



# Traffic Guidelines Manual

ORIGINATOR Bureau of Highway Maintenance	13-2-10
CHAPTER 13	Traffic Regulations
SECTION 2	Trucking
SUBJECT 10	Oversize/Overweight Single Trip Permitting

## PURPOSE

The purpose of this document is to provide internal guidance for all primary and secondary region staff regarding the routing and permitting of any given oversize/overweight (OSOW) load the region may be asked to review. The guidelines contained herein may not perfectly apply to every instance, request, or situation encountered, but the guidelines will serve as a solid foundation. All issues or concerns which arise that are not covered or discussed herein are subject to the discretion of the Region.

## DEFINITIONS

Freeway/Expressway - Four-lane divided highway facilities with full or partial control of access by means of grade separation.

Multi-Trip Permit - A permit that is valid for unlimited, non-specific route trips during a range of 3 to 12 months. For example construction companies frequently move large construction equipment to and from job sites.

Oversize/Overweight Load - A load that requires a permit due to exceeding certain dimensions and weights.

OSOW Freight Network -The OSOW FN is a map which depicts the preferred statewide travel routes for OSOW loads. The map is maintained by, and available from, the Regional Freight Operations Unit.

Local Law Enforcement - Local law enforcement consists of municipal (city, village, or town) police or county sheriff. Local law enforcement does not include State Patrol.

Pole Car - A pole car is an escort vehicle equipped with a height sensor. A pole car must precede the load and move sufficiently ahead of the oversize vehicle when approaching structures to ascertain clearance prior to the load arriving. The height sensor pole is made of a non-conductive, non-destructive, flexible material, and shall be set 6-inches above the true height of the load.

Single Trip Permit - A permit that is valid for 14 days and for one trip only. The carrier specifies the route, and the return trip is allowed at no charge if requested with the original permit application.

Urbanized Area - A populated area that normally experiences peak hour traffic volumes in the morning, afternoon and evening travel periods. (As defined and updated by DTIM traffic model analysis that is updated on two year intervals).

## PERMITTING

1. Requests and Approvals - The submittal and approval permit process shall be handled electronically.
2. Review - The automated permit system is not designed to identify all geometric scenarios. For example, the routing system does not evaluate for length or turning capabilities. Region review shall be required when:
  - a. Width exceeds 15'11" per [Trans 250.05\(a\)](#), [Trans 254.12](#), [Trans 260](#), and the business routes are coded into the oversize/overweight automated issuance system, Superload.
  - b. The proposed route for loads with an overall length of 100' to 139'11", and less than 16' in overall width will be reused on the same route within a three month period.
  - c. Construction staging and detours will impact loads with an overall length of less 140' and less than 16' in overall width. The automated permit system is not designed to identify any routes deficiencies for such loads.
3. Denial or Restrictions
  - a. The following issues shall result in the denial of a permit:
    - Proposed moves resulting in interrupted power or other utility service to essential services, such as hospitals, fire stations, etc..
  - b. The following issues may result in the denial of a permit or substantial restrictions by the Region:
    - Exceed roadway plus shoulder width;
    - Exceed bridge or structure width;
    - Require 'wrong way' vehicle movement when a suitable alternative route is available;
    - Occur at times of the year that may cause excessive roadway damage;
    - Interfere with high traffic volumes;
    - Substantially impair power service to customers on route as determined by affected utility company;
    - Require excessive removal or rearrangement of permanent or temporary traffic control devices;
    - Utilize a route that is unsuitable due to construction constraints, geometric limitations, and/or unsafe passing conditions. Applicant will be advised to submit another route;
    - Impact state maintained traffic signal equipment (e.g. temporary removal). Any removals shall be approved by the Region and shall be completed by or at the direction and in the presence of WisDOT electricians. Removal of monotube signal arms may require additional (contracted) forces. Any approved removals will be at the expense of the carrier.
    - Reject the proposed route for radioactive materials if another route other than Wisconsin is reasonably available
4. Special Circumstances
  - a. Ramp-Off/Ramp-On (RORO). At the discretion of the Region, RORO may be permissible where conditions would result in an excessive route detour. The

Region shall determine the appropriateness of RORO based upon load type and load frequency.

- b. Sign Removal. Sign removal may be permitted to alleviate geometric deficiencies due to load length or width. Removal must be previously authorized by the Region, and the carrier is responsible for the immediately replacement of all removed signs.

Sign removal shall be coordinated through the regional traffic unit. The preferred method of sign removal/replacement is by the appropriate County Highway Department. If a specific project has a large number of loads and/or scheduling prohibits County Highway Department involvement, WisDOT Regional staff may consider authorizing hauler removal/replacement signs. OSOW load hauler may be required to complete an "Approved Traffic Sign/Post Removal and Replacement Log."

