WisDOT is taking a comprehensive look at truck size and weight (TSW) regulations and asking three general questions:

- Should changes be made to Wisconsin’s TSW laws?

- What impacts would changes to TSW laws have on the State’s economy; highway and bridge infrastructure, operations, and safety; regulatory and enforcement capabilities; administrative processes; and alternate modes of transportation?

- What specific requirements need to be met by carriers and vehicles operating under modified size/weight standards?

The current TSW Laws in Wisconsin limits trucks to the maximum allowable sizes shown in the figure below. These size limitations are consistent with the federal guidelines that limit sizes on the Interstate system.

The maximum allowable weights (in Gross Vehicle Weight or GVW) for trucks on Wisconsin highways is 80,000 pounds. This is also consistent with federal guidelines which limit GVW on the Interstate System.

There are some exceptions to size and weight limits for specific loads within Wisconsin. There is also a system of oversize/overweight permitting which allows trucks to exceed these size and weight limits for specific routes and functions on a single or multiple trip basis.

For more information, visit http://www.topslab.wisc.edu/workgroups/wtsws.html.
Potential Recommendations Under Review

WisDOT is evaluating the option of changing truck size and weight laws when and where it is safe and economically justified; however, changes will not be automatic. Any change(s) would require legislative action. Regulations may be changed, but with conditions that specify allowable weights, permissible truck and axle configurations, authorized roads and bridges, acceptable travel seasons, and appropriate fees to recover any damage and support any need for increased enforcement.

The following configurations are under individual consideration. If the positive benefits of any of these configurations are shown to outweigh the costs, WisDOT may consider recommending that they are allowed to operate under permit (with conditions to be specified) on non-Interstate Highways. Again, any change(s) would require legislative action.

Additional recommendations under review include:

- Administer performance-based permit program
- Review OS/OW permit process
- Increase fines for commercial vehicle size/weight violations
- Increase resources for TSW enforcement
- Extend Frozen Road Declaration’s allowable overweight operations
- Review non-permitted weight exceptions for dairy, forest products, septage, and livestock (potential for repeal or extension)

Any additional recommendations for changes to TSW laws can be shared during the TSW Stakeholders Workshop or emailed to Emily Silverson at emily.silverson@dot.state.wi.us.

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