



## Certification Page Regular and Emergency Rules

Revised June 2013

**Emergency Rules** *(After completing all of Sections 1 and 2, proceed to Section 5 below)*

**Regular Rules**

<b>1. General Information</b>			
a. Agency/Board Name Wyoming Department of Transportation			
b. Agency/Board Address 5300 Bishop Boulevard	c. City Cheyenne	d. Zip Code 82009-3340	
e. Name of Contact Person Matthew White	f. Contact Telephone Number 307-777-4161		
g. Contact Email Address Matthew.White@wyo.gov	h. Adoption Date September 19, 2013		
i. Program Motor Carrier Section			
<b>2. Rule Type and Information:</b> For each chapter listed, indicate if the rule is New, Amended, or Repealed.			
If "New," provide the Enrolled Act numbers and years enacted: <b>2011: SEA 0018, SEA 0096 / 2013: SEA 0034</b>			
c. Provide the Chapter Number, Short Title, and Rule Type of Each Chapter being Created/Amended/Repealed <i>(Please use the Additional Rule Information form for more than 10 chapters, and attach it to this certification)</i>			
Chapter Number: 5	Short Title: Size and Weight Limitations of Vehicles	<input checked="" type="checkbox"/> New	<input checked="" type="checkbox"/> Amended <input type="checkbox"/> Repealed
Chapter Number:	Short Title:	<input type="checkbox"/> New	<input type="checkbox"/> Amended <input type="checkbox"/> Repealed
Chapter Number:	Short Title:	<input type="checkbox"/> New	<input type="checkbox"/> Amended <input type="checkbox"/> Repealed
Chapter Number:	Short Title:	<input type="checkbox"/> New	<input type="checkbox"/> Amended <input type="checkbox"/> Repealed
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Chapter Number:	Short Title:	<input type="checkbox"/> New	<input type="checkbox"/> Amended <input type="checkbox"/> Repealed
Chapter Number:	Short Title:	<input type="checkbox"/> New	<input type="checkbox"/> Amended <input type="checkbox"/> Repealed
Chapter Number:	Short Title:	<input type="checkbox"/> New	<input type="checkbox"/> Amended <input type="checkbox"/> Repealed
d. <input checked="" type="checkbox"/> The Statement of Reasons is attached to this certification.			
e. If applicable, describe the <b>emergency</b> which requires promulgation of these rules without providing notice or an opportunity for a public hearing:			

**3. State Government Notice of Intended Rulemaking**

a. Date on which the Notice of Intent containing all of the information required by W.S. 16-3-103(a) was filed with the Secretary of State: July 3, 2013  
b. Date on which the Notice of Intent and proposed rules in strike and underscore format and a clean copy were provided to the Legislative Service Office: July 3, 2013  
c. Date on which the Notice of Intent and proposed rules in strike and underscore format and a clean copy were provided to the Attorney General: July 3, 2013

**4. Public Notice of Intended Rulemaking**

a. Notice was mailed 45 days in advance to all persons who made a timely request for advance notice.  Yes  No  N/A  
b. A public hearing was held on the proposed rules.  Yes  No

If "Yes:"	Date:	Time:	City:	Location:

**5. Final Filing of Rules**

a. Date on which the Certification Page with original signatures and final rules were sent to the Attorney General's Office for the Governor's signature: September 25, 2013  
b. Date on which final rules were sent to the Legislative Service Office: September 25, 2013  
c. Date on which a PDF of the final rules was electronically sent to the Secretary of State: September 25, 2013

**6. Agency/Board Certification**

The undersigned certifies that the foregoing information is correct.

Signature of Authorized Individual (Blue ink as per Rules on Rules, Section 7)   
Printed Name of Signatory John F. Cox  
Signatory Title Director  
Date of Signature September 25, 2013

**7. Governor's Certification**

I have reviewed these rules and determined that they:

- 1. Are within the scope of the statutory authority delegated to the adopting agency;
- 2. Appear to be within the scope of the legislative purpose of the statutory authority; and, if emergency rules,
- 3. Are necessary and that I concur in the finding that they are an emergency.

Therefore, I approve the same.

Governor's Signature  
Date of Signature

**Attorney General:** 1. Statement of Reasons; 2. Original Certification Page; 3. Summary of Comments (regular rules); 4. Hard copy of rules: clean and strike/underscore; and 5. Memo to Governor documenting emergency (for emergency rules only).

**LSO:** 1. Statement of Reasons; 2. Copy of Certification Page; 3. Summary of Comments (regular rules); 4. Hard copy of rules: clean and strike/underscore; 5. Electronic copy of rules: clean and strike/underscore; and 6. Memo to Governor documenting emergency (for emergency rules only).

**SOS:** 1. PDF of clean copy of rules; and 2. Hard copy of Certification Page as delivered by the AG.

**RESOLUTION**

**WHEREAS**, the Wyoming Department of Transportation with the approval of the Transportation Commission of Wyoming, pursuant to W.S. 24-2-105 and W.S. 31-18-804(j) is authorized to promulgate rules and regulations as described in the following; and

**WHEREAS**, the Wyoming Department of Transportation through the Transportation Commission of Wyoming desires to adopt Motor Carrier Section Chapter 5, Size and Weight Limitations of Vehicles, to administer provisions for issuing permits to operate vehicles or loads exceeding legal statutory limits as described in W.S. 31-18-801 through W.S. 31-18-808; and

**WHEREAS**, this revised rule and regulation incorporates recent legislative changes and substantially updates technical language and definition; and

**WHEREAS**, a forty-five day public comment period was held to solicit comments concerning the revisions to these rules; and

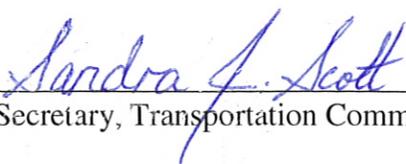
**WHEREAS**, the public comments received during the comment period were considered by the Transportation Commission of Wyoming and the rules subsequently revised by the Wyoming Department of Transportation;

**NOW THEREFORE BE IT RESOLVED** that the Transportation Commission of Wyoming officially adopts Motor Carrier Section Chapter 5, Size and Weight Limitations of Vehicles.

Dated this 19th day of September 2013.

  
\_\_\_\_\_  
Chairman, Transportation Commission of Wyoming

ATTEST:

  
\_\_\_\_\_  
Secretary, Transportation Commission of Wyoming

**WYOMING DEPARTMENT OF TRANSPORTATION**

**STATEMENT OF REASONS**

**MOTOR CARRIER SECTION**

**CHAPTER 5, SIZE AND WEIGHT LIMITATIONS OF VEHICLES**

Chapter 5, *Size and Weight Limitations of Vehicles*, is a revised rule and regulation of the Wyoming Department of Transportation. These rules are promulgated by authority of W.S. 24-2-105 and W.S. 31-18-804(j) to administer provisions for issuing permits to operate vehicles or loads exceeding legal statutory limits as described in W.S. 31-18-801 through W.S. 31-18-808.

These proposed changes incorporate recent legislative changes and substantially update technical language and definitions.

## Comment Summary

### Motor Carrier Section

#### Chapter 5, Size and Weight Limitations of Vehicles

Following is a summary of public comment as submitted to the Wyoming Department of Transportation (WYDOT) for Chapter 5, Size and Weight Limitations of Vehicles, from the *Wyoming Department of Transportation Rules and Regulations* Motor Carrier Section. The department received 4 sets of written comments concerning this rule during the public comment period of July 3, 2013 through August 16, 2013. If more than one comment dealt with the same issue, the comment was summarized from a single source and not repeated.

#### Comment Set #1

##### *Section 2. Definitions*

**Comment:** Notes the name change of the “American Society of Agricultural Engineers” to “American Society of Agricultural and Biological Engineers” and abbreviated as “ASABE.” The comment requests a change in WYDOT definitions.

**Response:** WYDOT does not dispute the observation. However, WYDOT desires consistency with the statutory reference. When the statute is updated, WYDOT will change the name of the society as appropriate.

**Recommendation:** That the Transportation Commission adopt as drafted in proposed rule.

##### *Section 8. Safety Measures and Moves*

**Comment:** A comment regarding standards for safety and identification for oversize and/or overweight movements. This comment requests an alteration of the standards of this section.

**Response:** WYDOT finds this suggestion contrary to W.S. 31-5-921(d)(g).

**Recommendation:** Adopt Section 8 as drafted in the proposed rule. WYDOT cannot adopt changes contrary to statute.

##### *Section 21. Implements and Produce of Husbandry Moved by Farmers and Ranchers*

**Comment:** This comment questions the status of farmers and ranchers in adjacent states (along the borderlines) that own, rent, or operate agricultural property in Wyoming. Further, the comment suggests such farmers and ranchers be considered “Wyoming farmers and ranchers” for the purpose of this section.

**Response:** WYDOT agrees and operates accordingly as long as those farmers and ranchers meet the definition of “agricultural operation” spelled out in W.S. 31-18-801. WYDOT cannot break with statute and this section allows for flexibility and accommodation for those non-resident farmers and ranchers meeting statutory requirements.

**Comment:** The comment questions the Department’s intentions concerning oversize load signs in relation to lower travelling speeds. The comment requests different language.

**Response:** The Department has identified this as a safety issue and contends that no changes are appropriate. Additionally, the requirements as written are clearly required in W.S. 31-18-802 (a)(iii)(B).

**Comment:** The comment references WYDOT requirements for primary warning lights on agricultural vehicles and the requirements in rule are outdated and should be modified. This same lighting comment is referenced regarding Section 22 and 23.

**Response:** WYDOT contends that this comment misinterprets the rule and the flexibility provided in it. WYDOT allows 3 types of lighting and only requires “4 inches in diameter” on 2-way flashing amber lights. This should alleviate any concerns expressed in the comment. Additionally, these lighting rules are for the safety of the motoring public and unlikely to be modified. The strong intent is to provide visibility at 1,000 feet.

**Recommendation:** That the Transportation Commission adopts Section 21(and 22) as drafted in the proposed rule.

*Section 23. Custom Agricultural Operations*

**Comment:** The comment questions the time Class D permits are valid when the vehicles leave the state and posits that this section of the rule goes against the intent of Class D permits. Also, the lighting issues mentioned in Section 21 and 22 are also referenced in Section 23.

**Response:** WYDOT points out that this comment does not relate to Section 23. A Class D permit is not the same as a Custom Agricultural Operation permit.

**Recommendation:** WYDOT urges the Commission to adopt Section 23 as drafted in the proposed rule.

**Comment Set #2**

*Section 8. Safety Measures and Moves*

**Comment:** The comment offers a specific equipment situation involving temporary bumpers and asks for an exception to the standard procedures based on a matter of intent.

**Response:** The Department’s answer is “no.” Furthermore, the Department reminds all affected that they must meet federal standards for rear impact guards. This is a safety issue and not open to exceptions. Please reference USC 49, Part 393.86.

**Recommendation:** That the Commission adopt Section 8 as drafted in proposed rule.

*Section 10. Escort Equipment*

**Comment:** That the language as written in the draft proposed rule could be interpreted to require a warning sign for all escorted loads.

**Response:** WYDOT agrees with this comment and will change the first sentence of Section 10 (a)(iv) from “Also required is a warning sign that reads *CAUTION – This vehicle must slow down to 5mph to cross bridges*” to “When the Department Bridge Program designates a bridge *Reduced Speed*, a warning sign that reads *CAUTION – This vehicle must slow down to 5mph to cross bridges* is required.”

**Recommendation:** Adopt Section 10 as revised with the clarifying language.

**Comment Set #3**

*General Comments*

**Comment:** The comment asks for the same height and weight restrictions between agricultural producers and custom agricultural operations.

**Response:** WYDOT notes the statutory difference between agricultural producers (Private carrier) and Custom Agricultural Operations (For Hire). The only exemption provided in statute is for height and width for agricultural operations. Therefore, the For Hire custom agricultural operations are required to obtain a permit for oversize or overweight movements. The divisible overweight Class F permit is available for both operations.

**Comment:** Bemoans the increased fees (flat fee and per mile fee on overweight restrictions) and also the 10 cent fuel tax increase. This comment concludes the burden is too great and custom agricultural producers will not be able to sustain their operations if the fee increases “were to be passed.”

**Response:** The statutory requirement for these fee increases occurred 5 years ago, and the fees have been collected since then. This rule simply corrects the rule language to reflect statutory changes from a half decade ago. WYDOT further notes, the Class F permit did not increase.

**Comment:** A comment proposes allowance to transfer permits from one power unit to another in the event of mechanical failure instead of the requirement that another permit be requested from the Department.

**Response:** The Department notes that there are generally no fees associated with these permits and the current practice allows WYDOT and the affected groups to maintain accountability and transparency.

**Comment:** This comment suggested extending emergency permits to 180 days instead of 120 days.

**Response:** WYDOT does not set this permit length. 120 days is in federal law and only applies to overweight divisible loads travelling on the interstate.

**Comment:** Lighting comments regarding “4 inches in diameter” as overly burdensome and source for creating violations.

**Response:** The Department believes this concern has been addressed in earlier comments and responses, but does note again, this is not a “and” only situation. The requirements are “and/or” to provide maximum flexibility for fulfillment and safety.

**Recommendation:** WYDOT urges adoption of these rules and regulations as proposed to promote continued infrastructure protection and the safety of the motoring public.

**Comment Set #4***Section 2. Definitions*

**Comment:** The comment requests additional language be added allowing counterweight transportation on the decks.

**Response:** The Department discourages such requests as contrary to public safety and infrastructure preservation and maintenance.

**Comment:** This technical comment notes an item, “single unit,” out of alphabetical order in the definitions.

**Response:** WYDOT will correct.

**Recommendation:** That the Commission adopt this section of the rules, as amended to reflect correction of the alphabetical order.

*Section 8. Safety Measures and Moves*

**Comment:** This comment asks for clarification of the number of escorts required in certain situations. This request is for efficiency and also to aid accurate pricing estimates for shippers.

**Response:** WYDOT has anticipated this situation and has a website with appropriate charts and circumstances ready to unveil upon implementation of this rule. The website allows companies to explore how many escorts they may need based upon several factors.

**Recommendation:** Adoption of this section as proposed in the draft proposed rules.

*Section 15. Class C Self-Issuing Permit Procedures*

**Comment:** Comment expresses concerns with references to “conditional or unsatisfactory safety rating.” (This concern is also referenced regarding similar language in Section 20.) The comment further notes that these “ratings” may be eventually phased out by the federal agency. Most importantly, the comment expresses the desire to preserve the intent of the language, even if the language changes.

**Response:** The Department agrees with this comment. But, the current language (regarding ratings) is still in effect. WYDOT will change the language when the federal regulations change.

**Comment:** This comment questions why Class C permits can no longer be faxed from the company to its driver.

**Response:** WYDOT now requires the driver carry the white and the hard copy of the permit in the vehicle. Furthermore, these permits will be changed to reflect changes in the permit occurring at ports of entry. Permits sent by fax meet neither of these requirements.

**Comment:** This comment follows the previous comment by questioning why two copies of the permit are now required.

**Response:** The Department seeks to increase transparency and accountability in this area. Requiring two copies helps WYDOT and trucking concerns to fulfill this need.

- Comment:** That the penalty for lost self-issuing permits is “excessive and punitive.”
- Response:** WYDOT is trying to build accountability and encourage responsibility. This is targeted toward frequent violators. Also, the fee reflects the cost of a lost permit for Size AND Weight. The previous lost fee only reflected the Weight portion. Furthermore, the Department welcomes communication from carriers seeking to avoid lost permit fees and encourages responsible handling of their self-issuing permits.
- Recommendation:** The Department recommends adoption of Section 15 as proposed in the draft rules and without revision.

*Section 17. Class D Permits*

- Comment:** The comment points out a typographical error. In paragraph (iii), the word “hour” should be changed to “hours.”
- Response:** WYDOT agrees and will make the change.
- Recommendation:** The Department urges adoption of Section 17 as modified in response to the comment.

