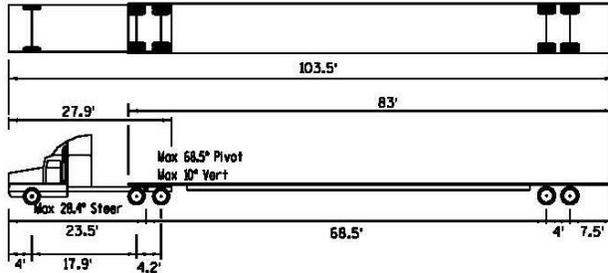


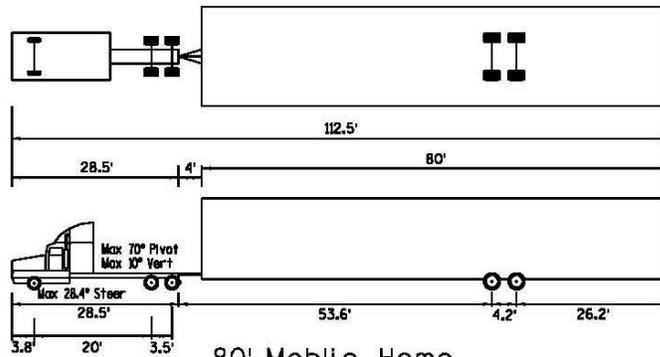
Load: Combine
 Trailer: none
 Overall Length 33.50 ft
 Overall Width 20.00 ft
 Max Track Width 11.78 ft
 Lock to Lock Time 6.00 sec

Combine



WisDOT WB-92 - (Formerly WB-67 Long)

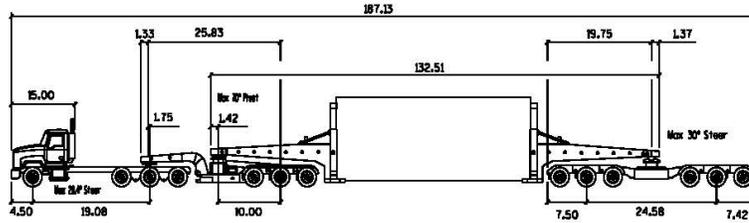
WisDOT WB-92
 Overall Length 103.50 ft
 Overall Width 8.50 ft
 Max Track Width 8.50 ft
 Lock to Lock Time 6.00 sec



80' Mobile Home

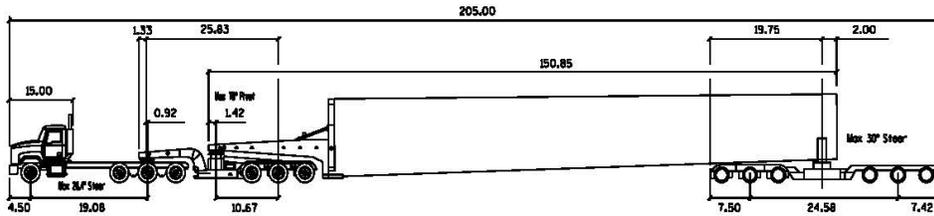
Load: 80' Mobile Home
 Trailer: N/A
 Overall Length 112.50 ft
 Overall Width 14.17 ft
 Max Track Width 8.00 ft
 Lock to Lock Time 6.00 sec

**WisDOT VEHICLE INVENTORY OF OVERSIZED OVERWEIGHT (OSOW),
 MULTI-TRIP PERMITTED CHECK VEHICLES**



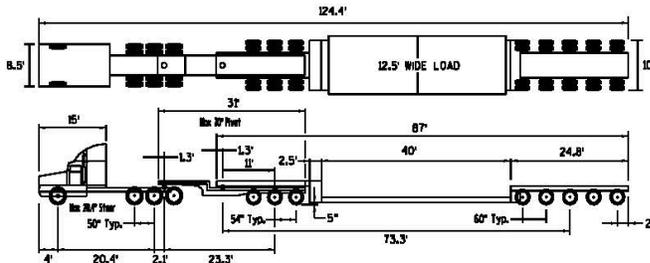
Wind Tower 80M MID

*
 Load: Wind Tower 80M MID
 Trailer: Conventional, 2-sections
 Overall Length 187.13 ft
 Overall Width 13.83 ft
 Max Track Width 10.00 ft
 Lock to Lock Time 6.00 sec



