



Traffic Engineering, Operations & Safety Manual

Chapter 13 Traffic Regulations

Section 2 Trucking

13-2-5 Temporary Long Truck Routes

April 1996

Circumstances *may* require that the Department establish a temporary long truck route on a highway which is not designated as a long truck route. In order to clearly and simply provide for the temporary situation it is recommended that the Region prepare a rule in the following form:

TEMPORARY DESIGNATED HIGHWAY FOR LONG TRUCK ROUTE

The following highway **shall** be a designated highway for the duration of the improvement project 1234-56-78, according to [ss.348.07\(4\)](#) Wisconsin Statutes, and [Trans 276.08](#) Wisconsin Administrative Code:

(Highway) from STH XX to STH YY.

Authorized by Regional Trans. Director

Date

13-2-10 Oversize/Overweight Single Trip Permitting

July 2012

PURPOSE

The purpose of this document is to provide internal guidance for all primary and secondary region staff regarding the routing and permitting of any given oversize/overweight (OSOW) load the region may be asked to review. The guidelines contained herein may not perfectly apply to every instance, request, or situation encountered, but the guidelines will serve as a solid foundation. All issues or concerns which arise that are not covered or discussed herein are subject to the discretion of the Region.

DEFINITIONS

Freeway/Expressway - Four-lane divided highway facilities with full or partial control of access by means of grade separation.

Multi-Trip Permit - A permit that is valid for unlimited, non-specific route trips during a range of 3 to 12 months. For example construction companies frequently move large construction equipment to and from job sites.

Oversize/Overweight Load - A load that requires a permit due to exceeding certain dimensions and weights.

OSOW Freight Network -The OSOW FN is a map which depicts the preferred statewide travel routes for OSOW loads. The map is maintained by, and available from, the Regional Freight Operations Unit.

Local Law Enforcement - Local law enforcement consists of municipal (city, village, or town) police or county sheriff. Local law enforcement does not include State Patrol.

Pole Car - A pole car is an escort vehicle equipped with a height sensor. A pole car must precede the load and move sufficiently ahead of the oversize vehicle when approaching structures to ascertain clearance prior to the load arriving. The height sensor pole is made of a non-conductive, non-destructive, flexible material, and shall be set 6-inches above the true height of the load.

Single Trip Permit - A permit that is valid for 14 days and for one trip only. The carrier specifies the route, and the return trip is allowed at no charge if requested with the original permit application.

Urbanized Area - A populated area that normally experiences peak hour traffic volumes in the morning, afternoon and evening travel periods. (As defined and updated by DTIM traffic model analysis that is updated on two year intervals).

PERMITTING

1. Requests and Approvals - The submittal and approval permit process shall be handled electronically.

2. Review - The automated permit system is not designed to identify all geometric scenarios. For example, the routing system does not evaluate for length or turning capabilities. Region review shall be required when:
 - a. Width exceeds 15'11" per [Trans 250.05\(a\)](#), [Trans 254.12](#), [Trans 260](#), and the business routes are coded into the oversize/overweight automated issuance system, Superload.
 - b. The proposed route for loads with an overall length of 100' to 139'11", and less than 16' in overall width will be reused on the same route within a three month period.
 - c. Construction staging and detours will impact loads with an overall length of less 140' and less than 16' in overall width. The automated permit system is not designed to identify any routes deficiencies for such loads.
3. Denial or Restrictions
 - a. The following issues shall result in the denial of a permit:
 - Proposed moves resulting in interrupted power or other utility service to essential services, such as hospitals, fire stations, etc..
 - b. The following issues may result in the denial of a permit or substantial restrictions by the Region:
 - Exceed roadway plus shoulder width;
 - Exceed bridge or structure width;
 - Require 'wrong way' vehicle movement when a suitable alternative route is available;
 - Occur at times of the year that may cause excessive roadway damage;
 - Interfere with high traffic volumes;
 - Substantially impair power service to customers on route as determined by affected utility company;
 - Require excessive removal or rearrangement of permanent or temporary traffic control devices;
 - Utilize a route that is unsuitable due to construction constraints, geometric limitations, and/or unsafe passing conditions. Applicant will be advised to submit another route;
 - Impact state maintained traffic signal equipment (e.g. temporary removal). Any removals shall be approved by the Region and shall be completed by or at the direction and in the presence of WisDOT electricians. Removal of monotube signal arms may require additional (contracted) forces. Any approved removals will be at the expense of the carrier.
 - Reject the proposed route for radioactive materials if another route other than Wisconsin is reasonably available
4. Special Circumstances
 - a. Ramp-Off/Ramp-On (RORO). At the discretion of the Region, RORO may be permissible where conditions would result in an excessive route detour. The Region shall determine the appropriateness of RORO based upon load type and load frequency.
 - b. Sign Removal. Sign removal may be permitted to alleviate geometric deficiencies due to load length or width. Removal must be previously authorized by the Region, and the carrier is responsible for the immediately replacement of all removed signs.