*Section 20. Class W Permits (Multi-piece Loads Exceeding 117,000 lbs)*

- Comment:** This comment questions the differences between the tables in the proposed rule and the current tables.
- Response:** Any differences reflect inaccuracies that have been corrected in the proposed rule by following the proper federal formulas.
- Recommendation:** That this section be adopted as proposed in the draft rule.

## **Chapter 5, Size and Weight Limitations of Vehicles**

- Requested Action:** *That the Transportation Commission of Wyoming adopts Chapter 5, Size and Weight Limitations of Vehicles, as modified by the preceding recommendations.*

# **Wyoming Department of Transportation Rules and Regulations**

## **MOTOR CARRIER SECTION**

### *Chapter 5, Size and Weight Limitations of Vehicles*

#### **Table of Contents**

Changes include numbering revisions and more section title modifications.

#### **Section 1, Authority and Purpose**

No changes.

#### **Section 2, Definitions**

Changes include formatting changes, numbering changes, definition modifications, and new definitions added.

#### **Section 3, Statutory Size and Weight Limits (Exclusive of Permits)**

Changes in formatting, regulatory clarification, and some reconfigurations to the tables.

#### **Section 4, Permit-issuing Authorities and Types of Permits Available**

Addition of permit-issuing authorities, class permit clarifications, further explanation of suspension systems, allowable exceptions, revised weight definitions, and reformatted weight tables.

#### **Section 5, Statutory and Administrative Exemptions**

Minor changes in wording.

#### **Section 6, Permit Fees**

Addition of “prior-operation” language, new weight limits and updated fees, and so forth.

#### **Section 7, Permitted Hours and Dates of Movement; Weather Conditions**

Clarification of emergency exceptions, extraordinary situations, holidays, and permitting related to weather conditions or restrictions.

#### **Section 8, Safety Measures and Moves**

Clarifies some of the requirements for safety measures including those used for escorts.

#### **Section 9, Escort Procedures**

Changes offer additional information on escort requirements.

## **Section 10, Escort Equipment**

Changes clarify the equipment required on escort equipment, including new directives for signing and visibility distances.

## **Section 11, Rating and Posting of Highways and Structures**

No changes made to this section.

## **Section 12, Damage to Highways and Structures**

Minor wording changes only.

## **Section 13, Penalty for Violation**

Minor formatting change only.

## **Section 14, National Defense**

Minor wording changes only.

## **Section 15, Class C Self-issuing Permit Procedures**

Considerable changes to the wording, updated contact information, new use of permits standards, permit requirements, modified restrictions, fee submission clarifications, changed and new penalties, procedures for name changes and terminations, and other additions or deletions.

## **Section 16, Procedure for Obtaining Classes of Permits**

Mailing information changes, as well as required information for permits, and new exclusions.

## **Section 17, Class D Permits**

Changes include specific dimensions for Class D permits, vehicle qualifications and conditions, exclusivity of permits, directions for calculating mileage, and other pertinent information. Additional changes include detailed directions for warning and safety equipment attached or part of the oversize movements, hours of authorized travel, and snow removal equipment exceptions.

## **Section 18, Moves of Recreational Vehicles**

This is a new section covering the size limits, usage, and permitting of recreational vehicles, including transporting and safety measures.

## **Section 19, Class E and Class F Permits**

Includes minor changes to Class E permit requirements and adds a substantial new section on Class F Permits.

## **Section 20, Class W Permits (Multi-piece Loads Exceeding 117,000 lbs.)**

Changes encompass the fee structure, eligibilities, mailing information, and the reformatting and revisions to a gross vehicle weight table and a fee table.

### **Section 21, Implements and Produce of Husbandry Moved by Farmers and Ranchers**

Minor adjustments include wording and size limitations, and substantial changes add to the required safety measures.

### **Section 22, Implement Dealers**

New size requirements are added, as well as detailed new safety measures.

### **Section 23, Custom Agricultural Operations**

The numerous changes update the fee structure, size requirements, and new safety measures during hours of permitted travel. The changes include the use of escorts and also outline the appropriate approvals needed for utility adjustments and travel on local roads. Finally, new language holds the State of Wyoming harmless from liabilities involved in the permit holder's trip.

### **Section 24, Emergency Relief Permits**

This new section fulfills federal requirements as directed in Moving Ahead for Progress 21<sup>st</sup> Century (MAP-21), the current transportation reauthorization bill.

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Wyoming Department of Transportation  
**Size and Weight Limitations of Vehicles**

**CHAPTER 5**

**Section 1. Authority and Purpose.**

The Wyoming Department of Transportation promulgates these rules by authority of W.S. 24-2-105 and W.S. 31-18-804(j) to administer provisions for issuing permits to operate vehicles or loads exceeding legal statutory limits as described in W.S. 31-18-801 through W.S. 31-18-808.

**Section 2. Definitions.** *(Please see W.S. 31-1-101, W.S. 31-5-102, W.S. 31-18-101, W.S. 31-18-203, and W.S. 31-18-801. Definitions are subject to change by legislative action.)*

The following includes both statutory (*s*) and administrative (*a*) definitions:

(a) “Agricultural operations” means the raising and harvesting of their own crops or livestock in this state by farmers or ranchers, their exchange between farmers or ranchers or the transportation of implements of husbandry to or from farmers or ranchers by persons engaged in the business of selling or repairing such implements. (*s*)

(b) “Agricultural products” means the produce of husbandry. (*a*)

(c) “Axle” means the common axis of rotation of one or more wheels, whether power driven or freely rotating, and whether in one or more segments, and regardless of the number of wheels carried thereon. (*s*)

(d) “Axle group” means an assemblage of 2 or more consecutive axles considered together in determining their combined load effect on a bridge or pavement structure. (*s*)

(e) “Axle load” means the total load transmitted to the road by an assembly of 2 or more wheels whose centers are in one transverse vertical plane or may be included between 2 parallel transverse vertical planes 40 inches apart extending across the full width of the vehicle. (*s*)

(f) “Axle measurement” means the distance between axles to the nearest foot. When fractional measurement is exactly one-half foot, the next larger whole number shall be used. (*s*)

(g) “Camp shack” means portable on-site living quarters. (*a*)

(h) “Cargo” means the items or freight to be moved, including items placed on or in a vehicle, towed by a vehicle or a vehicle itself. (*s*)

- (i) “Coarse aggregate” means material as retained on a No. 4 (4.75 mm) sieve. *(a)*
- (j) “Commission” means the Transportation Commission of Wyoming. *(s)*
- (k) “Connecting mechanism” means an arrangement of parts interconnecting 2 or more consecutive axles to a vehicle in such a manner as to equalize the load between axles. *(s)*
- (l) “Construction or off-road machinery tires” means a minimum tire width of 18 inches (45.72 cm) as stamped on the tire by the manufacturer and a minimum rim diameter of 25 inches (63.5 cm). *(a)*
- (m) “Daylight hours” means one-half hour before sunrise until one-half hour after sunset. *(a)*
- (n) “Department” means the Department of Transportation. *(s)*
- (o) “Director” means the director of the Department of Transportation. *(s)*
- (p) “Dromedary unit” means a box, deck, or plate mounted behind the cab and forward of the fifth wheel on the frame of a truck-tractor not to exceed 6 feet in length from the back of the cab or sleeper berth. *(a)*
- (q) “Dunnage” means equipment strictly used for loading, unloading, blocking, bracing, and dropping the trailer for operation upon the highway. *(a)*
- (r) “Emergency” means a condition vital to the national defense or an unforeseen circumstance, threatening life or property, and requiring prompt action. *(a)*
- (s) “Escort” means a vehicle accompanying a movement displaying proper lights, signs, and equipment. *(a)*
- (t) “Exchange” means not receiving funds for a service or product. *(a)*
- (u) “Extended period permit” means a permit issued to cover a specific load, permitting movement for a specified period of time and over specified routes or statewide. *(a)*
- (v) “Flags or flagged” means the display of red or fluorescent orange flags not less than 12 inches square. *(a)*
- (w) “Forest products” means logs, poles, posts, rough lumber, wood chips, sawdust, and any other product of the forest which will require further processing. *(s)*
- (x) “Gravel” means pit-run stone, coarse aggregate, and a product of screened stone, crushed stone, or a combination thereof. Materials not included in the definition of gravel are

sand, silt, clay, and refined by-products that use gravel, such as plant-mixed asphalt, cement treated base, and Portland cement concrete. (a)

(y) “Gross weight” means the total weight of a vehicle and vehicle combinations including the weight of any load carried in or on the vehicle and vehicle combinations. (s)

(z) “Height” means the total vertical dimension of any vehicle above the ground surface including any load or load-holding device thereon. (s)

(aa) “Highway” means a public way maintained by the Department for the purpose of vehicular travel, including rights-of-way or other interests in land, embankments, retaining walls, culverts, sluices, drainage structures, bridges, railroad-highway crossings, tunnels, signs, guardrails and protective structures. (s)

(bb) “House trailer” means

(i) a trailer or a semitrailer which is designed, constructed and equipped as a dwelling place, living abode, or sleeping place (either permanently or temporarily) and is equipped for use as a conveyance on streets and highways; or

(ii) a trailer or a semitrailer whose chassis and exterior shell is designed and constructed for use as a house trailer, as defined in preceding paragraph (i), but which is used instead permanently or temporarily for advertising, sales display, or promotion of merchandise or services, or for any other commercial purpose except the transportation of property for hire or the transportation of property for distribution by a private carrier. (s)

(cc) “Implement of husbandry” means a vehicle or vehicles manufactured or designed and used exclusively for the conduct of agricultural operations and only incidentally operated on or moved on highways. (s)

(dd) “Indivisible load” please see “non-divisible load.” When Wyoming statutes use the term indivisible load, that load will be considered as a “non-divisible load” for purposes of these rules. (a) (Please see definition [ll] and Section 4[m].)

(ee) “Interstate or National Defense Highway” means highways which are designated as part of the interstate system by the transportation commission which are signed and marked accordingly. (s)

(ff) “Jib boom extension,” “Jib boom,” or “boom extension” means the structure manufactured as original equipment (OEM), which is attached to the main boom of a crane and is intended to extend the length of the boom. (a)

(gg) “Length” means the total longitudinal dimension of any vehicle or combination of vehicles, including any load or load-holding device thereon, but excluding any device or

appurtenance attached to the front or rear of a semitrailer or trailer whose function is related to the safety of, or efficient operation of the unit or contents. Excluded devices include, but are not limited to: air hose glad hands, fifth wheel slide plates, dock bumpers, air deflectors and refrigeration units. No excluded devices shall be designed or used for carrying cargo. (s)

(hh) "Load" means a weight or quantity of anything resting upon something else regarded as its support. (s)

(ii) "Motor home" means a motor vehicle designed, constructed and equipped as a dwelling place, living abode or sleeping place, either permanently or temporarily, but excluding a motor vehicle carrying a camper. (s)

(jj) "Motor vehicle" means a vehicle which is self-propelled or propelled by electric power obtained from overhead trolley wires, but not operating on rails. (s)

(kk) "Nearest point of safekeeping" means towing a damaged, disabled, or abandoned vehicle, on a primary tow, to the towing vehicle's place of business or an applicable repair facility. However, in no event shall the distance towed exceed 150 miles as measured from the point of retrieving the vehicle to the termination of the tow. The mileage shall be measured in road miles using the most recent *Official State Highway Map of Wyoming*. (a)

(ll) "Non-divisible load or vehicle" means any vehicle or load exceeding statutory size or weight limits (or both), and

(i) whose parts are fixed and attached in a manner that simulates the operational configuration and cannot be transported safely or without damage if dismantled or divided. A single unit (such as but not limited to a mobile crane, drilling rig, concrete pumper, or well service unit) shall be configured and equipped only as necessary for operating upon the highway, with the following exceptions:

(A) 2,000 pounds of dunnage on combination units (such as chains, boomers, and tarps) normally carried by carriers in conducting the operation, or

(B) vehicles equipped with outriggers shall be allowed to transport one outrigger pad per outrigger, and shall be considered non-divisible. The pads shall be original equipment, designed to be attached to the outriggers, and shall be safely stored on the vehicle, or,

(C) cranes with jib boom extensions shall be allowed to be transported together, provided the jib boom was manufactured specifically for the crane (by the crane manufacturer, and not after-market), and the jib boom can be safely stored on the main boom, in the folded configuration originally intended by the manufacturer.

(D) camp shacks shall be allowed up to 1,000 pounds of items required for the normal use of living quarters. Items shall be secured to avoid movement during transport. Items to be included in this exemption shall be mattresses, linens, bedding, cookware, dishes, personal clothing, and hygiene items for occupants. Items not required for living quarters to be occupied shall not be allowed.

(ii) is an authorized vehicle going to or coming from an emergency, or

(iii) casks transporting spent nuclear materials, or

(iv) a military vehicle transporting marked military equipment or material. *(a)*

(mm) “Overweight Loads Office” means the office within the Wyoming Highway Patrol responsible for processing requests to move loads exceeding normal oversize or overweight limits, administering the self-issuing permit program, and administering permits for exceeding 117,000 pounds gross weight (Class W permits). *(a)*

(nn) “Operational configuration” means that the vehicle or load’s parts are arranged and attached in the manner that they will be used when being operated on site, for the purpose the equipment is designed. This exception in no way allows the transporting of commodities in or on the vehicle or load. *(a)*

(oo) “Oversize load” means a cargo, fixed or unfixed, that exceeds statutory size limits. *(a)*

(pp) “Over-the-road bus” means a bus characterized by an elevated passenger deck located over a baggage compartment, and typically operating on the Interstate System or roads previously designated as making up the Federal-aid Primary System. *(a)*

(qq) “Overweight load” means a cargo fixed or unfixed that exceeds statutory weight limits. *(a)*

(rr) “Permit” means a written authorization to move or operate on a highway a vehicle or vehicle with a load of size or weight exceeding the limits as specified by statute, which are limited by this act [law] and regulations of the Department. *(s)*

(ss) “Permit-issuing authorities” means those people authorized under Section 4, Permit-issuing Authorities and Type of Permits Available, of these rules and regulations to issue oversize and/or overweight permits. *(a)*

(tt) “Pickup truck” means any motor vehicle, excluding multipurpose vehicles and passenger cars, designed, used or maintained for the transportation of property with an attached open cargo box directly behind the passenger compartment and designed to be equipped with a tailgate which can be lowered or opened to load or unload property or cargo. *(s)*

(uu) “Pneumatic tire” means every tire in which compressed air is designed to support the load. *(s)*

(vv) “Pole trailer” means every vehicle without motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach, or pole, or by being boomed or otherwise secured to the towing vehicle, and ordinarily used for transporting long or irregularly shaped loads as poles, pipes or structural members capable, generally, of sustaining themselves as beams between the supporting connections. *(s)*

(ww) “Primary and secondary highways” means highways which are designated as part of the primary or secondary system by the Transportation Commission which are signed and marked accordingly. *(s)*

(xx) “Primary tow” means the first time a vehicle is attached to the tow vehicle for removal. Once the towed vehicle has been disconnected or dropped from the tow vehicle, any subsequent tows shall be considered secondary tows and be subject to the provisions of W.S. 31-18-802 and W.S. 31-18-804. *(a)*

(yy) “Produce of husbandry” means the product of farming or ranching operation derived directly from the soil, including livestock, fish, and bee raising. *(a)*

(zz) “Public transit bus” means any vehicle that is regularly and exclusively used as an intrastate public agency transit passenger bus. *(a)*

(aaa) “Recreational vehicle” means a vehicle designed primarily as living quarters for recreational, camping, vacation or travel use which has an electrical system which operates above 12 volts and has a plumbing and heating system. *(s)*

(bbb) “Registered vehicle” means a vehicle designed to be operated primarily upon the highway and that requires licensing in Wyoming. *(a)*

(ccc) “Resident” means any individual, partnership, or corporation having a principle place of business in Wyoming for a period of one year or more. *(a)*

(ddd) “Roadway” means that portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the sidewalk, berm or shoulder. In the event a highway includes 2 or more separate roadways the term “roadway” as used herein shall refer to any such roadway separately but not to all such roadways collectively. *(s)*

(eee) “Saddlemount” means a vehicle combination designed and specifically used to tow no more than 3 trucks or truck tractors, each connected by a saddle to the frame or fifth wheel of the truck or truck tractor in front of it. *(a)*

(fff) “Safety device” means any piece of equipment or mechanism, including rear view mirrors, pin pockets not to exceed 3 inches on each side and other devices designated by the Director, attached to a vehicle to assure its safe operation and to assure the safe movement of a load hauled by the vehicle. *(s)*

(i) Acceptable safety devices for width shall include, but not be limited to, the following: rearview mirrors, turn signal lamps, hand-holds for cab entry/egress, splash and spray suppressant devices, and pin pockets (no excluded device shall be designed or used to carry cargo), as well as tire bulge because of load. Safety devices shall also include other equipment as designated by Federal Highway Administration rules and regulations. (Please see 23 CFR 658.)