Wind Tower 205

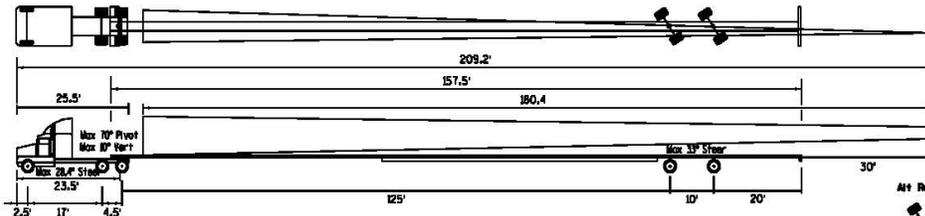
*
 Load: Wind Tower 205'
 Overall Length 205.00 ft
 Overall Width 13.00 ft
 Max Track Width 10.00 ft
 Lock to Lock Time 6.00 sec



5 Axle Expandable Deck Lowboy (DST Lowboy 1)

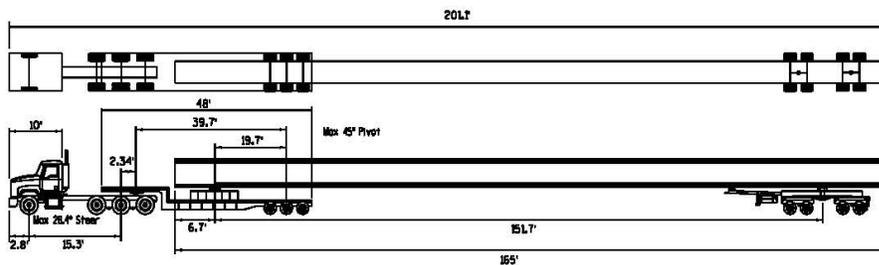
Overall Length 124.40 ft
 Overall Width 12.50 ft
 Min Body Ground Clearance 5.0 Inches
 Max Track Width 10.00 ft

NOTE: Data depicted on this sheet was current as of time of production. Vehicle dimensions, capabilities, and overall design may vary by transit carrier and manufacturer. Different characteristics may result in more or less maneuverable vehicles than those depicted here. THE USER IS RESPONSIBLE for confirming a vehicle's specific capabilities and dimensions for their specific project.



55 Meter Wind Blade

*
 Load: 55 Meter Wind Blade
 Trailer: Two axle, steerable
 Overall Length 209.20 ft
 Overall Width 8.50 ft
 Max Track Width 8.00 ft
 Lock to Lock Time 6.00 sec

