ADMINISTRATIVE PERMIT MANUAL: OVERSIZE AND OVERWEIGHT PERMITS

State of Alaska

Department of Transportation and Public Facilities
Division of Measurement Standards and Commercial Vehicle Enforcement

February, 2017

On cover, Peregrine boat en route to Prudhoe Bay, Alaska 2014 (photo by Jess Seward)

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SECTION 1 – INTRODUCTION

(Photo by Pete Erickson)

The "Administrative Permit Manual" is designed to clarify the requirements for the issuance of and operation under a permit for the movement of vehicles or vehicles with loads, in excess of regulatory dimension or weight limits. This publication, together with current regulations (17 AAC 25), shall supersede all previous procedures regarding permits, whether established by practice, precedent or agreement.

In establishing the procedures contained in this manual, consideration has been given to the economic and administrative factors affecting oversize and overweight loads, the State of Alaska's mandated responsibility for the safety of the traveling public, and the preservation of the public road system.

The procedures in this manual are not all-inclusive and may be changed as conditions warrant by the Director, Measurement Standards and Commercial Vehicle Enforcement.

In some circumstances a Traffic Control Plan must be approved by the Regional Safety Engineer prior to issuance of a permit. Development of a Traffic Control Plan is in accordance with the Alaska Traffic Manual available at www.dot.state.ak.us/stwddes/dcstraffic/resources.shtml.

Copies of this manual are available online at www.dot.alaska.gov/mscve.

SECTION 2 – GENERAL INFORMATION

The Department of Transportation and Public Facilities is charged with the responsibility to establish the legal size and weight dimensions of vehicles traveling in Alaska, as required by 23 CFR 658. Legal dimensions can be found in 17 AAC 25. Recognizing that there are vehicles or vehicles with loads which exceed the limitations, the Department, through current regulations may authorize the movement of that vehicle or vehicle with load by the issuance of an oversize and/or overweight permit.

Permits are issued to facilitate the movement of non-divisible, non-standard vehicles and loads. Permits are not issued to increase a payload, create a competitive advantage or to circumvent the Department of Transportation and Public Facilities definition of truck size and weight as set forth in 17 AAC 25.

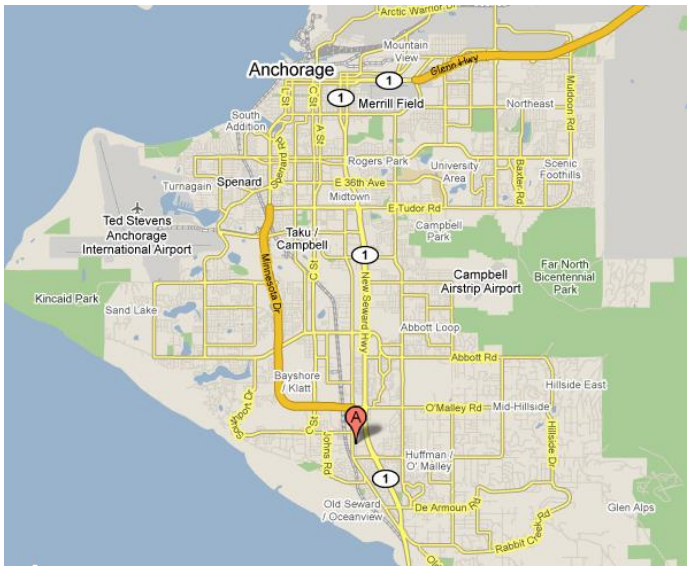
2.1 Commercial Vehicle Customer Service Center (CVCSC) Office Hours, Location, and Contact Information

Hours: Monday - Friday 8:00 AM – 5:00 PM

Location: 11900 Industry Way (Huffman Business Park, Bldg M-2) Anchorage, Alaska 99515

Phone: 907-365-1200, Alaska Toll Free Line: 800-478-7636

Fax: 907-365-1221, Alaska Toll Free Fax: 866-345-2641



Location of CVCSC

2.2 When is a permit required?

2.2.1 A permit is required when a vehicle, or vehicle with load, is a dimension or weight which exceeds the maximum dimensions or weights listed in 17 AAC 25 and requests to travel on any public road.

2.2.2 This manual refers to both single-unit vehicles with no loads that require permits and vehicles (either single-unit or tractor-trailer combination) with loads requiring permits.

2.2.2.1 Single-unit vehicles with no loads that require permits. Permits may be issued for single-unit vehicles that exceed legal dimensions. These vehicles are capable of being driven on a highway but are designed for purposes other than the transportation of a load upon a highway. Examples of such vehicles are self-propelled cranes, pump trucks, off-road construction equipment or other road maintenance equipment.

2.2.2.2 Vehicles with loads requiring permits. Permits may be issued for vehicles with loads that exceed the legal dimensions. Permits are intended to allow the transportation of an over-dimensional load on a legal-dimensional vehicle or on specialized hauling equipment that is designed for the transportation of non-divisible overweight or oversize loads. Permits may be issued for certain specialized hauling equipment designed to transport oversize and overweight loads. Permits are required to allow the movement of an over-dimensional trailer with or without a load. Permits may be issued for extended periods to allow the movement of the empty or loaded over-dimensional trailer.

2.2.3 Permits are issued on the premise that the load described thereon has been reduced to its practical minimum.

2.2.4 Loads that are divisible cannot exceed legal length or weight. Non-divisible loads are described in 17 AAC 25.900, paragraph 26.

2.2.5 Oversize and/or overweight permits are not authorized if two or more items are transported as a single load, or if removing the appurtenances will reduce the load to legal length or weight.

2.2.6 A permit may be issued when a tracked vehicle needs to travel over a very short distance on any public road and loading it onto a tractor-trailer type combination is impractical. These requests will be handled on a case-by-case basis by the CVCSC and are subject to further review by the appropriate local area road maintenance and operations office for additional comments on traffic control and adequacy of proposed methods to protect the pavement and/or bridge deck surfaces.

