> 14' = 1 Front & 1 Rear Escort

Height

≥ 14'

Length

> 90'

- **PHASE II (Pending)**

Front Escort with Pole if Height Exceeds 14' 6"

Vehicles must have 360' Visibility, not towing trailer or other vehicle

DIVISIBLE LOADS DEBACLE

- Non-divisible is defined as any load or vehicle exceeding applicable length or weight limits which, if separated into smaller loads or vehicles, would:

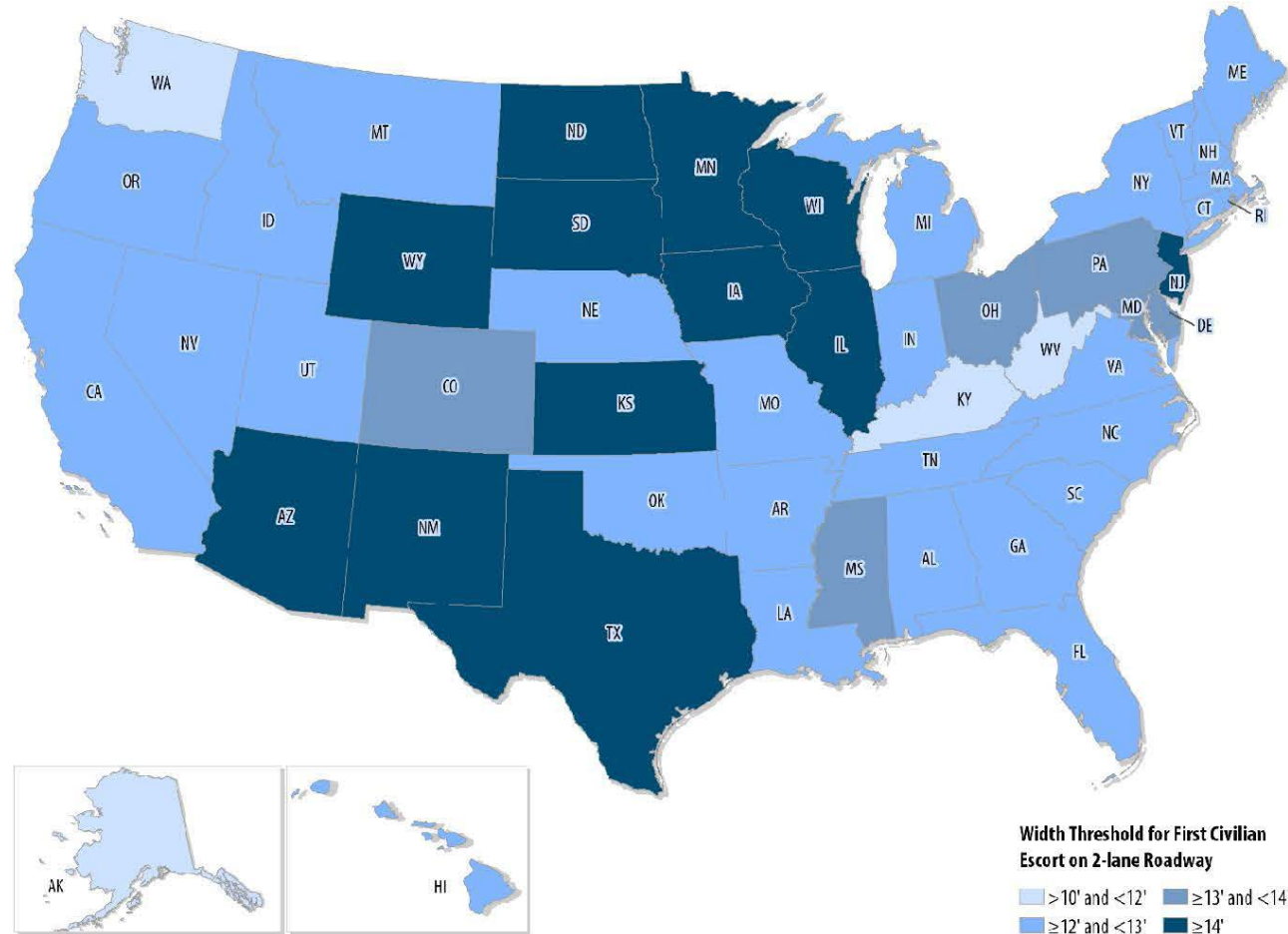
Compromise the intended use of the vehicle, i.e., make it unable to perform the function for which it was intended;

