SUBJECT **KSC VEHICLE TRANSIT PERMITTING PROCESS**

TABLE OF CONTENTS

PURPOSE....2
SCOPE AND APPLICABILITY....2
PROCESS....2
1. ROLES AND RESPONSIBILITIES....2
2. VEHICLE PERMITTING AND TRANSIT SUPPORT PROCESS....5
A) Advertisement/Customer Need....5
B) Contact Spaceport Integration Center....5
C) Spaceport Integration Center Log & Routing....5
D) Spaceport Integration Center contacts SE....6
E) SE Review....6
F) Spaceport Integration Center schedules escort....6
G) Protective Services Assigns an Escort and Validates Permit....6
H) Operations process....7
J) Spaceport Integration Center (KSC-BOSS) Contact and Coordination....7
K) BOSS Engineering Services Contact and Coordination....7
L) BOSS Engineering Services Review of Application....8
M) BOSS Engineering Services Conformance Review....8
N) Applicant Coordination/Issue resolution....8
P) Permit issue....8
R) Permit distribution....8
ATTACHMENT A: FLORIDA STATUTES....11
ATTACHMENT B: VICINITY MAP....22
RECORDS....23
AFFECTED DIVISIONS/OFFICES....23
MANAGEMENT ROLES AND RESPONSIBILITIES....23
FUNCTIONAL ROLES AND RESPONSIBILITIES....23
REFERENCE DOCUMENTS....24
ACRONYMS....24
DEFINITIONS....24
REVISION RECORD....27
DOCUMENT APPROVALS....27

TABLE OF FIGURES

FIGURE 1: OPERATIONS PROCESS....4
FIGURE 2: PERMIT PROCESS....10

PURPOSE

This document provides a framework for managing oversize/overweight vehicle use of the Kennedy Space Center (KSC) infrastructure including roads, bridges, traffic culverts, railway, and Vertical Assembly Building (VAB) waterway loading dock. The framework is intended to provide an analytic and process control baseline for protection of KSC transportation infrastructure.

SCOPE AND APPLICABILITY

All vehicles which exceed Florida Department of Transportation (FDOT) standards for dimensions and/or gross weight distribution must apply for a permit to use KSC transportation infrastructure (Permit for Movement of Overweight/Oversize Loads on KSC; ENG-F-BP02). All vehicles requiring access to the JJ railroad bridge must also apply for a permit. (Permit for Train Crossing on KSC Railroad Structures, use from ENG-F-BP04)

A permittee will travel on KSC property and must use “Core Transportation Infrastructure” which is controlled per Transportation Support System (KNPR 6000.1) and Commercial Transportation Corridors (KNPR 6000.2). Use of this document is limited to incoming, within KSC boundaries, and outbound, cargo transportation.

PROCESS

1. ROLES AND RESPONSIBILITIES

Customer/Applicant Responsibilities

- KSC Permit Application (ENG-F-BP01)
- Schedule Coordination
- Contact Spaceport Integration Center (SIC)
- Respond to Spaceport Integration Center (SIC)
- Respond to BOSS Engineering Services
- Request a specific route origin, destination, and path

Spaceport Integration Center Responsibilities:

- Receive request for transit
- Examine request to verify if existing permit is current. Permit master file will be accessible through the Design Engineering SharePoint website.
- Coordinate with customer and BOSS Engineering Services to provide application to customer if a new permit is required Permit master file is maintained on shared drive; \\bossfile\engineering$\Shared\ISC-Bridge-Permits
- Route application data to BOSS Engineering Services as needed
- Route permit data to System Engineer (SE) as needed

- Coordinate special needs (i.e. Load plates from Heavy Equipment Shop, security escort)

BOSS Engineering Services Responsibilities:

- Load assessment
- Route assessment
- Permit creation and issue
- Permit database entry
- Concurrency review

SE/Roads and Bridge Maintenance Responsibilities:

- Evaluate transit requests for outage/conflicts [1]
- Evaluate permit to coordinate restrictions
- Coordinate constraints, schedule, and restrictions with the Spaceport Integration Center
- Coordinate with BOSS Engineering Services/Concurrency [2]

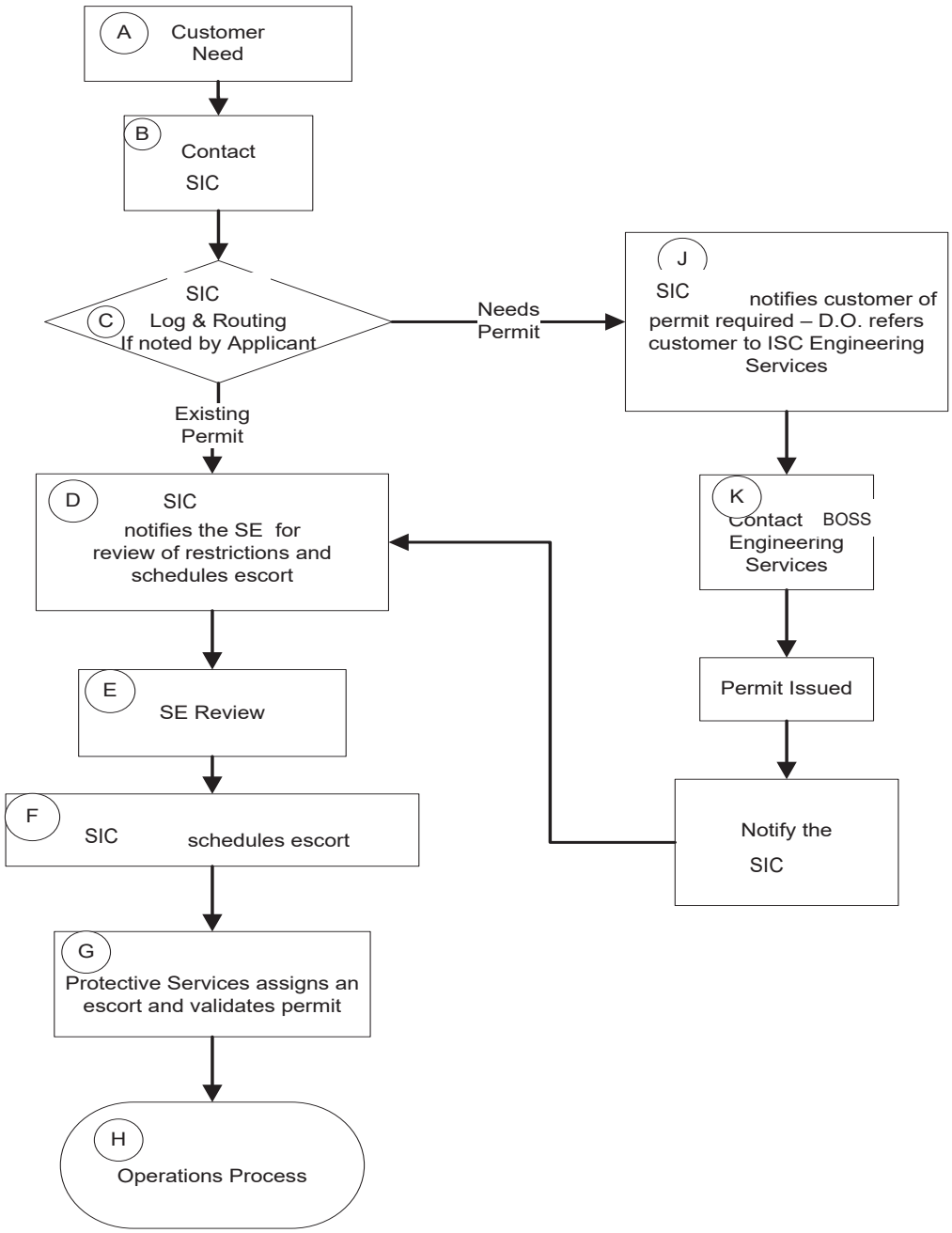
Security (Protective Systems) Responsibilities:

