

# The Growing Trend of Megaloads

## *Effectively Managing Their Challenges*

Presented at:  
MAASTO-SCOHT  
Conference

Presented by:  
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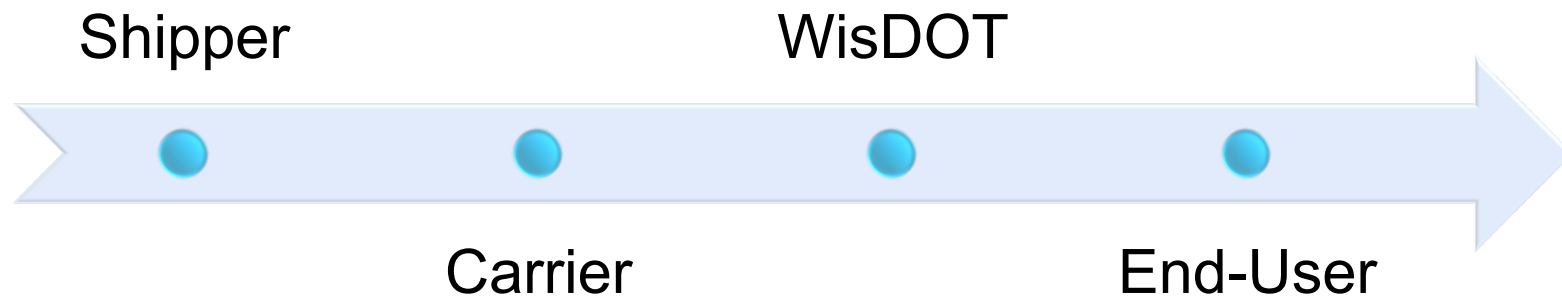
Presented on:  
