



Specialized Carriers & Rigging Association

***FHWA Talking Freight Seminar –
Oversize/Overweight Freight
Shipments 6/29/16***

Steven Todd, Vice President, SC&RA

SC&RA MEMBERS LIFT & MOVE THE WORLD



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International Association of
Specialized Carriers
& Rigging
Association

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



SC&RA MEMBERS LIFT & MOVE THE WORLD

- The Specialized Carriers and Rigging Association is an international trade association of nearly 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.

“LEGAL LOADS”

1 to 235



SC&RA PARTNERSHIPS

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

WHO GOVERNS OS/OW?

Everyone & No One

- The **Federal Government** does not issue OS/OW permits.
- **Excellent Resource** (Tom Kearney, John Berg, Crystal Jones, Larry Minor, Tom Yager, etc.)
- **HOS Exemption** for OS/OW movements (30-minute break)
- FHWA Pilot/Law Enforcement Escort Best Practices
- **GAO recommended Feb. 2015** that DOT conduct a study on states' oversize- and overweight-permitting practices, including automated vehicle routing and escort driver certification, to identify areas of best practice and share the results with states. DOT agreed with GAO's recommendation and provided clarifying comments, which GAO incorporated.

FEDERAL DEFINITION

- **Nondivisible Loads:** defined as any load or vehicle exceeding applicable length or weight limits which, if separated into smaller loads or vehicles, would:
 - A. Compromise the intended use of the vehicle, i.e., make it unable to perform the function for which it was intended;
 - B. Destroy value of load or vehicle, i.e., make it unusable for its intended purpose; or
 - C. Require > 8 work hours to dismantle using appropriate equipment.

50 “UNITED” STATES (& Thousands of Local Gov’s)

- 50 different sets of laws, rules, policies,results in loss of millions of \$\$\$ in unnecessary delays, additional costs, etc.
- AASHTO-SCOHT, AASHTO Regions, Individual states
- Time Consuming – AASHTO Harmonization Resolution nearly 10 years in making (flags, lights, signs, etc.)
- Local Gov’s – Who’s on First?
- Law Enforcement – State, local

SC&RA PERMIT POLICY COMMITTEE

August, 2016

• HIGH PRIORITY

Weight harmonization

Local permitting

Weekends

Escort Requirements

Reasonable Access (safe- haven/parking)

Auto Issue “routine superloads”

Reduce turnaround time for manual operations (bridge analysis, district investigations, etc.)

AASHTO – hours of operation (including TUES-THUR restrictions), Escort requirements for width/height/length

SC&RA PERMIT POLICY COMMITTEE

August, 2016

• PRIORITY

Self-propelled equipment

Pilot car certification (national/state reciprocity)

Nighttime running

Provision sheets

States Communications
(state-line restrictions)