2.3 To whom are permits issued?

Permits may be issued to persons, firms or corporations who own, operate, or lease the vehicle(s) or are contracted to move the load and are taking financial responsibility for the movement and payment of the permit. The approved permit will state the limitations and conditions for the operation of the oversize and/or overweight vehicle(s) move. Permits are issued for a specific power unit, trailer or vehicle and are not transferable.

2.4 Certification of Permittee.

Permit applications will be reviewed by the CVCSC. Acceptance and use of the approved permit certifies that:

2.4.1 The dimension and weight limitations stated on the permit shall not be exceeded.

2.4.2 The conditions stated on the permit shall be observed.

2.4.3 The applicant has certified that the load is a non-divisible load and cannot be reduced by practical means to meet the legal length and weight requirements.

2.4.4 All vehicle regulations shall be observed, including having all required insurance coverage.

2.4.5 The State of Alaska will be held harmless for any and all liability that may arise from the authorized movement.

2.4.6 That all arrangements have been made by the applicant with the public utilities for the protection of utilities which may interfere with the authorized move.

2.5 Responsibility of Permittee.

2.5.1 Acceptance of the permit does not relieve the applicant of any responsibilities.

2.5.2 When height or width of load exceeds legal limits, it becomes the responsibility of the permittee to check all overpasses, underpasses, bridges, overhead wires, horizontal openings, or other structures for impaired clearance and to bypass or arrange clearance of such locations. Travel shall not commence unless all obstructions can be safely avoided. Routes designated on the permit are to be used with no exceptions unless prior approval of the permit office is obtained.

2.5.3 The Permittee will ensure that any low hanging vehicle or load shall not contact any roadway or public infrastructure.

2.5.4 The Permittee will make arrangements with the Alaska Railroad for railroad crossings, bridges, signs, signals, and other railroad structures:

2.5.4.1 When any vehicle or vehicle with load travels at slow speed and may occupy a railroad crossing for more than 15 seconds.

2.5.4.2 When any vehicle or load with low vertical clearance, or any low hanging vehicle or load, which might catch upon, drag over, or in any way strike infrastructure at railroad crossings.

2.5.4.3 When any over-height or over-width vehicle or load may contact any railroad structure.

2.5.5 Responsibility for Repair of Damage: The permittee is responsible for any damage to the highway or structures. In the event of damage to State facilities such as bridges, overpasses, underpasses, traffic signals, signs, light standards, etc., notify the Department of Transportation telephonically immediately. A written report must be filed with the Department of Transportation and Public Facilities (DOT&PF) or other appropriate office within 72 hours after such damage has been done. All repairs will be accomplished at the direction of the DOT&PF, or other appropriate office, and the cost borne by the permittee. The owner/lessee shall be responsible for all damage to the public utilities or any other public facility as a result of the move.

2.6 Signs, Flags, Beacons, and Radio Equipment for the Cargo-carrying Vehicle.

2.6.1 Signs: Acceptable signs, when specified, shall read “OVERSIZE”, “OVERSIZE LOAD”, or “WIDE LOAD” for over-width vehicles/loads, and “OVERSIZE”, “OVERSIZE LOAD” or “LONG LOAD” for over-length vehicles/loads. Signs must be kept clean and clearly visible during the entire trip. Signs may be commercially manufactured or hand painted in the following manner:

2.6.1.1 Color shall be black lettering on yellow background.

2.6.1.2 Size shall be a minimum of 48 inches long by 12 inches wide.

2.6.1.3 Lettering shall be a minimum of ten inches tall with a two inch brush stroke.

Approved Manufactured Sign Approved “Banner”-type Sign

2.6.2 FLAGS: Flags when specified shall be square and a minimum of 16 inches on each side. Flags must be kept clean and clearly visible during the entire trip. They must be either red or fluorescent orange in color.

Approved Red Flag Approved Fluorescent Orange Flag

2.6.3 BEACONS: When specified, the permitted vehicle's beacon or light bar shall be amber in color and shall be of a high-intensity rotating, flashing, oscillating, or strobe style. The beacon shall be roof mounted or mounted as close to the vehicle's roof line as practical. The beacon/strobe shall be visible for a minimum of 500 feet, shall be visible through a full 360 degrees and shall be maintained for operability.

Examples of Approved Amber Beacon and Light Bar

2.6.4 RADIOS: All permitted vehicles requiring a pilot/escort vehicle, except roaded construction equipment and other specialized vehicles shall be equipped with an operating Citizens Band (CB) radio. Company radios may also be used in addition to the CB radio for inter-vehicle communication.

SECTION 3 – TYPES OF PERMITS

3.1 General

3.1.1 Three types of permits are issued by the Commercial Vehicle Customer Service Center (CVCSC). These are the oversize permit, the overweight permit, and the oversize/overweight permit.

3.1.1.1 Oversize permits: An oversize permit is issued for any vehicle or load that exceeds legal dimensions by size only.

3.1.1.2 Overweight permits: An overweight permit is issued for any vehicle or load that does not exceed legal dimensions for size but does exceed legal axle weights, Bridge Gross Weight Formula, or tire loading.

3.1.1.3 Oversize/overweight permits: An oversize/overweight permit is issued for any vehicle or load that exceeds both legal dimensions for size and legal axle weights, Bridge Gross Weight Formula, or tire loading.

3.2 Permit Time Periods

3.2.1 Single Trip Permits: Permits will be issued as a single move from an origin (starting point) to a destination for a three day time period. In counting days, the time period is inclusive, except for Sundays and designated holiday periods.

3.2.2 Extended Period Permits: A permit which falls within certain parameters for size and weight may be issued for longer periods of time than a single trip permit. These permits are usually issued in 30, 90, 180, 270, or 365 day increments of time. An annual or 12-month time period is the longest period of time for which a permit will be issued. These permits can only be renewed by request from the permittee.

3.2.3 Multiple Move Permits: A permit may be issued for multiple moves that consist of the same load and the same vehicle or vehicle with trailer traveling from the same origin to the same destination. The number of moves must be exact as there will not be a refund for any unused portion of the permit.