- Provide escort requested by Spaceport Integration Center. Assign a convoy commander per OMI Q 3745 and KNPR 6000.1
- Convoy commander verifies that the permit is valid. If permit is not valid, deny escort and notify Spaceport Integration Center of escort cancellation.

[1] An outage may include temporary load restrictions

[2] Concurrence is an agreement by Operations and the Systems Engineer authority having jurisdiction that the current state of facilities and services are configured to support the proposed operation

FIGURE 1: OPERATIONS PROCESS



2. VEHICLE PERMITTING AND TRANSIT SUPPORT PROCESS

A) Advertisement/Customer Need

- KSC Management has installed signs at property boundaries to notify the hauler of permitting coordination with the Spaceport Integration Center. Requirements for permitting on KSC are written into shipping contracts per KNPR 6000.1.

Permit applications should be submitted no less than three weeks before planned transit.

B) Contact Spaceport Integration Center

- Permittee contacts the Spaceport Integration Center to request or identify an issued permit
- Permit applicant identifies the vehicle and load
- Permit applicant identifies the desired dates of transit

SIC contact information: Tel # 321-861-5050E-mail; KSC-BOSS-DutyOffice@mail.nasa.gov

C) Spaceport Integration Center Log & Routing

1) Spaceport Integration Center will record date, time, name and identification of the permittee's vehicle and permittee's contact information.

2) Spaceport Integration Center verifies permittee's need for a permit[3] in accordance with criteria as follows:

   - Customer was required to obtain a FDOT permit.
   - Customer will travel on KSC property and must use "core transportation Infrastructure".
   - Customer does not have an existing permit which is within its valid use period. Valid permits are listed in the BOSS Engineering Services Projectwise database and the BOSS Engineering Services SharePoint site.

3) Spaceport Integration Center notifies BOSS Engineering Services of request for oversize and/or overweight transit over roads, bridges and/or VAB loading dock by telephone or e-mail.

4) If the customer requires a permit, the SIC provides a permit package prepared by BOSS Engineering Services.

The SIC directs the customer to contact BOSS Engineering Services.

[3] Spaceport Integration Center uses this questionnaire or refers applicant to BOSS Engineering Services.

D) Spaceport Integration Center contacts SE

SIC contacts SE by e-mail.

E) SE Review

1) SE reviews transit route and schedule to determine if an impact to on-going maintenance operations exists.

2) SE identifies if a permitted infrastructure asset is out of service.

3) SE notifies SIC and BOSS Engineering Services of transit go / no go status.

4) SE coordinates via SIC as needed to resolve schedule conflicts.

F) Spaceport Integration Center schedules escort

1) Spaceport Integration Center will schedule the escort and forward to protective services for scheduling for all overweight/oversize permits, except internal BOSS Heavy Equipment moves for which an internal escort is provided by the BOSS Heavy Equipment shop.

2) Spaceport Integration Center will provide the permittee the support request number processed for the escort.

G) Protective Services Assigns an Escort and Validates Permit

Protective services will provide a security escort.

1) Protective services will provide an escort for transit operations in accordance with OMI Q 3745. References in the OMI to JBOSC, SGS, the Base Operations Contractor, or ISC shall mean BOSS.

2) Protective services will examine the permit carried by the permit vehicle driver to determine permit validity. A permit is valid if it meets the following criteria;

- The permit use is within the issue and expiration dates listed on the permit.
- The name of the vehicle is the vehicle scheduled and listed by the schedule.
- The number of axles shown on the permit documents is the same as the number of vehicle axles.
- The vehicle operator attests that the axle weights listed are the same or less than what is listed on the permit.
- A brief examination of the vehicle is consistent with the length, width and height dimensions listed on the permit

3) If a vehicle does not meet these criteria, the security escort will be withdrawn and the vehicle operator must obtain a valid permit.

4) Prior to escort operation, the Security Escort Convoy Commander reviews with the permitted vehicle driver any requirements from the permit regarding lane positioning of the permitted vehicle for bridge crossings and/or speed restrictions.

5) Prior to escort operation, the Security Escort Convoy Commander notifies all affected Bridge Tenders of the escort operation and verifies that all marine traffic in the immediate vicinity has been cleared and that the escort operation can begin without interference from lifting the bridge spans.

6) During Escort operation, Security Escort Convoy lead vehicle will maintain lane positioning and speed restriction in front of permitted vehicle. Failure of the permitted vehicle to follow these restrictions results in immediate termination of the transport operation rescinds the permit and permitted vehicle will be escorted off of Kennedy Space Center.

H) Operations process

1) Permittee implements transport process

2) Permittee authorizes special conditions listed on permit

J) Spaceport Integration Center (KSC-BOSS) Contact and Coordination

1) The Spaceport Integration Center notifies BOSS Engineering Services that a transit permit application/request has been received and provides customer contact information to the BOSS Engineering Services and the permit requestor.