Destroy the value of the load or vehicle, i.e., make it unusable for its intended purpose; **or**

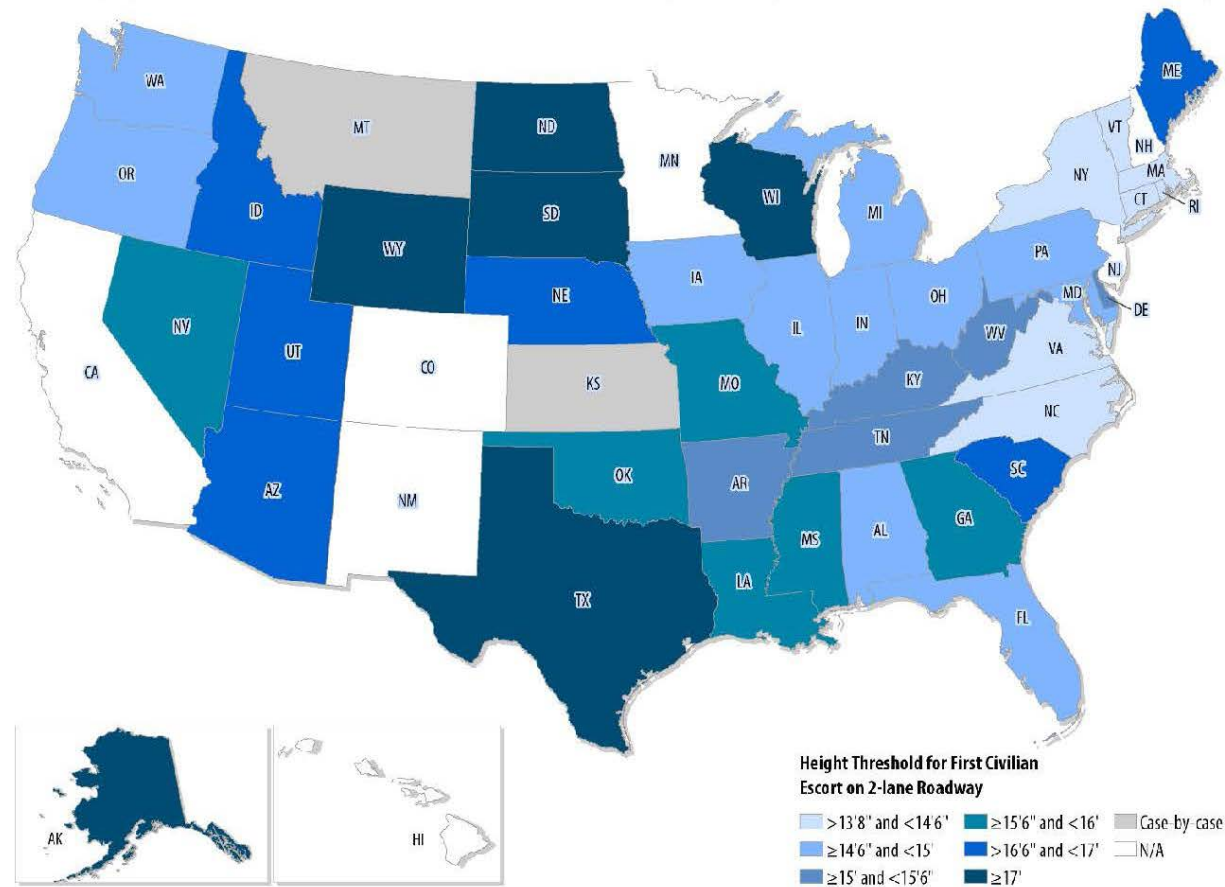
Require more than 8 work hours to dismantle using appropriate equipment. The applicant for a non-divisible load permit has the burden of proof as to the number of workhours required to dismantle the load.

- God Bless Texas - “Mobile cranes, while moving on oversize/overweight permits, may travel with properly secured equipment such as outriggers, booms, counterweights, jibs, blocks, balls, cribbing, outrigger pads, outrigger mats in accordance with manufacturer’s specifications for safe travel that are necessary for the mobile crane to perform its intended function”.