Maintain OS/OW corridors

Efficient access in/out ports Route survey consistency

Utility/Railroad coordination

AASHTO – Holiday restrictions Permit amendments

SC&RA PERMIT POLICY COMMITTEE

August, 2016

• ADDITIONAL ISSUES

OS/OW specific accident data

Roundabouts/Intersections Divisible load designations

Bridge crawl speed provisions

Encourage state official attendance at industry meetings

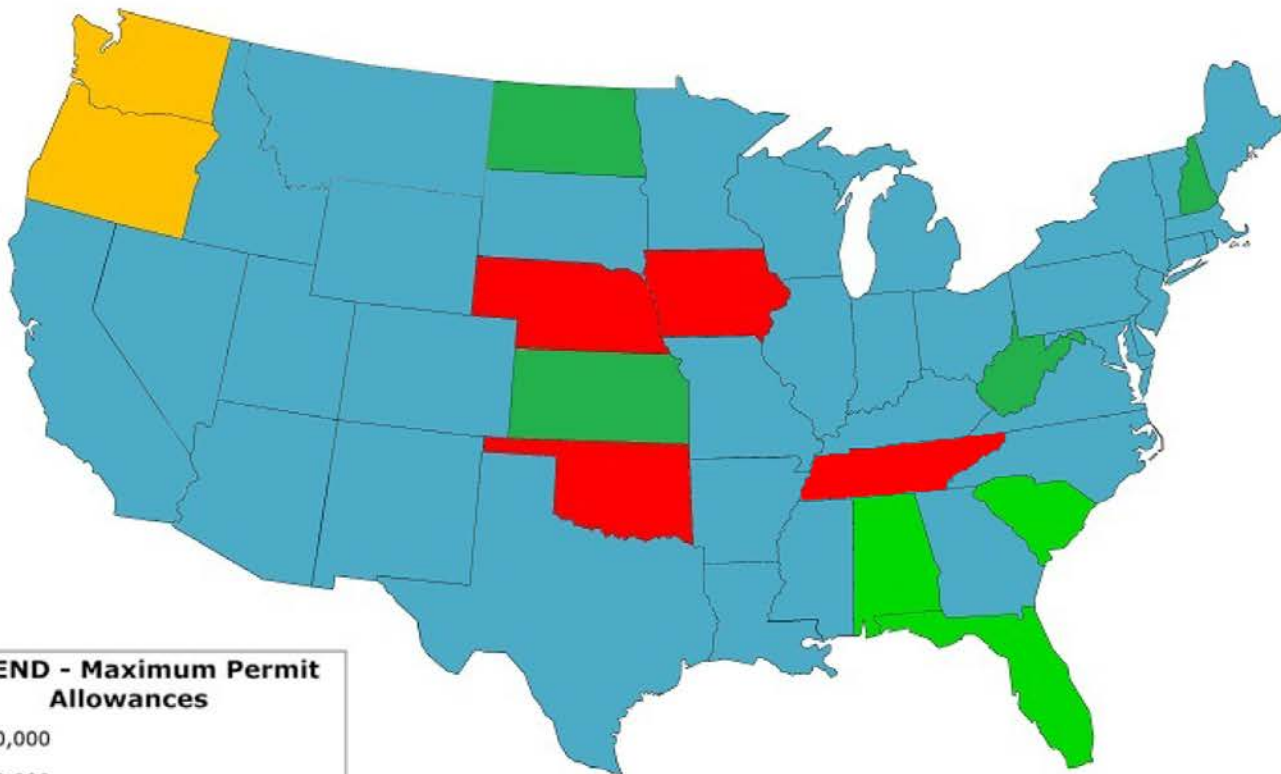
Private engineering expense Electronic display

Bonds Weather restrictions State line inspections

States not routing for dimension

AASHTO - Flags, lights, signs Type/size of escort vehicles

HEAVY HAUL PERMIT RESTRICTIONS - Tandem Axle Allowances



LEGEND - Maximum Permit Allowances

- 40,000
- 43,000
- 44,000
- 45,000
- 46,000+

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TYPICAL CAT EXCAVATOR LOADED ON 6 AXLE COMBINATION, NOTE
DRIVE TANDEM WEIGHTS (45,620) DESPITE LOAD MOVED TO
EXTREME REAR



LOAD = CAT 329 EXCAVATOR
LOAD WEIGHT = 67,262 LB
HEIGHT = 15.6'
WIDTH = 11' 2"
TOTAL LENGTH = 75'