October 17<sup>th</sup> 2011

One of these is not like the others...



# Fact

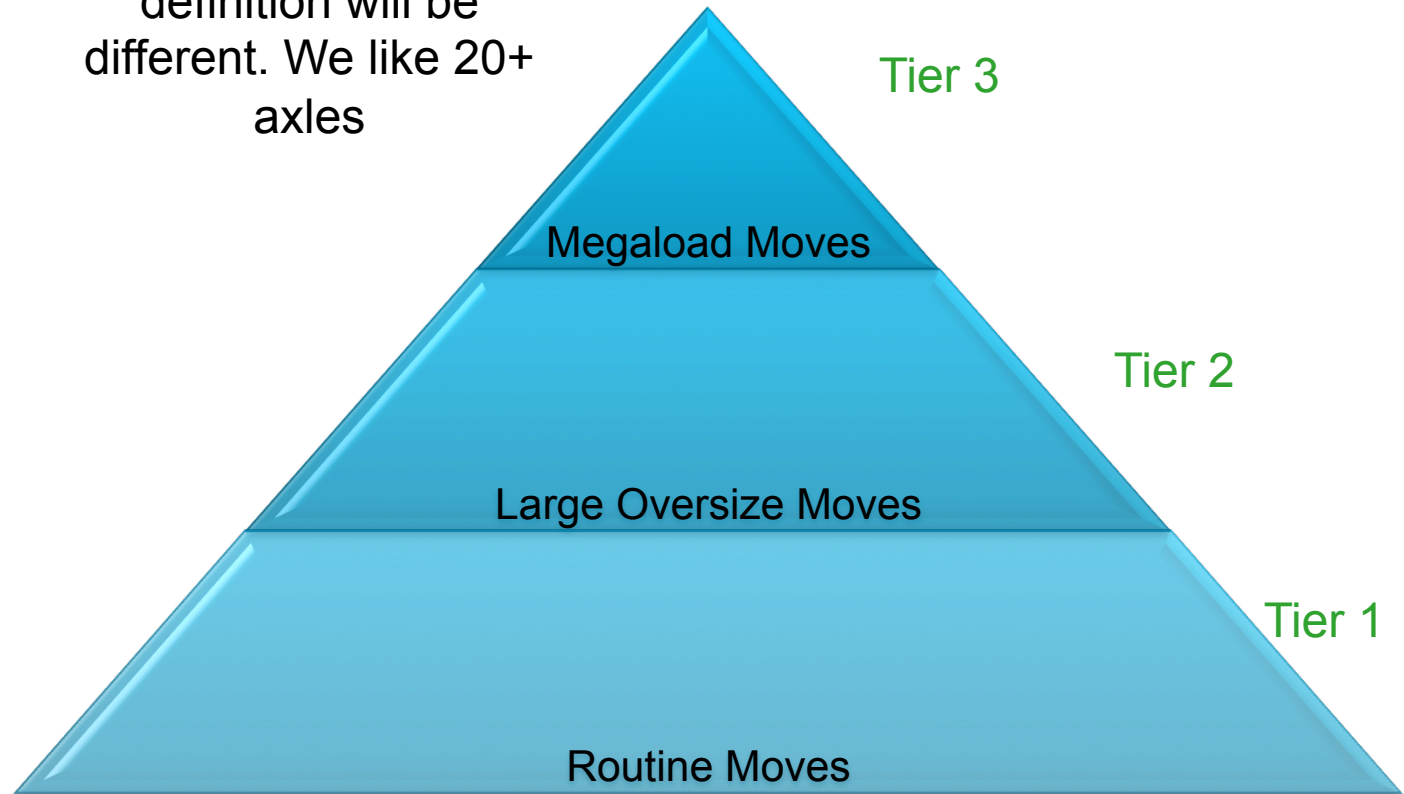
***“The Wisconsin Department of Transportation is a participant in supply chains across multiple Industries.”***