(ggg) “Self-issuing permits” means a permit issued and completed by qualified Wyoming resident applicants. *(a)*

(hhh) “Semi-trailer” means every vehicle of a trailer type not equipped with propelling power so designed for carrying property and used in conjunction with a motor vehicle that some part of its own weight and load rests upon or is carried by another vehicle. *(s)*

(iii) “Separate movement” means each movement of a vehicle or load to a specified location. Round trip movements may be allowed when the entire move from origin to destination(s) and return shall be completed in the same calendar day. Permits are vehicle, load, and route specific. *(a)*

(jjj) “Single axle” means an assemblage of 2 or more wheels, whose centers are in one transverse vertical plane or may be included between 2 parallel transverse vertical planes 40 inches apart extending across the full width of the vehicle. *(s)*

(kkk) “Single unit” means one vehicle or the combination of all trailing components in a heavy haul configuration (jeep, trailer, booster, or push truck), including any front or rear overhang. *(a)*

(lll) “Slow-moving vehicle emblem” means the Standard American Society of Agricultural Engineers emblem designating a vehicle designed to operate at speeds of 25 miles per hour or less. *(a)*

(mmm) “Statutory limits” means those size and weight limits, established by Wyoming law, under which a load can be moved over the highways without having to secure a permit. *(a)*

(nnn) “Super load” means a load that exceeds Class B or C limits. *(a)*

(ooo) “Tandem axle” means any 2 or more consecutive load bearing axles whose centers are more than 40 inches, but not more than 96 inches apart and articulate from an

attachment to the vehicle including a variable load suspension or connecting mechanism designed to distribute the load between axles. (s)

(ppp) “Tire width” means the width stamped on the tire by the manufacturer. (a)

(qqq) “Trailer” means every vehicle not equipped with propelling power, designed for carrying property and for being drawn by a motor vehicle which carries no part of the weight and load of a trailer on its own wheels. (s)

(rrr) “Transportable home” means and includes the following as defined:

(i) a modular home means a residential dwelling constructed in a factory to a residential construction code other than the Federal Manufactured Home Construction and Safety Standards;

(ii) a prebuilt home means a residential dwelling that is wholly, or in substantial part, made, fabricated, formed or assembled in manufacturing facilities for installation or assembly on a building site. Prebuilt home shall include, but not be limited to, a manufactured home, modular home and mobile home; or

(iii) a manufactured home means a residential dwelling built in accordance with the Federal Manufactured Home Construction and Safety Standards which is a unit more than 8 and 1/2 feet in width which is designed, constructed, and equipped as a dwelling place, living abode or place of business to which wheels may be attached for movement upon streets and highways except a unit used primarily as a mobile laboratory or mobile office. (s)

(sss) “Triple axle” means any 3 consecutive load bearing axles whose centers are more than 96 inches, and not more than 102 inches, apart and that articulate from an attachment to the vehicle including a connecting mechanism or variable load suspension axle to keep all axles at or below legal limits. (a)

(ttt) “Truck” means a motor vehicle designed, used or maintained primarily for the transportation of property. (s)

(uuu) “Truck camper” means a portable unit constructed to provide temporary living quarters for recreational, travel or camping use, consisting of a roof, floor and sides, designed to be loaded onto and unloaded from the bed of a pickup truck. (s)

(vvv) “Truck-tractor” means a motor vehicle designed and used primarily for drawing other vehicles but not for loads other than a part of the weight of the vehicle and load drawn. For the purpose of this article [rule], a truck-tractor equipped with a dromedary unit shall be considered a part of the weight of the vehicle and not a load thereon and a truck-tractor and semi-trailer engaged in the transportation of automobiles may transport motor vehicles on part of the power unit. (s)

(www) “Variable load suspension axle” means an axle that may be adjusted to vary the weight carried by the axle. (s)

(xxx) “Vehicle” means a device in, upon or by which any person or property may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon rails or tracks. (s)

(yyy) “Vehicle combination” means any connected assemblage of a motor vehicle and one or more other vehicles. (s)

(zzz) “Width” means the total outside transverse dimension of a vehicle including any load or load-holding devices thereon, but excluding approved safety devices and tire bulge due to load. (s)

Exclusions to width measurement include the following:

(i) Appurtenances attached to the sides of vehicles whose function is related to the efficient operation of the unit, not to exceed 3 inches on each side of a vehicle.

(ii) Devices such as, but not limited to, the following:

(A) tarp and tarp hardware,

(B) rear and side door hinges (and their protective hardware),

(C) rain gutters,

(D) side marker lamps,

(E) hazardous materials placards,

(F) wall variations from true flat,

(G) corner caps, and

(H) rear facing lights, mounted on the sides of the cabs of truck-tractors to assist the operator in the procedures of safely backing up to a trailer, loading dock, or other backing maneuvers up to 9 feet wide. These lights are to be activated only when the vehicle is not in forward motion.

(iii) No excluded devices shall be designed or used for carrying cargo.

**Section 3. Statutory Size and Weight Limits (Exclusive of Permits).**

(a) Statutory size limits include vehicles, loads, load-holding devices, and bumpers; but do not include approved safety devices.

(b) Permits are required for vehicles and loads exceeding statutory limits.

(c) The following are statutory size and weight limits:

(i) Width: **8 1/2 feet (102 inches)**

(ii) Height: **14 feet**

(iii) Length:

(A) **60 feet** for single units or semi-trailers in a truck-tractor and semi-trailer combination.

(B) **81 feet** for a semi-trailer, trailer, or double semi-trailer combined length in a truck-tractor and semi-trailer, trailer, or double semi-trailer combination including the connecting mechanism. (Pole trailers shall be allowed to operate under this provision when used with a truck-tractor.)

**48 feet** maximum for a semi-trailer.

**40 feet** maximum for a trailer or second semi-trailer (not including the connecting mechanism).

(C) For consecutive towed vehicles, if the weight difference between the vehicles exceeds 5,000 pounds, the heavier towed vehicle shall be directly behind the truck-tractor, and the lighter towed vehicle shall be last.

(D) **85 feet** for any combination of vehicles other than those listed in the preceding subparagraphs (A) and (B).

(E) Except as provided in (F) immediately following, no combination shall consist of more than 3 single vehicles.

(F) **97 feet** for saddlemount combinations consisting of no more than 3 saddlemounts. Additional vehicles may be transported when safely loaded on the frame on a vehicle in a properly assembled saddlemount combination.

(iv) Weight:

- (A) **20,000 pounds** for a single axle.
- (B) **36,000 pounds** for a tandem axle.
- (C) **42,000 pounds** for a triple axle.
- (D) For 3 or more axles used on bridges measuring more than 8 1/2 feet, refer to **Gross Weight Table 1**.

When applicable, all other axle groups are governed by the number of axles and axle measurements in accordance with **Gross Weight Table 1**.

- (E) **10,000 pounds** each wheel.
- (F) **8,000 pounds** each wheel with solid tires. The wheels of all vehicles except those operated at a speed of less than 10 miles per hour shall be equipped with pneumatic tires.

- (G) For each tire:
  - (I) **Steering tires - 750 pounds per inch of width as stamped by manufacturer.**
  - (II) **Other tires - 600 pounds per inch of width as stamped by manufacturer.**

- (H) Gross Weight:
  - (I) **Up to 117,000 pounds** on the interstate in accordance with the formula limitations found in **Gross Weight Table 1**.
  - (II) **Up to 117,000 pounds** on the primary and secondary highways in accordance with the formula limitations found in **Gross Weight Table 1**.
  - (III) **Up to 80,000 pounds** on primary and secondary highways in accordance with the formula limitations found in **Gross Weight Table 2**.

(I) The following weight tables establish the maximum legal gross weight for vehicles. **Gross Weight Table 1** requires checking all consecutive groups of axles to determine legal limits and is referred to as the “inner bridge” system.

(J) Subject to the limitation imposed by the axle load, no vehicle or combination of vehicles shall be operated on interstate or national defense highways exceeding the maximum weight allowed under federal law, unless in compliance with **Table 1** corresponding to a distance in feet between the extremes of any axle groups measured

longitudinally, to the nearest foot, except that vehicles with 2 consecutive sets of tandem axles may carry a gross load of 36,000 pounds each if the distance between the first and last axles of the consecutive sets of tandem axles is 36 feet or more.

(K) Vehicles operating on primary and secondary highways may operate in accordance with **Table 1** or **Table 2** at the discretion of the operator, as follows:

(I) For vehicles operating under **Gross Weight Table 1**, the total gross weight in pounds imposed on the highway by any group of 2 or more consecutive axles on a vehicle, or combination of vehicles, shall not exceed the value given in **Gross Weight Table 1**, corresponding to a distance in feet between the extremes of any axle groups measured longitudinally, to the nearest foot. An exception allows that 2 consecutive sets of tandem axles may carry a gross load of 36,000 pounds each if the distance between the first and last axles of the consecutive sets of tandem axles is 36 feet or more;

(II) For vehicles operating under the provisions of **Gross Weight Table 2**, the total gross weight in pounds imposed on the highway by a vehicle, or combination of vehicles, shall not exceed the value given in **Gross Weight Table 2**, corresponding to the distance in feet between the extremes of the vehicle, or combination of vehicles, measured longitudinally to the nearest foot;

(III) Vehicles with 2 consecutive sets of tandem axles with a distance of less than 22 feet between the first and last axles of the consecutive sets shall comply with **Gross Weight Table 1**.

### Gross Weight Table 1

<b>Distance in feet between the extremes of any group of 2 or more consecutive axles</b>	<i>Maximum gross weight in pounds carried on any group of 2 or more consecutive axles</i>
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	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 or more axles
<b>4</b>	36,000							
<b>5</b>	36,000							
<b>6</b>	36,000							
<b>7</b>	36,000							
<b>8</b>	36,000	42,000						
<b>9</b>	39,000	42,500						
<b>10</b>	40,000	43,500						
<b>11</b>		44,000						
<b>12</b>		45,000	50,000					
<b>13</b>		45,500	50,500					
<b>14</b>		46,500	51,500					
<b>15</b>		47,000	52,000					
<b>16</b>		48,000	52,500	58,000				
<b>17</b>		48,500	53,500	58,500				
<b>18</b>		49,500	54,000	59,000				
<b>19</b>		50,000	54,500	60,000				
<b>20</b>		51,000	55,500	60,500	66,000			
<b>21</b>		51,500	56,000	61,000	66,500			
<b>22</b>		52,500	56,500	61,500	67,000			
<b>23</b>		53,000	57,500	62,500	68,000			
<b>24</b>		54,000	58,000	63,000	68,500	74,000		
<b>25</b>		54,500	58,500	63,500	69,000	74,500		
<b>26</b>		55,500	59,500	64,000	69,500	75,000		
<b>27</b>		56,000	60,000	65,000	70,000	76,000		
<b>28</b>		57,000	60,500	65,500	71,000	76,500	82,000	
<b>29</b>		57,500	61,500	66,000	71,500	77,000	82,500	
<b>30</b>		58,500	62,000	66,500	72,000	77,500	83,000	
<b>31</b>		59,000	62,500	67,500	72,500	78,000	83,500	
<b>32</b>		60,000	63,500	68,000	73,000	78,500	84,500	90,000
<b>33</b>			64,000	68,500	74,000	79,000	85,000	90,500
<b>34</b>			64,500	69,000	74,500	80,000	85,500	91,000
<b>35</b>			65,500	70,000	75,000	80,500	86,000	91,500

**Gross Weight Table 1 (continued)**

	<b>Distance in feet between the extremes of any group of 2 or more consecutive axles</b>	<i>Maximum gross weight in pounds carried on any group of 2 or more consecutive axles</i>						
		2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles
<b>36</b>	Two consecutive		66,000	70,500	75,500	81,000	86,500	92,000
<b>37</b>	sets of tandem		66,500	71,000	76,000	81,500	87,000	93,000
<b>38</b>	axles may carry		67,500	72,000	77,000	82,000	87,500	93,500
<b>39</b>	36,000 pounds		68,000	72,500	77,500	82,500	88,500	94,000
<b>40</b>	each if the		68,500	73,000	78,000	83,500	89,000	94,500
<b>41</b>	distance is 36		69,500	73,500	78,500	84,000	89,500	95,000
<b>42</b>	feet or more		70,000	74,000	79,000	84,500	90,000	95,500
<b>43</b>	between the		70,500	75,000	80,000	85,000	90,500	96,000
<b>44</b>	consecutive sets		71,500	75,500	80,500	85,500	91,000	96,500
<b>45</b>	of tandem axles		72,000	76,000	81,000	86,000	91,500	97,500
<b>46</b>			72,500	76,500	81,500	87,000	92,500	98,000
<b>47</b>			73,500	77,500	82,000	87,500	93,000	98,500
<b>48</b>			74,000	78,000	83,000	88,000	93,500	99,000
<b>49</b>			74,500	78,500	83,500	88,500	94,000	99,500
<b>50</b>			75,500	79,000	84,000	89,000	94,500	100,000
<b>51</b>			76,000	80,000	84,500	89,500	95,000	100,500
<b>52</b>			76,500	80,500	85,000	90,500	95,500	101,000
<b>53</b>			77,500	81,000	86,000	91,000	96,500	102,000
<b>54</b>			78,000	81,500	86,500	91,500	97,000	102,500
<b>55</b>			78,500	82,500	87,000	92,000	97,500	103,000
<b>56</b>			79,500	83,000	87,500	92,500	98,000	103,500
<b>57</b>			80,000	83,500	88,000	93,000	98,500	104,000
<b>58</b>				84,000	89,000	94,000	99,000	104,500
<b>59</b>				85,000	89,500	94,500	99,500	105,000
<b>60</b>				85,500	90,000	95,000	100,500	105,500
<b>61</b>				86,000	90,500	95,500	101,000	106,000
<b>62</b>				87,000	91,000	96,000	101,500	107,000
<b>63</b>				87,500	92,000	97,000	102,000	107,500
<b>64</b>				88,000	92,500	97,500	102,500	108,000
<b>65</b>				88,500	93,000	98,000	103,000	108,500
<b>66</b>				89,000	93,500	98,500	104,000	109,000