○○○	○○	○
32,520	45,620	10,500



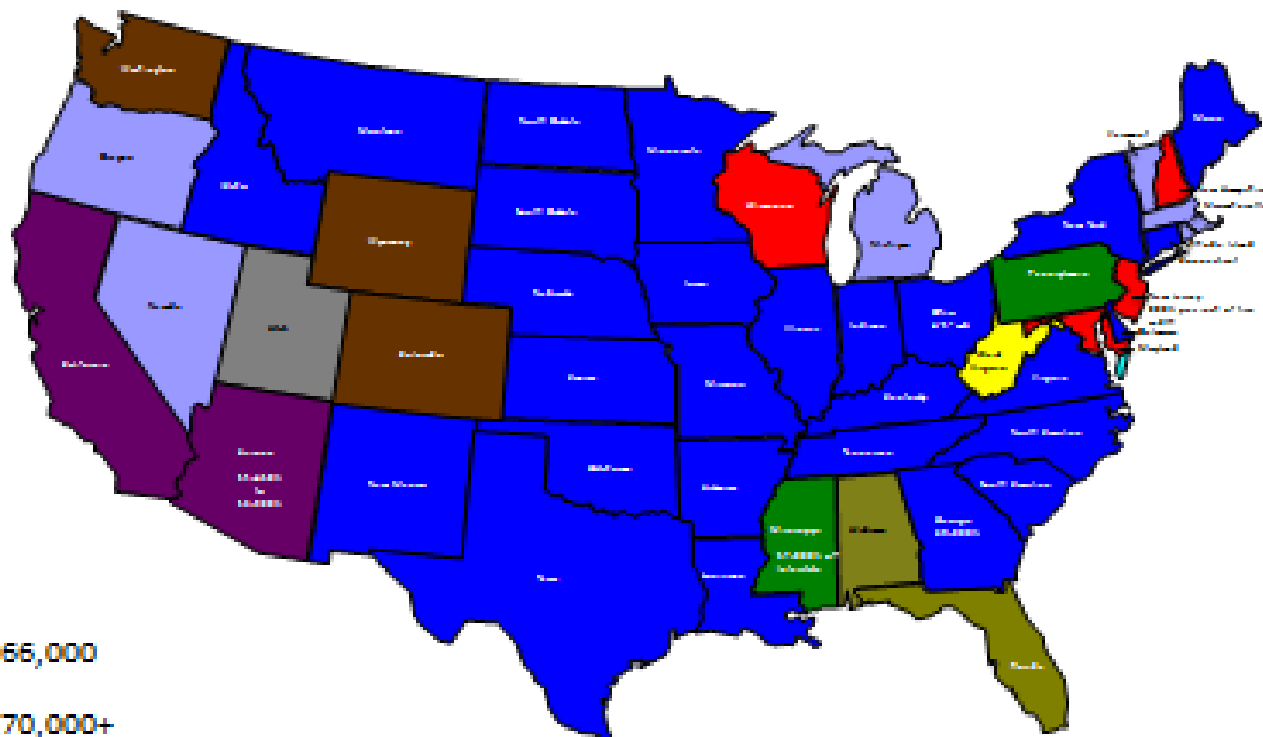
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TYPICAL 4 AXLE OVERROAD TRACTOR














AVERAGE WEIGHT = 26,000 LB
AVERAGE COST NEW = \$160,000
AVERAGE MPG = 4.2 MPG
MAINTENANCE COST PER MILE = \$
AVERAGE DRIVER EXPERIENCE TO OPERATE = 10+ YEARS
AVERAGE FUEL RATIO 3 AXLE TO 4 AXLE = 25 OR 30 TO 1