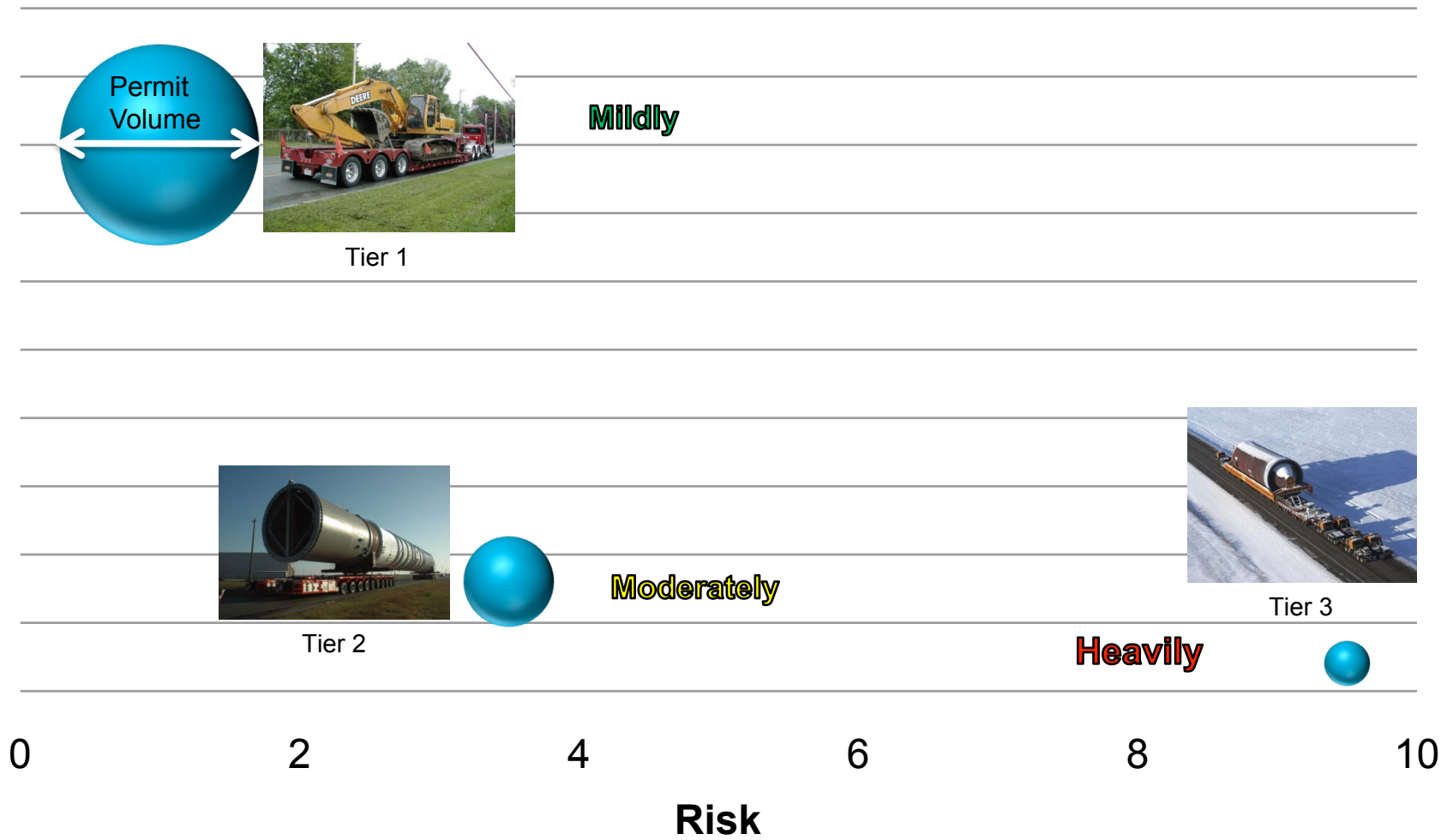


# What is a Megaload?

Every state's definition will be different. We like 20+ axles