3.2.4 Canceling Permits: A single move or multiple move permit may be canceled if no movement has taken place and the CVCSC is notified prior to the expiration date on the permit. A cancellation fee will be charged. An extended period permit may not be canceled.

3.2.5 Changes to Permits.

3.2.5.1 Dates: A single move or multiple move permit may have the dates changed (rescheduled) if no movement has taken place and the CVCSC is notified prior to the expiration date on the permit. A single move (except for return moves) or multiple move permit may have the expiration date extended due to breakdowns or weather delays if the CVCSC is notified within the next business day following the expiration date on the permit. Dates on extended period permits may NOT be changed. A change fee may be charged per 17 AAC 25.380 (d).

3.2.5.2. Changes other than dates: A single move or multiple move permit may have changes made to the permit if no movement has taken place and the CVCSC is notified prior to the expiration date on the permit. A change fee will be charged per 17 AAC 25.380 (d). If the changes are extensive the original permit may be voided and a new permit issued.

3.2.6. Required Conditions: All permits are issued with special conditions. Drivers are required to review and comply with the conditions on the permit.

3.3 Number of moves allowed per permit.

Permits are normally issued for a single one-way trip. Upon occasion, a permit may be issued for multiple moves; all information including truck, trailer, load, origin, and destination must be identical for each of these multiple moves. A permit may also be issued for interim stops located between origin and destination that may require additional time.

3.4 Specialty Trailers.

A specialty trailer that exceeds legal dimensions may carry revenue-generating payload of legal dimensions and weight on the empty or return leg of a permitted trip; these legal dimension loads must be identified on the oversize and/or overweight permit. Specialty trailers are prohibited from making repetitive or two-way hauling of loads normally carried on legal dimensioned semi-trailers and trailers. A load placed on a specialty trailer for the empty or return leg of a permitted trip shall not exceed legal width or weight and must be centered on the trailer. On an over-length specialty trailer the loaded area shall not exceed 53 feet and there must be no overhangs on the front or rear of the trailer.

SECTION 4 – INFORMATION REQUIRED FOR PERMIT APPLICATION

(Photo by Pete Erickson)

4.1 The following information will be required when applying for a permit:

4.1.1 USDOT number, if applicable.

4.1.2 Name of carrier or individual performing the move.

4.1.3 The name of company or individual paying for the permit.

4.1.4 A contact name to answer questions about the requested move.

4.1.5 The mailing address for billing purposes or assigned account number for those with monthly billing statements.

4.1.6 The telephone number of the contact person and at the billing location if different.

4.1.7 The fax number or email address at the location the permit is to be sent to.

4.1.8 The tractor or transport vehicle and/or trailer license numbers or equipment serial number, if being roaded on its own axles.

4.1.9 The date requested to move.

4.1.10 A complete description of the equipment or load including make and model with attachments such as blade, boom, bucket, counterweights, forks, outriggers, ripper, etc. Loads such as beams, logs, pipe, trusses, etc. should always include length or size, number, material type or other terms to more clearly describe what is being moved. Mixed loads such as building supplies or

construction materials must also clearly indicate what is over-dimensional and the manner in which it is loaded in order to verify whether or not it is a non-divisible load and can be permitted.

4.1.11 The origin (starting point) and destination of move.

4.1.12 The route of the move is required on all overweight permits and all moves over 14 feet in width, over 16 feet 6 inches in height, or over 150 feet in length.

4.1.13 The overall width at the widest point including eaves on buildings.

4.1.14 The overall length of the configuration, including overhangs.

4.1.15 The overall length and type of the semi-trailer or trailer.

4.1.16 The length of any front or rear overhangs beyond legal dimensions.

4.1.17 The overall height at the highest point when on the road.

4.2 Overweight permits require the following additional information:

4.2.1 The number of axles and axle groupings.

4.2.2 The overall wheelbase as measured from the center of the steering (first) axle to the center of the last axle in the configuration in feet and inches.

4.2.3 The spacing between each individual axle in the configuration as measured in feet and inches from center to center of each axle.

4.2.4 How much weight is on each axle and/or axle group in the configuration.

4.2.5 The number of tires on each axle and the nominal tread width (tire size, as stated on the tire) of all the tires.

SECTION 5 – TRAVEL RESTRICTIONS

5.1 Weekend Restrictions:

Permitted vehicles or vehicles with load may have time restrictions imposed on the permit as a condition of the permit. The permit will identify where the travel restrictions are applicable and the times of the travel restrictions.

5.2 Urban Area Peak Traffic Restrictions:

Listed below are the boundaries of the specific urban areas listed on permits where travel time restrictions are imposed. Permitted loads are not allowed to travel within these boundary areas during travel restrictions when stated on the permit.

5.2.1 Anchorage Urban Area: The area inside the boundaries described by the Glenn Weigh Stations on the north and the Potter Weigh Station on the south.

5.2.2 Eagle River Urban Area: The area east of the Glenn Highway between the North and South Eagle River Exits.

5.2.3 Fairbanks Urban Area: The area inside the boundaries described by the Ester Weigh Station on the south, the Parks Highway-Sheep Creek Road-Goldstream Road-Steese Highway connection on the west, the Fox Weigh Station on the north and the Badger Road Interchange at MP 357.6 Richardson Highway on the east.

5.2.4 Juneau Urban Area: The area inside the boundaries described by the intersection of Mendenhall Road and Egan Drive, Thane Road (MP 1.82) and Mt. Roberts Road on the southeast, the Douglas Highway on the southwest, the Auke Bay ferry terminal on the northwest, and the intersection of Mendenhall and Egan Road to Mendenhall (Back) Loop Road on the northeast.

5.2.5 Kenai/Soldotna Urban Area: The area between Wildwood Drive on the Kenai Spur Highway, the junction of Kalifornsky Beach Road and Bridge Access Road, the Kenai River Bridge in Soldotna, and the junction of the Kenai Spur Highway and Sterling Highway.