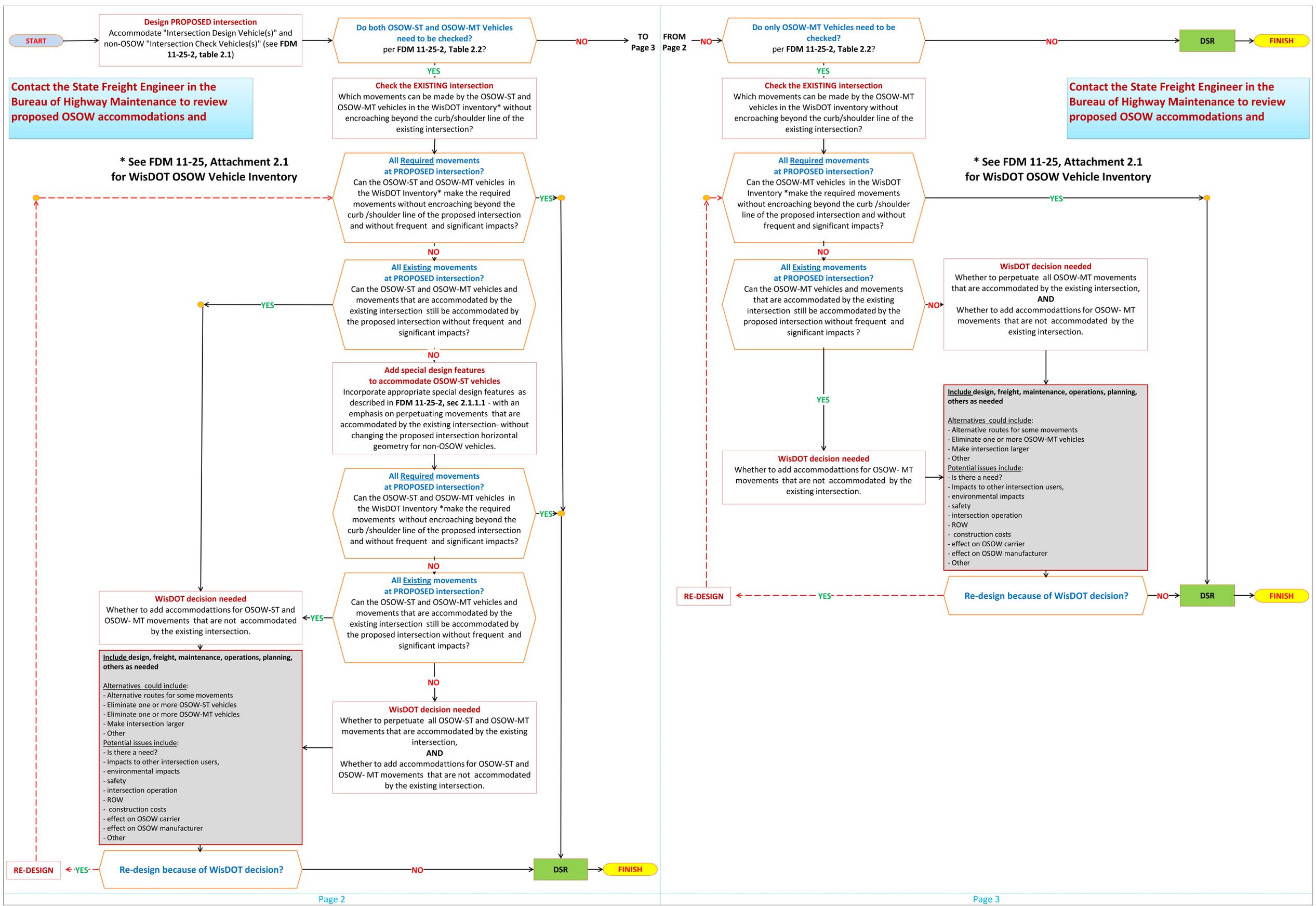


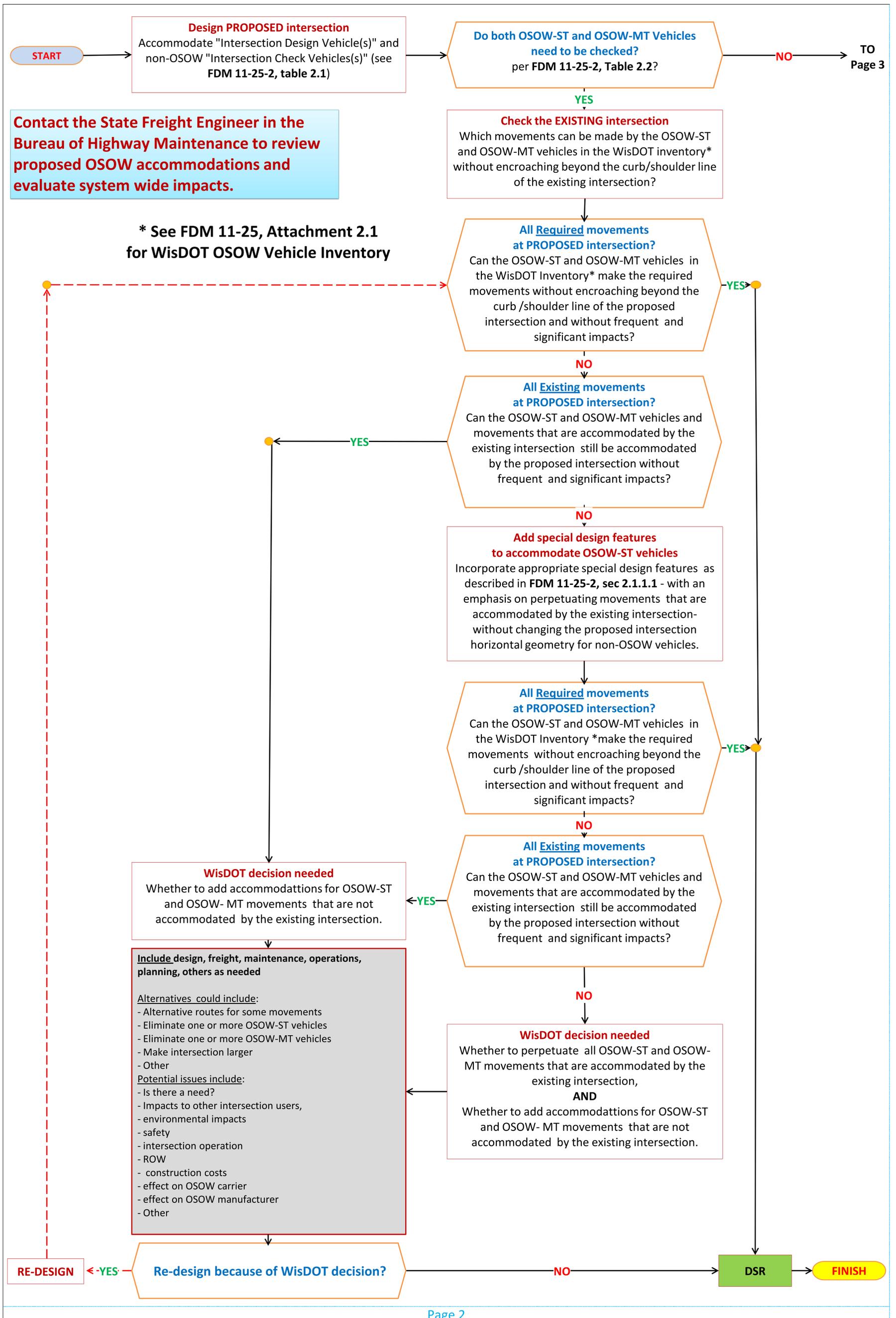
165' Beam