# How Much Can a Permitting Agency Damage the Supply Chain?

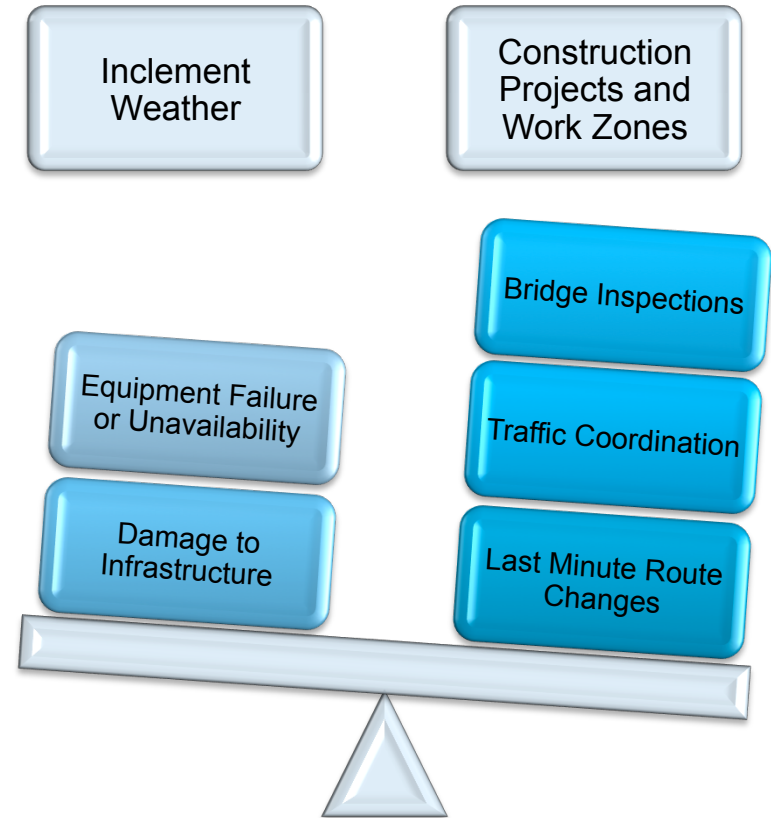
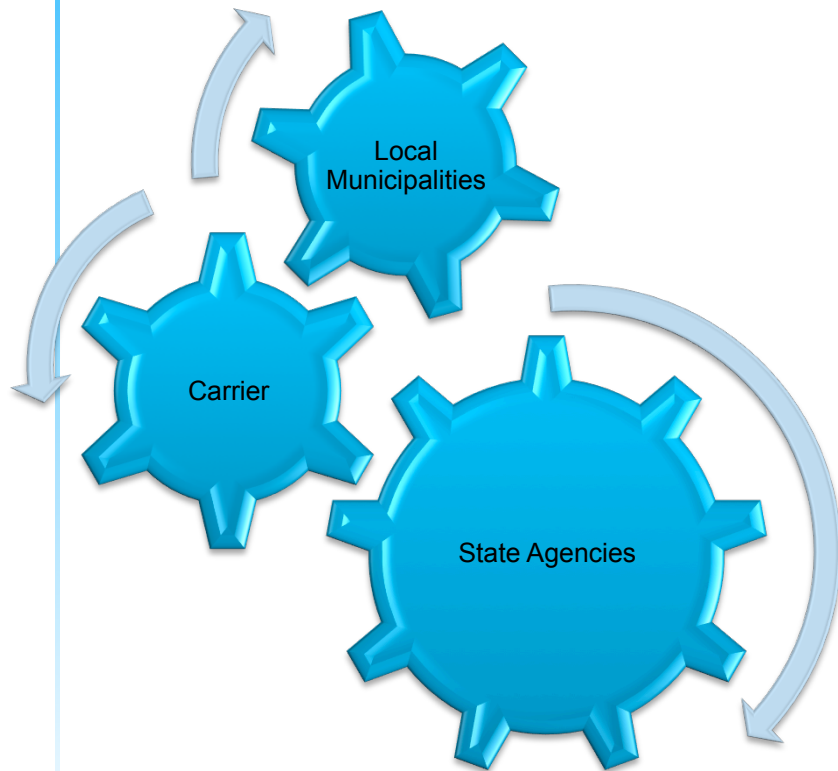