5.2.6 Ketchikan Urban Area: The area that is in the boundaries described by the intersection of the North Tongass Highway and Wolf Point (just north of Ketchikan Ready Mix) on the north and the south city limits at mile 1.5 of the South Tongass Highway.

5.2.7 Palmer/Wasilla Urban Area: The area inside the boundaries described by Palmer-Fishhook (Hatcher Pass) Road intersection with the Glenn Highway on the northeast, the Matanuska River on the east and southeast, Fairview Loop Road on the southwest, MP 45 of the Parks Highway on

the west, and a line along the north from the northeast boundary to the west boundary with a midpoint at the Schrock Road and Lucille Street intersection.

SECTION 6 – OVER-WIDTH VEHICLES OR VEHICLES WITH LOAD

6.1 All Over-width Movements:

6.1.1 Must be equipped with extended mirrors.

6.1.2 Must be loaded such that the over-width portion is projecting on the passenger side of the transport vehicle whenever possible.

6.1.3 Are restricted to daylight hours only, unless equipped with proper lighting and retroreflective tape, as described in the "Hours of Darkness" section of this manual or as specified on the permit.

6.1.4 Are subject to weekend and holiday restrictions as noted on the face of the permit.

6.1.5 Are subject to peak traffic restrictions in areas and times as specified on face of the permit.

6.1.6 Must have "OVERSIZE", "OVERSIZE LOAD", or "WIDE LOAD" signs affixed to the front of the transport vehicle or roaded equipment and to the rear of the transport vehicle, roaded equipment, or load.

6.1.7 Must have an amber high-intensity rotating, flashing, oscillating, or strobe type beacon or light bar (See paragraph 2.6.3) which must be visible for a minimum of 500 feet.

6.1.8 Must use all pull-offs/turnouts in order to ensure that traffic is not delayed more than 10 minutes and/or that no more than five vehicles are delayed in rural areas.

6.1.9 Measurement for width is always done at the widest point which includes the entire roof line (eaves) and any additions on all structures, all appurtenances on modular type loads (such as door handles, light fixtures, ladders, piping, etc.), all safeguard equipment not specifically associated with the 102 inch legal width limitation of 17 AAC 25. 23 CFR 658 Appendix D will be used as a guide for all load-related items that are exempted from measurement.

6.2 Over legal width but not exceeding 12 feet for all routes:

6.2.1 Vehicles or loads exceeding 10 feet 6 inches must be accompanied by at least one pilot/escort vehicle on all routes.

6.2.2 Speed restrictions will be on permits for moving mobile homes.

6.2.3 Maximum highway speed for other vehicles is the posted speed, unless otherwise stated on the permit.

6.3 Over 12 feet in width but not exceeding 14 feet:

6.3.1 Must be accompanied by at least two pilot/escort vehicles on all routes.

6.3.2 Must have 16 inch red or fluorescent orange flags fixed on the widest point on each side or as stated on the permit.

6.3.3 Maximum highway speed is the posted speed on all routes, unless otherwise noted on the permit.

6.4 Over 14 feet in width:

6.4.1 Must be accompanied by at least three pilot/escort vehicles, except on divided highways, when width does not exceed 16 feet, then must be accompanied by at least two pilot/escort vehicles. If the width exceeds 16 feet, additional coordination and evaluation will be required.

6.4.2 Must have 16 inch red or fluorescent orange flags affixed on all four corners at the widest points.

6.4.3 Maximum highway speed is 45 MPH on all routes unless otherwise noted on the permit.

6.5 Additional Safeguards

6.5.1 Additional safeguards such as lighting, signs, beacons, reflectors, clearance/marker lights, flags, flag-persons, and pilot/escort vehicles may be required. Carriers are responsible for providing all necessary safeguard items.

6.5.2 Permits for movement of structures or other loads over 16 feet in width will be coordinated with appropriate DOT&PF maintenance and operations personnel to review the characteristics of the roadway and make recommendation as to whether or not to allow such movement.

6.5.3 When an adequate emergency traffic lane cannot be provided, reduction in size of buildings or other very large structures by severance or removal of portions may be required. Coordination with local police and/or State troopers may also be required.

6.5.4 A moving or rotating road closure may be required with adequate pilot/escort vehicles.

6.5.5 An approved traffic control plan, or plan to mitigate safety concerns approved by the regional safety engineer, Director of MSCVE, or designee may be required to assure movement is made under the safest possible conditions.

6.5.6 The CVCSC may specify the hours of operation and may limit the distance traveled during a given time period.

SECTION 7 – OVER-LENGTH PERMITS

(Photo by Jess Seward)

7.1 Over-length single unit self-propelled vehicles and other over legal length vehicles.

7.1.1 Must have a “LONG LOAD”, “OVERSIZE”, or “OVERSIZE LOAD” sign affixed to the rear when overall length on a single vehicle exceeds 60 feet.

7.1.2 Must have alternating red and white conspicuity (retroreflective) tape placed along not less than 50 percent of the length of each side of the vehicle or the load.

SECTION 8 – MOVEMENTS WITH OVERHANGS

8.1 Front Overhangs

8.1.1 Vehicles or loads with a front overhang exceeding three feet but not exceeding 10 feet that are of legal overall length are subject to the following conditions:

8.1.1.1 Must flag the overhang with a red or fluorescent orange flag a minimum of 16 inches square.

8.1.1.2 Slow moving vehicles (25 MPH or less) are subject to peak traffic and holiday restrictions.

8.1.2 Vehicles or loads with a front overhang exceeding ten feet but not exceeding 60 feet are subject to the following conditions:

8.1.2.1 Must flag the overhang with a red or fluorescent orange flag a minimum of 16 inches square.

8.1.2.2 Must have "OVERSIZE" or "OVERSIZE LOAD" signs and an amber high-intensity rotating, flashing, oscillating, or strobe type beacon which must be visible for a minimum of 500 feet, shall be visible through a full 360 degrees, and shall be maintained for operability, at the end of the load.