**Approved Traffic Sign/Post Removal and Replacement Log**

Instructions:

1. Attach photograph showing original sign installation for each intersection that requires removal/replacement (R/R) of traffic signs. Label intersection photo by naming the photo as the load approaches and leaves the intersection (ex. I43 SB/WIS 96 WB)
2. For multiple signs/posts requiring R/R at an individual intersection label each sign/post from left to right as viewed on the intersection photo.
3. Complete each field below on log
4. Within 24 hours of R/R, fax this log (including) photos to (xxx) xxx-xxxx. Send/email copies of original to WisDOT at: XXXXXXXX

A. WisDOT Permit Number: \_\_\_\_\_

B. Date of Pre-Approved Traffic sign/Post Removal and Replacement: \_\_\_\_\_

C. OSOW Permit Holder Contact Information (Company Name, POC, address, office phone, cell phone, fax, email): \_\_\_\_\_

D. Escort Company Contact Information (Company Name, POC, address, office phone, cell phone, fax, email): \_\_\_\_\_

E. Individual Conducting Pre-Approved traffic Sign/Post Removal and Replacement (Company Name, POC, address, office phone, cell phone, fax, email): \_\_\_\_\_

Include a table identifying the following information:

Intersection/sign number, date/time of R/R, printed name of individual(s) conducting R/R, signature certifying sign replaced properly and with same orientation as shown in original photos.

- c. Counter-directional Movements. The Region shall review and approve counter-direction movements of loads at modern intersections including roundabouts.

- d. Loads with Low Level Radiation. DMV will notify DTSD OSOW Unit that a load, consistent with a regional review requirement as prescribed in Trans Rules or this guidance (see Permitting Section 2 above), is radioactive. Upon notice OSOW Unit will work with regions reviewers who shall review the following:
    - i. the location, number, and extent of slows,
    - ii. expected conflict with other traffic due to volumes and congestion,
    - iii. proximity of route to population centers,
    - iv. general level of radiation,
    - v. availability of other routes in Wisconsin other than those proposed,
    - vi. outreach and notification 2 weeks before the move with local communities on route
    - vii. other objective risks and issues associated with the load and route
  - e. Other. Other special circumstances not specifically listed here shall be subject to the review and approval of the Region.
5. Suspension
- a. Frequent Violators. Carriers which evidence frequent and/or serious infringement of permit, equipment or traffic regulations will face suspension of existing permits, ineligibility for multiple trip permits or outright denial of future WisDOT oversize/overweight permits, as deemed necessary by the DMV/BHM.
  - b. Appeal. The right of the hauler to appeal is established under Wis. Stats. 348.25(9).
6. Conflict Resolution
- a. External. When carriers, county officials, local law enforcement, or external DOT staff raise issues, questions, or concerns regarding permits, the DMV should be contact at (608) 266-7320.
  - b. Interregional field recommendation discrepancies. The Bureau of Highway Maintenance (BHM) will make the final recommendations based on coordination between the Regions when a vehicle is traveling through multiple Regions and when regional recommendations conflict.

Primary and secondary contacts are provided in the list below.

<b>Regional Office</b>	<b>Contact</b>
SW Region, Madison	Jeff Gustafson Jim Pavelski
SW Region, La Crosse	Joe Schneider Andrew Winga
SE Region, Waukesha	Eric Perea Allison Blackwood Stacey Pierce Dan Dedrick
NE Region, Green Bay	Rod Hamilton Jodi Marsh
NC Region, Wisconsin Rapids & Rhineland	Laurie Miller Jack Keiffer
NW Region, Eau Claire	Gary Coequyt Greg Mattson Jeff Olson
NW Region, Superior	Greg Mattson Gary Coequyt

	Jeff Olson Joe Whirry
Bureau of Technical Services Pavement Section	Laura Fenley Bob Arndorfer
Bureau of Highway Maintenance Freight Section	Peter Lynch Tracy Guetzlaff

**ROUTE CONDITIONS**

It is recognized that physical roadway conditions may change at the time of the move and the carrier must be aware that they are ultimately responsible for maintaining safe operating conditions and reviewing roadway and vehicle characteristics (i.e., horizontal and vertical clearances, intersection geometrics, load height, tire pressure, etc.).

**HOURS OF OPERATIONAL LIMITATIONS**

1. The Region shall review permits for hours or days of operation and any other special conditions of operation for escorted loads with an overall length over 160', regardless of overall width.
2. Per Trans 254.11(3), no oversize vehicle that exceeds 12' in width, 13'6" in height, or 100' in length is allowed to operate during the hours of darkness, unless specifically directed and authorized by WisDOT Regional Office.
3. No Region-reviewed oversize vehicle moves shall be made within urbanized areas as defined by DTIM traffic modeling analysis between the hours of 6:00am – 9:00am and 3:00pm – 6:00 pm, or if the area experiences a noon peak period, which will be listed in the Regional recommendations.
4. OSOW vehicles moving at speeds of 25 mph or less (notwithstanding bridge restrictions listed on the permit) should be required to move from 9:30pm – 5:30am to maintain consistent and safe operations for motorists in metro areas and on conventional highways of the State Highway System. Travel time shall be subject to Region discretion and approval.
5. Loads with a width in excess of 16' may be required to move at night, subject to the discretion of the Region.