Sign removal shall be coordinated through the regional traffic unit. The preferred method of sign removal/replacement is by the appropriate County Highway Department. If a specific project has a large number of loads and/or scheduling prohibits County Highway Department involvement, WisDOT Regional staff may consider authorizing hauler removal/replacement signs. OSOW load hauler may be required to complete an "Approved Traffic Sign/Post Removal and Replacement Log."

Figure 1. Approved Traffic Sign/Post Removal and Replacement Log

Instructions:

1. Attach photograph showing original sign installation for each intersection that requires removal/replacement (R/R) of traffic signs. Label intersection photo by naming the photo as the load approaches and leaves the intersection (ex. I43 SB/WIS 96 WB)
2. For multiple signs/posts requiring R/R at an individual intersection label each sign/post from left to right as viewed on the intersection photo.
3. Complete each field below on log
4. Within 24 hours of R/R, fax this log (including) photos to (xxx) xxx-xxxx. Send/email copies of original to WisDOT at: XXXXXXXX
 - A. WisDOT Permit Number: _____
 - B. Date of Pre-Approved Traffic sign/Post Removal and Replacement: _____
 - C. OSOW Permit Holder Contact Information (Company Name, POC, address, office phone, cell phone, fax, email): _____
 - D. Escort Company Contact Information (Company Name, POC, address, office phone, cell phone, fax, email): _____
 - E. Individual Conducting Pre-Approved traffic Sign/Post Removal and Replacement (Company Name, POC, address, office phone, cell phone, fax, email): _____

Include a table identifying the following information:

Intersection/sign number, date/time of R/R, printed name of individual(s) conducting R/R, signature certifying sign replaced properly and with same orientation as shown in original photos.

- c. Counter-directional Movements. The Region shall review and approve counter-direction movements of loads at modern intersections including roundabouts.
 - d. Loads with Low Level Radiation. DMV will notify DTSD OSOW Unit that a load, consistent with a regional review requirement as prescribed in Trans Rules or this guidance (see Permitting Section 2 above), is radioactive. Upon notice OSOW Unit will work with regions reviewers who shall review the following:
 - i. the location, number, and extent of slows,
 - ii. expected conflict with other traffic due to volumes and congestion,
 - iii. proximity of route to population centers,
 - iv. general level of radiation,
 - v. availability of other routes in Wisconsin other than those proposed,
 - vi. outreach and notification 2 weeks before the move with local communities on route
 - vii. other objective risks and issues associated with the load and route
 - e. Other. Other special circumstances not specifically listed here shall be subject to the review and approval of the Region.
5. Suspension
- a. Frequent Violators. Carriers which evidence frequent and/or serious infringement of permit, equipment or traffic regulations will face suspension of existing permits, ineligibility for multiple trip permits or outright denial of future WisDOT oversize/overweight permits, as deemed necessary by the DMV/BHM.
 - b. Appeal. The right of the hauler to appeal is established under Wis. Stats. 348.25(9).
6. Conflict Resolution
- a. External. When carriers, county officials, local law enforcement, or external DOT staff raise issues, questions, or concerns regarding permits, the DMV should be contact at (608) 266-7320.
 - b. Interregional field recommendation discrepancies. The Bureau of Highway Maintenance (BHM) will make the final recommendations based on coordination between the Regions when a vehicle is traveling through multiple Regions and when regional recommendations conflict.