8.1.2.3 Must have a front pilot/escort vehicle.

8.1.2.4 Slow moving vehicles (25 MPH or less) are subject to peak traffic and holiday restrictions.

8.1.3 Vehicles or loads with a front overhang exceeding 60 feet are subject to the following conditions:

8.1.3.1 Must flag the overhang with a red or fluorescent orange flag a minimum of 16 inches square.

8.1.3.2 Must have "OVERSIZE" or "OVERSIZE LOAD" signs and an amber high-intensity rotating, flashing, oscillating, or strobe type beacon which must be visible for a minimum of 500 feet, shall be visible through a full 360 degrees, and shall be maintained for operability, at the end of the load.

8.1.3.3. Must have two pilot/escort vehicles.

8.1.3.4. Slow moving vehicles (25 MPH or less) are subject to peak traffic and holiday restrictions.

8.2 Rear Overhangs

8.2.1 Vehicles or loads with a rear overhang exceeding four feet but not exceeding 10 feet that are of legal overall length are subject to the following conditions:

8.2.1.1 Flag the overhang with a red or fluorescent orange flag a minimum of 16 inches square.

8.2.1.2 Slow moving vehicles (25 MPH or less) are subject to peak traffic and holiday restrictions.

8.2.2 Vehicles or loads with a rear overhang exceeding 10 feet but not exceeding 20 feet are subject to the following conditions:

8.2.2.1 Flag the overhang with a red or fluorescent orange flag, a minimum of 16 inches square.

8.2.2.2 Must have “OVERSIZE” or “OVERSIZE LOAD" signs and an amber high-intensity rotating, flashing, oscillating, or strobe type beacon which must be visible for a minimum of 500 feet, shall be visible through a full 360 degrees, and shall be maintained for operability, at the end of the load.

8.2.2.3 Must have either an extended light bar or a rear pilot/escort vehicle.

Example of an Extended Light Bar

8.2.2.4 Slow moving vehicles (25 MPH or less) are subject to peak traffic and holiday restrictions.

8.2.3 Vehicles or loads with rear overhangs exceeding 20 feet but not exceeding 35 feet are subject to the following conditions:

8.2.3.1 Flag the overhang with a red flag a minimum of 16 inches square at the end of the load.

8.2.3.2 Must have “OVERSIZE” or “OVERSIZE LOAD" signs and an amber high-intensity rotating, flashing, oscillating, or strobe beacon which must be visible for a minimum of 500 feet, shall be visible through a full 360 degrees, and shall be maintained for operability, at the end of the load.

8.2.3.3 Must have a rear pilot/escort vehicle.

8.2.3.4 Slow moving vehicles (25 MPH or less) are subject to peak traffic and holiday restrictions.

8.2.4 Vehicles or loads with rear overhang exceeding 35 feet are subject to the following conditions:

8.2.4.1 Flag the overhang with a red flag a minimum of 16 inches square at the end of the load.

8.2.4.2 Must have “OVERSIZE” or “OVERSIZE LOAD” signs and an amber high-intensity rotating, flashing, oscillating, or strobe beacon which must be visible for a minimum of 500 feet, shall be visible through a full 360 degrees, and shall be maintained for operability, at the end of the load.

8.2.4.3 Must have two pilot/escort vehicles.

8.2.4.4 Slow moving vehicles (25 MPH or less) are subject to peak traffic and holiday restrictions.

8.2.5 Movement of house moving beams on dollies shall conform in all respects to the requirement of this manual when without a load.

SECTION 9 – OVER-HEIGHT PERMITS

9.1 All Over-height Movements.

9.1.1 It is the responsibility of the permittee to conduct a route survey prior to travel.

9.1.2 Over-height operations will be governed by overpasses, underpasses, bridges, utility lines, or other obstructions that may be involved.

9.1.3 The permittee may be required to coordinate with utility companies and verify contacts by having the utility company coordinate with the CVCSC their concerns, if any.

9.1.4 Certain non-removable crane or backhoe booms may require that a qualified crane or backhoe operator reposition the boom while moving under an overhead obstruction.

9.2 Over Legal Height but not exceeding 17 feet, except where legal.

During hours of darkness when height exceeds 16 feet 6 inches, the maximum highway speed is 45 MPH unless other dimensional, weight or equipment factors are more restrictive.

9.3 Over 17 feet in Height

9.3.1 The maximum highway speed is 45 MPH unless other dimensional, weight or equipment factors are more restrictive.

9.3.2 Are subject to peak traffic restrictions in areas and times as specified in that section, unless noted otherwise on the face of the permit.

9.3.3 Are restricted to daylight hours only, unless equipped with proper lighting and retroreflective tape as specified in the “Hours of Darkness” section of this manual or as specified on the permit.

9.3.4 Must have “OVERSIZE” or “OVERSIZE LOAD" signs affixed to the front of the transport vehicle or roaded equipment and to the rear of the transport vehicle, roaded equipment, or load.

9.3.5 Must be preceded by a pilot/escort vehicle carrying an over-height pole mounted such that it is 12 inches higher than the highest point of the permitted vehicle or load, if the route has not been pre-cleared by utilities located along the route. The over-height pole should be rigid, except for the topmost section (three feet or more depending upon overall height) which should be made of a flexible type of material such that if an overhead structure or wire is encountered that the pole will not damage the overhead structure or hook or catch the wire. The pilot/escort vehicle is not required on routes or sections of routes where it has been previously determined in writing that

there are no overhead utilities. An over-height pole is not required north of the Fox Weigh Station.

SECTION 10 – OVERWEIGHT PERMITS

10.1 General Conditions

10.1.1 Permits are issued on the premise that the legal length and weight of the load described has been reduced to the smallest practical size. Permits will not be issued if weight can be reduced to legal limits by repositioning and/or practical removal of a part, portion, unit, or other appurtenance, so as to minimize the overweight condition.

10.1.2 Overweight vehicle or vehicle with load permits up to 125 percent of legal allowable weight (legal axle, axle group, or gross weight) may be issued without further checking of bridge conditions.