**ESCORT GUIDELINES**

1. General. The following Table provides escort vehicle guidance based upon oversize/overweight load type. Final escort configurations shall be at the direction of the Region. For Wind see Escorts in TGM 13-2-11.

WEIGHT	LENGTH	WIDTH	HEIGHT	ESCORT
Up to 350K	Any	Any	<16'01"	Pole car requirement subject to Region review.
Up to 350K	Legal to 139'11"	15'01" - 16'0"	>16'01"	Pole car is required. Must lead the load by a minimum of 0.5-miles.
Up to 350K	Legal to 139'11"	16'0" – 17'11"	Any	Two (2) private vehicles.
Up to 350K	Legal to	18' – 20'	Any	One (1) law enforcement vehicle and one

	139'11"			(1) private vehicle.
Up to 350K	Legal to 139'11"	>20'	Any	Two (2) law enforcement vehicles and one (1) private vehicle.
Up to 350K	>140'	<10'	Any	On freeways and expressways, private escort vehicles may be used in lieu of law enforcement escorts.
Up to 350K	140' – 159'11"	Up to 17'11"	Any	One (1) law enforcement vehicle and one (1) private vehicle at the determination of the Region.
Up to 350K	>160' – 199'11"	>8'6" to 16'0"	Any	Two (2) private vehicles. Region may require law enforcement vehicle.
Up to 350K	200' to 250'	8.6 to 16'0"	Any	Two (2) private vehicles one (1) law enforcement vehicle.
Up to 350K	160'- 224'11"	< or = to 8.6	Any	Two private escort vehicles. Region may require one law enforcement vehicle depending on route complexity.
Up to 350K	>225'	Any	Any	Minimum of Two (2) State Patrol escort vehicles.
>350K	Any	Any	Any	At least one State Patrol Escort (see Heavy Slow Loads below)
Key:	< Less Than		> Greater Than	

Note: When multiple conditions for weight and dimension are met reviewer should use the requirement that provides the most coverage for the load in question.

2. Nighttime or Round-The-Clock Movement. Any company requesting nighttime or round-the-clock movement shall have a minimum of one (1) law enforcement officer and one (1) private escort, at the direction of the Region.
3. The WisDOT always retains the right to be more restrictive when it is deemed necessary.

**CONVOYS**

1. Review. Each Region shall review all convoy requests and efficiencies should also be considered.
2. Size. Convoys shall not exceed two oversize vehicles per convoy.
3. Conditions. Multiple convoys of a single carrier or project shall have a staged departure with a minimum of ½ hour travel time between convoys, and maintain said travel time separation for the full duration of the trip.

**LAW ENFORCEMENT**

1. Escort Type
  - a. State Patrol escorts may be used when moving through multiple counties.
  - b. State Patrol, county, or local law enforcement may be used when moving within a local area.
2. Responsibility - Law enforcement responsibility shall be limited to traffic control and load escort. Carriers shall not rely on the law enforcement officers for route navigation and guidance through turning movements.

**HEAVY AND SLOW LOADS**

1. All vehicles over 270,000 pounds shall be reviewed by the Bureau of Technical Services Pavements Section.
2. The Bureau of Structures reviews overweight loads for adequacy of any structure to safely accommodate such a load at certain speeds prior to BHM and Regional review. BTS review shall be included if applicable.
3. The Region(s) shall review gross vehicle weights exceeding 350,000 pounds and traveling at less than posted speeds for the facility on route.
4. The Region(s) shall review all loads operating at a maximum speed of 45 mph or less on a limited access facility.
5. Recommendations for building moves will be based on the discretion of the Region's evaluation of safety and best practices.
6. Loads in excess of 350,000 pounds escorts based on overall dimension, weight, anticipated speed, and complexity of route. Use the table above for a preliminary reference point. Loads with six or more slow to 5 miles per hour bridge crossing requirements shall have 1 State Patrol and One Private escort.

### **INSPECTIONS**

1. See TGM 13-2-12

### **WORK ZONES**

1. Travel through work zones otherwise limited by posted signs or other constraints (i.e. lane width restrictions) cannot proceed without prior authorization of DMV, BHM, and BTO on the permit. Permit vehicles without prior authorization should interdict and call DMV to either approve travel through the work zone or find an alternate route.

### **COORDINATION**

1. Responsibility
  - a. It is the responsibility of the carrier to contact local community and county public works departments or law enforcement agencies to apply for additional permits on connecting highways, and if required by the municipality, for travel on the local roadways.
  - b. Carriers shall coordinate with railroad officials as to the times of move for railroad tracks with short storage distances and humped crossings.

Documentation - All carriers shall be required to carry a log documenting all local community, law enforcement, and agency coordination, during operation.