K) BOSS Engineering Services Contact and Coordination

BOSS Engineering Services contact the requestor to verify the route and vehicle dimensions. BOSS Engineering Services will also confirm that the weights are in accordance with the permit application form. BOSS Engineering Services will verify that the planned transit is contracted (not a study).

1) BOSS Engineering Services or Spaceport Integration Center will provide a “Request For Special Road Use Oversize/Overweight KSC Permit Application” form ENG-F-BP01 to the permit requestor.

2) The requestor will complete the forms and questionnaire provided and returns the forms to BOSS Engineering Services. Certification of the transport weights and dimensions will be signed and approved by the requestor in the returned ENG-F-BP01 form in the section “Certification of Transport Weights and Dimensions”.

L) BOSS Engineering Services Review of Application

1) BOSS Engineering Services Analysis of Vehicle and Route

2) BOSS Engineering Services performs loading calculations including moment, shear, cross member axle (concentrated load) and compares standard vehicle database and bridge load ratings.

3) BOSS Engineering Services evaluates the proposed route for fixture/appurtenance interfaces and if roadway protection measures (load distribution plates) are required.

4) Permit applications resulting in potential overstress of affected bridges will be re-routed or, pending further requirements for pre and post inspection of the bridge, denied.

M) IBOSSSC Engineering Services Conformance Review

1) BOSS Engineering Services issues a permit or identifies to the permittee if the vehicle cannot use the appropriate route.

2) BOSS Engineering Services contacts the road and bridge systems maintenance office to capture current infrastructure conditions and determines if outstanding work constrains the proposed transit.

N) Applicant Coordination/Issue resolution

1) Boss Engineering Services, as appropriate, issues or denies the permit based on analysis. Permits are issued via e-mail and / or fax through the short notification tree.

2) BOSSEngineering Services coordinates acceptable vehicle configurations to comply with vehicle weight limit, weight distribution and envelope needs of the KSC transportation infrastructure.

P) Permit issue

1) BOSS Engineering Services assigns a permit number.

2) BOSS Engineering Services logs the permit data, including issue date, special conditions, vehicle configuration and permit open and expiration period. BOSS Engineering Services contacts the requestor.

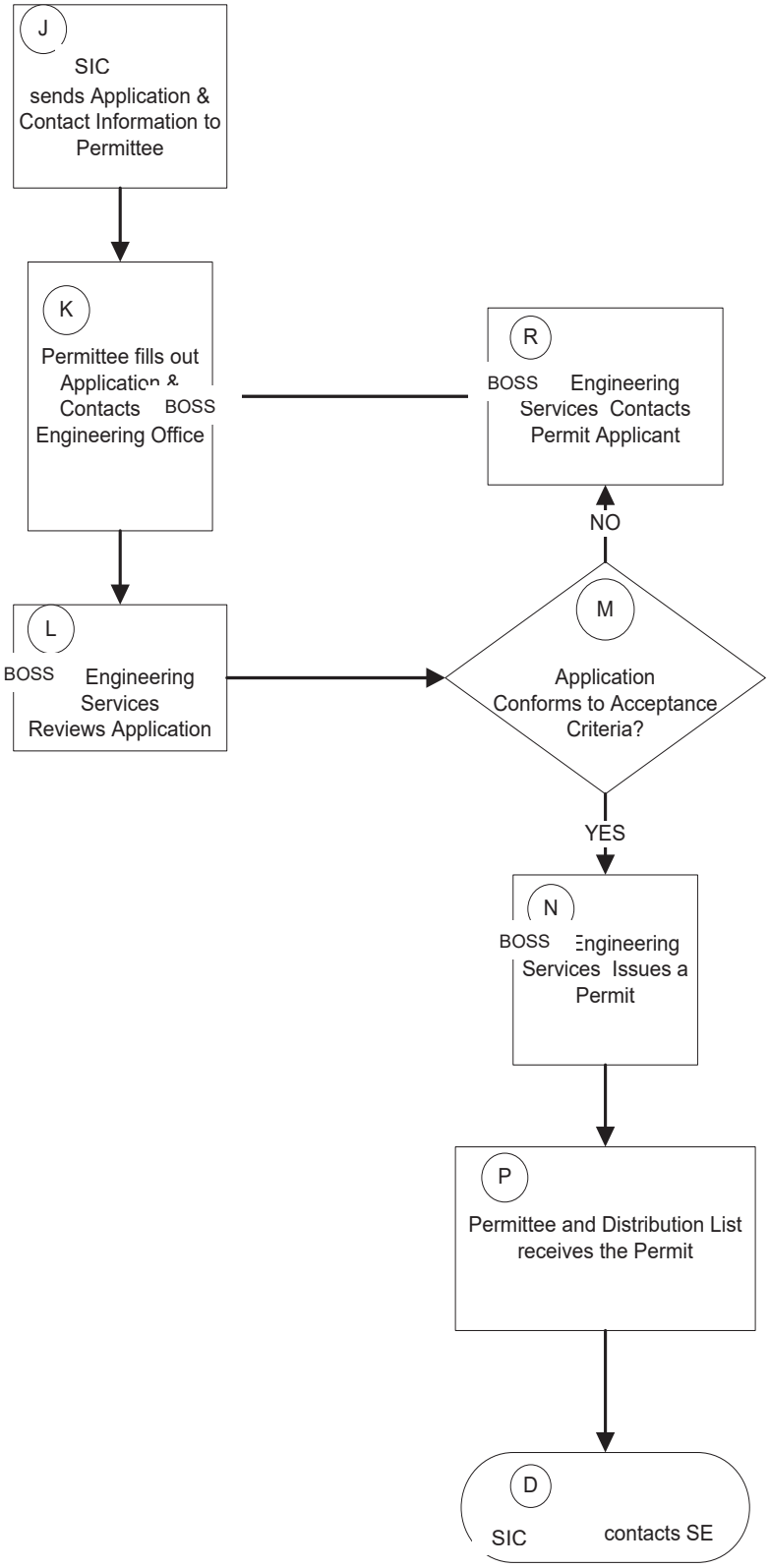
R) Permit distribution

1) BOSS Engineering Services issues the permit through and maintains the "short notification tree" listed below:

    - Spaceport Integration Center

- Systems Maintenance Engineering Office
- Permit requestor

FIGURE 2: PERMIT PROCESS



ATTACHMENT A: FLORIDA STATUTES

- extracted via the WWW and is deemed accurate;

316.515 Florida Statutes- Maximum width, height, length (edited for applicability)

(1) WIDTH LIMITATION.--The total outside width of any vehicle or the load thereon may not exceed 102 inches, exclusive of safety devices determined by the department to be necessary for the safe and efficient operation of motor vehicles. The use of public roads that do not have at least one through lane of 12 feet or more in width in each direction, and the use of public roads deemed unsafe for wider vehicles on the basis of safety and engineering analyses, by vehicles exceeding 96 inches in width may be restricted by the Department of Transportation or by local officials for streets and roads under their respective jurisdictions. The total outside width of a noncommercial travel trailer, camping trailer, truck camper, motor home, or private motor coach as defined in s. 320.01 may be more than 102 inches if:

a) The excess width is attributable to appurtenances that do not extend beyond the exterior rearview mirrors installed on the motor home by the manufacturer or the exterior rearview mirrors of the tow vehicle; and
b) The exterior rearview mirrors only extend the distance necessary to provide the appropriate field of view for the vehicle before the appurtenances are attached.

