



## Traffic Guidelines Manual

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|--------------------------------------|---|---------|
| ORIGINATOR<br>State Traffic Engineer |   | 13-2-11 |
| CHAPTER 13                           | Traffic Regulations                       |         |
| SECTION 2                            | Trucking                                  |         |
| SUBJECT 11                           | Oversize/Overweight Wind Industry Permits |         |

If not stated in this policy, follow TGM 13-2-10.

### Definitions

Wind Tower Multi-trip Permit – specific permits relating to a process implemented to plan for multiple trips of oversize/overweight loads to wind projects.

Wind Multi-Trip Permit – A permit that is valid for unlimited, specified route trips during a range of 3 to 6 months. This is applied to each vehicle identification number (VIN) from a company seeking this permit type

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

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 shall be made of a non-conductive, non-destructive, flexible material.

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. It is at the discretion of the Region to determine if an area is considered urbanized and if an oversize/overweight vehicle will significantly impede on traffic during peak periods.

Freeway/Expressway – Four-lane divided highway facilities with no or minimal at grade intersections and sharp curves. Expressways are divided arterial highway facilities that have partial control of access, generally with grade separations at major intersections.

**Guidelines**

1. WisDOT permitted hours of operation for movement of wind tower components are:
  - 6PM Sunday through Noon on Friday, except during the peak traffic hours of 6AM-9AM and 3:30PM-6PM, Monday through Friday, in below specified urban areas
  - 12:01AM Saturday through 10AM Saturday
  - 12:01AM Sunday through 10AM Sunday
  
2. Oversize/overweight permits will restrict travel during peak traffic hours only in the counties of Brown, Outagamie, Winnebago, Dane, Milwaukee, Ozaukee, Washington, Waukesha, Racine, Kenosha, and LaCrosse. The maps for the wind tower restricted urban areas can be found in:
 

[\\Mad00fph\n4public\BHO\osow\Time Restrictions\](#) (internal DOT access only)

**Wind Tower Allowable Times of Travel**

| Day\Hour  | 12:01 AM<br>Midnight | 1:00 AM | 2:00 AM | 3:00 AM | 4:00 AM | 5:00 AM | 6:01 AM | 7:00 AM | 8:00 AM | 9:01 AM | 10:00 AM | 11:00 AM |
|-----------|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|
| Monday    | X                    | X       | X       | X       | X       | X       | e/u     | e/u     | e/u     | X       | X        | X        |
| Tuesday   | X                    | X       | X       | X       | X       | X       | e/u     | e/u     | e/u     | X       | X        | X        |
| Wednesday | X                    | X       | X       | X       | X       | X       | e/u     | e/u     | e/u     | X       | X        | X        |
| Thursday  | X                    | X       | X       | X       | X       | X       | e/u     | e/u     | e/u     | X       | X        | X        |
| Friday    | X                    | X       | X       | X       | X       | X       | e/u     | e/u     | e/u     | X       | X        | X        |
| Saturday  | X                    | X       | X       | X       | X       | X       | X       | X       | X       | X       | n/p      | n/p      |
| Sunday    | X                    | X       | X       | X       | X       | X       | X       | X       | X       | X       | n/p      | n/p      |

| Day\Hour  | 12:01 PM<br>Noon | 1:00 PM | 2:00 PM | 3:00 PM | 3:30 PM | 4:00 PM | 5:00 PM | 6:01 PM | 7:00 PM | 8:00 PM | 9:00 PM | 10:00 PM | 11:00 PM |
|-----------|------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|
| Monday    | X                | X       | X       | X       | e/u     | e/u     | e/u     | X       | X       | X       | X       | X        | X        |
| Tuesday   | X                | X       | X       | X       | e/u     | e/u     | e/u     | X       | X       | X       | X       | X        | X        |
| Wednesday | X                | X       | X       | X       | e/u     | e/u     | e/u     | X       | X       | X       | X       | X        | X        |
| Thursday  | X                | X       | X       | X       | e/u     | e/u     | e/u     | X       | X       | X       | X       | X        | X        |
| Friday    | n/p              | n/p     | n/p     | n/p     | n/p     | n/p     | n/p     | n/p     | n/p     | n/p     | n/p     | n/p      | n/p      |
| Saturday  | n/p              | n/p     | n/p     | n/p     | n/p     | n/p     | n/p     | n/p     | n/p     | n/p     | n/p     | n/p      | n/p      |
| Sunday    | n/p              | n/p     | n/p     | n/p     | n/p     | n/p     | n/p     | X       | X       | X       | X       | X        | X        |

X = Travel Permitted  
 e/u = Exception for Urban Areas noted below  
 n/p = Travel Not Permitted

**\*Urban Areas**  
 Green Bay  
 Kenosha  
 La Crosse  
 Appleton including Neenah/Menasha and STH 15

**\*Counties**  
 Dane County  
 Milwaukee County  
 Ozaukee County  
 Racine County  
 Washington County  
 Winnebago County

\*Urban Areas and or Counties may change due to further LOS Analysis

3. 30 minute “pulsing” will be allowed. This permit restriction will be replaced with this language: “It is the carrier’s responsibility to plan for staging and managing of the departures of permitted loads to avoid congestion on the route due to massing of the permitted loads.
  
4. Permits *may* include a condition for convoying of two loads in order to more efficiently use escorts. This condition is available on a very limited case-by-case basis and the consecutive convoys cannot move less than 30 minutes apart.

## 5. Escorts (Wind Only)

| WEIGHT                                      | LENGTH                        | WIDTH         | HEIGHT         | ESCORT   |
|---|-------------------------------|---------------|----------------|--|
| < 170K                                      | 100' to 120'                  | < 13'         | <14'6"         | One private escort. Pole car requirement subject to Region review.   |
| < 171K – 270K                               | 121- 189'11"                  | 13'01" -16'0" | 14'7" – 15'11" | Two (2) private escort vehicles. Pole car requirement subject to Region review.  |
| Up to 350K<br>1 to 5 slow<br>to 5mphs       | 190'6"- 200'0"                | 16'0" to 20'  | 16' to 20'     | One (1) private vehicle and one (1) state patrol escort vehicles. One (1) private shall be a properly equipped pole car and lead the load by 0.5 miles at all times. |
| Up to 350K<br>6 or more<br>slow to<br>5mphs | 200'1"                        | >20'          | >20'           | Two (2) state patrol escort vehicles and one (1) private vehicle to provide a properly equipped pole car and lead the load by 0.5 miles at all times.                |
| Key:  | < Less Than<br>> Greater Than |               |                |  |

- a. The WisDOT always retains the right to be more restrictive when it is deemed necessary.
- b. Subject to inspection results or other concerns base loads regardless of weight and dimension maybe required to have one State Patrol Escort until such time as the concern triggering this requirement or concern is removed.

## 6. Work Zones

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.

## 7. Ramp Off/Ramp On Method

Ramp off/Ramp on movements for wind industry truck shipments may be utilized and approved by the regions in order to keep the load on the OSOW Freight Network. This method *should* only be used to avoid construction, low bridge clearance, or weight restricted facility. The interchange must be a diamond interchange with a clear path between the exit and entrance ramp. The presence of fixed barriers or medians eliminates this method as an option. Ramp off/Ramp on *should not* be used consecutively on a route or for the overall permit. This method *should* be limited to 1 or 2 exceptions on a route. Additional ramp off/ramp on exceptions are at the discretion of DMV permitting office and BHM staff and only when alternative routes cannot be reasonably identified.

**General Notes**

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.)

Contact DMV if there are any loads that do not conform to these load requirement guidelines.