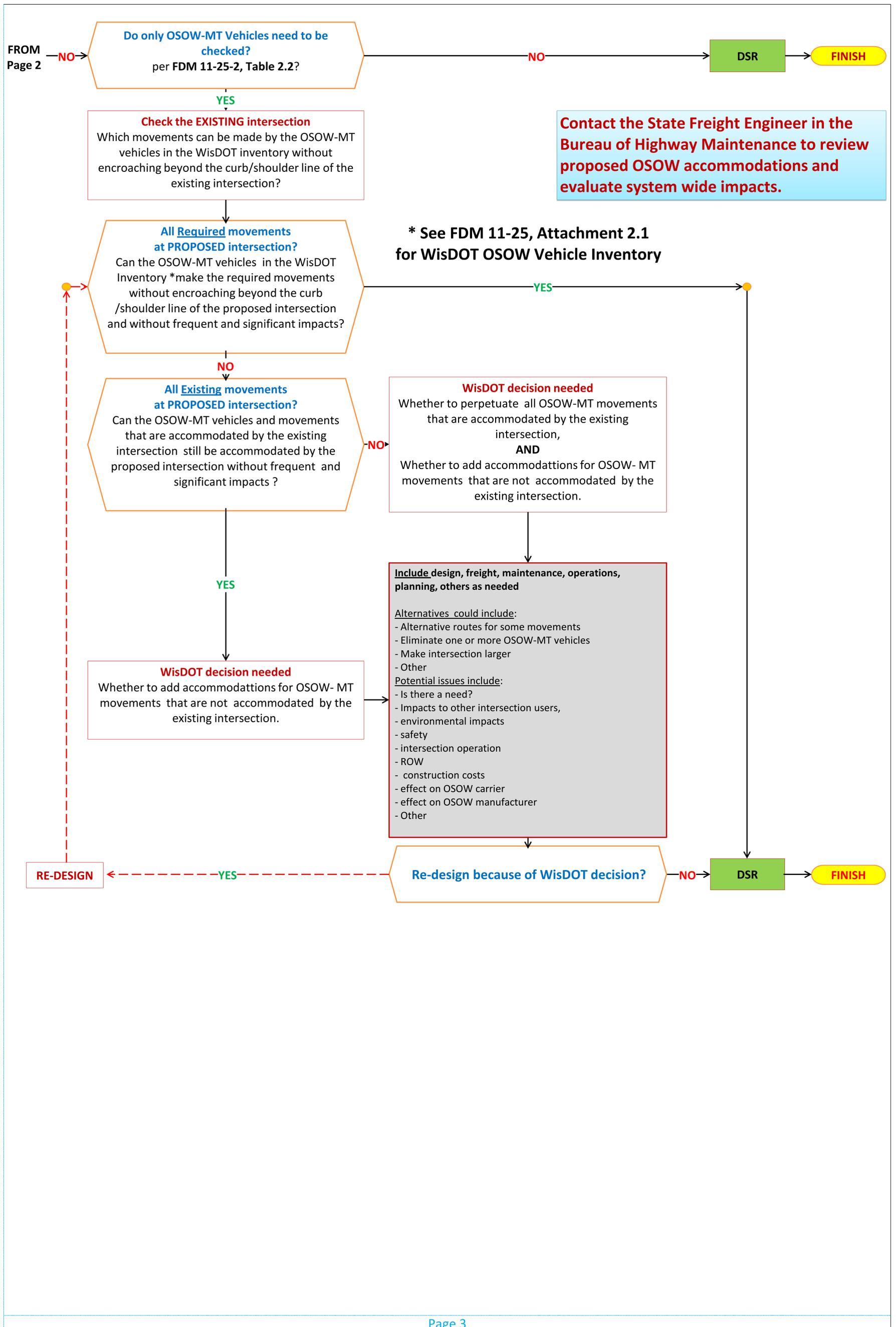
*
 Load: 165' Beam
 Trailer: Two, double axle steerable bogies
 Overall Length 201.00 ft
 Overall Width 8.50 ft
 Max Track Width 8.50 ft
 Lock to Lock Time 6.00 sec