(2) HEIGHT LIMITATION.--No vehicle may exceed a height of 13 feet 6 inches, inclusive of load carried thereon. However, an automobile transporter may measure a height not to exceed 14 feet, inclusive of the load carried thereon.

(3) LENGTH LIMITATION.--Except as otherwise provided in this section, length limitations apply solely to a semitrailer or trailer, and not to a truck tractor or to the overall length of a combination of vehicles. No combination of commercial motor vehicles coupled together and operating on the public roads may consist of more than one truck tractor and two trailing units. Unless otherwise specifically provided for in this section, a combination of vehicles not qualifying as commercial motor vehicles may consist of no more than two units coupled together; such non-qualifying combination of vehicles may not exceed a total length of 65 feet, inclusive of the load carried thereon, but exclusive of safety and energy conservation devices approved by the department for use on vehicles using public roads. Notwithstanding any other provision of this section, a truck tractor-semitrailer combination engaged in the transportation of automobiles or boats may transport motor vehicles or boats on part of the power unit; and, except as may otherwise be mandated under federal law, an automobile or boat transporter semitrailer may not exceed 50 feet in length, exclusive of the load; however, the load may extend up to an additional 6 feet beyond the rear of the trailer. The 50-feet length limitation does not apply to non-stinger-steered automobile or boat transporters that are 65 feet or less in overall length, exclusive of the load carried thereon, or to stinger-steered automobile or boat transporters that are 75 feet or less in overall length, exclusive of the load carried thereon.

For purposes of this subsection, a "stinger-steered automobile or boat transporter" is an automobile or boat transporter configured as a semitrailer combination wherein the fifth wheel is located on a drop frame located behind and below the rearmost axle of the power unit. Notwithstanding paragraphs (a) and (b), any straight truck or truck tractor-semitrailer combination engaged in the transportation of horticultural trees may allow the load to extend up to an additional 10 feet beyond the rear of the vehicle, provided said trees are resting against a retaining bar mounted above the truck bed so that the root balls of the trees rest on the floor and to the front of the truck bed and the tops of the trees extend up over and to the rear of the truck bed, and provided the overhanging portion of the load is covered with protective fabric.

(a) Straight trucks.- No straight truck may exceed a length of 40 feet in extreme overall dimension, exclusive of safety and energy conservation devices approved by the department for use on vehicles using public roads. A straight truck may tow no more than one trailer, and such trailer may not exceed a length of 28 feet. However, such trailer limitation does not apply if the overall length of the truck-trailer combination is 65 feet or less, including the load thereon. Notwithstanding any other provisions of this section, a truck-trailer combination engaged in the transportation of boats, or boat trailers whose design dictates a front-to-rear stacking method shall not exceed the length limitations of this paragraph exclusive of the load; however, the load may extend up to an additional 6 feet beyond the rear of the trailer.

(b) *Semitrailers.*-
1. A semitrailer operating in a truck tractor-semitrailer combination may not exceed 48 feet in extreme overall outside dimension, measured from the front of the unit to the rear of the unit and the load carried thereon, exclusive of safety and energy conservation devices approved by the department for use on vehicles using public roads, unless it complies with subparagraph.

2. A semitrailer which exceeds 48 feet in length and is used to transport divisible loads may operate in this state only if issued a permit under s. 316.550 and if such trailer meets the requirements of this chapter relating to vehicle equipment and safety. Except for highways on the tandem trailer truck highway network, public roads deemed unsafe for longer semitrailer vehicles or those roads on which such longer vehicles are determined not to be in the interest of public convenience shall, in conformance with s. 316.006, be restricted by the Department of Transportation or by the local authority to use by semitrailers not exceeding a length of 48 feet, inclusive of the load carried thereon but exclusive of safety and energy conservation devices approved by the department for use on vehicles using public roads. Truck tractor-semitrailer combinations shall be afforded reasonable access to terminals; facilities for food, fuel, repairs, and rest; and points of loading and unloading.

A semitrailer which is more than 48 feet but not more than 53 feet in extreme overall outside dimension, as measured pursuant to subparagraph 1., may operate on public roads, except roads on the State Highway System which are restricted by the Department of Transportation or other roads restricted by local authorities, if:

- The distance between the kingpin or other peg that locks into the fifth wheel of a truck tractor and the center of the rear axle or rear group of axles does not exceed 41 feet, or, in the case of a semitrailer used exclusively or primarily to transport vehicles in connection with motorsports competition events, the distance does not exceed 46 feet from the kingpin to the center of the rear axles; and
- It is equipped with a substantial rear-end under ride protection device meeting the requirements of 49 C.F.R. s. 393.86, "Rear End Protection."

(c) *Tandem trailer trucks.*—

1. Except for semitrailers and trailers of up to $28^{1}/_{2}$ feet in length which existed on December 1, 1982, and which were actually and lawfully operating on that date, no semitrailer or trailer operating in a truck tractor-semitrailer-trailer combination may exceed a length of 28 feet in extreme overall outside dimension, measured from the front of the unit to the rear of the unit and the load carried thereon, exclusive of safety and energy conservation devices approved by the Department of Transportation for use on vehicles using public roads.

2. Tandem trailer trucks conforming to the weight and size limitations of this chapter and in immediate transit to or from a terminal facility as defined in this chapter may operate on the public roads of this state except for residential neighborhood streets restricted by the Department of Transportation or local jurisdictions. In addition, the Department of Transportation or local jurisdictions may restrict these vehicles from using streets and roads under their maintenance responsibility on the basis of safety and engineering analyses, provided that the restrictions are consistent with the provisions of this chapter. The Department of Transportation shall develop safety and engineering standards to be used by all jurisdictions when identifying public roads and streets to be restricted from tandem trailer truck operations.

