



CAC Meeting Minutes

Date: February 28, 2001
Location: 655 W. 2nd Street (Across from Carrousel Mall)
San Bernardino, CA
Time: 4 Hours / 9:00 AM – 1:00 PM

General Updates

Caltrans Staffing Changes (Truck Service Managers)

A Transportation Permits Service Directory was distributed for reference. Caltrans outlined the scope and responsibilities of the new District Truck Service Managers.

Vertical Clearance Verification Effort and Related Database Changes

Caltrans is updating the Route Clearing Database to reflect the 6500 structures physically measured for minimum vertical clearance. This effort is 82 % complete. Concurrently, Caltrans is working on the installation of advanced warning and structure mounted signs for structures with vertical clearances of 15' 6" or less in height. This project is tentatively scheduled for completion by December 1, 2002.

Caltrans is updating the Route Clearing Database to reflect the route color classification contained on the Single Trip Pilot Car Maps. This effort is 30% complete.

Reports from Region Offices

- North Region Office:

One of our permit writers recently retired. Another permit writer under probation was let go. The two vacant positions are now advertised. Caltrans will fill these positions ASAP. A new telephone system has been designed and implemented to improve customer service. Permit writers have been solicited for their suggested field trips. Good cause must be presented in writing. Digital camera purchased.



- South Region Office:

The South Region Office will soon be fully staffed. Four new permit writers will start work by March 1, 2001. Industry was praised for their effort in reporting freeway changes and compliance issues.

STARS Program Training Plan (Employees, Customers, Local Agencies)

175-225 STARS permits are issued daily in the South Region Office. New STARS interface will improve the efficiency of the system. However; training has been delayed due to staffing concerns. Industry requests that STARS training become a top priority. Caltrans invited members of industry and permit services to individually schedule visits to the region offices (via the Region Managers) to informally work with STARS permit writers on their concerns.

Semi-Automated Permit System Project

The system will allow users to apply for Transportation Permits via the internet. It will be similar to the STARS system, but more user friendly. Default values, and pull down menus. The system will automatically inform the permit applicant of an error if the information submitted is missing or inappropriate. It will check for the existence of an Inspection Report and fill in the appropriate fields with the data automatically. It will determine the required accompaniments, pilot car requirements, valid dates and times, maximum allowable weights, and review the adequacy of the requested route automatically. However; the system will not automatically find a good route. It will have to be fixed by the permit writers. Online and classroom training is a requirement of the project and will be provided to all concerned.

Evaluations of final proposals are complete. Intent to award has not yet been issued. Total project costs are still being determined. An FSR should be completed and approved internally by March 22, 2001. The contract should be awarded before June 30, 2001. Work should start in July 2001. Design and implementation should take one year. The system could be implemented as early as July 2002. Maintenance is a requirement for 5 years.

Old Business

Inspection Reports and Profile Sheets

Caltrans recently issued a letter requiring that an Inspection Report and/or Profile Sheets accompany the permit. In addition, the Inspection Report must accompany the permit application so the permit writer can ensure that the permit data matches the Inspection Report data.



Industry requested that Caltrans should note the type of required Inspection Report (fixed load, 4-axle power unit, steering axle, etc.) on the face of the permit so CHP knows what to look for.

Caltrans denied this request because noting the type of required inspection report would require additional space on the permit application form. Caltrans has decided that no changes to the form are acceptable at this time.

Industry suggested that in certain cases, Caltrans should not require that an Inspection Report accompany the permit. A consensus was not reached as to when and in what situations an Inspection Report should be a required accompaniment. Caltrans will maintain its current policy until a clearly outlined request is made.

Industry suggested that Caltrans re-incorporate the MAX DIMENSIONS SHOWN..... into the permit form or permit conditions. A consensus was not reached as to how this will be implemented. Caltrans will maintain its current policy until a clearly outlined request is made.

Industry requested that Caltrans change the application instructions relating to the Kingpin to Last Axle dimension to read "N/A" for greater than a two-vehicle combination. Caltrans distributed a DRAFT revision of the application instructions for review. Industry comments must be submitted in writing to Headquarters by April 1, 2001. Until the recommendations have been received, a consensus reached, and a new set of instructions agreed upon; CHP will withhold enforcement of the kingpin to last axle dimension.

Request for additional Annual Permits

Several proposals have been presented to Caltrans requesting additional Annual Permits. Industry has requested the following:

- Annual permits for STAA trailers and trailers with greater than 40' KPRA.
- Purple Weight Annual permits for 7 axle combinations.
- Green Weight Annual permits for 9 axle combinations.
- Overheight Annual permits for vehicles/loads up to 14'-6".