Primary and secondary contacts are provided in the list below.

Regional Office	Contact
SW Region, Madison	Jeff Gustafson Jim Pavelski
SW Region, La Crosse	Joe Schneider Andrew Winga
SE Region, Waukesha	Eric Perea Allison Blackwood Stacey Pierce Dan Dedrick
NE Region, Green Bay	Rod Hamilton Jodi Marsh
NC Region, Wisconsin Rapids & Rhinelander	Laurie Miller Jack Keiffer
NW Region, Eau Claire	Gary Coequyt Greg Mattson Jeff Olson
NW Region, Superior	Greg Mattson Gary Coequyt Jeff Olson Joe Whirry
Bureau of Technical Services Pavement Section	Laura Fenley Bob Arndorfer
Bureau of Highway Maintenance Freight Section	Dan Mulder

ROUTE CONDITIONS

It is recognized that physical roadway conditions may change at the time of the move and the carrier must be aware that they are ultimately responsible for maintaining safe operating conditions and reviewing roadway and vehicle characteristics (i.e., horizontal and vertical clearances, intersection geometrics, load height, tire pressure, etc.).

HOURS OF OPERATIONAL LIMITATIONS

1. The Region shall review permits for hours or days of operation and any other special conditions of operation for escorted loads with an overall length over 160', regardless of overall width.
2. Per Trans 254.11(3), no oversize vehicle that exceeds 12' in width, 13'6" in height, or 100' in length is allowed to operate during the hours of darkness, unless specifically directed and authorized by WisDOT Regional Office.
3. No Region-reviewed oversize vehicle moves shall be made within urbanized areas as defined by DTIM traffic modeling analysis between the hours of 6:00am – 9:00am and 3:00pm – 6:00 pm, or if the area experiences a noon peak period, which will be listed in the Regional recommendations.
4. OSOW vehicles moving at speeds of 25 mph or less (notwithstanding bridge restrictions listed on the permit) should be required to move from 9:30pm – 5:30am to maintain consistent and safe operations for motorists in metro areas and on conventional highways of the State Highway System. Travel time shall be subject to Region discretion and approval.
5. Loads with a width in excess of 16' may be required to move at night, subject to the discretion of the Region.

ESCORT GUIDELINES

1. General. The following Table provides escort vehicle guidance based upon oversize/overweight load type. Final escort configurations shall be at the direction of the Region. For Wind see Escorts in [TEOpS 13-2-11](#).

WEIGHT	LENGTH	WIDTH	HEIGHT	ESCORT
Up to 350K	Any	Any	<16'01"	Pole car requirement subject to Region review.
Up to 350K	Legal to 139'11"	15'01" -16'0"	>16'01"	Pole car is required. Must lead the load by a minimum of 0.5-miles.
Up to 350K	Legal to 139'11"	16'0" – 17'11"	Any	Two (2) private vehicles.
Up to 350K	Legal to 139'11"	18' – 20'	Any	One (1) law enforcement vehicle and one (1) private vehicle.
Up to 350K	Legal to 139'11"	>20'	Any	Two (2) law enforcement vehicles and one (1) private vehicle.
Up to 350K	>140'	<10'	Any	On freeways and expressways, private escort vehicles may be used in lieu of law enforcement escorts.
Up to 350K	140' – 159'11"	Up to 17'11"	Any	One (1) law enforcement vehicle and one (1) private vehicle at the determination of the Region.

Up to 350K	>160' – 199'11"	>8'6" to 16'0"	Any	Two (2) private vehicles. Region may require law enforcement vehicle.
Up to 350K	200' to 250'	8.6 to 16'0"	Any	Two (2) private vehicles one (1) law enforcement vehicle.
Up to 350K	160' - 224'11"	< or = to 8.6	Any	Two private escort vehicles. Region may require one law enforcement vehicle depending on route complexity.
Up to 350K	>225'	Any	Any	Minimum of Two (2) State Patrol escort vehicles.
>350K	Any	Any	Any	At least one State Patrol Escort (see Heavy Slow Loads below)
Key:	< Less Than		> Greater Than	

Note: When multiple conditions for weight and dimension are met reviewer should use the requirement that provides the most coverage for the load in question.