Except as otherwise provided in this section, within 5 miles of the Federal National Network for large trucks, tandem trailer trucks shall be afforded access to terminals; facilities for food, fuel, repairs, and rest; and points of loading and unloading.

4. Notwithstanding the provisions of any general or special law to the contrary, all local system tandem trailer truck route review procedures must be consistent with those adopted by the Department of Transportation.

5. Tandem trailer trucks employed as household goods carriers and conforming to the weight and size limitations of this chapter shall be afforded access to points of loading and unloading on the public streets and roads of this state, except for streets and roads that have been restricted from use by such vehicles on the basis of safety and engineering analyses by the jurisdiction responsible for maintenance of the streets and roads.

(d) *Maxi-cube vehicles.*--Maxi-cube vehicles shall be allowed to operate on routes open to tandem trailer trucks under the same conditions applicable to tandem trailer trucks as specified by this section.

(4) LOAD EXTENSION LIMITATION.--The load upon any vehicle operated alone, or the load upon the front vehicle of a combination of vehicles, may not extend more than 3 feet beyond the front wheels of the vehicle or the front bumper of the vehicle if it is equipped with a bumper.

(a) The limitations of this subsection do not apply to bicycle racks carrying bicycles on public sector transit vehicles.

(b) The provisions of this subsection shall not apply to a front-end loading collection vehicle, when:

- The front-end loading mechanism and container or containers are in the lowered position;
- The vehicle is engaged in collecting solid waste or recyclable or recovered materials;
- The vehicle is being operated at speeds less than 20 miles per hour with the vehicular hazard-warning lights activated; and
- The extension does not exceed 8 feet 6 inches.

(5) IMPLEMENTS OF HUSBANDRY AND FARM EQUIPMENT; AGRICULTURAL TRAILERS; FORESTRY EQUIPMENT; SAFETY REQUIREMENTS.-

(a) Notwithstanding any other provisions of law, straight trucks, agricultural tractors, and cotton module movers, not exceeding 50 feet in length, or any combination of up to and including three implements of husbandry, including the towing power unit, and any single agricultural trailer with a load thereon or any agricultural implements attached to a towing power unit, or a self-propelled agricultural implement or an agricultural tractor, is authorized for the purpose of transporting peanuts, grains, soybeans, cotton, hay, straw, or other perishable farm products from their point of production to the first point of change of custody or of long-term storage, and for the purpose of returning to such point of production, or for the purpose of moving such tractors, movers, and implements from one point of agricultural production to another, by a person engaged in the production of any such product or custom hauler, if such vehicle or combination

of vehicles otherwise complies with this section. The Department of Transportation may issue over length permits for cotton module movers greater than 50 feet but not more than 55 feet in overall length. Such vehicles shall be operated in accordance with all safety requirements prescribed by law and rules of the Department of Transportation.

(b) Notwithstanding any other provision of law, equipment not exceeding 136 inches in width and not capable of speeds exceeding 20 miles per hour which is used exclusively for harvesting forestry products is authorized for the purpose of transporting equipment from one point of harvest to another point of harvest, not to exceed 10 miles, by a person engaged in the harvesting of forestry products. Such vehicles must be operated during daylight hours only, in accordance with all safety requirements prescribed by s. 316.2295(5) and (6).

(c) The width and height limitations of this section do not apply to farming or agricultural equipment, whether self-propelled, pulled, or hauled, when temporarily operated during daylight hours upon a public road that is not a limited access facility as defined in s. 334.03(13), and the width and height limitations may be exceeded by such equipment without a permit. To be eligible for this exemption, the equipment shall be operated within a radius of 50 miles of the real property owned, rented, or leased by the equipment owner. However, equipment being delivered by a dealer to a purchaser is not subject to the 50-mile limitation. Farming or agricultural equipment greater than 174 inches in width must have one warning lamp mounted on each side of the equipment to denote the width and must have a slow-moving vehicle sign. Warning lamps required by this paragraph must be visible from the front and rear of the vehicle and must be visible from a distance of at least 1,000 feet.

(d) The operator of equipment operated under this subsection is responsible for verifying that the route used has adequate clearance for the equipment.

(6) FIRE OR EMERGENCY VEHICLES, UTILITY VEHICLES, and OTHER VEHICLES TRANSPORTING NONDIVISIBLE LOADS.--The length limitations imposed by this section do not apply to:

(a) Vehicles of a fire department or emergency vehicles owned or operated by governmental entities.

(b) Utility vehicles owned or operated by governmental entities or public utility corporations, or operated under contract with such entities or corporations:

- When transporting poles during daytime, except on weekends and holidays, as defined in the rules of the Department of Transportation, and when the vehicle and load do not exceed 120 feet in overall length, provided proper flags are located at the rearmost end of the load. However, such movements with an overall length in excess of 75 feet.

(c.) Shall be equipped with a working warning light device.

(d.) Shall be accompanied by a company-provided flasher-equipped escort vehicle when making turns within corporate city limits.

(e) When transporting poles during nighttime and when the vehicle and load do not exceed 120 feet in overall length. Such movements shall be equipped with a working warning light device and shall be accompanied by one leading and one trailing company-provided flasher-equipped escort vehicle.

(f) The provisions of sub-subparagraph a. notwithstanding, for vehicles and loads with overall lengths not exceeding 85 feet and being transported under emergency conditions, only a single trailing company-owned flasher-equipped escort vehicle shall be required, provided that the pole being transported shall be equipped with active marker lights, visible from both sides, at a maximum of 6-foot intervals mounted along the pole or trailer extending the length of the trailer and at 36-inch intervals along the pole extending beyond the rear of the trailer.

3. When transporting poles during emergencies or required maintenance. Such movements may be made on all days and at all hours, provided the respective daytime or nighttime requirements are otherwise met.

4. When operating flasher-equipped straight truck utility vehicles that have permanently mounted equipment that extends up to 9 feet beyond the front bumper, provided:

- Such equipment, when in the travel position, is supported in such a manner that it has a minimum of 80 inches clearance above the roadway;
- Such equipment is illuminated on the forward most sides with high visibility reflective tape;
- The respective daytime and nighttime requirements for operation are otherwise met;
- Nighttime emergency or required maintenance operation of such utility vehicles with overall lengths in excess of 50 feet are led by a company-provided flasher-equipped escort vehicle; and
- Trailers are not pulled by utility vehicles over 50 feet in length.