10.2 Overweight load permits may specify speed reductions as follows:

10.2.1 Lower speeds may be specified for special conditions such as load size to lane width.

10.2.2 Maximum speed limit for overweight vehicles or loads:

Overload as percentage of Legal Weight	Max Speed
10.2.2.1 Up to 125 %	As Posted
10.2.2.2 > 125 % to 140 %	45 M.P.H.
10.2.2.3 >140 % to 150%	40 M.P.H.
10.2.2.4 > 150 % to 175 %	35 M.P.H.
10.2.2.5 > 175 %	25 M.P.H

10.3 Bridge crossing restrictions may be required including but not limited to:

10.3.1 Three MPH when crossing bridges, with no braking or shifting of gears, excluding motor vehicles with automatic transmissions.

10.3.2 Straddle the centerline, and/or

10.3.3 Be the only vehicle on the structure.

SECTION 11 – PUSH/PULL AUXILIARY VEHICLES

(Photo by Morgan Hostina)

11.1 A permit for a push/pull auxiliary vehicle permit can be issued for a divisible overweight load.

11.1.1 This is one of the few instances where this exception is routinely granted. Generally, these vehicles are used to assist other overweight loads traveling on routes that present challenging road and/or extreme weather conditions.

11.2 Only legal dimension vehicles are acceptable for use as a push/pull auxiliary vehicle.

11.3 Time Periods

11.3.1 These permits may be issued for an extended length of time, although usually they are single move permits that specifically accompany a particular load.

11.4 Revenue-generating loads may be carried on the push/pull auxiliary vehicle.

SECTION 12 – PILOT/ESCORT VEHICLE REQUIREMENTS

12.1 Definition

12.1.1 A pilot/escort vehicle is defined as an extension of the warning system of the oversize vehicle or vehicle with load. The purpose of the pilot/escort vehicle is to provide maximum warning to other traffic and traffic control/flagging. Failure of pilot/escort vehicle operators or flag persons to comply with these provisions in properly warning and directing traffic is considered a violation of the terms of the permit by the permit holder.

12.2 The Permittee shall:

12.2.1 Provide the required number of pilot/escort vehicles specified on the face of the permit.

12.2.2 Ensure all personnel are properly equipped and briefed as to their responsibilities prior to the movement.

12.2.3 Ensure that pilot/escort vehicles, operators and/or flag persons employed, carry out the provisions of the permit.

12.2.4 Ensure all pilot/escort vehicle operators are at least 18 years old for noncommercial vehicles, at least 19 years old for intrastate commercial vehicles, and at least 21 years old for interstate commercial vehicles.

12.3 Pilot/escort vehicles:

12.3.1 Size: May be either a passenger vehicle or light truck not to exceed a gross vehicle weight rating of 19,000 pounds, and not less than 60 inches wide. The requirements of commercial vehicles apply if the pilot/escort vehicle has a GVWR greater than 10,000 lbs. for vehicles used in interstate commerce and 14,000 lbs. for vehicles used in intrastate commerce.

12.3.2 Insurance: Must carry commercial vehicle insurance.

12.3.3 Passengers: Shall not carry passengers not authorized by the carrier.

12.3.4 Tiller man: Shall not act as a tiller man for any load.

12.3.5 Load: Shall not carry a load that exceeds legal dimensions and/or weight or that obscures signage or lighting requirements.

12.3.6 Oversize Signs/Beacons: The required pilot/escort vehicle(s) shall be equipped with “OVERSIZE”, “WIDE LOAD” or “LONG LOAD” signs and a roof mounted amber high-

intensity rotating, flashing, oscillating, or strobe type beacon which must be visible for a minimum of 500 feet.

When a pilot/escort vehicle is required to lead the oversize vehicle or vehicle with load, the "OVERSIZE", "WIDE LOAD" or LONG LOAD" sign shall be placed on the front of the pilot/escort vehicle. When following the oversize vehicle or vehicle with load, the "OVERSIZE", "WIDE LOAD" or "LONG LOAD" sign will be placed on the rear of the pilot/escort vehicle.

12.3.7 Shall precede the oversize vehicle or vehicle with load, unless otherwise stated on the face on the permit, when one pilot/escort vehicle is required.

12.3.8 Shall precede and follow the oversize vehicle or vehicle with load when two pilot/escort vehicles are required.

12.3.9 Shall remain right of the center line of the roadway at all times except when prevented by the physical limitations of the roadway or because specific permit conditions indicate otherwise.

12.3.10 Shall remain on the roadway until the permitted load has cleared the roadway.

12.3.11 Must not pre-empt traffic in the opposing lane. Opposing traffic is not to be stopped, except in extreme situations.

12.3.12 Shall not be used to tow another vehicle while being utilized as a pilot/escort vehicle.

12.3.13 Pilot/escort vehicle shall carry the following items of equipment at all times when escorting a vehicle or load:

12.3.13.1 18 or 24 inch Stop/slow paddle sign

12.3.13.2 Three bi-directional emergency retroreflective triangles

12.3.13.3 One 5 B:C fire extinguisher

12.3.13.4 A highly reflectorized vest, shirt or jacket (see 12.4.3)

12.3.13.5 A flashlight with a red cone or lighted wand and extra batteries.

Approved Stop/Slow Paddles

12.4 Flag persons:

12.4.1 Flaggers and/or pilot/escort vehicle operators shall complete a State-approved and accepted flagger training. A fee may be involved for this training. Proof of training must be carried when operating as a flagger or pilot/escort vehicle.

12.4.2 Shall be at least 18 years of age and capable of carrying out flagging responsibilities in accordance with the Alaska Traffic Manual regulations.

12.4.3 Must be wearing a high-visibility or fluorescent orange jacket or vest when out of pilot vehicle. Must be equipped with a “SLOW/STOP” paddle (black letters with orange background/white letters on red background) and a red hand flag. These items are to be utilized by the pilot/escort vehicle operator in the event that it becomes necessary to park the pilot/escort vehicle and stop or control highway traffic. At no time will the "SLOW/STOP” paddle and/or red flags be displayed out of the window of a moving vehicle. The retroreflective clothing shall meet the requirements for flagging activities stated in the Alaska Traffic Manual available at www.dot.state.ak.us/stwddes/dcstraffic/resources.shtml

12.5 Radio Communications:

12.5.1 Two-way radio communication is required between transport vehicle and pilot/escort vehicle(s).

12.5.2 Communications shall be monitored at all times between the pilot/escort vehicle(s) and the transport vehicle during the move, except in properly marked zones where blasting operations are being conducted.