# Megaload Challenges

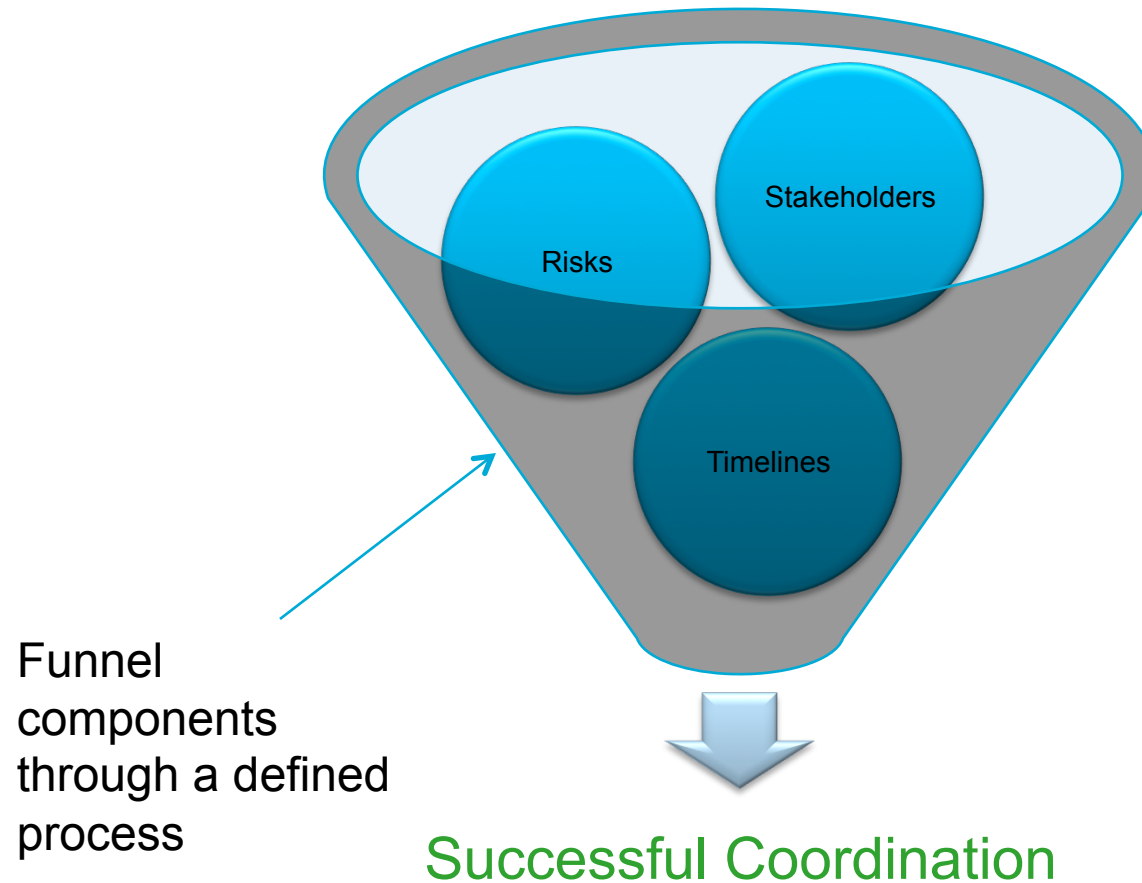
*Putting a Process Around Art*

- **Difficult Route Selection**
- **Potentially High Infrastructure Impacts**
- **Negatively Affects Traffic Flow**
- **Greatest Safety Hazard**
- **Lots of Required Coordination**
- **High Profile Moves**
- **Highly Sensitive Timelines**

# Many Moving Parts and Lots of Juggling = Greater Risks



# A Process for Managing Megaload Movement





# Process Operational Goals

## » Improved Safety

- Find suitable routes to ensure the safety of motorists is preserved
- Coordinate with government agencies and work zone planning to ensure the safety of construction workers

## » Preservation of Infrastructure

- Monitor routes for megaloads to mitigate infrastructure damage
- Pre and post infrastructure inspections (when needed) allow accurate impact assessment

## » More Effective Communication

- Manage communication to create a productive environment
- Keep all stakeholders informed

## » Economic Enhancement

- DOT to become a facilitator instead of a perceived hindrance to supply chain
- Improve relationships with manufacturers and carriers
- Reduce costly delays to DOT and other stakeholders

## » Supply Chain Reliability

- Define process highlighting key risk factors to increase permitting reliability and consistency
- Create a proactive approach with focus on forward progress

# Work Breakdown Schedule

**CS has developed a pilot process to help manage risks and effectively inform stakeholders while coordinating the movement of megaloads.**