Max 3 Axle Weights

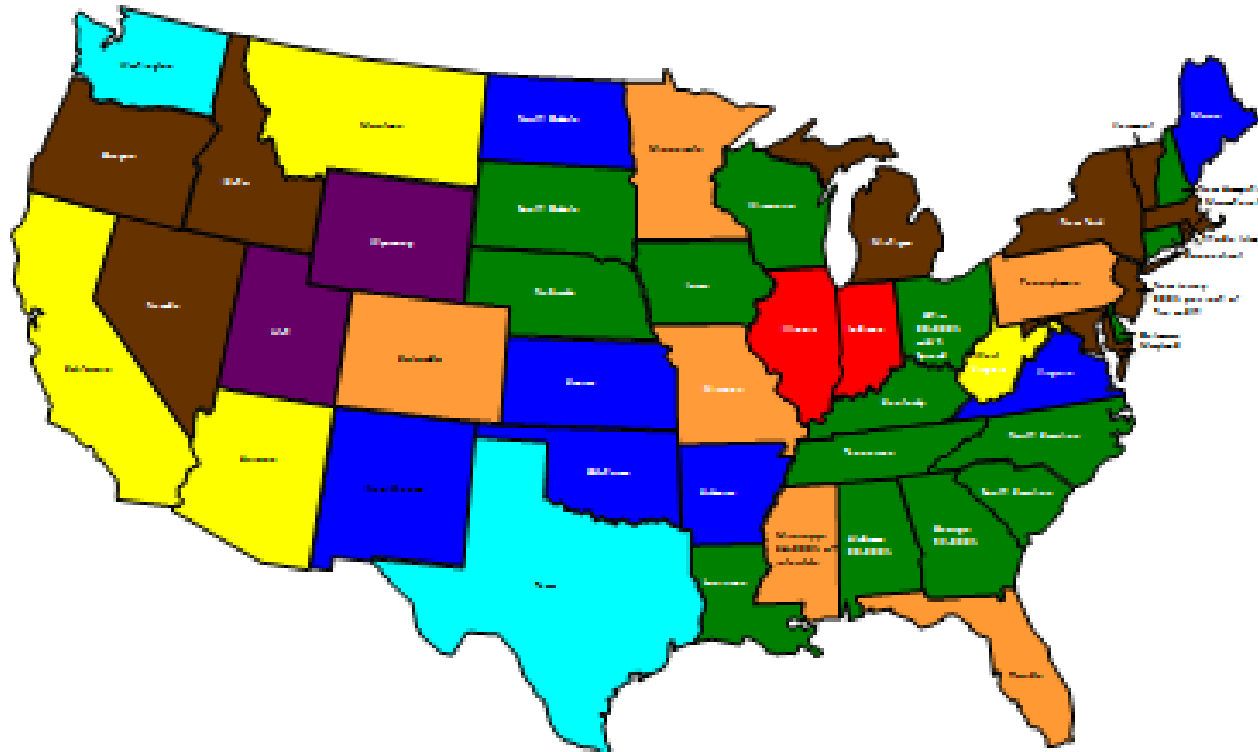


Legend

-  50,000
-  51,000-52,000
-  54,000
-  60,000+
-  61,750
-  62,000
-  63,000
-  65,000
-  66,000
-  70,000+
-  Depends on Axle Spacing's

CA & NV – Can get one bump with 3 axle if 18' between groups
 Arizona & California – Calculated at 800lbs per inch tire width
 Michigan & Vermont – Weights determined on a case by case scenario.
 Maryland – no more than 27k per axle

