

LEAD STATES TEAM SYNOPSIS

Self-Propelled Modular Transporters (SPMT)

AMERICAN ASSOCIATION OF
STATE HIGHWAY AND
TRANSPORTATION OFFICIALS
AASHTO
THE VOICE OF TRANSPORTATION



Workers walk along a SPMT used to move a section of the Graves Avenue Bridge during a project in Florida in 2006.

Activity Period
2007-2009

Cost of LST Effort
\$39,978

Proven Benefits of SPMT:

- Significantly reduce traffic disruption
- Open highways to traffic in hours
- Improve work zone safety
- Improve quality and constructability
- Increase contractor and owner options

What the LST Did

The states participating on this Lead States Team (LST) shared their knowledge and experiences gained from their early use of Self-Propelled Modular Transporters (SPMTs). An SPMT is a combination of multi-axle platforms operated through a state-of-the-art computer-controlled system capable of pivoting 360° as needed to lift, carry, and set very large and heavy loads of many types. These motorized vehicles move at walking speed and are capable of carrying bridges or other structures from offsite fabrication locations, positioning them precisely into final position, and exiting the roadway construction site rapidly. The roadway may be reopened to traffic sometimes within minutes and certainly within a few hours.

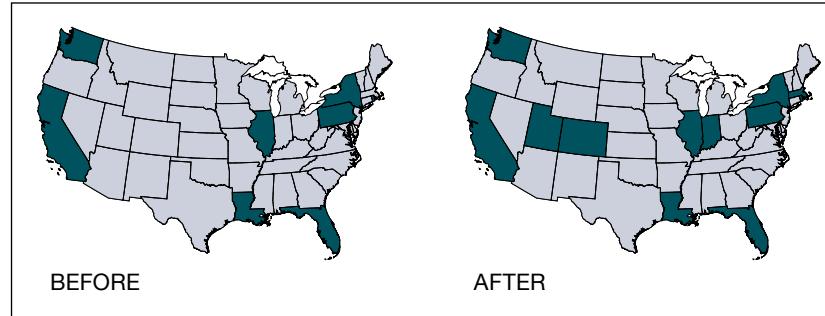
With the rallying cry “get in, do it right, get out, and stay out,” the LST worked to spread the word on the effectiveness of SPMTs in moving and installing bridge structures. LST members made numerous presentations to public and private sector audiences, arranged and held live demonstrations and workshops, prepared and published case histories, and even created video animations of SPMT operations to help prospective SPMT users envision SPMT use and benefits.

All of this information, and more, was made available at a one-stop shop website for information related to SPMTs. This website may be accessed at <http://tig.transportation.org/Pages/SelfPropelledModularTransporters.aspx>.

What the LST Accomplished

The shaded states on the graphic below are the lead states and those other states known to have experience using SPMT before and after the LST period of activity.

Another and probably more telling statistic on growth in use of SPMT technology is the total number of SPMT bridge moves, which grew from only a handful prior to the LST efforts to in excess of 30.



LST Members

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Florida DOT**

**Jugesh Kapur (Chair),
Washington DOT**

**David Fish,
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**Jim McMinimee,
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