12.5.3 The power unit/transport vehicle must have an operable CB radio. In addition, all pilot/escort vehicles must have operable communications between each other and the power unit/transport vehicle; company radios are an acceptable form of such communications devices.

12.5.4 Convoyed off-road, self-propelled equipment shall not require radios as front and rear pilot/escort vehicles are equipped with radios.

12.6 Minimum Distances:

12.6.1 All oversize and/or overweight vehicles not in convoy shall maintain a minimum distance of 800 to 1,500 feet from any other oversize vehicle or vehicles with load traveling with pilot/escort vehicles in the same direction on the same highway in rural areas except for push trucks.

12.6.2 Front pilot/escort vehicles will travel ahead of the oversize vehicle or vehicle with load in rural areas as conditions dictate.

12.6.3 Rear pilot/escort vehicles will travel behind the oversize vehicle or vehicle with load in rural areas as conditions dictate.

12.6.4 In urban areas, the distance between pilot/escort vehicle(s) and the oversize vehicle or vehicle with load shall be reduced as local conditions dictate to provide maximum warning.

SECTION 13 – OPERATING DURING HOURS OF DARKNESS

13.1 Over-width Vehicles or Vehicles with Loads:

13.1.1 Any vehicle exceeding legal width or any load which extends beyond three inches on either side of the vehicle shall have clearance lights on each side at the widest point. The clearance lights on the over-width vehicle shall be placed such that they are visible to approaching traffic (from front, rear, or side), and

13.1.2 When width exceeds 10 feet 6 inches, two strips of white or alternating red and white retroreflective tape shall be placed at least 24 inches above the ground at or near the widest point of the front and rear facing surfaces on each side of the over-width load/vehicle. Each strip must be at least 12 inches in length with one strip placed as horizontally and the other placed as vertically as possible in order to clearly mark the corners, and

13.1.3 When width exceeds 16 feet additional strips of alternating red and white retroreflective tape shall be placed horizontally and vertically on the front and rear facing surfaces covering not less than half of the width, and indicating the corners.

13.2 Over-length Vehicles or Vehicles with Loads:

13.2.1 Any semi-trailer or trailer over 53 feet in length shall have alternating red and white retroreflective tape on each side covering not less than half of its length and shall be equipped with one turn signal on each side near the mid-point (at least 20 feet from either end).

13.2.2 Any vehicle with a load over 70 feet in length shall have at least one four foot strip of alternating red and white retroreflective tape on each side of the vehicle or load at or near the midpoint OR shall have amber clearance lights placed such that they are visible from each side spaced not more than 16 feet apart.

13.3 Front and Rear Overhangs Exceeding Legal Lengths

13.3.1 Any front overhang exceeding 10 feet in length shall have an amber high-intensity rotating, flashing, oscillating, or strobe light at the extreme end of the overhang.

13.3.2 Any rear overhang exceeding four feet in length shall have an extended light bar mounted on the rear of the overhang such that it is between two feet and six feet above the roadway. The extended light bar shall have tail lights, stop lights, and turn lights placed on the light bar such

that the extreme lights are at least four feet apart. A side marker light on the sides of the light bar is also required.

13.3.3 Any overhang exceeding 25 feet in length shall have an amber clearance light placed such that is visible from each side near the midpoint at least 10 feet from either end, and as close as practical to the road surface.

13.4 Clearance Lights

When specified, shall be amber in color, except when located at the rear most points along either side and on the rear, which shall be red in color.

13.5 Retroreflective Tape

When specified, shall be conspicuity or retroreflective tape (grade DOT-C2) a minimum of two inches wide. Each red and white segment shall be between six inches and 18 inches in length.

13.6 Authorization to move during hours of darkness

Authorization to move during hours of darkness does not exempt the permittee from peak traffic, weekend, or holiday restrictions or any other restricted time period unless specifically noted on the permit.

13.7 Alternative Requirements

In place of the above requirements, a separate lighting plan may be submitted for review.

SECTION 14 – HOLIDAY RESTRICTION

(Photo by Pete Erickson)

14.1 Travel Prohibited

Permitted oversized vehicles and overweight vehicles are prohibited from moving during the holiday periods listed below, unless so allowed on the face of the permit:

14.2 Sunday or Monday Holiday

For holidays occurring on a Sunday or Monday, movement is restricted for 84 hours beginning at 12:00 pm on the previous Friday.

14.3 Friday or Saturday Holiday

For holidays occurring on a Friday or Saturday, movement is restricted for 84 hours beginning at 12:00 pm on the previous Thursday.

14.4 Holidays

Holiday travel restrictions are applicable to the Memorial Day, 4th of July (Independence Day), and Labor Day holidays.

SECTION 15 – FAIRBANKS NORTH WINTER EXCEPTIONS

15.1 Weekend Movement

15.1.1 During the period from October 1 to April 15 normal weekend restrictions (no movement after 12:00 noon on Saturday or anytime on Sunday) for vehicles or vehicles with loads over 10 feet 6 inches in width, front overhangs greater than 10 feet, rear overhangs greater than four feet, overall lengths greater than 85 feet, and heights greater than 17 feet do not apply north or east of the Fox Weigh Station on the Steese, Elliott, or Dalton Highways.

15.1.2 Southbound movements originating north or east of the Fox Weigh Station may continue to a destination within the Fairbanks urban area (the area inside the boundaries described by the Ester Weigh Station on the south, the Parks Highway-Sheep Creek Road-Goldstream Road-Steese Highway connection on the west, the Fox Weigh Station on the north and the Badger Road Interchange on the east).