(a) A flasher-equipped escort vehicle is defined as an automobile or truck that closely accompanies an over dimensional vehicle or load carried thereon to alert approaching traffic of that vehicle or load. Such escort vehicles shall be equipped with a working warning light device, as defined in this subsection, except that such device shall be located on top of the escort vehicle. Warning light devices required in this subsection shall be consistent with size, color, type, intensity, and mounting requirements developed by the Department of Transportation.

(b) Truck tractor-semitrailer or pole trailer combination vehicles transporting poles or other objects of a structural nature that cannot be readily dismembered, when operating in the daytime, excluding Saturdays, Sundays, and holidays and when the vehicle and load do not exceed 75 feet when proper flags are displayed as required in s. 316.228.

(c) Vehicles transporting tree-length unprocessed logs, when operating in the daytime and when the vehicle and load do not exceed 75 feet; but, in respect to such movement, proper flags shall be located at the extreme ends of the load.

(d) Straight trucks transporting poles or other objects of a structural nature that cannot be readily dismembered, when operating in the daytime, excluding Saturdays, Sundays, and holidays, when the load does not extend past the rearmost part of the vehicle more than one-half the length of the permanent bed or cargo-carrying structure of the vehicle, when at least two-thirds of the length of the cargo rests on the bed or cargo-carrying structure, when the load complies with subsection (4), and when proper flags are displayed in accordance with s. 316.228.

(7) WRECKERS.--The limitations imposed by this section do not apply to a combination of motor vehicles consisting of a wrecker licensed in accordance with s. 320.08(5) (d) or (e) and a disabled motor vehicle, trailer, semitrailer, or tractor-trailer combination, or a replacement motor vehicle, which is under tow by the wrecker, if the size and weight of the towed vehicle is consistent with statutory requirements and the requirements of this subsection.

(a) The limitations imposed by this section do not apply to a combination of motor vehicles consisting of a wrecker licensed under the International Registration Plan and a disabled motor vehicle, trailer, semitrailer, tractor-trailer combination, or a replacement motor vehicle, which is under tow by the wrecker, if the size and weight of the towed vehicle is consistent with statutory.

(b) However, a wrecker may not tow a disabled nonconforming vehicle operating under a current special use permit or permits where the combined weight of the wrecker and the towed nonconforming vehicle exceeds the permitted weight of the towed vehicle's permit.

(c) Where the combined weight of the wrecker and the towed vehicle exceeds the maximum weight limits as established by s. 316.535, the wrecker must be operating under a current wrecker special use permit or permits as provided in s.316.550 (4) or in accordance with paragraph (b). (d) The limitations imposed by this section do not apply to a combination of motor vehicles consisting of a wrecker licensed in accordance with s. 320.08(5) (d) or (e) and a nondisabled tractor-trailer combination that is under tow by the wrecker, if the tractor-trailer combination is being towed by the wrecker in an emergency situation as directed

by a law enforcement officer. No wrecker shall tow a nondisabled tractor-trailer combination except in an emergency situation as directed by a law enforcement officer, or as provided in s. 715.07.

(8) BUSES AND PRIVATE MOTOR COACHES —

(a) Anything in this chapter to the contrary notwithstanding, no bus or private motor coach may exceed a length of 50 feet, for a single-unit coach, or 65 feet, for an articulated coach. No bus or private motor coach may exceed a width of 102 inches, exclusive of safety equipment.

(b) School buses which are subject to the provisions of s. 316.615 or chapter 1006 are exempt from the provisions of this subsection.

(9) AUTOMOBILE TOWAWAY AND DRIVEAWAY OPERATIONS--An automobile tow away or drive away operation transporting new or used trucks may use what is known to the trade as "saddle mounts" if the overall length does not exceed 97 feet and no more than three saddle mounts are towed. Such combinations may include one full mount. Saddle mount combinations must also comply with the applicable safety regulations in 49 C.F.R. s. 393.71.

(10) REFUSE COLLECTION AND TRANSPORT VEHICLES--A combination of vehicles up to five in number is authorized for the sole purpose of collecting refuse and transporting refuse to a dump. Such a vehicle or combination of vehicles shall be covered in such a manner that refuse transported therein does not spill from the vehicles, shall otherwise comply with the provisions of this section, and shall use the state roads only to the extent necessary to collect and dispose of refuse.

(11) TURNPIKE LIMITATIONS--The adopted vehicle width, height, and length rules of the Florida Turnpike are in addition to the requirements of this section. Vehicles seeking to operate on the turnpike shall meet the requirements of the rules adopted by the Department of Transportation for the turnpike.

(12) MAINTENANCE EQUIPMENT--The vehicular dimensional limitations imposed by this section do not apply to equipment owned or operated by the Department of Transportation when performing maintenance operations on public roads during daylight hours. However, such equipment shall be operated in accordance with all safety requirements prescribed by law and Department of Transportation rules.

(13) MANUFACTURED BUILDINGS--The Department of Transportation may, in its discretion and upon application and good cause shown therefore the same is not contrary to the public interest, issue a special permit for truck tractor-semitrailer combinations where the total number of over width deliveries of manufactured buildings, as defined in s. 553.36(13), may be reduced by permitting the use of an over length trailer of no more than 54 feet.

(14) MOTOR HOMES--No motor home may exceed a length of 45 feet exclusive of bumpers and safety devices.

316.535 Florida Statutes- Maximum Weights

(1) The gross weight imposed on the highway by the wheels of any one axle of a vehicle shall not exceed 20,000 pounds.

(2) For the purposes of this chapter, an "axle load" shall be defined as the total load transmitted to the road by all wheels whose centers are included between two parallel transverse vertical planes 40 inches apart, extending across the full width of the vehicle.