**Gross Weight Table 1 (continued)**

	<i>Maximum gross weight in pounds carried on any group of 2 or more consecutive axles</i>							
	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 or more axles
<b>67</b>				90,000	94,000	99,000	104,500	110,000
<b>68</b>				90,500	95,000	99,500	105,000	110,500
<b>69</b>				91,000	95,500	100,000	105,500	111,000
<b>70</b>				92,000	96,000	101,000	106,000	111,500
<b>71</b>				92,500	96,500	101,500	106,500	112,000
<b>72</b>				93,000	97,000	102,000	107,000	112,500
<b>73</b>				93,500	98,000	102,500	107,500	113,000
<b>74</b>				94,500	98,500	103,000	108,500	113,500
<b>75</b>				95,000	99,000	104,000	109,000	114,000
<b>76</b>				95,500	99,500	104,500	109,500	115,000
<b>77</b>				96,000	100,000	105,000	110,000	115,500
<b>78</b>				97,000	101,000	105,500	110,500	116,000
<b>79</b>				97,500	101,500	106,000	111,000	116,500
<b>80</b>				98,000	102,000	106,500	111,500	117,000
<b>81</b>				98,500	102,500	107,000	112,000	
<b>82</b>				99,000	103,000	108,000	113,000	
<b>83</b>				100,000	104,000	108,500	113,500	
<b>84</b>					104,500	109,000	114,000	
<b>85</b>					105,000	109,500	114,500	
<b>86</b>					105,500	110,000	115,000	
<b>87</b>					106,000	111,000	115,500	
<b>88</b>					107,000	111,500	116,000	
<b>89</b>					107,500	112,000	117,000	
<b>90</b>					108,000	112,500		
<b>91</b>					108,500	113,000		
<b>92</b>					109,000	113,500		
<b>93</b>					110,000	114,000		
<b>94</b>					110,500	115,000		
<b>95 or more</b>					111,000	115,500		

**Gross Weight Table 2**  
**Primary and Secondary Highways**

Distance in feet between the extremes  
of the first and last axle of any vehicle  
or combinations of vehicles

Maximum gross weight in pounds

10	43,500
11	45,000
12	48,000
13	50,000
14	52,000
15	54,000
16	54,000
17	54,000
18	56,000
19	58,000
20	62,000
21	64,000
22	65,000
23	66,000
24	66,000
25	66,000
26	66,000
27	66,000
28	66,000
29	66,000
30	67,000
31	68,000
32	69,000
33	70,000
34	71,000
35	72,000
36	73,000
37	74,000
38	75,000
39	76,000
40	76,000
41	76,000
42	76,000
43	76,000
44	76,000
45	77,000
46	77,400
47	78,300
48 or more	80,000

#### **Section 4. Permit-issuing Authorities and Types of Permits Available.**

(a) Subject to the conditions in this chapter of rules and regulations, the following are authorized to issue permits for moving non-divisible oversize and/or overweight loads and vehicles:

- (i) Wyoming Highway Patrol – Port of Entry personnel,
- (ii) Wyoming Department of Transportation permit clerks,
- (iii) Wyoming Highway Patrol – Overweight Loads Office, and
- (iv) Wyoming Highway Patrol – troopers.

(b) **Class A permits (Super Loads)** authorize separate movements of non-divisible loads exceeding Class B or Class C limits. Class A permits shall be approved ONLY by the Overweight Loads Office, and are issued by permit-issuing authorities. Loads more than 18 feet wide or high require a minimum of 24-hour prior notification by the carrier. Movements that are delayed shall notify the Overweight Loads Office. Class A permits are subject to any conditions or restrictions imposed.

(c) **Class B permits** authorize separate movements of non-divisible loads not exceeding Class B limits.

(d) **Class C permits** are self-issuing permits that authorize separate movements of non-divisible loads not exceeding Class C limits. The Overweight Loads Office approves and issues Class C permits to qualified residents of Wyoming. The self-issuing permit holder shall complete a separate Class C permit before each separate move. Instructions for Class C permits are explained in Section 15.

(e) **Class D permits** are extended period permits authorizing multiple movements of vehicles without loads or with a non-divisible load or vehicle that does not exceed the Class D limits. Class D permits are approved for specified vehicles and loads, routes, and time periods. Class D permits shall be issued as explained in Section 17.

(f) **Class E permits** are oversize permits for separate movements or extended periods of movement. Class E permits are effective for one or more months (not to exceed 90 days) to permit hauling forest products, baled hay or corn stalks, or combine headers. Class E permits shall be issued as explained in Section 19.

(g) **Class F permits** are overweight permits for separate movements or extended periods of movement. Class F permits are effective for one or more months (not to exceed 90 days) to permit hauling of forest products, sugar beets, gravel, livestock, and agricultural products in trucks that cannot be weighed at the point of loading on primary and secondary highways ONLY. Class F permits will be issued as explained in Section 19.

(h) **Class W permits** are for multi-piece loads exceeding 117,000 pounds on primary and secondary highways ONLY. Class W permits will be issued as explained in Section 20.

(i) **Off-load permits** are for vehicles or loads exceeding statutory size and/or weight limits that cannot be safely reduced at the location where the violation was discovered. (Please see W.S. 31-18-805[b].) These permits shall not exceed Class B limits without the Overweight Loads Office authority. Off-load permits shall be issued as explained in Section 5, Statutory and Administrative Exemptions.

(j) **Secondary tow permits** for weight shall be issued as explained in following Section 5, Statutory and Administrative Exemptions.

(k) **Emergency relief permits** are oversize and/or overweight permits for separate movements or extended periods of movement. Emergency relief permits are issued when the Governor or the director has determined that greater vehicle weight or size will relieve an economic hardship or benefit the general welfare of the state of Wyoming or another state. Emergency relief permits shall be issued as explained in Section 24.

(l) **Prior-operation permits** are issued for unauthorized, non-permitted, and/or size and weight violations for exceeding statutory or permit limits.

(m) Classes B, C, or D permit limits **shall not exceed** the following:

MEASUREMENT	CLASS B AND CLASS C LIMITS	CLASS D LIMITS
Width	18 feet	12 feet
Height	17 feet	15 feet
Length: Single unit or part of a combination	not applicable	75 feet
Overall vehicle or combination	120 feet	120 feet
Weight: Single axle	25,000 pounds	25,000 pounds
Single axle when included in a tandem axle	29,000 pounds	29,000 pounds
Tandem axle	55,000 pounds	55,000 pounds
Triple axle	65,000 pounds	65,000 pounds

All other axle groups are governed by the number of axles and axle measurements. (See maximum allowable table at the end of this section).

Gross Weight	160,000 pounds	160,000 pounds
Single-axle with construction or off-road machinery tire	55,000 pounds	55,000 pounds

**Variable Load Suspension Axle:** If any axle group containing a variable load suspension axle exceeds legal or allowable weight without using the variable load suspension axle, the variable load suspension axle shall be used to the extent that it assumes sufficient weight to keep the axle group with which it is used within legal weight for a divisible load or permissible weight for a non-divisible load.

Vehicles equipped with a functional variable load suspension axle shall be required to put the axle into use if the vehicle is overweight and the use of the axle will reduce the amount of overweight on an axle group, inner bridge, or gross. In certain cases, the use of this type axle may reduce the allowable weights a vehicle may carry. If the allowable weight is reduced due to decreased bridge between axle groups, the use of the axle is not required. Note: Variable load suspension axles are known by many names including, but not limited to: flip axle, lift axle, tag axle, and “Joe Dog.”

(m) Non-divisible loads as defined in Section 2(II) of these rules and regulations shall be governed according to the following:

**Weight:** For single units it shall be permissible to issue a permit to an overweight vehicle pulling a trailer, as long as the trailer does not transmit more than 500 pounds tongue weight onto the overweight vehicle and/or does not result in a greater overage than the single unit by itself. Carriers using this configuration shall use **Weight Table 1**.

If possible, all overweight loads shall be arranged to equalize the weight approximately between axle groups.

**Oversize:** When an oversize load includes 2 or more items hauled along with a one-piece oversize item that has been permitted for its oversize, the 2 or more pieces shall be allowed if the entire load is being transported or hauled on the same vehicle or trailer, and their combined dimensions do not exceed the dimensions or change the configuration of the permitted portion of the load.

Under no circumstances shall the permitted portion be allowed for the continuous transportation of divisible oversize loads.

(n) Oversize vehicles may be used to transport legal loads smaller and lighter than the vehicles were designed to transport; however, all oversize and/or overweight loads shall meet non-divisible load requirements. Appropriate permits shall also be required for all moves.

(o) Oversize and/or overweight vehicles or loads meeting allowable Class B and Class C limits shall not be required to obtain a permit if the load or vehicle is crossing a highway, upon the highway surface, or perpendicular to the highway, but shall comply with the safety measures in Section 8. Any movement of this type that exceeds Class B and Class C limits shall obtain proper authorization from the Overweight Loads Office **before beginning the move.**

**MAXIMUM ALLOWABLE TABLE**

<b><u>AXLE CONFIGURATION (NUMBER OF AXLES)</u></b>	<b><u>MAXIMUM WEIGHTS</u></b>
O	25,000
OO	55,000
OOO	65,000
OOOO	74,000
OOOOO	85,000
OOOOOO	90,000

**3 AXLES**

O 8' OO	70,000
O 9' OO	71,000
O 10' OO	72,000
O 11' OO	73,500
O 12' OO	75,000
O 13' OO	77,500
O 14' OO	80,000

**4 AXLES**

**SINGLE/ TRIPLE COMBINATION**

**(Not to exceed 25,000 on Single Axle or 65,000 on Triple Axle)**

O 8' OOO	81,000
O 9' OOO	81,500
O 10' OOO	82,000
O 11' OOO	84,000
O 12' OOO	86,000
O 13' OOO	88,000
O 14' OOO	90,000

**TANDEM/TANDEM COMBINATION**

**(Not to exceed 55,000 on either Tandem Axle)**

OO 8' OO	84,000
OO 9' OO	88,000
OO 10' OO	92,000
OO 11' OO	96,000
OO 12' OO	100,000
OO 13' OO	104,000
OO 14' OO	106,000
OO 15' OO	108,000
OO 16' OO	110,000

**TANDEM/SINGLE/SINGLE COMBINATION**

OO 8' O 9' O 55,000 14,000 14,000	83,000
OO 8' O 9' O 50,000 20,000 20,000	90,000
OO 8' O 9' O 42,000 25,000 25,000	92,000
OO 8' O 12' O 55,000 20,000 20,000	95,000
OO 10' O 9' O 55,000 17,000 17,000	89,000
OO 10' O 9' O 50,000 22,000 22,000	94,000
OO 10' O 9' O 46,000 25,000 25,000	96,000
OO 10' O 10' O 55,000 21,000 21,000	97,000
OO 12' O 9' O 50,000 25,000 25,000	100,000
OO 12' O 9' O 55,000 22,500 22,500	100,000
OO 14' O 9' O 55,000 25,000 25,000	105,000

**5 AXLES**

**TRIPLE/TANDEM COMBINATION**

**(Not to exceed 65,000 on Triple or 55,000 on Tandem)**

000 8' 00	90,000
000 9' 00	92,000
000 10' 00	94,000
000 11' 00	97,000
000 12' 00	100,000
000 13' 00	102,500
000 14' 00	105,000
000 15' 00	108,000
000 16' 00	111,000
000 17' 00	115,500
000 18' 00	120,000

**SINGLE/QUAD COMBINATION**

**(Not to exceed 25,000 on Single Axle or 74,000 on Quad Axle)**

0 8' 0000	86,000
0 9' 0000	87,000
0 10' 0000	88,000
0 11' 0000	89,500
0 12' 0000	91,000
0 13' 0000	93,500
0 14' 0000	96,000
0 15' 0000	97,500
0 16' 0000	99,000

**6 AXLES**

**TANDEM/TANDEM/TANDEM COMBINATION**

**(Not to exceed 55,000 on any Tandem Axle)**

00 8' 00 8' 00	102,000
00 9' 00 9' 00	106,500
00 10' 00 10' 00	111,000
00 11' 00 11' 00	117,000
00 12' 00 12' 00	123,000
00 13' 00 13' 00	129,000
00 14' 00 14' 00	135,000
00 15' 00 15' 00	145,500
00 16' 00 16' 00	156,000
00 17' 00 17' 00	160,500
00 18' 00 18' 00	165,000

**TRIPLE/TRIPLE COMBINATION**

**(Not to exceed 65,000 on either Triple Axle)**

000	8'	000	96,000
000	9'	000	100,000
000	10'	000	104,000
000	11'	000	107,000
000	12'	000	110,000
000	13'	000	113,000
000	14'	000	116,000
000	15'	000	120,000
000	16'	000	124,000
000	17'	000	127,000
000	18'	000	130,000

**QUAD/TANDEM COMBINATION**

**(Not to exceed 74,000 on Quad Axle or 55,000 on Tandem Axle)**

0000	8'	00	88,000
0000	9'	00	90,000
0000	10'	00	98,000
0000	11'	00	101,000
0000	12'	00	103,000
0000	13'	00	106,000
0000	14'	00	110,000
0000	15'	00	114,000
0000	16'	00	119,000
0000	17'	00	126,000
0000	18'	00	129,000

**SINGLE/5 Axle Combination**

**(Not to exceed 25,000 on Single Axle or 85,000 on 5 Axles)**

0	8'	00000	92,000
0	9'	00000	93,500
0	10'	00000	95,000
0	11'	00000	96,000
0	12'	00000	97,000
0	13'	00000	98,000
0	14'	00000	99,000
0	15'	00000	100,000
0	16'	00000	101,000
0	17'	00000	101,500
0	18'	00000	102,000

**SINGLE AXLES IN COMBINATION**

**(Not to exceed 25,000 on any Single Axle)**

O 9' O		50,000
O 9' O 9' O		75,000
O 9' O 9' O 9' O		100,000
O 9' O 9' O 9' O 9' O	22,500 per axle	112,500
O 9' O 9' O 9' O 9' O 9' O	22,500 per axle	135,000
O 10' O 10' O 10' O	25,000 per axle	125,000
O 10' O 10' O 10' O 10' O	25,000 per axle	150,000

**QUAD/TRIPLE COMBINATION**

**(not to exceed 74,000 on a Quad Axle or 65,000 on a Triple Axle)**

OOOO 8' OOO		97,000
OOOO 9' OOO		100,000
OOOO 10' OOO		104,000
OOOO 11' OOO		107,000
OOOO 12' OOO		111,000
OOOO 13' OOO		115,000
OOOO 14' OOO		121,000
OOOO 15' OOO		127,000
OOOO 16' OOO		135,000
OOOO 17' OOO		139,000

**(Five Axle Group not to exceed 85,000 pounds or Tandem Axle not to exceed 55,000 pounds)**

OOOOO 13' OO		112,000
OOOOO 14' OO		114,000
OOOOO 15' OO		116,000
OOOOO 16' OO		118,000

**Section 5. Statutory and Administrative Exemptions.**

The following have been exempted from one or more of the statutory limits:

(a) Towing of damaged, disabled, or abandoned oversize vehicles as prescribed in W.S. 31-18-808(a) on **primary** movement to the nearest point of safekeeping by a towing or wrecker company. Any subsequent (secondary) move of disabled oversize vehicles shall be reduced to meet non-divisible load requirements and shall require a separate oversize permit.

(b) Towing of damaged, disabled, or abandoned overweight vehicles. If a wrecker/combination unit is overweight when it is towing a vehicle or combination from a crash or motorist assist, the **primary** move shall be exempt from any permits whether traveling by a port of entry or not to the nearest point of safekeeping. Any subsequent (secondary) moves by a towing or wrecker company of a damaged, disabled, or abandoned overweight vehicle or combination after the first movement shall require a permit. Secondary tow permits for subsequent moves are available for a period not to exceed one year for a fee of \$50 per tow

truck and shall be reduced to meet non-divisible load requirements. Weights shall not exceed Class B limits.

(c) Implements and produce of husbandry. (Please see following Section 21, Implements and Produce of Husbandry Moved by Farmers and Ranchers, and Section 22, Implement Dealers.)

(d) Forest products, gravel, and agricultural products that cannot be weighed at the point of loading on primary and secondary highways ONLY. (Please see following Section 19, Class E and Class F Permits.)