Max 4 Axle Weights



Legend

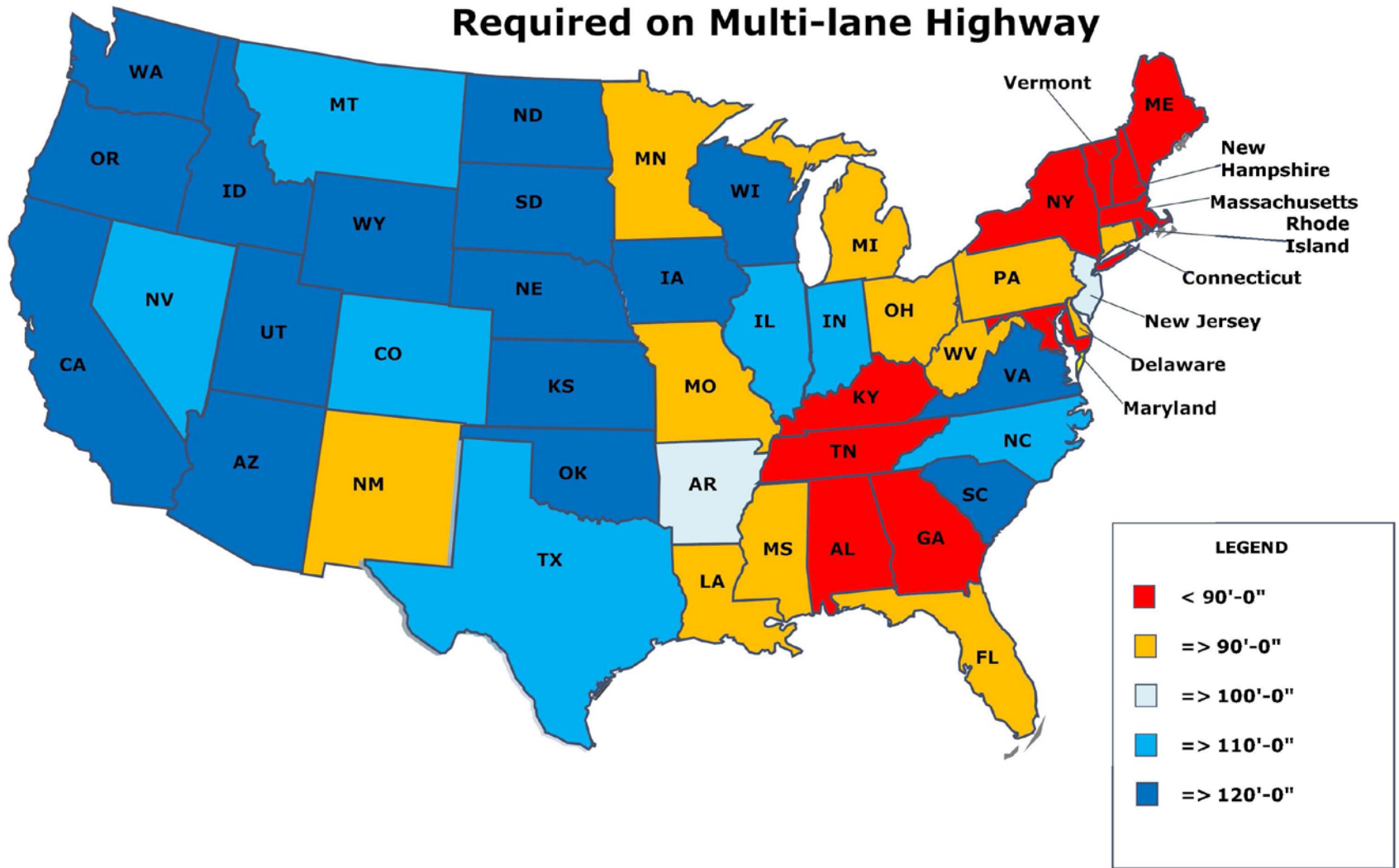
- 53,000 - 60,000
- 60,000
- 61,000 - 68,000
- 70,000-73,700
- 72,000
- 74,000- 75,500
- 80,000+

