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
SC&RA MEMBERS LIFT & MOVE THE WORLD
SC&RA MEMBERS LIFT & MOVE THE WORLD
SC&RA MEMBERS LIFT & MOVE THE WORLD
SC&RA MEMBERS LIFT & MOVE THE WORLD
SC&RA MEMBERS LIFT & MOVE THE WORLD
SC&RA MEMBERS LIFT & MOVE THE WORLD
SC&RA MEMBERS LIFT & MOVE THE WORLD
SC&RA MEMBERS “routinely” LIFT & MOVE THE WORLD
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
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)
80K + QUADS
Permit Auto Issue =>
14’ Wide, 14’ 6” High, 110’ Long, 150K

- **Meets Thresholds**
- **Does Not Meet Thresholds**
SATURDAY TRAVEL ALLOWED
SUNDAY TRAVEL ALLOWED
• **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
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 FOR OVERHEIGHT LOADS
SINGLE TRIP PERMIT REVISIONS ALLOWED
ADDITIONAL ROUTING = ADDITIONAL COST
IMPACT OF REGULATORY & INFRASTRUCTURE CONSTRAINTS
• **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
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 1\textsuperscript{ST} CIVILIAN – 2 LANE
LENGTH THRESHOLD 1\textsuperscript{ST} CIVILIAN – MULTI-LANE
Q & A...THANK YOU!

| February 14-17, 2017 | 2017 Specialized Transportation Symposium | Hilton Orlando Lake Buena Vista | Orlando, Florida |

www.scranet.org/meetings

Steven Todd, Vice President
Specialized Carriers & Rigging Association
5870 Trinity Parkway, Suite 200
Centreville, VA 20120
Phone: (703) 207-3585
stodd@scranet.org