2. Nighttime or Round-The-Clock Movement. Any company requesting nighttime or round-the-clock movement shall have a minimum of one (1) law enforcement officer and one (1) private escort, at the direction of the Region.
3. The WisDOT always retains the right to be more restrictive when it is deemed necessary.

CONVOYS

1. Review. Each Region shall review all convoy requests and efficiencies should also be considered.
2. Size. Convoys shall not exceed two oversize vehicles per convoy.
3. Conditions. Multiple convoys of a single carrier or project shall have a staged departure with a minimum of ½ hour travel time between convoys, and maintain said travel time separation for the full duration of the trip.

LAW ENFORCEMENT

1. Escort Type
 - a. State Patrol escorts may be used when moving through multiple counties.
 - b. State Patrol, county, or local law enforcement may be used when moving within a local area.
2. Responsibility - Law enforcement responsibility shall be limited to traffic control and load escort. Carriers shall not rely on the law enforcement officers for route navigation and guidance through turning movements.

HEAVY AND SLOW LOADS

1. All vehicles over 270,000 pounds shall be reviewed by the Bureau of Technical Services Pavements Section.
2. The Bureau of Structures reviews overweight loads for adequacy of any structure to safely accommodate such a load at certain speeds prior to BHM and Regional review. BTS review shall be included if applicable.
3. The Region(s) shall review gross vehicle weights exceeding 350,000 pounds and traveling at less than posted speeds for the facility on route.
4. The Region(s) shall review all loads operating at a maximum speed of 45 mph or less on a limited access facility.
5. Recommendations for building moves will be based on the discretion of the Region's evaluation of safety and best practices.
6. Loads in excess of 350,000 pounds escorts based on overall dimension, weight, anticipated speed, and complexity of route. Use the table above for a preliminary reference point. Loads with six or more slow to 5 miles per hour bridge crossing requirements shall have 1 State Patrol and One Private escort.

INSPECTIONS

1. See [TEOpS 13-2-12](#)

WORK ZONES

1. Travel through work zones otherwise limited by posted signs or other constraints (i.e. lane width restrictions) cannot proceed without prior authorization of DMV, BHM, and BTO on the permit. Permit vehicles without prior authorization should interdict and call DMV to either approve travel through the work zone or find an alternate route.

COORDINATION

1. Responsibility
 - a. It is the responsibility of the carrier to contact local community and county public works departments or law enforcement agencies to apply for additional permits on connecting highways, and if required by the municipality, for travel on the local roadways.
 - b. Carriers shall coordinate with railroad officials as to the times of move for railroad tracks with short storage distances and humped crossings.

Documentation - All carriers shall be required to carry a log documenting all local community, law enforcement, and agency coordination, during operation.

13-2-11 Oversize/Overweight Wind Industry Permits

January 2014

If not stated in this policy, follow [TEOpS 13-2-10](#).

DEFINITIONS

Wind Tower Multi-trip Permit – specific permits relating to a process implemented to plan for multiple trips of oversize/overweight loads to wind projects.

Wind Multi-Trip Permit – A permit that is valid for unlimited, specified route trips during a range of 3 to 6 months. This is applied to each vehicle identification number (VIN) from a company seeking this permit type

Oversize/Overweight Load – A load that requires a permit due to exceeding certain dimensions and weights.

Pole Car – A pole car is an escort vehicle equipped with a height sensor. A pole car must precede the load and move sufficiently ahead of the oversize vehicle when approaching structures to ascertain clearance prior to the load arriving. The height sensor pole shall be made of a non-conductive, non-destructive, flexible material.

Single Trip Permit – A permit that is valid for 14 days and for one trip only. The carrier specifies the route, and the return trip is allowed at no charge if requested with the original permit application.

Urbanized Area – A populated area that normally experiences peak hour traffic volumes in the morning, afternoon and evening travel periods. It is at the discretion of the Region to determine if an area is considered urbanized and if an oversize/overweight vehicle will significantly impede on traffic during peak periods.

Freeway/Expressway – Four-lane divided highway facilities with no or minimal at grade intersections and sharp curves. Expressways are divided arterial highway facilities that have partial control of access, generally with grade separations at major intersections.