15.1.3 Northbound movements originating in the Fairbanks urban area and proceeding to a destination north or east of the Fox Weigh Station may start their moves.

15.1.4 Vehicles or vehicles with loads exceeding the aforementioned dimensions are prohibited from making cross town movements for deliveries or pick up loads within the Fairbanks urban area.

15.2 Pilot/Escort Vehicles

15.2.1 When one pilot/escort vehicle is specified on the permit, and the permitted vehicle or load length is less than or equal to 80 feet, then that pilot/escort vehicle is not required for that portion of the move which is north of Coldfoot (MP 175) on the Dalton Highway unless specifically noted otherwise on the face of the permit.

15.2.2 When two pilot/escort vehicles are specified on the permit and the single unit vehicle length is less than or equal to 65 feet OR the combination vehicle length is less 120 feet, then one of the pilot/escort vehicles is not required for that portion of the move which is north of Coldfoot (MP 175) on the Dalton Highway unless specifically noted otherwise on the face of the permit.

15.2.3 When three or more pilot/escort vehicles are specified on the permit then one of the pilot/escort vehicles is no longer required for that portion of the move which is north of Coldfoot (MP 175) on the Dalton Highway, unless specifically noted otherwise on the face of the permit.

15.2.4 When the entire move takes place north of Coldfoot (MP 175) on the Dalton Highway the correct number of required pilot/escort vehicles will be specified on the permit based on the above factors

15.3 Stretch Trailers

15.3.1 Empty moves of stretch trailers over 53 feet in length returning from points north of Livengood (MP 70.8) on the Elliott Highway or east of Poker Flat (MP 29.5) on the Steese Highway may obtain a permit in the stretched out position (as far south as Fairbanks) when the temperature is below 20 degrees Fahrenheit based on the temperatures given in the current Winter Road Condition Report of the Department of Transportation and Public Facilities.

15.3.2 During this time period a one way move of over 400 miles may be given a maximum of five days in which to complete a return move. If the original move was delayed or took longer than the five days, then a new permit is required for the return move.

15.4 Hours of Darkness

During the time period from November 11 through January 31 vehicles or vehicles with loads that are oversize and moving north of the Arctic Circle (MP 115.3) on the Dalton Highway must meet all of the requirements specified in the Hours of Darkness section of this manual or have an approved lighting plan.

SECTION 16 - CONVOY

Permits allowing movement in convoys may be issued for oversize vehicles or vehicles with loads when criteria for weather, road conditions, traffic and safety are met. Permits must reference vehicles in the convoy. Convoy movement shall be issued on a single trip basis only. Convoys must meet the following conditions:

16.1 Number and Size

16.1.1 The number of vehicles in a convoy is limited to no more than three off-road types or two vehicles with loads.

16.1.2 The combined lengths of the vehicles, excluding the escort vehicles, must not exceed 200 feet.

16.1.3 The maximum width of vehicles or vehicles with loads is 14 feet.

16.2 Restricted Areas

16.2.1 Convoys are not allowed in the Anchorage and Fairbanks urban areas. These areas are defined as: In Anchorage the north urban area boundary is the Glenn Highway weigh stations and the south urban area boundary is the Potter weigh station on the Seward Highway. In Fairbanks the north urban area boundary is the Fox weigh station at the intersection of the Steese and Elliott Highways, the east urban area boundary will be at the northern junction of Badger Road interchange at MP 357.6 of the Richardson Highway, and the west urban area boundary is the Ester weigh station.

16.2.2 An exception has been given for convoyed loads to remain in convoy formation when traveling between the Parks Highway and the Steese/Elliott/Dalton Highways via Sheep Creek and Goldstream Roads. This exception does not exempt convoys from peak traffic or any other requirement. Convoys using other routes are required to shuttle separately.

16.2.3 Convoys in outlying areas not connected by a main highway system will only be allowed on a case by case basis with the authorization of DOT and local police and/or troopers.

16.3 Escort Vehicles/Convoy Signs

16.3.1 Two escort vehicles are required for a convoy. One is to travel in the front of the convoy and one in the rear. They are both required to display a “CONVOY” sign, in addition to the standard “OVERSIZE” signs. The “CONVOY” sign shall state the word “CONVOY” in black letters, and must be a minimum of 8 inches in height with a 1½ inch brush stroke. The background shall be

yellow. All vehicles in a convoy are required to display the "OVERSIZE" sign. Both escort vehicles are to remain in place north of Coldfoot for those loads traveling to Prudhoe Bay.

16.4 Placement of Convoy Signs

16.4.1 The front "CONVOY" sign may be mounted either on the front or roof of the front escort vehicle. When roof mounted, the sign must not obstruct the rotating or flashing amber beacon. The rear "CONVOY" sign shall be mounted on the rear of the rear escort vehicle or be roof mounted and facing the rear. The "CONVOY" signs must not obstruct the "OVERSIZE" signs.

16.5 Traffic Control

16.5.1 Permitted loads traveling in convoy may not exceed the most restrictive speed noted on any of the permits.

16.5.2 No more than five vehicles shall be allowed to build up behind a convoy at any time. Where it is not feasible to pull off the roadway, convoys must come to a complete stop and flagpersons equipped with the proper vests, hand paddles and red flags are required to direct the traffic buildup. The maximum distance between units in a convoy is 1,000 feet. If two convoys are involved, a minimum distance of one mile must be maintained between the rear escort vehicle of the first convoy and the front escort vehicle of the second convoy at all times.

16.5.3 Convoys are allowed to travel during hours of darkness with proper lighting as outlined in section 13 of this manual.

SECTION 17 – SUPER OVERSIZE/OVERWEIGHT LOADS

17.1 Super Loads

17.1.1 Super loads are defined as vehicles or loads with an overall length of 150 feet or greater, or with an overall width of 18 feet or greater, or with an overall height of 18 feet or greater, or with a gross vehicle weight of 250,000 lbs. or greater.

17.1.2 Super loads requiring bridge analysis will typically require five working days to process after the permit request has been submitted.