Project Restrictions and Oversize Loads

Commercial Vehicle Services
Jim Wright
Objectives

- Oversize Loads Traveling in Washington
- Notification timeframes and impacts to industry
- Future forecasting thoughts
- Communication between Commercial Vehicle Services (CVS) office and Project Planning office
Oversize Moves in Washington

• Oversize loads annually
  • 120,000

• Superloads annually
  • 2,000
    
    *(Exceeding 16’ wide x 16’ high x 125’ long or 200,000 lbs.)*

• Monthly Permits annually
  • 20,000
    • 14’ wide x 15’ high x 125’ length
    • Any state highway any time - Subject to restrictions
Bridge and Road Restrictions

- Restrictions are provided to Commercial Vehicle Services by:
  - Bridge Preservation Office for weight
  - Maint. Superintendents for dimension
  - Project Engineers recently are providing information for more of the construction projects
Posting of Restrictions

- CVS manages restrictions for oversize and overweight loads
- The permitting program uses these restrictions to filter oversize loads
- Restrictions are posted on the CVS website for customers to plan moves
- “Heads Up” e-mails are sent to customers
Notifications and Load Planning

- Carriers plan weeks/months in advance to move these large loads
- Scheduling for crews, escort vehicles, law enforcement, local jurisdiction authorization and more
Restriction Notification Timelines

- “Effective immediately” or effective in two days occurs too often in WA

- Oregon law requires:
  • 28-day prior notice for very restrictive limits – 14 for less restrictive (nighttime travel)

- Idaho 2-week notice

- Can our restrictions be a consideration at the beginning… the Planning Phase of project?
Industry Impacts

- Some projects send **weekly** updates for posting
  - OK but not great

- Severe Impacts to Moves
  - Notification on Friday effective the following Tuesday
  - No loads over 12 ft. wide
  - 24/7 – Four month period
  - No detours
Work Zone Safety and Mobility

WSDOT Design Manual – Division 10 Chapter 1010

- Developing the work zone design
  - Planners
  - Designers
  - Construction engineers
  - Maintenance personnel

- Safety
- Mobility
- Constructability
Transportation Management Plans (TMP)

- Managing work zone impacts begins at the scoping phase
  - Traffic data
  - Impact assessment
  - Project information strategies
  - Mitigation
  - Design solutions

- Integrate work zone impact strategies early during planning, programming, and design

- Acceptable level determined by Region
  - Based on impact assessment and adverse effects on safety and mobility
Work Zone Impacts

- Consider work zone impacts during the design of the actual project features
- In your use of the TMP Checklist
- Project Management Plan becomes part of Project File
Work Zone Policy

- View work zone design from road user’s perspective
- Impacts not identified in the TMP process will surface at the construction phase in dollars and/or delays
- Assessment starts at scoping phase and continues through construction completion

- Many projects have unique features
Communication with Stakeholders

Advance notice is required

- Good time to plan for alternate routes
  - Involve Region or HQ communications

- Coordinate with the Freight office and Commercial Vehicle Services office

- Use heavy vehicle restrictions and provide alternate routes or lane use restrictions
Capacity Analysis

- WSDOT is responsible to maintain traffic mobility through and around projects

- How much congestion and delay is acceptable?…May become a management decision

Traffic Data

- Include oversize load information
- Work Zone should be consistent when possible
Work Zone Analysis

- Consider user costs as part of work zone analysis
- Removal and replacement of traffic control devices detract from constructability and will add to project cost

However…

- Temporary widening might be considered
- Moving barriers to allow for large loads on weekends
Oversize Load Considerations

• Overbuild beyond normal project to maintain original traffic needs

• Extra paving to widen approaches for lane adjustments

• Additional room to maneuver through traffic area
Oversize Load Impacts

- If roadway width, height, or weight is reduced, notification to CVS and Maintenance Office is required
  - Document that communication and place in Project File

Restriction Notifications

- Specify the max size that can be accommodated
- Better than:
  - Single lane closure…
  - One twelve foot lane with shoulders
- May have to designate an alternate route
  - Signed detour agreement with local agency is required
Traffic Control Plan

- Goal – Traffic control plan that is constructible and biddable
- TMP Strategies
  - Construction Sequence Plans
    - Done early
  - Proposed stages
    - Work required for each stage
Contract Specifications

- Contract Specifications

- Work hour restrictions for lane closure operation identified where traffic impacts are expected

- Designer is responsible to address work zone traffic control impacts

- Effectiveness of TMP creates the level of traffic safety and mobility
TMP Components Checklist

- TMP roles
  - Stakeholders and review committee

- Project Description
  - Proposed construction phasing and staging
  - Schedules and timelines
  - Adjacent projects

- Existing and future conditions
  - Traffic data, existing and historic
  - Business concerns
  - Traffic predictions
TMP Components Checklist
(continued)

- Work Zone Impacts Assessment Report
  - Summary of anticipated work zone impacts
  - Phasing/staging strategies
    and
  - Adequacy of detour routes...
Alternate Routes

- Local Roads and Detours
  - Some projects may not have many local options
  - Is design of road sufficient? Restrictions for the detour?
Windows of Opportunity

- Industry can plan moves even if provided small "windows of opportunity"
  - Certain hours in the day or nighttime
  - Specific days of the week
Forecasting the Future

**Major restrictions** - Forecast weeks in advance? (Ones that could effect oversize loads)
- Can this be identified in planning stages?

**Minor restrictions** (No effect on oversize loads):
- Non-commercial area ramp closures
- Lane closures – but still allow for large loads
  - PEs or Maint. Superintendents can require more conditions such as:
    - Escort vehicle(s) when not normally required
    - Time slots for movement
    - Law enforcement escort
Commercial Vehicle Services

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Let us hope this does not go through your project.

Thank You