GUIDELINES

1. WisDOT permitted hours of operation for movement of wind tower components are:
 - 6PM Sunday through Noon on Friday, except during the peak traffic hours of 6AM-9AM and 3:30PM-6PM, Monday through Friday, in below specified urban areas
 - 12:01AM Saturday through 10AM Saturday
 - 12:01AM Sunday through 10AM Sunday
2. Oversize/overweight permits will restrict travel during peak traffic hours only in the counties of Brown, Outagamie, Winnebago, Dane, Milwaukee, Ozaukee, Washington, Waukesha, Racine, Kenosha, and LaCrosse. The maps for the wind tower restricted urban areas can be found in:

[\\Mad00fph\n4public\BHO\osow\Time Restrictions\](#) (internal DOT access only)

Wind Tower Allowable Times of Travel

Day\Hour	12:01 AM Midnight	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:01 AM	7:00 AM	8:00 AM	9:01 AM	10:00 AM	11:00 AM
Monday	X	X	X	X	X	X	e/u	e/u	e/u	X	X	X
Tuesday	X	X	X	X	X	X	e/u	e/u	e/u	X	X	X
Wednesday	X	X	X	X	X	X	e/u	e/u	e/u	X	X	X
Thursday	X	X	X	X	X	X	e/u	e/u	e/u	X	X	X
Friday	X	X	X	X	X	X	e/u	e/u	e/u	X	X	X
Saturday	X	X	X	X	X	X	X	X	X	X	n/p	n/p
Sunday	X	X	X	X	X	X	X	X	X	X	n/p	n/p

Day\Hour	12:01 PM Noon	1:00 PM	2:00 PM	3:00 PM	3:30 PM	4:00 PM	5:00 PM	6:01 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Monday	X	X	X	X	e/u	e/u	e/u	X	X	X	X	X	X
Tuesday	X	X	X	X	e/u	e/u	e/u	X	X	X	X	X	X
Wednesday	X	X	X	X	e/u	e/u	e/u	X	X	X	X	X	X
Thursday	X	X	X	X	e/u	e/u	e/u	X	X	X	X	X	X
Friday	n/p	n/p	n/p	n/p	n/p	n/p	n/p	n/p	n/p	n/p	n/p	n/p	n/p
Saturday	n/p	n/p	n/p	n/p	n/p	n/p	n/p	n/p	n/p	n/p	n/p	n/p	n/p
Sunday	n/p	n/p	n/p	n/p	n/p	n/p	n/p	X	X	X	X	X	X

X = Travel Permitted
 e/u = Exception for Urban Areas noted below
 n/p = Travel Not Permitted

*Urban Areas

Green Bay
 Kenosha
 La Crosse
 Appleton including Neenah/Menasha and STH 15

*Counties

Dane County
 Milwaukee County
 Ozaukee County
 Racine County
 Washington County
 Winnebago County

*Urban Areas and or Counties may change due to further LOS Analysis

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3. 30 minute “pulsing” will be allowed. This permit restriction will be replaced with this language: “It is the carrier’s responsibility to plan for staging and managing of the departures of permitted loads to avoid congestion on the route due to massing of the permitted loads.
4. Permits *may* include a condition for convoying of two loads in order to more efficiently use escorts. This condition is available on a very limited case-by-case basis and the consecutive convoys cannot move less than 30 minutes apart.
5. Escorts (Wind Only)

WEIGHT	LENGTH	WIDTH	HEIGHT	ESCORT
< 170K	100' to 120'	< 13'	<14'6"	One private escort. Pole car requirement subject to Region review.
< 171K – 270K	121- 189'11"	13'01" -16'0"	14'7" – 15'11"	Two (2) private escort vehicles. Pole car requirement subject to Region review.
Up to 350K 1 to 5 slow to 5mphs	190'6"- 200'0"	16'0" to 20'	16' to 20'	One (1) private vehicle and one (1) state patrol escort vehicles. One (1) private shall be a properly equipped pole car and lead the load by 0.5 miles at all times.
Up to 350K 6 or more slow to 5mphs	200'1"	>20'	>20'	Two (2) state patrol escort vehicles and one (1) private vehicle to provide a properly equipped pole car and lead the load by 0.5 miles at all times.
Key:	< Less Than > Greater Than			

- a. The WisDOT always retains the right to be more restrictive when it is deemed necessary.
- b. Subject to inspection results or other concerns base loads regardless of weight and dimension maybe required to have one State Patrol Escort until such time as the concern triggering this requirement or concern is removed.

