OSOW Permitting - Overview

- Trends
  - Greater regional interaction
    - Revival of AASHTO permit group
    - WI a leader
  - Number of Single Trip Permits up 19% over 2006
    - Attributable to Wind tower components
  - Permit Proliferation
    - Divisible load multiple trip permits added each session
      - Granular Roofing most recent
    - New commodities covered by recyclable scrap

Organization Chart/Personnel

Permits issued by DMV/Motor Carriers
Section Staff: 1 supervisor, 1 technical leadworker, 6 processors
- Work much more technical, e.g. application/platform testing, network and data maintenance
- WisDOT permits issued only electronically: by snail mail or at Madison – Hill Farms Office – no telephone issuance
Personnel Involved in Permit Issuance

 Permit Application Review
- Bridge Office
  - Hill Farms
  - Travis McDonald/Shiv Gupta/Dan Breunig
  - Deny/Approve w/Note goes back to OSOW

- Osow Unit receives application online and verifies that route clears for height and width but SEP indicates manual bridge review - app goes to Bridge

- Bridge Unit at Hill Farms
  - Frank Huitt/Terry Woodman
  - Send apps to Regions & Permit
  - Return consolidated reviews to OSOW

Regional Review
- Dennis Olson - SW-Madison
- Laurie Miller/Ron Becker - NCR
- Rod Hamilton - NER
- Mike Gawrysiak - SER
- Joe Schneider - SW-LaCrosse
- Greg Coequyt - NWR-Eau Claire
- Doug Mattson - NWR-Superior

Pavement Review
- Sent by BHO concurrent with Regional Review
- Returned to BHO with Deny/Conditions

Multiple Trip Permits – 348.27
- Numbers: 15,000 YTD – 3% decrease 07
  - Sub-types: 17 All valid for 3 to 12 months at customers option
  - Annual Fees: Overweight $200 - $1050, Oversize $40 to $90 - WI is low
  - Number of Trips Unknown; carriers do own routing
    - Extent of local control varies by statute
    - Michigan/WI Border Permit (154k gvw)
      - Mitigates truck/size weight differences in a specific area
    - Industrial Interplant
      - Allows WI manufacturers to move oversize to border
    - Non-divisible (construction equipment, snowplows, etc)
      - 16’ high; 14’ wide; 100’ long; 55k on a tandem; 170k gvw

If done online issuance is immediate. Turnaround if mailed-in 3 days
Wisconsin OSOW Permits

- **Single Trip Permits** – s.348.26
  - Numbers: YTD – 34k/07; 39k/08 – 11% increase
  - Valid for 2 weeks
  - Fees: Oversize - $15 to $25
    - Overweight - $20 to $85 plus $10 per 10k over 150k
    - Bridge Review - $5 if 130k or more
    - Pavement Review – Free
    - Traffic Engineering - $10 per region, often waived
  - WI is the low-end of the mid-range

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**Single Trip Permits – cont.**

- Application/evaluation/issuance:
  - Carrier or permit service applies online using administrative front end developed by WI and Beilfuss/Bentley routing component.
  - Carrier/service proposes a route; WI approves or denies. OSOW/DMV staff review to be certain that route is clear for height, width and construction.
    - No maximum gvw; 35k on a single axle; 65k on a tandem
    - 270k+ requires pavement impact review
    - Business rules or weight over 350K trigger manual bridge review
  - Note: Most apps of 120k gvw; 12’wide; 125’long; legal height evaluated entirely by computer
Single Trip Permit – cont.

– Engineering Review
  • If the GVW is 270K or more, OSOW staff sends the app to the Central Office BHO
  • If OSOW staff review shows bridges flagged for live review, or missing from data, or proposed rig is non-standard, or gvw exceeds 350k:
    – Application and routing documents are faxed to the Hill Farms Bridge Office.
    • Turnaround is 72 business hours

Single Trip Permits – cont.

– Engineering Review
  • If proposed vehicle exceeds 16’ in width, is very long or is a wind tower rig:
    – BHO staff transmit applications to a designated traffic engineer or technician in each Transportation District on the proposed route.
    • Regional reviewers recommend: number and type of escorts; hours of operation; notice to local officials; turning control
    • If gvw exceeds 270k BHO also transmits to pavement specialists in another Madison office
    • Turnaround is 72 business hours
Single Trip Permits – cont.

– Engineering Review
  • Wind tower components
    – First time route or partial route is submitted by any carrier, OSOW sends actual application and a dummy at maximum projected dimensions to BHO
    – BHO transmits to Regions
    – DTIM analyzes traffic volume
    – Special ad hoc group sets conditions of operation
      • Turnaround on first analysis is 1 to 2 weeks
      • After analysis is complete turnaround is 1 day

Longer than Standard Permit Turnaround

• Commercial Service
  – Submits incomplete or inaccurate application requiring multiple “go-backs”
    • often misleads carrier about role in the delay
    • OSOW Unit Now Providing Tele-training to Services

• Carrier
  – New OSOW in WI and increasingly new to OSOW–unfamiliar with permit requirements
  – No pre-planning with local authorities require state route changes
  – Less-than-optimum rigs increase overall dimensions, reducing route possibility
Single Trip Permits – cont.:

- Data/Information Sources
  - H.S.I – Bridge Inventory (Characteristics/Existence)
  - SEP – Structural Evaluation Program (Capacity Variables)
  - STN – State Transportation Network (Roadway & Bridge Existence/Bridge Location)
  - Shape files – (Network integration)
  - Map Background – (Layers for local/county/state)
  - PhotoLog – Bridges/Intersections/Interchanges
  - Arc-GIS - (Nodes & Link IDS)
  - MapQuest - (Water bodies/Driving paths)
  - Wisconsin Lane Closure System (WLCS) (Construction)
  - Business Rules

Interstate Differences

- Wisconsin:
  - Allows heavier axles than IA & MI
  - Single Trip Permits are valid longer
  - Has more divisible load permits
  - Doesn’t require a route survey
  - Issues manufactured housing permits on local roadway
  - Does not issue permits for overweight containers containing more than 1 item
    - Distiller’s grain is permitted with a Recyclable Scrap Permit
Interstate Differences

- Does not have a wind tower specific multi-trip permit
- Has switched usual OSOW vehicle escort to private “formally-trained” pilot cars in place of State Patrol
- Requires a permit for the 3-Vehicle tourism combination
- Allows local officials to permit OSOW operation on State, US and Interstate highway
- Allows more/heavier overweight operation without permit, e.g.
  - Harvest Period
  - Milk
  - Frozen Roads – logs & salt

Summary

- Significant differences in midwestern states OSOW regulation
- Permit automation has shaved 5 days off standard issuance
- IA, MN, IL and WI all trying to balance energy, business and transport issues with wind industry. More interstate policy development desirable.