(e) Permits for multi-piece divisible loads exceeding 117,000 pounds on primary and secondary highways ONLY. (Please see following Section 20, Class W Permits.)

(f) Non-commercial motor homes, house trailers, and truck campers in compliance with W.S. 31-18-802(a)(i)(A). (Please see following Section 18, Moves of Recreation Vehicles.)

(g) Off-load permits may be issued in special circumstances if a Department permit-issuing authority determines that a vehicle or load exceeding statutory limits cannot safely be reduced at the location where the violation was discovered. These permits authorize separate movements of divisible loads not exceeding Class B limits without Overweight Loads Office authority to the **nearest** location (figured by determining the least number of miles traveled on any highway) for reduction in size and/or weight. If the Department determines that carriers are abusing this permit, the load shall be reduced at the violation location or returned to point of loading, regardless of the cost or inconvenience to the carrier.

(h) For an over-the-road bus, public transit bus, or motor home, the weight limit on a single axle is increased to 24,000 pounds on interstate highways ONLY. As used in this paragraph, "motor home" means a multipurpose passenger vehicle with motive power that is designed to provide temporary residential accommodations, as evidenced by the presence of at least four of the following facilities: cooking, refrigeration or ice box, self-contained toilet, heating and/or air conditioning, a potable water supply system including a faucet and a sink, and a separate 100-125 volt electrical power supply and/or propane.

## **Section 6. Permit Fees.**

(a) **Class A, B, C, Prior-operation, and off-load** permit fees for oversize loads shall be \$25 for any vehicle or load exceeding the statutory limits, plus an additional 3 cents for each foot or fraction thereof exceeding the following dimensions for each mile traveled:

Width:	15 feet
Height:	15 feet
Length (single unit):	75 feet

(b) **Class A, B, C, D, Prior-operation, and off-load** permit fees for overweight loads shall be 6 cents for each ton or fraction thereof exceeding the statutory limits for each mile traveled, with a minimum fee of \$40.

(c) A permit for loads exceeding 125 tons (250,000 pounds) or exceeding allowable weights may require additional analysis to determine routing, structure, and highway capabilities to withstand the load. Permits shall not be issued until the permit holder has paid all costs the Department incurs to process the permit. These costs shall include amounts spent analyzing routes, as well as the cost of sending personnel to accompany load movement.

(d) **Class D** permit fees are \$50 for oversize and a minimum of \$40 for overweight. The overweight fee is computed at the rate of 6 cents per ton mile or fraction thereof on weight exceeding the statutory limit. The applicant shall declare the total mileage when applying.

(e) **Class E and F** permit fees are as follows: a one trip permit may be obtained for a fee of \$15 and \$50 for an extended period not to exceed 90 days.

(f) The permit fee for commercial moves for oversize recreational vehicles shall be \$250.

(g) The custom harvest fee for a 90 day permit is \$50 for oversize and a minimum of \$40 for overweight. The overweight fee is computed at the rate of 6 cents per ton mile or fraction thereof on weight exceeding the statutory limit.

## **Section 7. Permitted Hours and Dates of Movement; Weather Conditions.**

(a) **Hours.** The movement of any oversize load or vehicle shall be made only during daylight hours, except for the following:

(i) With permission of the Wyoming Highway Patrol.

(ii) A single unit as part of a combination exceeding 60 feet in length, properly permitted, signed, and lighted as required in Section 8, Safety Measures and Moves—provided the overall length of the combination does not exceed 110 feet.

(iii) A single unit alone exceeding 60 feet in length properly permitted, signed, and lighted as required in Section 8, Safety Measures and Moves—provided the total length of the single unit does not exceed 75 feet.

(iv) A load up to 10 feet wide properly permitted and equipped as required in Section 8, Safety Measures and Moves, on INTERSTATE HIGHWAYS ONLY (with a 5-mile allowance given on primary and secondary highways for food, fuel, services, and/or terminal or point of delivery).

(v) If properly permitted, signed, and lighted as required in Section 8, Safety Measures and Moves, and escorted as required in Section 10, Escort Equipment, a vehicle or load responding to the location of the emergency or train derailment (*not including the return trip*) as determined by the Wyoming Highway Patrol shall be allowed to operate after hours as follows:

(A) Interstate highways—a vehicle or load more than 10 feet wide shall have one escort to the rear.

(B) Primary and secondary highways—a vehicle or load more than 8 feet 6 inches wide shall have one escort front and one to the rear.

(C) Over length loads shall meet requirements found in Section 7(a)(ii).

(vi) Permit-issuing authorities may restrict movements to daylight hours of minimum traffic volume. These hours may be stipulated as a condition of the permit.

(vii) Any load exceeding 18 feet wide shall not be allowed to travel on any primary and secondary highway during hours of local school bus traffic or heavy commuter traffic (as determined by the Overweight Loads Office).

(b) Overweight movements meeting legal size requirements are allowed to move with a permit. These vehicles are not limited to operating during daylight hours.

(c) Permits shall be issued for a reasonable amount of time to complete the movement, but not to exceed four days. The Department shall take extenuating circumstances such as illness, weather, mechanical problems, and so forth into account in determining whether to grant an extension. Date extensions may be obtained from the appropriate permit issuing authority.

(d) Oversize movements requiring escorts shall not be allowed on legal holidays or during local celebrations when heavy local traffic is anticipated. Legal holidays when travel shall be restricted are the following:

(i) New Year's Day – January 1

(ii) Memorial Day –The last Monday in May

(iii) Independence Day – July 4

(iv) Labor Day – The first Monday in September

(v) Thanksgiving Day – The fourth Thursday in November, restricted on Thanksgiving Day only

(vi) Christmas Day – December 25

(e) Moves requiring escorts shall not be permitted to travel from one-half hour after sunset the evening before a holiday until one-half hour before sunrise the day after the holiday. When a holiday is combined with a weekend for a 3 day weekend, these restrictions shall be in force from one-half hour after sunset the day preceding the holiday weekend until one-half hour before sunrise the day following the holiday weekend. When a holiday falls on a Saturday, no move requiring escorts shall be permitted from one-half hour after sunset Thursday until one-half hour before sunrise Monday. When a holiday falls on a Sunday, no move requiring escorts shall be permitted from one-half hour after sunset Friday until one-half hour before sunrise Tuesday. Permits requiring escorts during holiday weekends or as determined by the Overweight Loads Office may exceed four days.

(f) In cases of extreme emergencies where oversize and overweight moves requiring escorts must be made on legal holiday or weekends, the Wyoming Highway Patrol shall be contacted. If the Wyoming Highway Patrol concurs the move is necessary, it shall assist in obtaining the appropriate permission.

(g) The Wyoming Highway Patrol or Wyoming Department of Transportation may halt or limit any movement that is damaging the highway or poses a hazard to the motoring public.

(h) Oversize loads also may be restricted during inclement weather on ice- and snow-covered highways. Inclement weather includes rain, fog, snow, ice, and high-wind conditions.

(i) Oversize loads shall not be allowed to move if the highway is restricted to no unnecessary travel or if tire chains are required. The Wyoming Department of Transportation or Wyoming Highway Patrol may restrict movements of specific oversize loads because of low visibility or high winds. A load may proceed or return to the nearest parking area or town. At no time shall the move continue beyond these points unless approved by the Wyoming Highway Patrol.

(ii) Weather related restrictions are as follows:

Class 1 This restriction includes mobile homes and all light oversize loads. Generally, when maintenance implements “9-4” conditions, this will automatically create a Class 1 Restriction. If maintenance has not issued “9-4” conditions, a trooper may issue a Class 1 Restriction, based on his or her individual observation of high wind conditions in a particular area.

Class 2 Escorted movements only will be restricted.

Class 3 Overwidth movements only will be restricted.

Class 4 All oversize movements will be restricted.

*These restrictions do not apply to loads that are overweight only.*

### **Section 8. Safety Measures and Moves.**

All oversize and/or overweight movements shall observe the following stipulations during the movement:

(a) Movements designed for operation at speeds of 25 miles per hour or less shall display a slow moving vehicle emblem on the rear of the vehicle. Equipment or vehicles being hauled at speeds over 25 miles per hour shall have the slow moving vehicle emblem covered or removed.

(b) Oversize movements are confined to daylight hours when travel conditions are favorable, except as provided in Section 7, Permitted Hours and Dates of Movement; Weather Conditions. Warning flags are required on all overwidth vehicles and/or loads and when the rear overhang exceeds the end of the vehicle by 4 feet or more. The minimum size of flags is 12 inches square, and flags shall be red or fluorescent orange. Flags on overwidth vehicles and/or loads, shall be placed at the four corners and extremities of the vehicle and/or load as follows:

(i) **Front** – Fastened to each front corner of the vehicle and/or load if it exceeds legal width.

(ii) **Rear** – Fastened to each rear corner of the vehicle and/or load if it exceeds legal width.

(iii) **Side** – Fastened to mark any extremity, when the extremity is wider than the front or rear of the vehicle and/or load.

(iv) **Rear Overhang** – If the overhang is 2 feet wide or less, only one flag is required on the end. If the overhang exceeds 2 feet wide, 2 flags are required on the end to indicate the maximum width.

(c) Over length loads authorized to travel after daylight hours shall require a red lamp and red reflector on each corner of the load. The lamp and the reflector shall be visible from the rear and from each side so as to indicate maximum overhang. These lights shall be clearly visible at least 1,000 feet from the front and rear of the vehicle.

(d) Overwidth vehicles or loads authorized to travel after daylight hours shall require an amber clearance light on each front corner and a red clearance light on each rear corner of the load or vehicle, whichever is wider, as well as any extremity or projection. Such loads shall also display a revolving amber light, amber strobe light, or 2 two-way flashing amber lights at least 4 inches in diameter on the vehicle. LED assemblies meeting the visibility

requirements shall be allowed. These lights shall be clearly visible at least 1,000 feet from the front and rear of the vehicle.

(e) Oversize movements shall display warning signs that read *OVERSIZE LOAD* and that are fully visible from the front and rear. The signs shall have a yellow background and be at least 60 inches wide by 10 inches high, with black letters at least 8 inches high and 1 inch wide printed on a single line. The signs shall be kept clean, shall be fully visible, and shall not cover lights, reflectors, or license plates on the vehicle.

(i) Buses longer than 60 feet, but not exceeding 75 feet, shall not be required to display oversize load signs.

(ii) Oversize load signs shall not be displayed on motor vehicles, semi-trailers, trailers, and escort vehicles after they have completed the permitted move or when such vehicles being operated do not exceed size limits.

(f) Motor vehicles constructed or loaded to obstruct the driver's view to the rear from the driver's position shall be equipped with outside mirrors on both sides, located to reflect to the driver a view of the roadway to the rear of the vehicle. If the vehicle is required to have a rear escort, the rear view mirrors do not have to be positioned outside the dimensions of the vehicle or load to reflect a view of the roadway to the rear of the vehicle. This paragraph in no way supersedes requirements in W.S. 31-5-954 or 49 CFR 393.80, both of which require a vehicle to be equipped with mirrors.

(g) **Escorts for width** – Two escorts (one front and one rear) shall be required on two lane primary and secondary routes when any portion of the vehicle or load extends to the left of the highway centerline or the movement is 14 feet wide or greater. One escort (rear) shall be required on interstate and divided highways and four lane roadways with a left turn center lane when the movement is 15 feet wide or greater. The Wyoming Highway Patrol may require additional escorts depending on load width. Escort(s) shall maintain a distance of approximately 1,000 feet from the oversize load, unless a shorter distance is necessary to provide control over the move.

(h) **Escorts for length** – On two lane primary and secondary routes escorts shall be required for movements at a minimum of 110 feet in overall length or for moves that extend to the left of the centerline at any time during the move. On interstate and divided highways escorts for length shall be required for movements 150 feet or longer in overall length or at the discretion of the Overweight Loads Office. A chart showing escort requirements for combined width and length is available through the Wyoming Highway Patrol website at [www.whp.dot.state.wy.us](http://www.whp.dot.state.wy.us). Escort(s) shall maintain a distance of approximately 1,000 feet from the oversize load, unless a shorter distance is necessary to provide control over the move.

(i) **Escort for rear overhang** – One escort to the rear shall be required on all highways for rear overhangs of 25 feet or more. Escort(s) shall maintain a distance of approximately 1,000 feet from the oversize load, unless a shorter distance is necessary to

provide control over the move. If the equipment has a permanent bumper on it, measurements begin at the rear of the bumper. If the equipment does not have a permanent bumper on it, measurements begin at the rear of the last tire at the back of the equipment.

(j) **Escort for height** – On all highways, any move exceeding 17 feet shall require an escort to the front with a height-measuring device. An escort for heights 17 feet or less shall be at the discretion of the permit-issuing authorities. An escort for height shall maintain a minimum distance of 1,000 feet from the load, unless a shorter distance is necessary to provide control over the move.

(k) **Escorts for overweight** – Any overweight move with special restrictions imposed by the Department's Bridge Program shall require a rear escort on all highways. Additional escorts may be required by the Overweight Loads Office depending on the load restrictions. Escort(s) shall maintain a distance of approximately 1,000 feet from the load, unless a shorter distance is necessary to provide control over the move.

(l) All oversize vehicles shall have headlights and taillights illuminated and visible during movement.

(m) The permit holder shall be responsible for determining if the dimensions of the vehicle or load can traverse the proposed route safely without damaging the highway, appurtenances, overhead wires, or structures. Should lifting overhead wires be necessary, the permit holder shall notify the utility in charge of such wires. The permit holder shall bear all costs incurred unless the wires are lower than regulations require. If the wires are lower than required, the utility shall pay for costs.

(n) The permit holder shall be responsible for contacting city and/or county officials for approval for transportation on their roads.

(o) The permit is in no way a guarantee by the State of Wyoming or its agents that the load shall clear any structure or bridge. The applicant operating under this permit assumes full responsibility for any and all damage to the highways, bridges, and appurtenances as a result of transporting the load described in the permit. The permit holder is also responsible for checking weather conditions before and during the movement.

## **Section 9. Escort Procedures.**

The following procedures shall be mandatory minimum requirements for all escorted moves:

(a) **Speed limits** imposed by the permit-issuing authority shall govern all escorted moves. Moves shall not exceed the legal or posted speed limit.

(b) **Route** – All moves shall be made on highways designated on the permit. Alternate routes shall not be used without a permit-issuing authority's prior approval.

(c) **Time of movement** – All loads requiring escorts shall be made during daylight hours and the times specified on the permit, except in Section 7, Permitted Hours and Dates of Movement; Weather Conditions. Class C permit holders shall move during hours of minimum highway travel.

(d) **Weather** – Escorted loads shall not be allowed to move if the highway is restricted to no unnecessary travel or if tire chains are required. The Wyoming Department of Transportation or Wyoming Highway Patrol may restrict movements of specific oversize loads because of low visibility or high winds. A load may proceed or return to the nearest parking area or town. At no time shall the move continue beyond these points unless approved by the Wyoming Highway Patrol.

(e) **Traffic** – Escorted movements shall be conducted to minimize any impediment to other highway users. An escorted movement shall move to the highway shoulder whenever vehicular traffic behind the movement becomes congested and shall remain off the main traveled portion of the roadway until the following traffic has cleared.

(f) **Obstacles** – When safety dictates, escorted moves approaching narrow bridges or other obstacles posing potential hazards shall be halted. The move shall be removed from the traveled way until the escort vehicle proceeds past the obstacle and halts approaching traffic. A traffic crash with lane blockage shall be considered an obstacle, and escorted moves shall be allowed to continue only at the direction of the Wyoming Highway Patrol. The escorted movement may proceed past the obstacle when safe.

(g) **Minimum number of escorts** – Please refer to preceding Section 8, Safety Measures and Moves, for escort requirements.