6. Work Zones

Travel through work zones otherwise limited by posted signs or other constraints (i.e. lane width restrictions) cannot proceed without prior authorization of DMV, BHM, and BTO on the permit. Permit vehicles without prior authorization should interdict and call DMV to either approve travel through the work zone or find an alternate route.

7. Ramp Off/Ramp On Method

Ramp off/Ramp on movements for wind industry truck shipments may be utilized and approved by the regions in order to keep the load on the OSOW Freight Network. This method *should* only be used to avoid construction, low bridge clearance, or weight restricted facility. The interchange must be a diamond interchange with a clear path between the exit and entrance ramp. The presence of fixed barriers or medians eliminates this method as an option. Ramp off/Ramp on *should not* be used consecutively on a route or for the overall permit. This method *should* be limited to 1 or 2 exceptions on a route. Additional ramp off/ramp on exceptions are at the discretion of DMV permitting office and BHM staff and only when alternative routes cannot be reasonably identified.

GENERAL NOTES

It is recognized that physical roadway conditions *may* change at the time of the move and the carrier must be aware that they are ultimately responsible for maintaining safe operating conditions and reviewing roadway and vehicle characteristics (i.e., horizontal and vertical clearances, intersection geometrics, load height, tire pressure, etc.)

Contact DMV if there are any loads that do not conform to these load requirement guidelines.

13-2-12 OSOW Inspection Requests and Waiver Procedure

December 2011

PURPOSE

To provide a process for annual vehicle and driver inspections or waivers for specialized transport vehicles that require a permit to travel in Wisconsin and are reviewed under [TEOpS 13-2-10](#) and [TEOpS 13-2-11](#) of this chapter.

DEFINITIONS

OOS – Out of Service violations for the purposes of this section are violations that are significant including but not limited to Brakes, Frame, Suspension, Tires, couplings or any other significant physical feature necessary for safe mobility of the vehicle. OOS for lighting that can be fixed and signed off on would not be considered in the review of a carrier for the purposes of this guidance.

FMCSA – Federal Motor Carrier Safety Administration

PROCEDURE

Process	Carrier in Regulatory Compliance	Carrier not in Compliance
ISS	Below 65	Above 65
NAS 7 - Out of Service (OOS)	No OOS w/in 24 months	OOS in last 24 – Order Inspection
396 for Truck and Trailer*	Submit for file	Do not request

1. All house/building movers (other than mobile homes and modular home carriers) shall be ordered for inspection as part of every permit application.
2. BHM OSOW Freight Unit to check ISS on the first of every month for all carriers that have NAS 7 inspections that will be over 12 months old in OSOW Freight Unit Database within 30 days from the 1st of the month:
 - a. If a carrier is new to Wisconsin, record is significantly out of date, or not in the OSOW Freight Unit Database than that carrier shall be ordered for inspection.
 - b. All carriers who have an ISS score of 65 or greater BHM to request inspection at next permit request if load originates in Wisconsin.
 - c. For loads originating outside Wisconsin and where inspections are required by any other states in route to Wisconsin DMV shall request a signed copy of that inspection. The out of state inspection shall have no Out of Service (OOS) violations and is only good for permit the carrier is applying for at the time of application. If subsequent permit requests originate outside Wisconsin carrier shall supply an inspection with no OOS violations from the other state. BHM will repeat the process at the time of the carrier's permit request for a load originating in Wisconsin and order an inspection if necessary.
 - d. If a carrier is inspected and found to have OOS violations for lights or other items that can be fixed and signed off on by DSP carrier shall be able to proceed with their load at that time.
3. BHM to submit list of carriers identified under item 2 above and ask DSP to check these carriers for OOS violations in Wisconsin within the last 24 months from the date of the request.
 - a. If no OOS violations are found for last 24 months - proceed to 3 b if there are OOS proceed to 3c.

