

Transportation Commission

Meeting Information and Documents



April 17-18, 2024



Mark Gordon
Governor

Wyoming Transportation Commission

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

Susan Holmes, Chairwoman
(307) 777-4007



Darin J. Westby, P.E.
Director

April 12, 2024

MEMORANDUM

TO: Wyoming Transportation Commission Members
FROM: Caitlin Casner, Transportation Commission Secretary
SUBJECT: April 2024 Transportation Commission

Following are details about your April 17-18, 2024 Commission meeting.

April 17

- 1:00 p.m. Department Reports-WYDOT University
Topic: Highway Patrol, Aeronautics, Support Services, and Chief Technology Officer's Monthly Reports
5300 Bishop Blvd., Cheyenne
Attire is Business Casual.
<https://us02web.zoom.us/j/81296025320>
- 3:00 p.m. Education Session-WYDOT Sign Shop
Topics: Tour of Sign Shop
5300 Bishop Blvd., Cheyenne
Attire is Business Casual.
<https://us02web.zoom.us/j/81296025320>
- 6:00 p.m. Commission Dinner with Concrete Association-Little America
2800 West Lincolnway, Cheyenne
Attire is Casual.
No official business is to be discussed at this function.
Please contact the Commission Secretary for more information.

April 18

- 8:30 a.m. Business Meeting-WYDOT University, I-80 Room
5300 Bishop Blvd., Cheyenne
Attire is Business.
<https://us02web.zoom.us/j/81296025320>
- 12:30 p.m. Service Award Luncheon-Cheyenne Country Club
800 Stinner Road, Cheyenne
Attire is Business Casual.
No official business is to be discussed at this function.

Enclosed are the following meeting materials:

- Business meeting agenda
- Support Services Report
- Highway Patrol Report
- Aeronautics Report
- Chief Technology Officer Report
- March 20-21, 2024 Business Meeting minutes
- Chapter 5 Rules
- Second Quarter Budget Revisions
- Monthly Budget Report
- Procurement Services Bids
- Award of Highway Contracts
- March 2024 STIP Addendum
- Commission Highway Design Projects Updates

WYDOT's guest WiFi password for February is **16CheyenneRiver**.

Your room reservations are at Staybridge Suites, 5109 Frontier Mall Dr., Cheyenne. All reservations are under your individual name.

Room charges will be direct billed to WYDOT. Please bring your Commission ID card with you. The Staybridge Suites front desk may ask for it to verify your identity.

Enclosures

AGENDA

WYOMING TRANSPORTATION COMMISSION

April 17-18, 2024

Commission Business Meeting

Video conference link for all events:

<https://us02web.zoom.us/j/81296025320>

Webinar ID: 812 9602 5320

Pass Code: 278731

Wednesday, April 17

1:00 p.m

1. Support Services Report
2. Highway Patrol Report
3. Aeronautics Report
4. Chief Technology Officer's Report

3:00 p.m.

Education Session

Topic: Tour of Sign Shop

Thursday, April 18

8:30 a.m.

5. Pledge of Allegiance
6. Changes/Additions to Agenda
7. Minutes
 - A. March 20-21, 2024 Business Meeting
8. Correspondence

The order of agenda is subject to change. The State of Wyoming supports the Americans with Disabilities Act. Anyone needing aid should contact the Transportation Commission at 307-777-4007. Every effort will be made for reasonable accommodations.

April 11, 2024

9. Administrative Matters
 - A. Space Analysis
 - B. Chapter 5 Rules Discussion
10. Director's Report
11. Chief Financial Officer's Report
 - A. Second Quarter Budget Revisions
 - B. Monthly Budget Report
 - C. Award of Procurement Services Bids
12. Chief Engineer's Report
 - A. Engineering and Planning Report
 - i) Award of Highway Contracts
 - ii) April 2024 STIP Addendum
 - iii) Commission Highway Design Projects Updates
 - B. Operations Report
13. May 2024 Business Meeting
14. General Matters
 - A. Legislator Comments
 - B. Commissioner Comments
15. Executive Session
**Executive Session may be held at any point during this meeting in regards to any agenda item.*
16. Adjourn

The order of agenda is subject to change. The State of Wyoming supports the Americans with Disabilities Act. Anyone needing aid should contact the Transportation Commission at 307-777-4007. Every effort will be made for reasonable accommodations.