(3) Subject to the limit upon the weight imposed upon the highways through any one axle as set forth herein, the total weight with load imposed upon the highway by all the axles of a vehicle or combination of vehicles shall not exceed the gross weight given for the respective distance between the first and last axle of the vehicle or combination of vehicles, measured longitudinally to the nearest foot as set forth in the following table:

Distance in feet between first and last axles of vehicles or combination vehicles	Maximum load in pounds on all axles
4	40,000
5	40,000
6	40,000
7	40,000
8	40,000
9	44,140
10	44,980
11	45,810
12	46,640
13	47,480
14	48,310
15	49,150
16	49,980
17	50,810
18	51,640
19	52,480
20	53,310
21	54,140
22	54,980
23	55,810
24	56,640

25	57,470
26	58,310
27	59,140
28	59,970
29	60,810
30	61,640
31	62,470
32	63,310
33	64,140
34	64,970
35	65,800
36	66,610

(4) With respect to the Interstate Highway System, in all cases in which it exceeds state law in effect on January 4, 1975, the overall gross weight on a group of two or more consecutive axles of a vehicle or combination of vehicles, including all enforcement tolerances, shall be as determined by the following formula:

W = 500((LN ÷ (N-1)) + 12N + 36)

where W = the overall gross weight on any group of two or more consecutive axles to the nearest 500 pounds; L = the distance in feet between the extremes of any group of two or more consecutive axles; and N = the number of axles in the group under consideration. Such overall gross weight of any vehicle or combination of vehicles may not exceed 80,000 pounds, including all enforcement tolerances.

(5) With respect to those highways not in the Interstate Highway System, in all cases in which it exceeds state law in effect on January 4, 1975, the overall gross weight on the vehicle or combination of vehicles, including all enforcement tolerances, shall be as determined by the following formula:

W = 500((LN ÷ (N-1)) + 12N + 36)

Where W = overall gross weight of the vehicle to the nearest 500 pounds; L = distance in feet between the extreme of the external axles; and N = number of axles on the vehicle. However, such overall gross weight of any vehicle or combination of vehicles may not exceed 80,000 pounds including all enforcement tolerances.

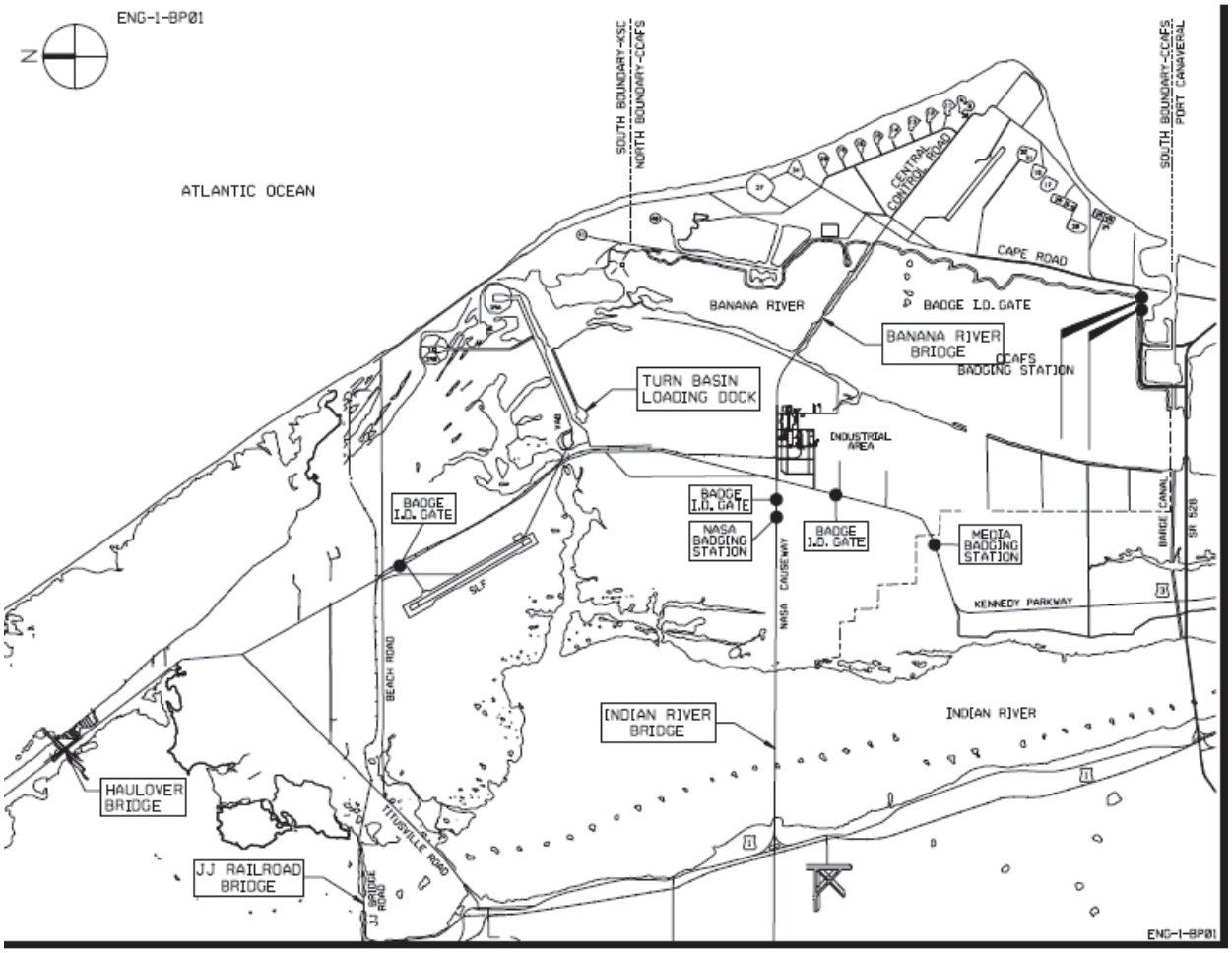
(6) Dump trucks, concrete mixing trucks, trucks engaged in waste collection and disposal, and fuel oil and gasoline trucks designed and constructed for special type work or use, when operated as a single unit, shall be subject to all safety and operational requirements of law, except that any such vehicle need not conform to the axle spacing requirements of this section provided that such vehicle shall be limited to a total gross

load, including the weight of the vehicle, of 20,000 pounds per axle plus scale tolerances and shall not exceed 550 pounds per inch width tire surface plus scale tolerances. No vehicle operating pursuant to this section shall exceed a gross weight, including the weight of the vehicle and scale tolerances, of 70,000 pounds. Any vehicle violating the weight provisions of this section shall be penalized as provided in s. 316.545.

(7) The Department of Transportation shall adopt rules to implement this section, shall enforce this section and the rules adopted hereunder, and shall publish and distribute tables and other publications as deemed necessary to inform the public.

(8) Except as hereinafter provided, no vehicle or combination of vehicles exceeding the gross weights specified in subsections (3), (4), (5), and (6) shall be permitted to travel on the public highways within the state.