- Depends on Axle Spacing's

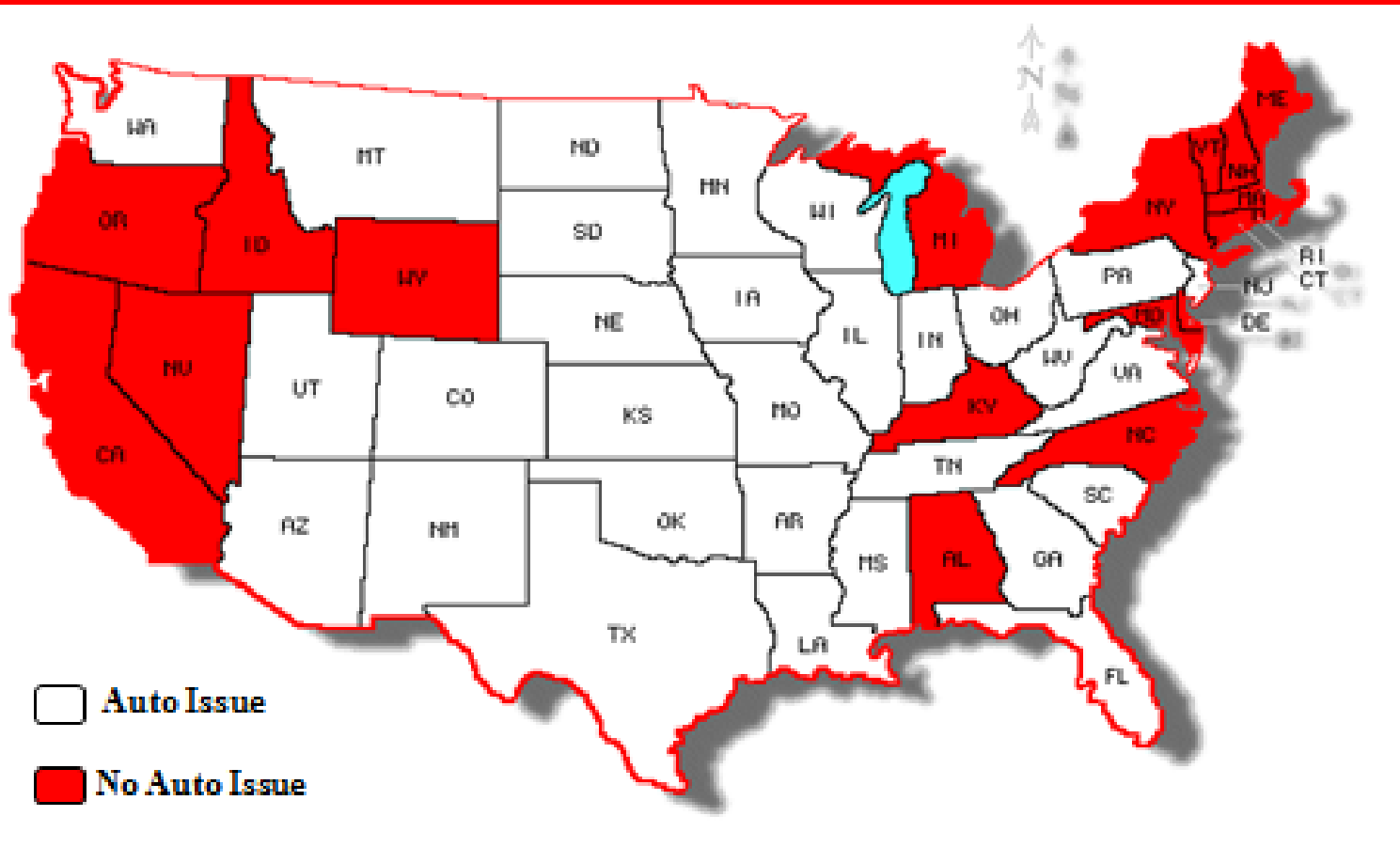
Arizona – Allows 55,600 w/ a 13'6" spread
 California – Allows 53,630-63,998 w/ a 13' spread
 Michigan & Vermont – Weights determined case by case scenario
 Kansas & Oklahoma – Allows 65,000 on 4 axles
 Maryland – no more than 27k per axle

Arkansas, NC, & ND – allows 68,000 on 4 axles
 West Virginia – allows 64,000 on 4 axles
 Georgia – 92,000 on 4 axles
 Wisconsin – 90,000 on 4 axles
 Alabama – 88,000 on 4 axles
 Delaware – 73,080 on 4 axles