(h) Two oversize loads, each requiring escorts, may travel together on a two-lane highway maintaining a distance of approximately 1,000 feet apart, as long as neither load exceeds 16 feet wide or 110 feet overall length. One escort in front of the first load and one escort behind the second load shall be maintained at a distance of approximately 1,000 feet, unless a shorter distance is necessary to control the movement. On interstate or four-lane highways, one escort to the rear of the second load shall be maintained at a distance of approximately 1,000 feet, unless a shorter distance is necessary to control the movement, as long as neither load exceeds 18 feet wide or 130 feet overall length.

(i) A third oversize load requiring escorts cannot travel with a group of two oversize loads, but shall remain at a minimum distance of one-half mile from the group unless otherwise authorized by Overweight Loads Office and shall also have its own escort(s).

(j) A convoy of four oversize loads requiring escorts may travel in two groups separated by a distance of at least one-half mile unless otherwise authorized by Overweight Loads Office. Each group shall have its own escort(s).

(k) Emergency moves requiring escorts shall not be allowed to convoy outside daylight hours.

(l) When moves are confined to four-lane divided highways, and a segment of one lane is closed for repairs and the other lane is being used for two-way traffic, additional escorts may be required if a special hazard exists or the movement cannot be kept to the right of the centerline.

(m) Moves requiring escorts and using the interstate highways and intervening two-lane highways shall need one escort for the interstate and two for the two-lane highways.

(n) **Parking** – Drivers of escort vehicles shall insure that escorted movements do not park on the main traveled portion or the shoulder of the highway unless it becomes necessary in an emergency, or to pass an obstacle properly. Should it be necessary to park an oversize movement because of an emergency, the load will be adequately protected by flagmen, flares, an escort vehicle, and/or other suitable warning devices.

#### **Section 10. Escort Equipment.**

(a) The following requirements are the **minimum** equipment needed for escorting oversize and/or overweight movements:

(i) **Escort Vehicles.** Escort vehicles shall be licensed, single motor vehicles meeting minimum statutory requirements of a motor vehicle. Motorcycles or vehicles in combination shall not be allowed to serve as escort vehicles.

(ii) **Flashing Lights.** Escort vehicles shall display a revolving amber light, amber strobe light, or 2 two-way flashing amber lights at least 4 inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clearly visible at least 1,000 feet from the front and rear of the vehicle. Flashing lights shall not be utilized when not accompanying an approved permitted move.

(iii) **Signs.** Escort vehicle(s) shall display warning signs as described in Section 8(e) of these rules and regulations. Oversize load signs shall not be displayed except when the vehicle is actually escorting an oversize load.

(iv) **Additional Signs.** When the Department Bridge Program designates a bridge as *Reduced Speed*, a warning sign that reads *CAUTION – This vehicle must slow down to 5 mph to cross bridges* is required. The signs shall have a yellow background and be at least 60 inches wide by 10 inches high and displayed on the rear of the vehicle or load. The word *CAUTION* shall be in black letters at least 8 inches high and with 2-inch wide black lettering for the remaining description. The signs shall be kept clean, shall be fully visible, and shall not cover *OVERSIZE LOAD* signs, lights, reflectors, or license plates on the vehicle.

(v) **Flags.** Escort vehicles shall conspicuously display red or fluorescent orange flags mounted on a staff at each end of the oversize load sign. Flags shall be at least 12 inches square.

(vi) **Headlights.** Headlights and taillights on escort vehicles shall be illuminated and visible during movement.

(vii) **Communications.** Escorted vehicles and escort vehicles shall be equipped with 2-way radios capable of transmitting and receiving at all times. **Cellular or satellite telephones do not meet with this requirement.**

(viii) **Warning and Safety Devices.** Escort vehicles shall be equipped with emergency triangles, extra oversize load sign(s) and flag(s), and a fire extinguisher with a minimum 5 pounds capacity and a BC (flammable liquids and electrical equipment) multi-use rating or a 10 pounds BC rating for hazardous material loads.

### **Section 11. Rating and Posting of Highways and Structures.**

Certain highways and structures may be restricted to loads of less than statutory limits. When a reduced size or weight is necessary, the highway and/or structures shall be posted with maximum allowable limits.

### **Section 12. Damage to Highways and Structures.**

Should damage occur to the roadway, structures, or any highway property during an overweight and/or oversize load move, the permit holder shall immediately stop the movement, contact Wyoming Department of Transportation or Wyoming Highway Patrol, and correct the condition causing the damage. Regardless of whether a Department inspector accompanies the move, the person or company causing the damage shall reimburse the Department for costs. The issuance of a permit or permission shall not be construed to warrant the condition of the highway and/or structures and shall not relieve the holder from responsibility for damages.

### **Section 13. Penalty for Violation.**

(a) Any person failing to comply with these rules and regulations shall be subject to the penalties set forth in W.S. 31-18-805, and the permit shall be subject to revocation.

(b) Nothing contained in this chapter of rules and regulations shall be construed to permit an oversize or overweight vehicle that has not obtained a permit or permission in advance to be operated on the highways of this state.

#### **Section 14. National Defense.**

The size and weight limits set forth in this chapter of rules and regulations shall not apply to special military movements (military vehicle or load and operator/driver) on the highway system.

#### **Section 15. Class C Self-issuing Permit Procedures.**

Class C (self-issuing) permits are issued upon request to qualified residents of the State of Wyoming by the Overweight Loads Office. These permits authorize separate movements of non-divisible loads that do not exceed the Class C limits indicated in Section 4, Permit-issuing Authorities and Types of Permits Available.

##### **(a) Application and Accountability**

(i) Resident individuals and companies requesting issuance of Class C permits shall complete a written application (Form M-45). Carriers may obtain an application from the Wyoming Highway Patrol website [www.whp.dot.state.wy.us](http://www.whp.dot.state.wy.us). Return the completed application with check to the Overweight Loads Office at 5300 Bishop Blvd., Cheyenne, WY 82009-3340.

(ii) Class C permits shall be issued by the Overweight Loads Office after:

(A) Applications have been reviewed and approved.

(B) Applicants shall attend a self-issue class administered by Overweight Loads Office to receive instruction on the rules and regulations governing the use of the permits.

(C) Carriers shall not have a conditional or unsatisfactory safety rating to be eligible for self-issuing permits. The carrier shall have been in business for one year and received a US DOT number.

(D) Carriers shall present a valid Wyoming operating authority letter.

(E) The established fee has been paid to the Department for permits requested.

(iii) The number of permits issued shall be accounted for by the holder at all times upon request by the Overweight Loads Office. If a permit is lost or destroyed, the holder shall notify the Overweight Loads Office at once. Failure to notify the Overweight Loads Office may be grounds for suspension of the privilege of writing self-issuing permits.

**(b) Restrictions on Use**

(i) Class C permits are valid for separate movements only.

(ii) The route of the proposed movement shall be checked prior to completing the permit form for restrictions placed by the Department. The restrictions may be found on WYDOT's website.

(iii) Should the proposed movement exceed the Class C limits specified in Section 4, Permit-issuing Authorities and Types of Permits Available, the self-issuer shall obtain approval from the Wyoming Highway Patrol Overweight Loads Office.

(iv) Self-issuing permit holders shall only issue permits for vehicles owned or leased by them. Permits shall not be issued to other individuals or companies.

(A) Loads to be moved with self-issuing permits shall weigh at the first available certified scale along the route not to exceed 5 miles from the declared route of travel.

(B) If weight cannot be obtained under this premise, prior or estimated weights shall be used, and the permit shall be filled out completely.

(C) If a load is within 5 miles of a certified scale prior to operating on any highway, the permit shall be completely filled out except for weights. The company or driver shall note on permit where the load will be weighed. Weights shall be filled in when obtained.

(D) Additionally, all permitted loads shall stop at the first available port of entry or if they pass a regulatory sign directing them to do so. If the port of entry is closed, it shall be indicated on the permit along with the date and time by the permit holder.

(v) Self-issuing permits cannot be issued for moving transportable homes or divisible loads.

(vi) No self-issuing permit holder shall be allowed to fax Class C permits.

**(c) Completion and Disposition of Permits**

(i) The permit shall be fully completed before the movement begins (except as provided in [b][iv] above), and the white and the hard copy of the permit shall be carried in the vehicle to which it refers and displayed to any permit issuing authority or law enforcement upon request.

(ii) The dates of movement on the permit shall be only those necessary to complete the move.

(iii) Disposition of copies: white and hard copies of permits shall be submitted or mailed within 48 hours after the completion of movement to the Overweight Loads Office. The yellow copy shall be maintained by the company.

(iv) Permits received in the Overweight Loads Office after the 9<sup>th</sup> day of the following month will be considered late. Continued late permits will result in the suspension of permit privileges.

**(d) Submission of Fees**

(i) Fees for self-issuing permit invoices shall be submitted to the Financial Services Program, Wyoming Department of Transportation, 5300 Bishop Blvd., Cheyenne, WY 82009-3340. **Payments shall be received not later than the invoice due date**, for all permits used the preceding month. Any delinquency of payments may be cause for cancellation from the Self-issuing Permit Program. Remittances not paid in full may be grounds for cancellation from the Self-issuing Permit Program.

(ii) Permits and fees shall be audited by the Overweight Loads Office. Discrepancies may be grounds for suspension of the privilege of writing self-issuing permits.

(iii) Delinquent Payments: Any company involved in the Self-issuing Permit Program whose payment for an invoice is delinquent shall be subject to the following penalties:

(A) The Overweight Loads Office may determine that no permits shall be used until the amount due has been paid.

(B) The first time a payment is delinquent, the company shall be contacted by the Overweight Loads Office and usage privileges shall be suspended until the permit holder is notified that the payment has been received.

(C) The second delinquent payment within any 12 consecutive months shall result in an automatic 90 day suspension of usage privileges and possible re-training of company personnel in the use and preparation of self-issuing permits.

(D) The company shall submit in writing actions taken to prevent delinquency from re-occurring.

**(e) Penalty for Misuse or Abuse of Self-issuing Permits**

Holders of self-issuing permits shall be responsible for the proper use and preparation of self-issuing permits as well as proper training of all personnel involved in the use and preparation of self-issuing permits. An audit or investigation by the Overweight Loads Office revealing any discrepancies in the permit holder's operation (such as improperly completed permits, habitual or recurrent violations, frequent or continual delinquency or non-payment of

fees, and so forth) may result in the permit holder's self-issuing permit privileges being suspended, canceled, or revoked. Participation in the Self-issuing Permit Program is a privilege, not a guaranteed right.

**(f) Penalty for Lost Self-Issuing Permits**

Any self-issuing permit reported lost shall be invoiced \$100, per permit. The permit fee is non-refundable, even if the permit is located at a later date. Lost permits shall be considered null and void. Excessive loss of permits may be cause for cancellation from the Self-issuing Permit Program.

**(g) Name Change or Self Termination**

(i) Any time a company is acquired or has a name change the Overweight Loads Office shall be notified in writing.

(A) All companies that are acquired or have a name change shall comply with Application and Accountability.

(B) If the old company has been acquired by an existing self-issuing holder, then all permits shall be returned to Overweight Loads Office from the old company and fees, if any, shall be paid.

(ii) At any time, a company may self-terminate from the self-issuing program.

(A) The company shall provide a termination letter to the Overweight Loads Office.

(B) The company shall return all existing self-issuing permits or permits reported as lost, mutilated, and so forth, and pay all outstanding fees and penalties.

(C) All unpaid fees will be dealt with as provided by W.S. 31-18-707.

**Section 16. Procedure for Obtaining Classes of Permits.**

(a) Requests for approval of Class A (Super Load) permits shall be made through the Overweight Loads Office. An approved application may be submitted via email. This information can be found on the Wyoming Highway Patrol website: [www.whp.dot.state.wy.us](http://www.whp.dot.state.wy.us). Applications for permits may be approved Monday through Friday from 7:30 a.m. to 4:30 p.m. The office is closed on weekends and holidays.

(b) Requests for approval of Class B, D, E, and F permits shall be made to permit issuing authorities as listed in Section 4, Permit-issuing Authorities and Types of Permits

Available. Carriers may also obtain an application for Class B or Class W from the Wyoming Highway Patrol website.

(c) The following information may be needed from individuals and companies requesting any class of permit before approval is given:

- (i) The name of the company or individual responsible for the move;
- (ii) The address and telephone number of the applicant;
- (iii) The name of the individual requesting permission;
- (iv) A definitive description of the load to be moved (make, model number, unit number, serial number, and so forth);
- (v) The origin and destination for the move;
- (vi) The proposed route of movement, including all highways;
- (vii) The total miles to be traveled;
- (viii) The axle configuration including distances between axles and tire size;
- (ix) The axle and gross weights;
- (x) The overall length, single vehicle length(s), rear overhang length, width, and height of proposed load;
- (xi) All appropriate license numbers, US DOT number, regulatory authority information, and unit numbers;
- (xii) Any other requested information concerning the move.

(d) The permit issuing authorities as listed in Section 4, Permit-issuing Authorities and Types of Permits Available, may impose restrictions, requirements for lighter loads, alternate routes, or other conditions to insure the structural integrity of the highway system while minimizing the inconvenience to other highway users.

(e) Requests for all classes of permits may be approved if the movement does not exceed the limits indicated in the applicable tables. For some moves, a thorough study of the proposed route is necessary and may require 48 or more hours to complete.

(f) Requests for all classes of permits shall be processed upon approval and receipt of the proper permit fees. Copies shall be accepted for all classes of permits (excluding Class C).

**Section 17. Class D Permits.**

(a) Permits may be obtained for a period not exceeding one year. These permits shall authorize the movement of vehicles without load, or meeting non-divisible load requirements. Class D permits shall also authorize movement of a trailer carrying a recreational boat that exceeds statutory weight limits and/or size limits up to 12 feet wide, 15 feet high, and 75 feet long for single vehicles. Class D permits are not authorized for transportable homes (see Section 4, Permit-issuing Authorities and Types of Permits Available).

(b) Class D oversize permits are issued to a specific unit, and if applicable, power unit, and/or load (a vehicle identification number or serial number shall be required for each specific piece of equipment indicated on the permit). If a piece of equipment is not shown on the permit, the permit is not valid for the move. Oversize vehicles may transport legal sized loads providing this is indicated on the permit.

(i) If required, vehicle(s) shall be properly qualified with Wyoming registration. Trip permits for registration shall not be allowed.

(ii) Multiple legal sized power units owned or leased and operated by the carrier may be indicated on the permit for *size only*.

(iii) Oversize power units may pull a trailer providing that specific trailer is indicated on the permit.

(iv) Class D oversize permits shall be obtained from the permit issuing authorities as listed in Section 4, Permit-issuing Authorities and Types of Permits Available. Applicants shall submit the information as directed in Section 16, Procedure for Obtaining Classes of Permits.

(c) Class D overweight permits shall be obtained from Wyoming ports of entry or from Department permit clerks.

(i) Class D overweight permits are issued to a specific power unit, and if applicable specific trailer and/or load (a vehicle identification number or serial number shall be required for each piece of equipment indicated on the permit). If a piece of equipment is not shown on the permit, the permit is not valid for the move. Class D overweight permits shall be accompanied by an original Class D tracking sheet(s) (with the exceptions discussed in following Section 17 [c][ii]). If the original tracking sheet(s) is lost, the overweight Class D permit is void.

(ii) The following may be exempt from the Class D tracking sheet requirements:

(A) Movers of heavy equipment not designed as highway vehicles, such as loaders or scrapers, who are able to supply an accurate number of miles traveled for a limited area (up to a 10-mile radius) or,

(B) Carriers who can supply an accurate number of miles by providing specific destination(s) and the number of trips.

(d) Class D overweight permits shall be requested for the shortest practical period and shall not exceed 6 months. If the operation will travel on both the primary and secondary and the interstate highway systems, the mileage is to be estimated for each of the highway systems, with a maximum of 5,000 total combined miles. Providing the fees are figured on the same amount of overweight for primary and secondary and interstate highways, the permit shall be honored until the total amount of combined miles for the two highway systems is met or the permit expires, whichever comes first.