ATTACHMENT B: VICINITY MAP



RECORDS

The following records are retained by the organizations listed below:

Record	Responsible Organization
ENG-F-BP01 - KSC Permit Application Permit for Movement of Overweight/Oversize Loads on KSC	Engineering
ENG-F-BP02 - Permit Office Log	Engineering
ENG-F-BP04 – KSC Rail Crossing Permit	Engineering

AFFECTED DIVISIONS/OFFICES

Contracts
Engineering Services
FSEU and OM&E
Program Management
Propellants/Life Support

MANAGEMENT ROLES AND RESPONSIBILITIES

BOSS Program Manager: Ensures BOSS compliance to the requirements stated in this procedure. Reviews and approves or disapproves waiver requests written against this standard.

Manager: Ensures compliance within the Division to the requirements stated in this procedure.

Branch Manager: Ensures compliance at the branch level to the requirements stated in this procedure. Branch manager signs permits once approved by the permitting engineer.

FUNCTIONAL ROLES AND RESPONSIBILITIES

Engineering: Engineering provides the BOSS Engineering Services functions.

FSEU: FSEU provides the SE functions.

Permitting Engineer**:** Licensed engineer with structural analysis specialty - issues and approves permits for technical content.

REFERENCE DOCUMENTS

The following documents are referenced in this procedure:

Document Number	Title
ENG-F-BP01	KSC Permit Application
ENG-F-BP02	Permit for Movement of Overweight/Oversize Loads on KSC
ENG-F-BP04	KSC Rail Crossing Permit
KNPR 6000.1	Transportation Support System
KNPR 6000.2	Commercial Transportation Corridors
KNPR1600.1	KSC Security Procedural Requirements
OMI Q 3745	Movement of Overweight/Over-dimensional loads at the Spaceport
TRA-P-0004	KSC Railroad Operational Rules

ACRONYMS

BOSS – Base Operations and Spaceport Services
SIC – Spaceport Integration Center
FDOT - Florida Department of Transportation
GVW - Gross Vehicle Weight
KSC - Kennedy Space Center
SE - Systems Engineer
VAB – Vertical Assembly Building

DEFINITIONS

Advertisement: Signs at property boundaries to notify the hauler of permitting coordination with the Spaceport Integration Center. Requirements for permitting on KSC are written into shipping contracts per Transportation Management (NPD 6001), Transportation Support System (KNPR 6000.1) and NASA Transportation and General Traffic Management (NPR 6200.1). Permit applications should be submitted three weeks before planned transit.

Concurrency: An evaluation of Infrastructure to assets to determine availability and adequate capacity of fixed assets to be used by Permittee.

Customer: Permittee, Applicant

Spaceport Integration Center: BOSS scheduling/base support coordination, and operations monitoring function.

FDOT: Florida Department of Transportation

FDOT permit: Department of transportation authorization to use roadways for vehicles which, generally, exceed length, width, height, gross vehicle weight or weight distribution standards published by the State of Florida. Typically any vehicle exceeding these limits (subject to change by FDOT):

Maximum Size and Weight Limits (Tolerances Included)

Gross Weight	80,000 lbs.
Single Axle, Maximum Weight	22,000 lbs.
Tandem Axle, Maximum Weight	44,000 lbs.
Semi-Trailer Length Including Load * Semi-trailers which exceed 48', including overhang up to 53', must have a 41' or less kingpin measurement and rear underride protection (ICC bumper).	48'/53'
Automobile and Boat Transporter Semi-Trailers *Automobile and boat carrier transporter semi-trailers shall not exceed 50'; load may extend an additional 6' beyond the rear of the trailer.	50'
Single Unit	40'
Straight Truck-Trailer combination *Straight truck-trailer combinations exceeding 68' overall; trailer may not exceed 28' including load. Additional 6' rear overhang for truck-trailer combinations engaged in the transportation of boats.	68'
Buses	50'
Width of Truck/Load (on road with traffic lanes 12' wide or more) *Some roads may be restricted in width.	8'-6"
Height *Automobile transporters semi-trailers shall not exceed 14'.	13'-6"
Maximum Overhang Over Front or Front Bumper of Vehicle *Font overhang limitations do not apply to bicycle racks carrying bicycles on public sector transit vehicles, or front-end loading solid waste or recyclable collection vehicles while engaged in collection, when not exceeding 8'6" front overhang and operated at less than 20 mph with warning lights activated.	3'
Bus Combination – Non Commercial Vehicle	65'
Non Commercial Vehicle Combinations (maximum of one trailing unit)	65'

Federal Bridge Law limitations
Any vehicle exceeding the bending moment and shear forces imparted by axle loading and geometry for the AASHTO standard loads HS20-44, C-5, SU-4 or HL-93.
See Title 23, Florida Statutes Ch. 316.515 and Ch. 316.535 in appendix A

Infrastructure: Refer to the vicinity map in attachment "B"

"Core Transportation Infrastructure" includes:

Banana River Bridges & NASA / Orsino Causeway
Haulover Bridge
Indian River Bridge (SR 405)
Pad A Bypass Road

Phillips Parkway
Saturn Causeway
SR 3 Kennedy Parkway between the North and South Gates
JJ Railroad Bridge
Wilson's Corner
KSC industrial area
VAB industrial area
Contractor's Road industrial area
VAB turning basin loading dock
Pad A and Pad B perimeter roads
Roads within KSC property boundaries

Permit: A document which authorizes use of an asset or process.

Permittee: Requestor/vehicle operator

Permit Validation: Protective services examines the permit carried by the permittee to verify the permit is being used within the valid dates, the vehicle operator is the permittee and conditions listed on the permit are adhered to regarding escort and travel path.

SE: BOSS operations Systems Maintenance Engineers

Security: KSC protective services

Transit: Movement of any vehicle requiring permits using KSC transportation infrastructure.

WWW: World Wide Web - internet.

REVISION RECORD

The following revisions have been applied to this document:

Revision Number	Change Description	Date
0	Initial Release	09/07/10
1	Minor revision: Added reference to ENG-F-DE32a. Update Records Table. No Formal Review Required per QPO.	10/26/11
2	Major revision: Modification and update of procedures, organizations and responsible personnel. Compliance with current FDOT standards.	2/03/14
3	Added form ENG-F-BP04 to page 3 and 25. Changed signature block page 28.	10/25/16
4	Administrative change only. Document updated to remove branding of previous contract.	03/24/20

DOCUMENT APPROVALS

3/27/2020

X Pamela Krueger

Pamela Krueger
Manager, Engineering Services
Signed by: cards

3/24/2020

X Michael Kravitz

Mike Kravitz
Branch Manager
Signed by: cards