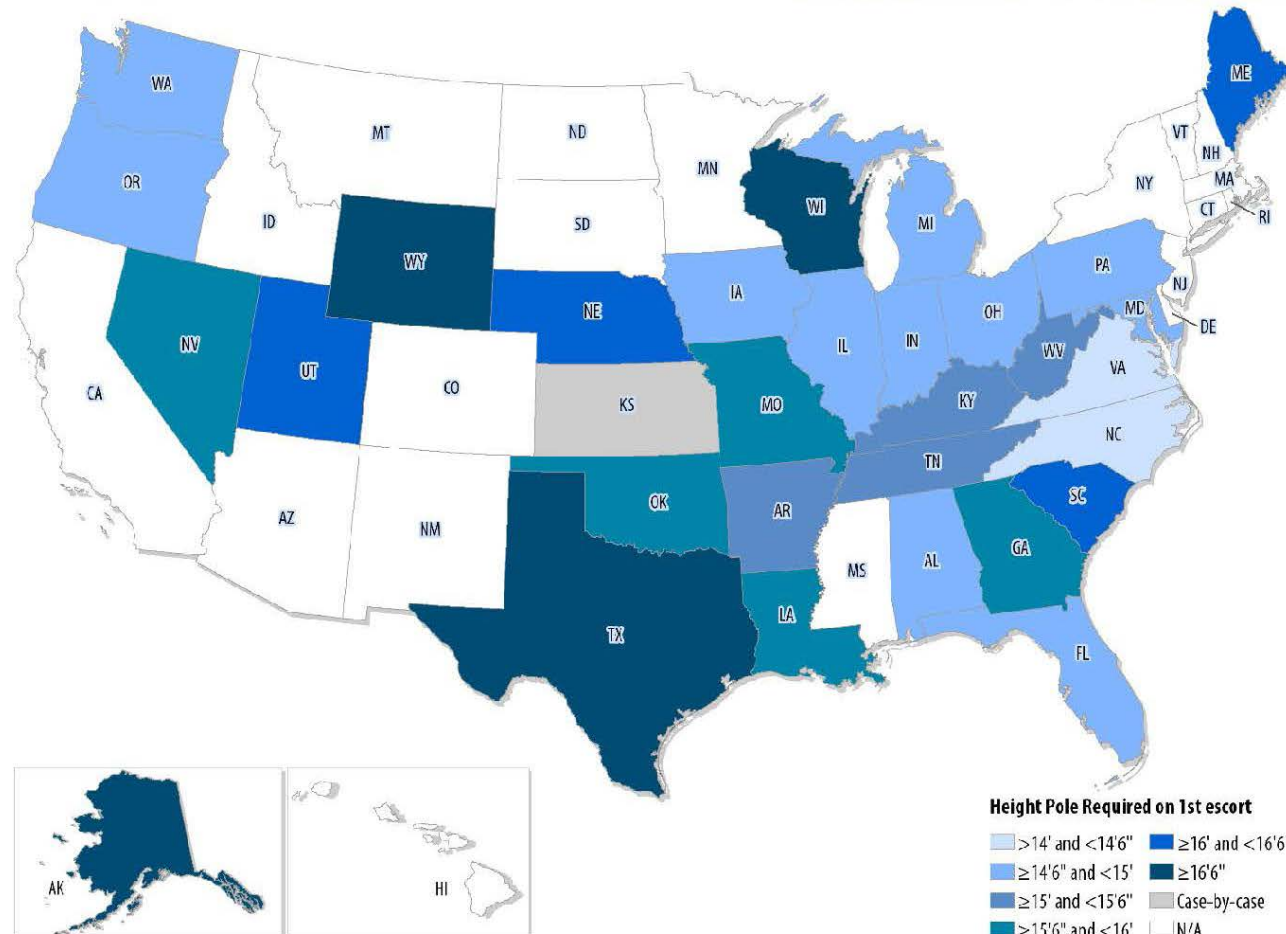
WIDTH THRESHOLD 1ST CIVILIAN PILOT



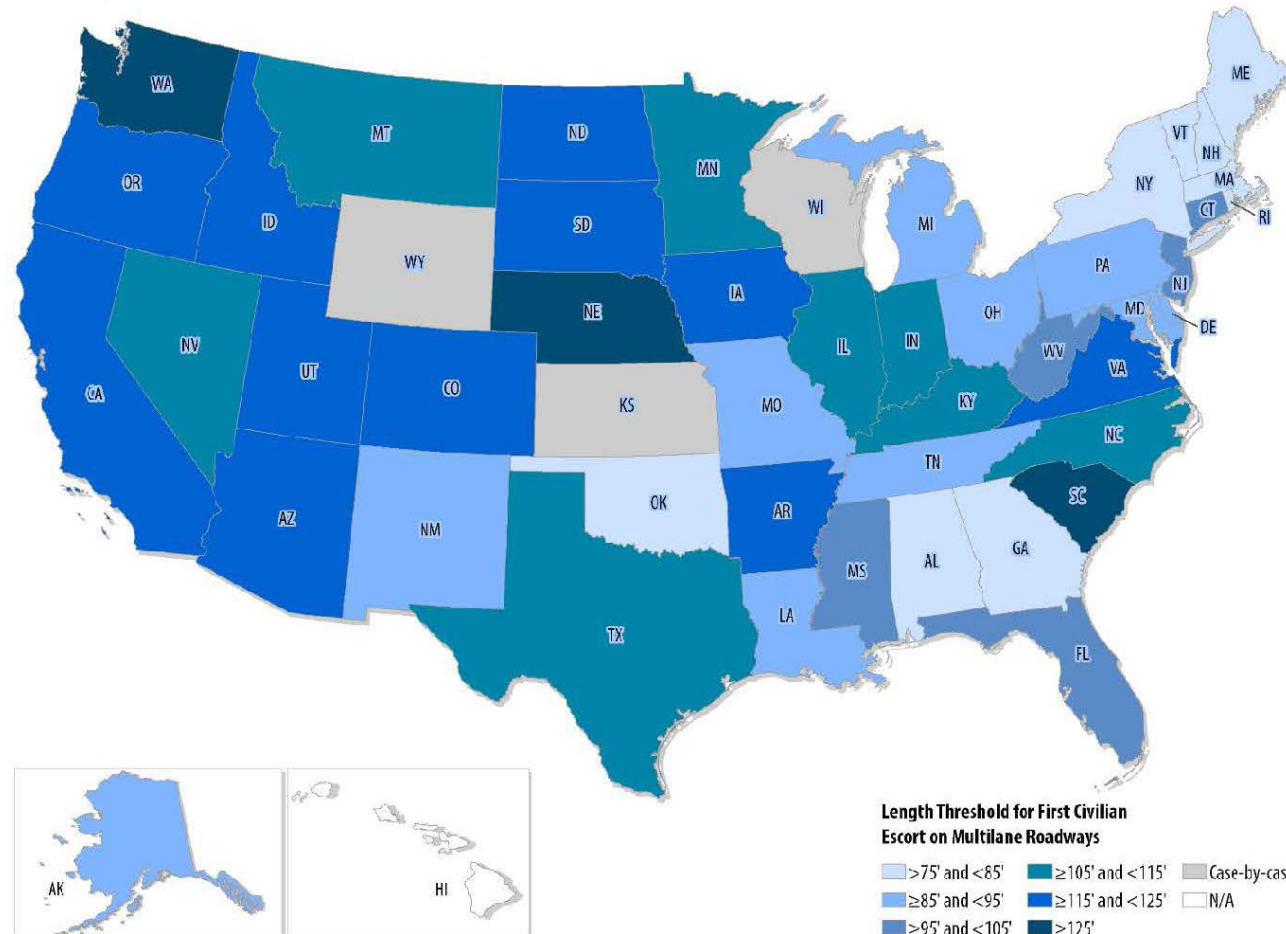
HEIGHT THRESHOLD 1ST CIVILIAN – 2 LANE



THRESHOLD HEIGHT POLE 1ST CIVILIAN



LENGTH THRESHOLD 1ST CIVILIAN – MULTI-LANE



Q & A...THANK YOU!

| | | | |
|----------------------------------|---|------------------------------------|------------------|
| Februrary 14-17, 2017 | 2017 Specialized Transportation Symposium | Hilton Orlando Lake Buena Vista | Orlando, Florida |
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www.scranet.org/meetings

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