(e) Any increase in size and/or weight exceeding legal limits or any change in equipment or configuration shall require a new permit.

(f) Violations of a permit's conditions may result in enforcement action including voiding of the permit and shall be considered sufficient cause to deny issuance of Class D permits.

(g) The permit fee for oversize is \$50. The minimum permit fee for overweight is \$40. The overweight fee is computed at the rate of 6 cents per ton per mile on weight exceeding the statutory limit.

(h) Any operation or movement other than authorized by the Class D permit shall require a Class A, B, C, or an additional D permit, as justified by specific conditions. Oversize vehicles may transport legal sized loads providing this is indicated on the permit.

(i) The permit, and original tracking sheet(s), if required, shall be carried in the specific vehicle. This permit is power unit, trailer, and load specific (vehicle identification number or serial number required) and shall be displayed to any permit-issuing authority or law enforcement upon request.

(j) Following are safety regulations governing Class D permits:

(i) All movements shall follow the provisions of Section 8, Safety Measures and Moves, of these rules and regulations.

(ii) Self-propelled equipment that requires and is properly displaying a slow moving emblem may, instead of oversize load signs and flags, display a lighted, revolving amber light, an amber strobe light, or 2 two-way flashing amber lights at least 4 inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed.

These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle.

(iii) All snow removal equipment may operate 24 hours per day when the operation is authorized and stated on the permit. Snow removal equipment may instead of oversize load signs and flags, display a lighted, revolving amber light, an amber strobe light, or 2 two-way flashing amber lights at least 4 inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle. Vehicles authorized for snow removal operations may haul sand, for sanding operations or stability, up to the statutory weight limitations.

(iv) Vehicles used only by the Department to clear snow from public highways shall be equipped as specified by the Department.

### **Section 18. Moves of Recreational Vehicles.**

(a) Noncommercial moves of overwidth recreational vehicles are governed by the following:

(i) If the vehicle (not including appurtenances) does not exceed 8 feet 6 inches wide, no permit is required.

(ii) If the vehicle (not including appurtenances) exceeds 8 feet 6 inches wide, an oversize permit shall be required. This may be in the form of a single trip Class B or Class D permit.

(b) Commercial moves of overwidth recreational vehicles are provided for in W.S. 31-18-804(d), when the proper fee is collected and a copy of the permit is carried in the vehicle. This may be in the form of a single trip Class B, Class D, or an Oversize Recreational Vehicle permit. This permit may be obtained for a period not exceeding one year, authorizing the movement of one or more motor homes, house trailers, or truck campers that exceed statutory width. The oversize fee for such a permit shall be \$250.

(c) Motor vehicles constructed or loaded so as to obstruct the driver's view to the rear from the driver's position shall be equipped with outside mirrors on both sides, which will be located to reflect to the driver a view of the roadway to the rear of the vehicle.

(d) Following are safety regulations governing overwidth recreational vehicles:

(i) No additional safety requirements as explained in Section 8 are imposed upon the movements of recreational vehicles as long as the vehicle (not including appurtenances) does not exceed 8 feet 6 inches wide.

(ii) Moves of recreational vehicles (not including appurtenances) exceeding 8 feet 6 inches wide shall comply with the provisions of Section 8, Safety Measures and Moves.

(A) Instead of oversize signs and flags as required in Section 8, Safety Measures and Moves, moves of recreational vehicles may display a lighted, revolving amber light, amber strobe light, or 2 two-way flashing amber lights at least 4 inches in diameter on the vehicle. LED assemblies meeting the visibility requirements will be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle.

(e) Recreational vehicles exceeding any other legal limit imposed by W.S. 31-18-802 other than width are required to comply with the specific statutory requirement.

### **Section 19. Class E and Class F Permits.**

#### **(a) Class E Permits**

(i) Permits may be obtained for hauling forest products up to a width of 112 inches (9 feet 4 inches) and height of 15 feet or hauling baled hay or corn stalks or combine headers up to a width of 150 inches (12 feet 6 inches) and a height of 15 feet. No single component of the load may exceed 102 inches (8 feet 6 inches) in width.

(ii) A one trip permit may be obtained from permit issuing authorities as listed in Section 4, Permit-issuing Authorities and Types of Permits Available, for a fee of \$15.

(iii) A permit for 90 days may be obtained from permit issuing authorities as listed in Section 4, Permit-issuing Authorities and Types of Permits Available, for a fee of \$50.

(iv) Movements under these permits shall comply with the provisions of Section 8, Safety Measures and Moves.

(v) The permit shall be carried in the specified vehicle. This permit is vehicle and load specific and shall be displayed to any permit-issuing authority or law enforcement upon request.

(vi) Class E permits shall specify only one power unit, but may list multiple trailer plate information.

#### **(b) Class F Permits**

(i) Permits may be obtained, exclusive of interstate highways, for hauling forest products, sugar beets, gravel, livestock, and agricultural products hauled in trucks that cannot be weighed at point of loading. Permits shall not be issued for more than 10 percent in excess of legal axle weights or more than 5,000 pounds in excess of legal gross weights (including inner bridges) allowed under **Gross Weight Table 1**.

(ii) A one trip permit may be obtained from permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Types of Permits Available, for a fee of \$15.

(iii) A permit for 90 continuous days may be obtained from permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Types of Permits Available, for a fee of \$50.

(iv) The permit shall be carried in the specified vehicle. The permit is vehicle and load specific and shall be displayed to any permit-issuing authority or law enforcement upon request.

(v) Class F permits shall specify only one power unit, but may list multiple trailer plate information.

#### **Section 20. Class W Permits (Multi-piece Loads Exceeding 117,000 lbs).**

(a) The director of the Wyoming Department of Transportation or an authorized representative may issue Class W permits for vehicles at weights in excess of limits allowed in W.S. 31-18-802(a)(vi) (shown in **Table 1** of these rules and regulations). To qualify for such a permit, these vehicles shall be required to meet the axle and bridge formula specifications of 23 U.S.C. 127 (shown in **Table 3**) and pursuant to Section 335 of the Department of Transportation and Related Agencies Appropriations Act 1991 (104 Statute 2186), Public Law 101-516; and Sections 1023 (d)(1)(A) and (B) of the Intermodal Surface Transportation Efficiency Act of 1991. Permit fees for vehicles operating under this provision shall be paid in accordance with the following rules:

(i) A power unit receiving a Class W permit shall be capable of maintaining a speed of 25 miles per hour on a grade of 5 percent or less when fully loaded.

(ii) Permits may be granted for legal size vehicles meeting the qualifications found in this section of rules and regulations to travel on highways exclusive of interstates.

(iii) Permits may be valid for one year from the date of issue. Permits may be obtained from Wyoming Highway Patrol Overweight Loads Office in Cheyenne. Providing the company is in compliance with following paragraph (v), a one-trip permit may be obtained from permit-issuing authorities listed in preceding Section 4, Permit-issuing Authorities and Types of Permits Available, for a fee of 6 cents for each ton or fraction of a ton exceeding the statutory limits for each mile traveled, with a minimum fee of \$40.

(iv) Permit fees shall be in accordance with Table 4.

(v) Carriers shall not have a conditional or unsatisfactory safety rating to be eligible for Class W permits. Intrastate carriers may be eligible to apply for Class W permit one year after receiving a US DOT number.

(vi) The Wyoming Highway Patrol Overweight Loads Office may audit company records related to this permit as necessary to assure compliance. Carriers shall maintain records for 3 years.

(vii) Application and permit fees shall be non-refundable. However, a vehicle permit may be transferred to another power unit for a fee of \$25 if the permitted unit is sold or wrecked.

(viii) Companies shall be required to furnish a certified affidavit of mileage for each vehicle permitted. An entire fleet may be permitted by using the average of all Wyoming miles as established by the previous year's International Registration Plan (IRP) record or other certified record. Vehicle shall be registered in Wyoming for at least 117,000 pounds.

(ix) Any changes in weights and/or mileage shall require the issuance of a new permit with corresponding fees.

(b) Following are penalties for violation.

(i) Any person failing to comply with these rules and regulations shall be subject to the penalties set forth in W.S. 31-18-805, and the permit shall be subject to revocation.

(ii) Violations of the permit's condition shall void the permit and shall be construed as operating without a permit. The individual power unit permit shall also be canceled.

(iii) Applications and permits of individuals or companies shall be canceled after three violations in a 12 month period.

(iv) Canceled carriers shall submit a new application and pay all required fees (including application fee) for individual power units.

(c) Following are application procedures for Class W permits.

(i) Individuals and companies requesting these permits shall complete a written application and pay a non-refundable application fee of \$100.

(ii) Applications may be obtained by writing or contacting the Wyoming Highway Patrol, Overweight loads Office 5300 Bishop Blvd., Cheyenne, WY, 82009-3340. Carriers may also obtain an application from the Wyoming Highway Patrol website: [www.whp.dot.state.wy.us](http://www.whp.dot.state.wy.us).

(iii) Though application and permit fees are non-refundable, a vehicle permit shall be transferable to another power unit for \$25 if the permitted unit is sold or wrecked.

### Gross Weight Table 3

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
39							117,000	
40							117,500	
41							118,000	
42							118,500	
43							119,500	
44							120,000	
45							120,500	
46							121,000	
47							121,500	
48							122,000	
49						116,500	122,500	
50						117,500	123,000	
51				106,500	112,000	118,000	123,500	
52				107,000	112,500	118,500	124,000	
53				107,500	113,000	119,000	124,500	
54				108,000	113,500	119,500	125,000	
55				108,500	114,000	120,000	126,000	
56				109,000	115,000	120,500	126,500	
57				109,500	115,500	121,000	127,000	
58				110,000	116,000	121,500	127,500	
59				111,000	116,500	122,000	128,000	
60				111,500	117,000	122,500	128,500	
61				112,000	117,500	123,500	129,000	
62				112,500	118,000	124,000	129,500	
63				113,000	118,500	124,500	130,000	
64				113,500	119,000	125,000	130,500	
65				114,000	119,500	125,500	131,000	

**Gross Weight Table 3 (continued)**

<b>Bridge</b>	<b>7 axles</b>	<b>8 axles</b>	<b>9 axles</b>	<b>10 axles</b>	<b>11 axles</b>	<b>12 axles</b>	<b>13 axles</b>	<b>14 axles</b>
<b>66</b>				114,500	120,500	126,000	131,500	
<b>67</b>				115,000	121,000	126,500	132,500	
<b>68</b>				116,000	121,500	127,000	133,000	
<b>69</b>				116,500	122,000	127,500	133,500	
<b>70</b>				117,000	122,500	128,000	134,000	
<b>71</b>				117,500	123,000	128,500	134,500	
<b>72</b>				118,000	123,500	129,500	135,000	
<b>73</b>				118,500	124,000	130,000	135,500	
<b>74</b>				119,000	124,500	130,500	136,000	
<b>75</b>				119,500	125,000	131,000	136,500	
<b>76</b>				120,000	126,000	131,500	137,000	
<b>77</b>				121,000	126,500	132,000	137,500	
<b>78</b>				121,500	127,000	132,500	138,000	
<b>79</b>				122,000	127,500	133,000	139,000	
<b>80</b>				122,500	128,000	133,500	139,500	
<b>81</b>			117,500	123,000	128,500	134,000	140,000	
<b>82</b>			118,000	123,500	129,000	134,500	140,500	
<b>83</b>			118,500	124,000	129,500	135,500	141,000	
<b>84</b>			119,000	124,500	130,000	136,000	141,500	
<b>85</b>			120,000	125,000	130,500	136,500	142,000	
<b>86</b>			120,500	126,000	131,500	137,000	142,500	
<b>87</b>			121,000	126,500	132,000	137,500	143,000	
<b>88</b>			121,500	127,000	132,500	138,000	143,500	
<b>89</b>			122,000	127,500	133,000	138,500	144,000	
<b>90</b>		117,500	122,500	128,000	133,500	139,000	144,500	
<b>91</b>		118,000	123,000	128,500	134,000	139,500	145,500	151,000
<b>92</b>		118,500	124,000	129,000	134,500	140,000	146,000	151,500
<b>93</b>		119,000	124,500	129,500	135,000	140,500	146,500	152,000

**Gross Weight Table 3 (continued)**

<b>Bridge</b>	<b>7 axles</b>	<b>8 axles</b>	<b>9 axles</b>	<b>10 axles</b>	<b>11 axles</b>	<b>12 axles</b>	<b>13 axles</b>	<b>14 axles</b>
<b>94</b>		119,500	125,000	130,000	135,500	141,500	147,000	152,500
<b>95</b>		120,500	125,500	131,000	136,000	142,000	147,500	153,000
<b>96</b>	116,000	121,000	126,000	131,500	137,000	142,500	148,000	153,500
<b>97</b>	116,500	121,500	126,500	132,000	137,500	143,000	148,500	154,000
<b>98</b>	117,000	122,000	127,000	132,500	138,000	143,500	149,000	155,000
<b>99</b>	117,500	122,500	127,500	133,000	138,500	144,000	149,500	155,500
<b>100</b>	118,500	123,000	128,000	133,500	139,000	144,500	150,000	156,000
<b>101</b>	119,000	123,500	129,000	134,000	139,500	145,000	150,500	156,500
<b>102</b>	119,500	124,500	129,500	134,500	140,000	145,500	151,000	157,000
<b>103</b>	120,000	125,000	130,000	135,000	140,500	146,000	152,000	157,500
<b>104</b>	120,500	125,500	130,500	136,000	141,000	146,500	152,500	158,000
<b>105</b>	121,000	126,000	131,000	136,500	141,500	147,500	153,000	
<b>106</b>	122,000	126,500	131,500	137,000	142,500	148,000	153,500	
<b>107</b>	122,500	127,000	132,000	137,500	143,000	148,500	154,000	
<b>108</b>	123,000	127,500	132,500	138,000	143,500	149,000	154,500	
<b>109</b>	123,500	128,500	133,500	138,500	144,000	149,500	155,000	
<b>110</b>	124,000	129,000	134,000	139,000	144,500	150,000	155,500	
<b>111</b>	124,500	129,500	134,500	139,500	145,000	150,500	156,000	
<b>112</b>	125,500	130,000	135,000	140,000	145,500	151,000	156,500	
<b>113</b>	126,000	130,500	135,500	141,000	146,000	151,500	157,000	
<b>114</b>	126,500	131,000	136,000	141,500	146,500	152,000	157,500	
<b>115</b>	127,000	131,500	136,500	142,000	147,000	152,500	158,000	
<b>116</b>	127,500	132,500	137,000	142,500	148,000	153,500		
<b>117</b>	128,000	133,000	138,000	143,000	148,500	154,000		
<b>118</b>	129,000	133,500	138,500	143,500	149,000	154,500		
<b>119</b>	129,500	134,000	139,000	144,000	149,500	155,000		
<b>120</b>	130,000	134,500	139,500	144,500	150,000	155,500		
<b>121</b>	130,500	135,000	140,000	145,000	150,500	156,000		

**Gross Weight Table 3 (continued)**

<b>Bridge</b>	<b>7 axles</b>	<b>8 axles</b>	<b>9 axles</b>	<b>10 axles</b>	<b>11 axles</b>	<b>12 axles</b>	<b>13 axles</b>	<b>14 axles</b>
<b>122</b>	131,000	135,500	140,500	146,000	151,000	156,500		
<b>123</b>	131,500	136,500	141,000	146,500	151,500	157,000		
<b>124</b>	132,500	137,000	141,500	147,000	152,000	157,500		
<b>125</b>	133,000	137,500	142,500	147,500	152,500	158,000		
<b>126</b>	133,500	138,000	143,000	148,000	153,500			
<b>127</b>	134,000	138,500	143,500	148,500	154,000			
<b>128</b>	134,500	139,000	144,000	149,000	154,500			
<b>129</b>	135,000	139,500	144,500	149,500	155,000			
<b>130</b>	136,000	140,500	145,000	150,000	155,500			
<b>131</b>	136,500	141,000	145,500	151,000	156,000			
<b>132</b>	137,000	141,500	146,000	151,500	156,500			
<b>133</b>	137,500	142,000	147,000	152,000	157,000			
<b>134</b>	138,000	142,500	147,500	152,500	157,500			
<b>135</b>	138,500	143,000	148,000	153,000	158,000			
<b>136</b>	139,500	143,500	148,500	153,500				