- b. DMV to request STANDARD OPERATING PROCEDURE (SOP's) and 396 (carrier's annual self-inspection) submittal from carrier.
 - c. If there are OOS violations found for the last 24 months from date of request BHM shall order inspection at next permit request (skip task 4 and 5 below). BHM to continue to repeat item 3c on an annual basis until carrier is free of OOS violations for a period of 24 consecutive months from the date of a permit request.
4. DMV to request most recent copy of FMCSA annual inspection (aka 396) performed by company or other authorized agency for the tractor and trailer units supplied as part of permit request. DMV to provide copy to BHM. This should be repeated annually even if the carrier is in compliance.
 5. For item 4, Carrier has 30 calendar days from the date of request to comply.

NON-COMPLIANCE

1. If carrier is not waived for inspection in accordance with this procedure and fails to comply with a request for inspection twice – subsequent permits shall be held until compliant per DMV discretion. DMV to provide BHM OSOW Freight Unit with any waivers of inspection requirement and reason (i.e. not originating Wisconsin). BHM to provide list of non-compliant carriers who have not responded to inspection requests to DMV to monitor carrier applications in the event the carriers:
 - Next permit dimensions and or weight do not meet requirement for review by BHM – OSOW Freight Unit*
 - Next permit would be on a previously approved route that does not require BHM – OSOW Freight Unit review
2. If a carrier who is initially granted a waiver fails to provide to DMV a FMCSA 396 self-inspection form in accordance with items 4 & 5 above of this procedure the carrier shall be consider non-compliant and their annual inspection waiver is revoked until they either submit to and pass an inspection or provide the requested documentation.
3. BHM OSOW Freight Unit will provide DMV with a monthly list of carriers if any that fall subject to Non Compliance item 2 above.

*OSOW Inspections requested by OSOW Freight Unit are for loads in excess of 16 wide, 140 feet long, or 270,000 pounds, or any combination thereof or wind industry components.

13-2-15 Oversize/Overweight Permit Suspension

May 2009

BACKGROUND

State Patrol and other law enforcement officials currently have the authority to restrict or suspend travel on Wisconsin roadways when unsafe driving conditions occur. According to Trans 254.06 (4) Validity for Single Trip Permits for Oversize or Overweight Vehicles or Loads, and Trans 255.06(4) Validity for Multiple Trip Permits for Oversize or Overweight Vehicles or Loads, *“A permit is not valid during periods when adverse weather or road conditions, such as fog, smoke, heavy rain, snow or ice or wind velocity, impair the safety of a movement under the permit.”*

GUIDELINES

The following conditions are considered when defining a travel restriction:

- Impassable or unsafe roadway conditions on the traveled way – extremely slippery, reduced visibility, significant snow cover, flooding over the road, high winds and blowing snow causing whiteout conditions or drifting, and severe wind chill.
- Recovery activities incomplete – vehicle & debris removal operations, transportation of recovery resources, snow removal

Winter Weather, Flooding, and Other Events

WISDOT will incorporate provisions within oversize-overweight (OSOW) shipment permits to reinforce the accountability of carriers to comply with Trans 255.06(4). The carrier's responsibility to remain aware of current roadway restriction, closure, and alternate route information **shall** also be emphasized.

DTSD will maintain web-based travel warning and information sources for travelers, such as

- 511 Traveler Information Services
- Lane and Ramp Closures (Lane Closure System)

- Work Zones & Detour Information

DTSD will not maintain web pages or otherwise support customized or specialized traffic and incident information services or resources specifically for truck routing or oversize-overweight permitted shipments.

DTSD will not be involved in motor carrier notifications or related further action, including internet posting of maps. DMV *may* notify the motor carriers of events or *may* alternately rely upon the provisions in the OSOW permit stating it is the motor carrier's responsibility to refrain from travel when unsafe driving conditions occur.

COMMUNICATION

Internal WISDOT communication with DTSD by other Divisions (including DMV and DSP) **shall** be directed through the State Traffic Engineer of Operations. This **shall** include deliberations involving emergency suspensions of OSOW permits. The State Traffic Engineer of Operations or their designee **shall** be responsible for timely coordination with DTSD Regional OSOW Coordinators and other DTSD representatives.