



Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer		13-2-15
CHAPTER 13	Traffic Regulations	
SECTION 2	Trucking	
SUBJECT 15	Oversize/Overweight Permit Suspension	

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.