**Table 4, Fees**

Miles	Tons Over 117,000 Pounds GVW							
	1	2	3	4	5	6	7	8
1 to 25,000	\$38	\$75	\$113	\$150	\$188	\$225	\$263	\$300
25,001 to 50,000	\$75	\$150	\$225	\$300	\$375	\$450	\$525	\$600
50,001 to 75,000	\$113	\$225	\$338	\$450	\$563	\$675	\$788	\$900
75,001 to 100,000	\$150	\$300	\$450	\$600	\$750	\$900	\$1,050	\$1,200
100,001 to 125,000	\$188	\$375	\$563	\$750	\$938	\$1,125	\$1,313	\$1,500
125,001 to 150,000	\$225	\$450	\$675	\$900	\$1,125	\$1,350	\$1,575	\$1,800
150,001 to 175,000	\$263	\$525	\$788	\$1,050	\$1,313	\$1,575	\$1,838	\$2,100
175,001 to 200,000	\$300	\$600	\$900	\$1,200	\$1,500	\$1,800	\$2,100	\$2,400
200,001 to 225,000	\$338	\$675	\$1,013	\$1,350	\$1,688	\$2,025	\$2,363	\$2,700
225,001 to 250,000	\$375	\$750	\$1,125	\$1,500	\$1,875	\$2,250	\$2,625	\$3,000
250,001 to 275,000	\$413	\$825	\$1,238	\$1,650	\$2,063	\$2,475	\$2,888	\$3,300
275,001 to 300,000	\$450	\$900	\$1,350	\$1,800	\$2,250	\$2,700	\$3,150	\$3,600
300,001 to 325,000	\$488	\$975	\$1,463	\$1,950	\$2,438	\$2,925	\$3,413	\$3,900
325,001 to 350,000	\$525	\$1,050	\$1,575	\$2,100	\$2,625	\$3,150	\$3,675	\$4,200
350,001 to 375,000	\$563	\$1,125	\$1,688	\$2,250	\$2,813	\$3,375	\$3,938	\$4,500
375,001 to 400,000	\$600	\$1,200	\$1,800	\$2,400	\$3,000	\$3,600	\$4,200	\$4,800
400,001 to 425,000	\$638	\$1,275	\$1,913	\$2,550	\$3,188	\$3,825	\$4,463	\$5,100
425,001 to 450,000	\$675	\$1,350	\$2,025	\$2,700	\$3,375	\$4,050	\$4,725	\$5,400
450,001 to 475,000	\$713	\$1,425	\$2,138	\$2,850	\$3,563	\$4,275	\$4,988	\$5,700
475,001 to 500,000	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500	\$5,250	\$6,000

1. All fees are based on total miles traveled in Wyoming for each power unit.
2. Mileages and weights exceeding any given value in the preceding table shall be calculated at the next highest value.

**Table 4, Fees  
(continued)**

Miles	Tons Over 117,000 Pounds GVW						
	9	10	11	12	13	14	15
1 to 25,000	\$338	\$375	\$413	\$450	\$488	\$525	\$563
25,001 to 50,000	\$675	\$750	\$825	\$900	\$975	\$1,050	\$1,125
50,001 to 75,000	\$1,013	\$1,125	\$1,238	\$1,350	\$1,463	\$1,575	\$1,688
75,001 to 100,000	\$1,350	\$1,500	\$1,650	\$1,800	\$1,950	\$2,100	\$2,250
100,001 to 125,000	\$1,688	\$1,875	\$2,063	\$2,250	\$2,438	\$2,625	\$2,813
125,001 to 150,000	\$2,025	\$2,250	\$2,475	\$2,700	\$2,925	\$3,150	\$3,375
150,001 to 175,000	\$2,363	\$2,625	\$2,888	\$3,150	\$3,413	\$3,675	\$3,938
175,001 to 200,000	\$2,700	\$3,000	\$3,300	\$3,600	\$3,900	\$4,200	\$4,500
200,001 to 225,000	\$3,038	\$3,375	\$3,713	\$4,050	\$4,388	\$4,725	\$5,063
225,001 to 250,000	\$3,375	\$3,750	\$4,125	\$4,500	\$4,875	\$5,250	\$5,625
250,001 to 275,000	\$3,713	\$4,125	\$4,538	\$4,950	\$5,363	\$5,775	\$6,188
275,001 to 300,000	\$4,050	\$4,500	\$4,950	\$5,400	\$5,850	\$6,300	\$6,750
300,001 to 325,000	\$4,388	\$4,875	\$5,363	\$5,850	\$6,338	\$6,825	\$7,313
325,001 to 350,000	\$4,725	\$5,250	\$5,775	\$6,300	\$6,825	\$7,350	\$7,875
350,001 to 375,000	\$5,063	\$5,625	\$6,188	\$6,750	\$7,313	\$7,875	\$8,438
375,001 to 400,000	\$5,400	\$6,000	\$6,600	\$7,200	\$7,800	\$8,400	\$9,000
400,001 to 425,000	\$5,738	\$6,375	\$7,013	\$7,650	\$8,288	\$8,925	\$9,563
425,001 to 450,000	\$6,075	\$6,750	\$7,425	\$8,100	\$8,775	\$9,450	\$10,125
450,001 to 475,000	\$6,413	\$7,125	\$7,838	\$8,550	\$9,263	\$9,975	\$10,688
475,001 to 500,000	\$6,750	\$7,500	\$8,250	\$9,000	\$9,750	\$10,500	\$11,250

1. All fees are based on total miles traveled in Wyoming for each power unit.
2. Mileages and weights exceeding any given value in the preceding table shall be calculated at the next highest value.

**Table 4, Fees  
(continued)**

Tons Over 117,000 Pounds  
GVW

Miles	16	17	18
1 to 25,000	\$600	\$638	\$675
25,001 to 50,000	\$1,200	\$1,275	\$1,350
50,001 to 75,000	\$1,800	\$1,913	\$2,025
75,001 to 100,000	\$2,400	\$2,550	\$2,700
100,001 to 125,000	\$3,000	\$3,188	\$3,375
125,001 to 150,000	\$3,600	\$3,825	\$4,050
150,001 to 175,000	\$4,200	\$4,463	\$4,725
175,001 to 200,000	\$4,800	\$5,100	\$5,400
200,001 to 225,000	\$5,400	\$5,738	\$6,075
225,001 to 250,000	\$6,000	\$6,375	\$6,750
250,001 to 275,000	\$6,600	\$7,013	\$7,425
275,001 to 300,000	\$7,200	\$7,650	\$8,100
300,001 to 325,000	\$7,800	\$8,288	\$8,775
325,001 to 350,000	\$8,400	\$8,925	\$9,450
350,001 to 375,000	\$9,000	\$9,563	\$10,125
375,001 to 400,000	\$9,600	\$10,200	\$10,800
400,001 to 425,000	\$10,200	\$10,838	\$11,475
425,001 to 450,000	\$10,800	\$11,475	\$12,150
450,001 to 475,000	\$11,400	\$12,113	\$12,825
475,001 to 500,000	\$12,000	\$12,750	\$13,500

1. All fees are based on total miles traveled in Wyoming for each power unit.
2. Mileages and weights exceeding any given value in the preceding table shall be calculated at the next highest value.

**Section 21. Implements and Produce of Husbandry Moved by Farmers and Ranchers.**

(a) Oversize moves of implements and produce shall comply with the following:

(i) Wyoming farmers and ranchers when transporting their own implements or produce of husbandry or exchanging transportation of implements or produce with other farmers or ranchers may exceed the statutory width and height limits during daylight hours without permit or fee, but shall comply with the safety regulations stated in following Section 21(d).

(ii) **Non-Wyoming farmers or ranchers** transporting implements or produce of husbandry shall obtain an oversize permit if statutory width and/or height limits are exceeded.

(b) Movements that are over length or overweight shall meet non-divisible load requirements and require a permit, unless covered in the Class F permit (following subsection [c]).

(c) Class F permits may be obtained to haul forest products, sugar beets, gravel, livestock, and agricultural products that cannot be weighed at point of loading. **The permit is exclusive of interstate highways.** A permit or permission shall be obtained before transportation begins. The permit shall be carried in the truck to which it refers, and shall be displayed to any permit-issuing authority or law enforcement upon request. A one-trip permit shall cost \$15. A permit for 90 continuous days shall cost \$50.

(d) In addition to the provisions of Section 8, Safety Measures and Moves, of these rules and regulations, the following safety regulations shall apply to oversize moves in agricultural operations.

(i) Movements exceeding 18 feet in width or 17 feet in height shall be approved by the Overweight Loads Office. Calls at 307.777.4376 will be answered Monday through Friday.

(ii) Movements exceeding 16 feet in width or any movement that cannot be kept to the right of the highway center line shall require escorts as described in Section 9, Escort Procedures. Escorts shall be properly equipped escort vehicles as described in Section 10, Escort Equipment. Escort(s) for movements exceeding 16 feet in height may be required.

(iii) All movements operating at speeds of 25 miles per hour or less and exceeding 8 and 1/2 feet in width shall, in addition to the slow moving vehicle emblem, display oversize load signs and display an illuminated revolving amber light, an amber strobe light, or 2 two-way flashing amber lights at least 4 inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle.

(iv) Movements exceeding 8 and 1/2 feet in width and operating at speeds exceeding 25 miles per hour shall instead of the slow moving emblem display warning signs as described Section 8(e) of these rules and regulations.

(v) Non-registered, self-propelled implements shall display a lighted, revolving amber light, an amber strobe light, or 2 two-way flashing amber lights at least 4 inches in diameter on the vehicle and oversize load signs. LED assemblies meeting the visibility requirements will be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle. Properly equipped escort vehicles as explained in Section 10, Escort Equipment, may be used instead of this lighting requirement.

(vi) All oversize vehicles or vehicles transporting oversize loads shall have headlights and taillights, if so equipped, illuminated, and visible during movement.

(e) The farmer or rancher shall be responsible for contacting city and/or county officials for approval for transportation on their roads.

## **Section 22. Implement Dealers.**

(a) Persons engaged in the business of selling, repairing, or transporting implements of husbandry to or from a farmer or rancher are exempt from permit requirements for overwidth or over height.

(b) Over length and overweight moves require a permit.

(c) In addition to the provisions of Section 8, Safety Measures and Moves, of these rules and regulations, oversize moves by implement dealers shall comply with the following Safety Regulations:

(i) Movements exceeding 18 feet in width or 17 feet in height shall be approved by the Overweight Loads Office by calling 307.777.4376 Monday through Friday.

(ii) Movements exceeding 16 feet in width or any movement that cannot be kept to the right of the highway center line shall be required escorts as

described in Section 9, Escort Procedures. Escort vehicles shall be properly equipped as described in Section 10, Escort Equipment. Escort(s) for movements exceeding 16 feet in height may be required.

(iii) Movements designed for operation at speeds not exceeding 25 miles per hour shall display a slow moving vehicle emblem complying with the provisions of Section 21(d)(iii) of these rules and regulations.

(iv) Non-registered, self-propelled implements shall display a lighted, revolving amber light, an amber strobe light, or 2 two-way flashing amber lights at least 4 inches in diameter on the vehicle and *OVERSIZE LOAD* signs. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle. Properly equipped escort vehicles, as described in Section 10, Escort Equipment, may be used instead of this lighting requirement.

(v) All oversize vehicles or vehicles transporting oversize loads shall have headlights and taillights, if so equipped, illuminated and visible during movement.

### **Section 23. Custom Agricultural Operations.**

(a) Custom agricultural operations means the contracting or for-hire operation of harvesting crops, processing of agriculture products, or fertilizing the soil.

(b) Permit or permission is required before operating oversize and/or overweight vehicles or loads on highways. The carrier shall proceed to the nearest permit issuing authority as listed in Section 4, Permit-issuing Authorities and Types of Permits, to acquire the permit.

(c) The applicant shall declare the highways to be used, the total mileage on those highways, and the size and weight of the vehicles and loads.

(d) A permit may be obtained from any permit issuing authority as listed in Section 4, Permit-issuing Authorities and Types of Permits, and shall be valid for the time necessary to complete the operation or the vehicle leaves the state, whichever occurs first. Borderline operations (20 air miles either direction) requiring trips across the state line shall not invalidate a permit. The seasonal permit will be valid for no more than 90 continuous days from the date of issuance.

(i) Separate permits shall be required for each specific harvest season. The fee for oversize will be \$25 for a single trip and \$50 for a 90 continuous day permit. For vehicles exceeding 15 feet wide, 15 feet high, or a single unit in excess of 75 feet long, a computation of mileage will be required and additional fees computed at 3 cents per foot or fraction thereof for each mile traveled on the highways.

(ii) The fee for overweight will be a minimum of \$40. The overweight fee is computed at the rate of 6 cents per ton per mile on weight exceeding the statutory limit.

(e) Oversize or overweight permits will be issued only for vehicles or loads meeting **non-divisible** load requirements. The hauling of combine headers side by side at width exceeding 102 inches (8 1/2 feet), but not exceeding 150 inches (12 feet 6 inches) and no single component exceeding 102 inches (8 1/2 feet) shall be allowed on a separate trailer when the width of the properly permitted vehicle is the same or greater than the width of the headers.

(f) In addition to the provisions of Section 8, Safety Measures and Moves, of these rules and regulations, following are safety regulations for oversize movements in custom agricultural operations:

(i) Oversize load signs shall not be displayed on motor vehicles, semi-trailers, trailers, and escort vehicles after they have completed the permitted move or when such vehicles being operated do not exceed size limits.

(ii) Self-propelled equipment that requires and is properly displaying a slow moving emblem may, instead of oversize signs and flags, display a lighted, revolving amber light, an amber strobe light, or 2 two-way flashing amber lights at least 4 inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle.

(iii) Motor vehicles constructed or loaded so as to obstruct the driver's view to the rear from the driver's position shall be equipped as described in Section 8(f) of this chapter of rules and regulations.

#### **Section 24. Emergency Relief Permits.**

(a) Emergency relief permits are provided for in W.S. 31-18-804(n). These permits may be issued upon a declaration by the Governor or the director, and the director has determined that the specific statutory requirements have been met. A document shall be issued specifying the size and/or weight limits, commodities, duration, safety measures, fees, and highways the emergency relief permits may be issued for.

(b) In concurrence with paragraph (a), Section 127 of Title 23 of the United States Code specifies that overweight vehicles and loads that can be easily dismantled or divided may be permitted for movement on interstate highways in relief of a declared emergency if:

(i) The President has declared the emergency to be a major disaster under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121, et seq.);

(ii) The permits are issued exclusively to vehicles and loads that are delivering relief supplies; and

(iii) A permit issued shall expire not later than 120 days after the date of the declaration of emergency.

(c) A permit or permission is required before operating oversize and/or overweight vehicles or loads on highways. A permit may be obtained from any permit issuing authority as listed in preceding Section 4 of these rules and regulations.

(d) The applicant shall declare the highways to be used, the total mileage on those highways, and the size and weight of the vehicles and loads.

(e) Unless otherwise specified in the document, all movements shall follow the provisions of Section 8, Safety Measures and Moves, of these rules and regulations.

(f) The permit shall be carried in the specified vehicle. This permit is vehicle and load specific and shall be displayed to any permit-issuing authority or law enforcement upon request.

(g) Emergency relief permits shall specify only one power unit, but may list multiple trailer plate information.