* REAR-STEER CAPABLE

**WisDOT VEHICLE INVENTORY OF OVERSIZED OVERWEIGHT (OSOW),
 SINGLE TRIP PERMITTED CHECK VEHICLES**







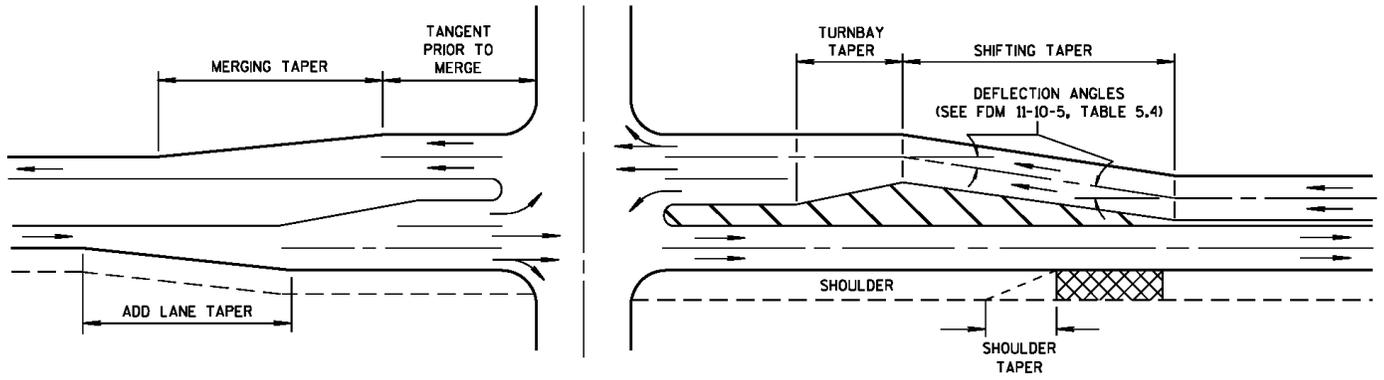


Table A2.1 Taper Descriptions and Formulas

Type of Taper	Definition of “W” (feet)	S* (mph)	L=Taper Length (feet)	
			Desirable	Minimum
Merging Taper **	The difference in travel way width from the beginning to the end of the taper	<=40	$L = W \times (S + 5)$	$L = W \times S$
		>=45	$L = W \times (S + 5)$	$L = W \times S$
Add Lane Taper **	The difference in travel way width from the beginning to the end of the taper	<=40	$L = (W \times (S + 5)^2)/60$	$L = (W \times S^2)/60$
		>=45	$L = W \times (S + 5)$	$L = W \times S$
Shifting Taper	The distance (left or right) a vehicle path is shifted from the beginning to the end of the taper	<=40	L = greater of 100-feet or $(W \times (S + 5)^2)/60$	L = greater of 100-feet or $(W \times S^2)/60$
		>=45	L = greater of 200-feet or $W \times (S + 5)$	L = greater of 200-feet or $W \times S$
Shoulder Taper	The difference in Shoulder width from the beginning to the end of the taper	<=40	$L = (W \times (S + 5)^2)/180$	$L = (W \times S^2)/180$
		>=45	$L = (W \times (S + 5))/3$	$L = (W \times S)/3$
Turn Bay Taper	The distance (left or right) a vehicle path is shifted from the beginning to the end of the taper See Table A2.2 below for Turn Bay taper rates			

S* = Posted speed or off-peak 85th percentile speed

**Add Lane and Merging tapers for passing and climbing lanes are shown in [SDD 15C8](#).

Table A2.2 Tangent Prior to Merge and Turn Bay Taper Rates

Posted Speed (mph)	Tangent prior to merge ¹ (feet) Desirable (Minimum)	Turn Bay taper rates ***	
		Normal (Minimum)	
		Rural	Urban
25	525 (325)	8:1	8:1 (6:1)
30	660 (460)	8:1	8:1 (6:1)
35	765 (565)	12.5:1	8:1 (6:1)
40	870 (670)	12.5:1	8:1 (6:1)
45	975 (775)	12.5:1	12.5:1
50	1085 (885)	12.5:1	12.5:1
55	1190 (990)	12.5:1	12.5:1
65	1400 (1200)	12.5:1	12.5:1

*** Use the same turn bay taper rate for single, dual and triple turn lanes.

¹ Minimum values from (1) Placement of Warning Signs. In *Manual on Uniform Traffic Control Devices Chapter 2C: Warning Signs and Object Markers* Federal Highway Administration, 2009, Section 2C.05. <http://mutcd.fhwa.dot.gov/pdfs/2009/part2c.pdf>, Table 2C-4 on p.108. Values also shown in Wisconsin MUTCD Table 2C-4.