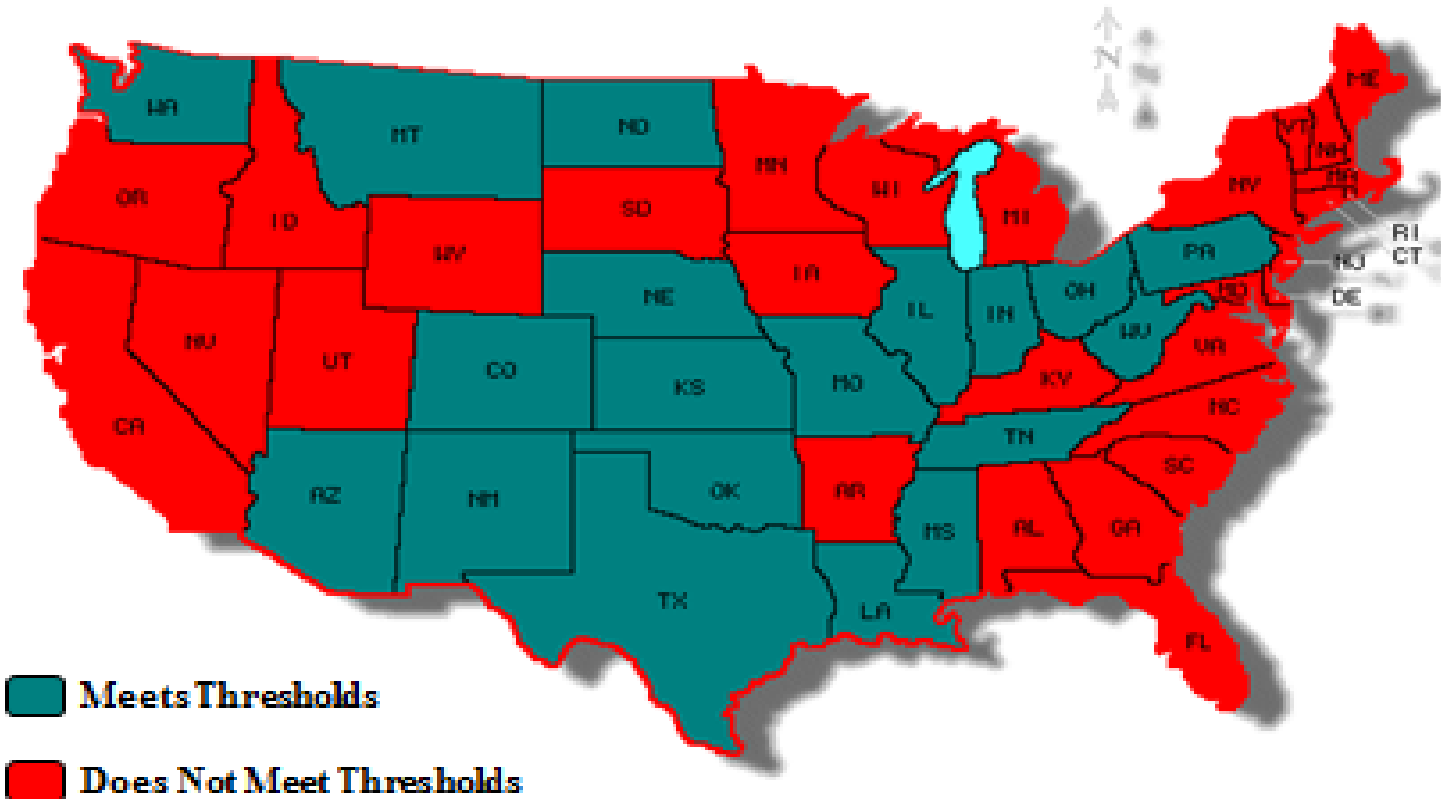
Overall Length - When Escort Required on Multi-lane Highway



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



Permit Auto Issue =>
14' Wide, 14' 6" High, 110' Long, 150K







“You Can’t Get There From Here”