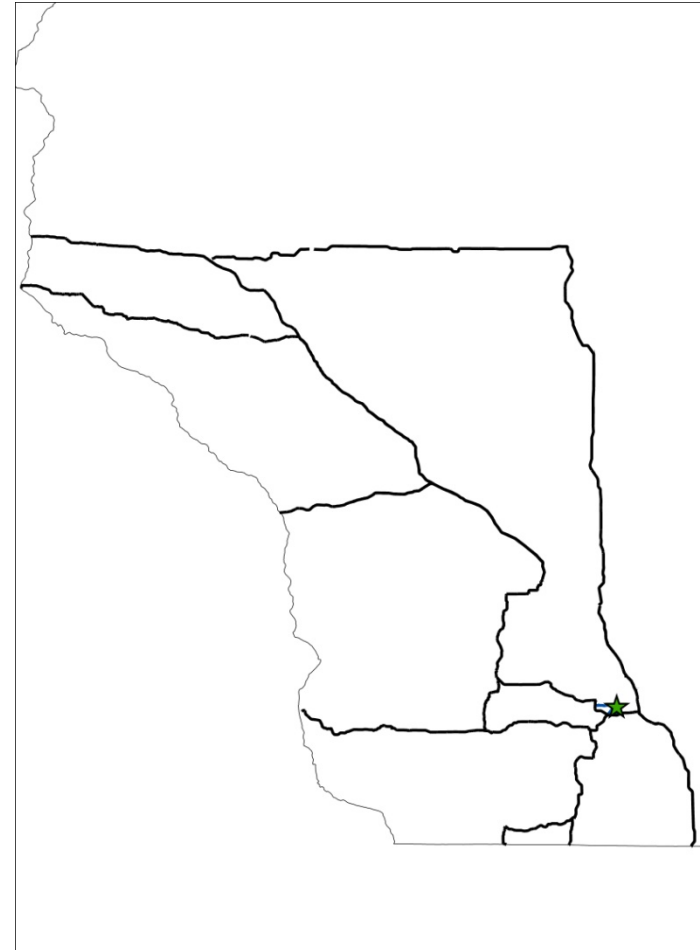
# “First and Last Mile” Routes

- Determine potential routes near origin and destination
- Verify stakeholders
- Identify route characteristics to consider in analysis



# Connecting Routes

- **Determine potential routes near origin and destination**
- **Verify stakeholders**
- **Identify route characteristics to consider in analysis**



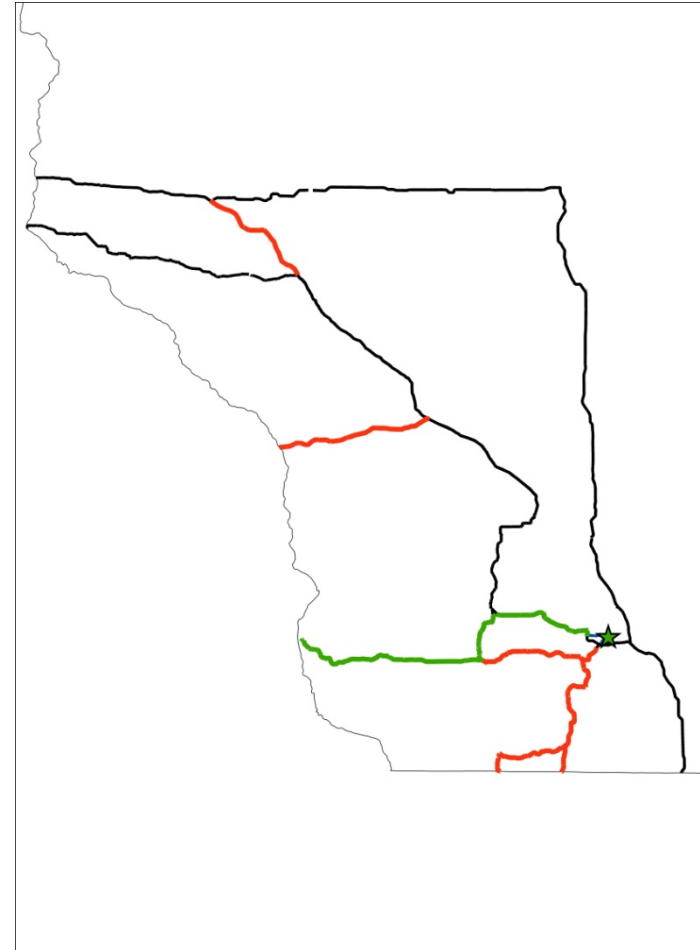
# Coordination

- **Stakeholder comment on potential routes**
- **Load-specific contingency plans**
- **Law enforcement needs**
- **Work zones accommodations**
- **Additional jurisdictional permits/requirements**
- **Utility company coordination**
- **Emergency services notification**



# Route Monitoring During Analysis

- Routes are analyzed based on geometrics and characteristics
- Routes eliminated
- Primary route identified
- Secondary candidates monitored



# Expected Benefits

Agency	Carrier	Shipper
Less of a burden for already understaffed agencies	Clearer understanding of permitting process	Allows for more effective advanced planning
Promotes post trip assessment on a per move basis	Reduction in process variance	Reduction in shipping costs
Basis for future maintenance cost allocation or infrastructure programming	Increased timeline reliability	Increased timeline reliability
Provides a method of cost recovery for services and damages	Reduction in costly delays	

# Where We Are

- **Process piloted by WisDOT in May**
- **Process submitted to carriers for feedback**

# Questions?

