



SC&RA PERMIT HARMONIZATION PRIORITIES

As of August, 2016

HIGH PRIORITY

- Weight- 46k tandems, harmonized tridems, 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.)
- Self-propelled equipment (includes mobile cranes) permit harmonization
- AASHTO – hours of operation (including TUES-THUR restrictions), escort requirements for width/height/length (private & police)

PRIORITY

- Enhance local permitting – 1 stop shop in coordination with state
- Nighttime running (optional)
- Enhance states communication to industry
- 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

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 | |