Caltrans is denying all requests for new Annual Permits at this time.

Caltrans is denying the request for STAA Annuals because this would require the development of three new sets of maps. Caltrans does not have sufficient resources to develop, publish, maintain, and implement these map sets.

Caltrans is denying the request for Purple Weight Annuals for 7 axle combinations as well as Green Weight Annuals for 9 axle combinations for safety reasons. In order to protect the state's structures and pavement, Caltrans wishes to control where and when these larger combinations travel.



Caltrans is denying the request for Overheight Annual permits for vehicles/loads up to 14'-6" for safety reasons. Caltrans has been under much scrutiny in relation to overheight vehicles/loads and does not wish to amplify this issue.

Proposal for Overweight Permits for "Spread" Tandem Axle Semitrailers

Several proposals have been presented to Caltrans requesting an exception to current policy related to spread tandem axle semitrailers. The following has been requested:

Proposal # 1:

Allow a two vehicle combination to exceed 80,000# gross vehicle weight (GVW) while maintaining legal weights on tandem axle semitrailers having axle spacings greater than 8'-0" and allowing green weight on the truck tractor.

Caltrans has accepted this proposal, and a Policy Memorandum to Caltrans staff and industry is forthcoming. It will be issued by April 1, 2001.

Proposal # 2:

Increase the steering requirement tolerance of spread tandem axles from 10'-0" to 10'-4".

Currently, axle groups which have axle spacings greater than 10'-0" must have steering capability in order to carry extralegal weight.

Axle spreads on tandem axle semitrailers has been limited to prevent scuffing to the pavement. Allowing extralegal weight on axle spreads up to 10'-4" would only serve to increase the amount of damage to our pavements.

Current policy provides an adequate means for exception to current policy.

Need engineering rationale. Please submit written proposal.

New Business

New Policies – Park Trailers (TPPM 2000-8)

Caltrans has produced a policy memorandum (TPPM 2000-8) to comply with Assembly Bill 1912-2000, Chapter 566. The policy memorandum was distributed during the meeting and is available via our web site (<http://www.dot.ca.gov/transportationpermits>).



Proposed Chapter 7 (Compliance) of the Transportation Permits Manual

Caltrans has revised Chapter 7 of the Transportation Permits Manual (TPM) - Compliance Program.

Caltrans re-circulated the revision for comment by industry and Caltrans staff. All comments must be submitted in writing to Headquarters by April 1, 2001.

Proposed Crane Dolly Allowable Axle Weights

A proposal has been presented to Caltrans requesting an exception to current policy related to axle weights on crane dollies. It has been proposed that Caltrans adopt Federal Bridge Formula "B" to allow 34,000 pounds gross weight on any 2-axle crane dolly.

Current policy utilizes Section 35551.5 of the California Vehicle Code (CVC) – Alternate Method for Computation of Allowable Gross Weight. Due to the untested behavior of crane dollies, Caltrans decided to use the more conservative CVC 35551.5 to limit damage to pavements.

Caltrans hopes to develop a mathematical model that will determine the maximum allowable dolly weights for any combination of crane, dolly, and suspension systems. Our New Technology and Research unit should conduct this work before accepting the proposal. Until then, Caltrans will maintain its current policy.

Proposal to increase tolerance for Axle Weights on Fixed Loads

A proposal has been presented to Caltrans requesting an exception to current policy related to allowable axle weights as shown on Fixed Load Inspection Reports. It has been stated that the allowable weights shown on the Inspection Reports do not allow for any variance in loading the equipment.

Caltrans is denying the request for greater weight tolerance. Caltrans will maintain its current policy until a clearly outlined request is made.

Discussion on Policy Change/Exception Appeal Process

In order to improve our communications with the trucking industry; Caltrans prepared a DRAFT guideline for proposing appeals for changes, additions, and revisions to current transportation permit policy. The DRAFT guideline was distributed for reference.



Pilot Car Subcommittee Meeting Findings/Update

- **Route Color Classification Guidelines and criteria for upgrades/downgrades**

Numerous requests for changing color classification for determining pilot cars have been made by industry. Caltrans has developed a DRAFT guideline for changing Route Colors. Any request for change must follow the guideline before getting approval and revising the pilot car maps. The DRAFT guideline was distributed during the meeting.

Next Meeting: To be announced.