

# Project Restrictions and Oversize Loads



**Commercial  
Vehicle Services  
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# 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**