



Highway Maintenance Manual

Bureau of Highway Maintenance

Chapter 06 Winter Maintenance

July 2025

Section 10 Storm Management Responsibilities

Subject 50 Trucking Salt

1.0 Trucking Salt

The department contracts with salt vendors to deliver salt to salt storage buildings throughout Wisconsin. Significant effort is made by the department to minimize salt trucking costs by strategically locating salt sheds. When salt is moved from one shed to another within a county after the initial delivery by the vendor, “double trucking” occurs. Through proper location of new salt storage buildings, the department can minimize the need to “double truck” salt to avoid these additional costs.

There are two activity codes set aside for trucking salt. Activity code 078 is for trucking salt from shed to shed within a county. Activity code 079 is for trucking salt from the salt depot to a shed within a county or from county to county.

2.0 Activity Code 078 Trucking Salt – Shed to Shed Within County

The department’s preference is to have salt companies deliver salt to all shed locations within a county at the agreed upon price in the salt contract. The service providers should keep logs (required via Administrative Code - TRANS 277) of salt usage at each shed location to ensure salt is ordered in a timely manner and the salt inventories at each location do not runout. When salt is running low at a shed and delivery from the salt vendor is not timely, salt can be trucked between sheds within a county by the service provider. The service provider shall get written approval from the region maintenance area supervisor or a designee in the event trucking salt within a county is necessary.

3.0 Activity Code 079 Trucking Salt – from Depot into User County Sheds or from County to County

The department’s preference is to have the salt vendor deliver salt to all shed locations within a county at the agreed upon price in the salt contract. Otherwise, additional costs may be incurred when the service provider trucks pick up salt at the depot, unless it is agreed to prior to the season with the salt vendor and WisDOT. When it is necessary for the service provider to pick up the salt from the depot, it should only be done with written approval from the Winter Maintenance Engineer in the Bureau of Highway Maintenance in emergency situations.

While trucking from county to county could occur, it is the preference of the department, whenever possible, to have the salt vendor reroute salt deliveries under the salt contract. If it becomes necessary to truck salt from one county to another county, it shall only be done with written approval from the region maintenance area supervisor and the statewide winter maintenance engineer. In many cases if such trucking between counties becomes necessary, it is typically not isolated to one county and thus may involve emergency contracting to purchase more salt and/or longer distance contractor trucking. Such instances may trigger the Bureau of Highway Maintenance to investigate other salt supply options.