A Transportation Story of Oversized Proportions

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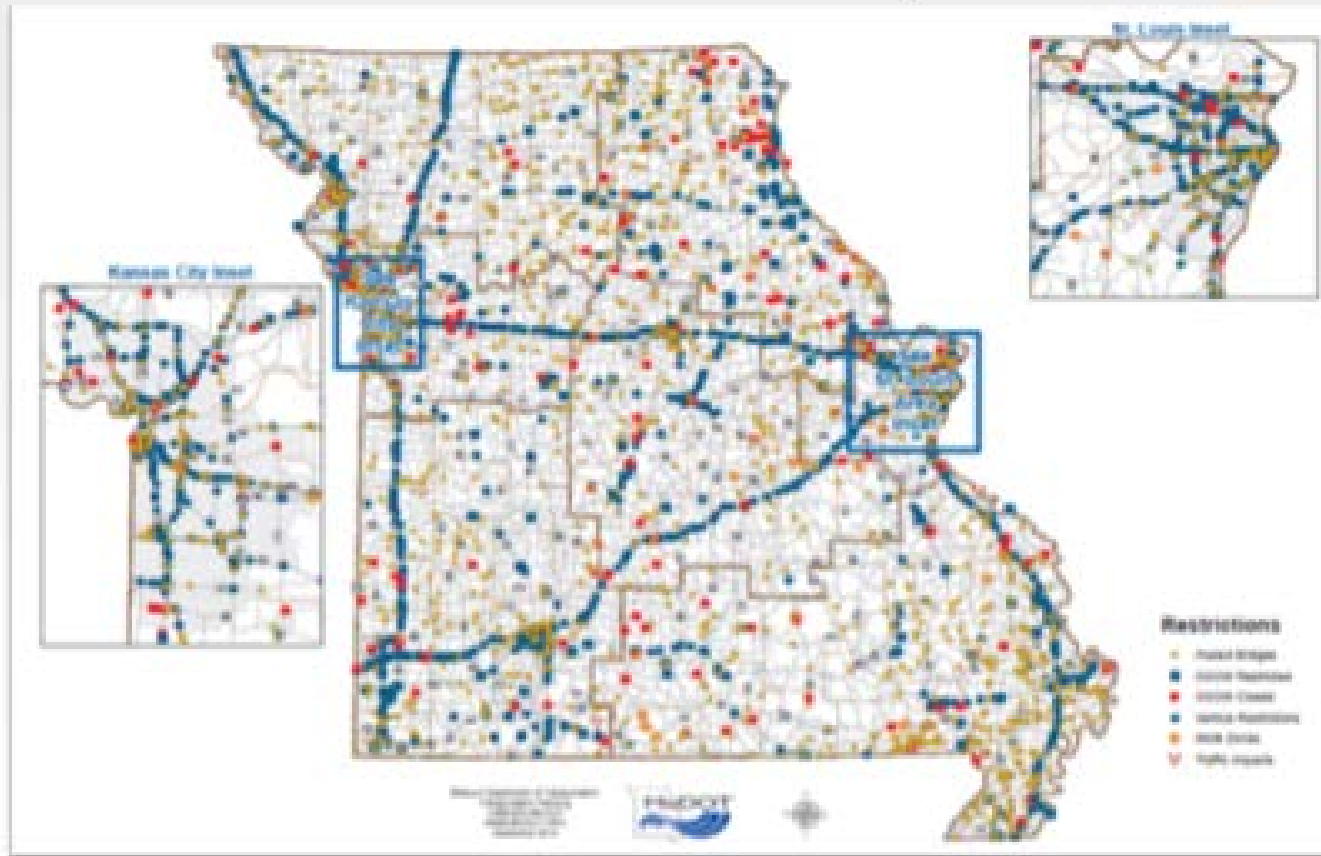
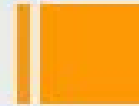
The issue:



Declining road and bridge conditions combined with inadequate construction and maintenance budgets, makes it very hard to find safe and efficient routes for an increasing number of OSOW loads.



Posted + OSOW + Vertical + Work Zones + Traffic Impacts



Preferred Route



I-270 S/ MO 370 W/
I-70 W/ MO13 N/
US 24 W/ I-435 S

271 Miles Total

The Maze



I-270 S/ Exit 31B/ MO 367
N/ US 67 S/ I-270 S/ MO
370 W/ I-70 W/ Exit 210B/
US 61 N/ US 54 W/ I-70
W/ **Bypass 15'9" Vertical
Clearance by Use of
Ramps on I-70 at Exit
131(Boone Co.)**/I-70 W/
US 63C N/ US 63 N/ US
36 W/ MO 11 S/ E
Chariton E/ F Chariton S/
M Chariton W/ MO 11 S/
US 24 W/ MO 291 S/ I-
470 W/ I-435 S

413 Miles Total



Missouri is Now Closed for Business to Some Carriers



YOU'RE INVITED!

- AASHTO-SCOHT, Denver, CO; Aug 1-4, 2016
- MAASTO, DesMoines, IA; Oct 3-4, 2016
- WASHTO, Orange, CA; Oct 13-15, 2016
- SC&RA Specialized Transportation Symposium, Orlando, FL
Feb 14-17, 2017 (nearly 500 carriers, state and federal
officials)

www.scranet.org/meetings

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