April 11, 2024

EMPLOYMENT SUMMARY
March 2024

NUMBER OF EMPLOYEES BY DIVISION

	CURRENT			YEAR AGO			Total
	Auth. Pos.	Perm	Temp/AWEC	Total	Perm	Temp	
DIRECTOR	1	1	0	1	1	1	1
General Staff	2	2	0	2	2	2	0
Internal Review	6	6	0	6	6	6	0
Public Affairs	7	6	0	6	6	6	0
Strategic Improvement	3	3	0	3	3	3	0
Management Services	5	3	0	3	3	3	0
Civil Rights	3	3	0	3	3	2	0
Total	27	24	0	24	24	23	47
AERONAUTICS	18	16	1	17	18	14	0
Total	18	16	1	17	18	14	32
HIGHWAY PATROL				0			0
Sworn	208	167	0	167	160	0	160
Non Sworn	26	26	1	27	24	0	24
Port of Entry	98	81	0	81	82		82
Dispatch	45	36	0	36	27	1	28
Total	377	310	1	311	293	1	294
CHIEF ENGINEER	1	1	0	1	1	0	1
Total	1	1	0	1	1	0	1
Asst Chief Eng Eng & Plan	1	1	0	1	1	0	1
Bridge	41	32	0	32	30	1	31
Contracts & Estimates	6	6	0	6	5	0	5
Geology	21	17	0	17	18	0	18
Highway Development	84	74	1	75	72	0	72
Materials	47	38	0	38	38	1	39
Planning/Enviornmental Services	48	44	0	44	44	0	44
Right of Way	29	28	0	28	23	0	23
Highway Project Mgt. Oversight	5	5	0	5	4	0	4
Total:	282	245	1	246	235	2	237
Asst Chief Eng Operations	1	1	0	1	1	0	1
Construction Staff	12	11	0	11	11	0	11
Maintenance Staff	14	13	0	13	13	0	13
Facilities Staff	37	35	2	37	35	0	35
Equipment Staff - Bryan Wenger	12	11	0	11	11	0	11
Highway Safety	19	18	0	18	17	0	17
Traffic	30	27	0	27	24	0	24
District Administration	21	20	1	21	21	1	22
Construction	264	221	1	222	226	2	228
Maintenance	471	430	30	460	405	22	427
Equipment	99	90	0	90	90	1	91
Traffic	79	71	1	72	72	0	72
Total:	1059	948	35	983	926	26	952
Chief Technology Officer	1	1	0	1	1	0	1
Telecommunications	32	31	0	31	29	0	29
GIS/ITS	38	29	10	39	29	6	35
Information Technology	21	21	1	22	21	1	22
Total:	92	82	11	93	80	7	87
Chief Financial Officer	1	1	0	1	1	0	1
Grants & Contracts - ADMIN	5	5	0	5	6	0	6
Financial Services	19	17	0	17	17	0	17
Budget	10	10	0	10	10	0	10
Procurement Services	9	8	0	8	9	0	9
Fuel Tax Administration	12	10	0	10	8	0	8
Total:	56	51	0	51	51	0	51
SUPPORT SERVICES	1	1	0	1	1	0	1
Driver Services	82	77	1	78	76	0	76
Human Resources	0	0	0	0	0	0	0
Vehicle Registration & Titling	15	14	0	14	15	0	15
Office Services	15	14	0	14	14	0	14
Training	4	3	0	3	4	0	4
Employee Safety	5	5	0	5	5	0	5
Compliance Investigation	6	6	0	6	6	0	6
Total:	128	120	1	121	121	0	121
GRAND TOTAL:	2040	1797	50	1847	1749	73	1822

Date	4/11/2024
Total Number Employed	1847
Month Ago	1846
Year Ago	1781

	CURRENT			YEAR AGO		
	Perm	Temp	Total	Perm	Temp	Total
District 1						
Administration	4	4	0	4	0	4
Construction	55	47	0	47	50	1
Maintenance	105	98	4	102	94	4
Equipment	25	24	0	24	21	0
Traffic	16	15	0	15	14	0
Total:	205	188	4	192	183	5
District 2						
Administration	4	4	0	4	3	0
Construction	52	44	1	45	47	0
Maintenance	105	86	4	90	89	4
Equipment	19	18	0	18	18	1
Traffic	15	13	0	13	14	0
Total:	195	165	5	170	171	5
District 3						
Administration	4	3	1	4	5	1
Construction	60	49	0	49	48	0
Maintenance	93	84	14	98	73	11
Equipment	17	15	0	15	19	0
Traffic	17	12	1	13	14	0
Total:	191	163	16	179	159	12
District 4						
Administration	4	4	0	4	4	0
Construction	43	32	0	32	32	1
Maintenance	86	84	1	85	73	1
Equipment	19	15	0	15	15	0
Traffic	17	17	0	17	16	0
Total:	169	152	1	153	140	2
District 5						
Administration	5	5	0	5	5	0
Construction	54	49	0	49	49	0
Maintenance	82	78	7	85	76	2
Equipment	19	18	0	18	17	0
Traffic	14	14	0	14	14	0
Total:	174	164	7	171	161	2
DISTRICT TOTALS:	934	832	33	865	814	26



“Guardians of the Cowboy State”

COLONEL TIM CAMERON
Administrator

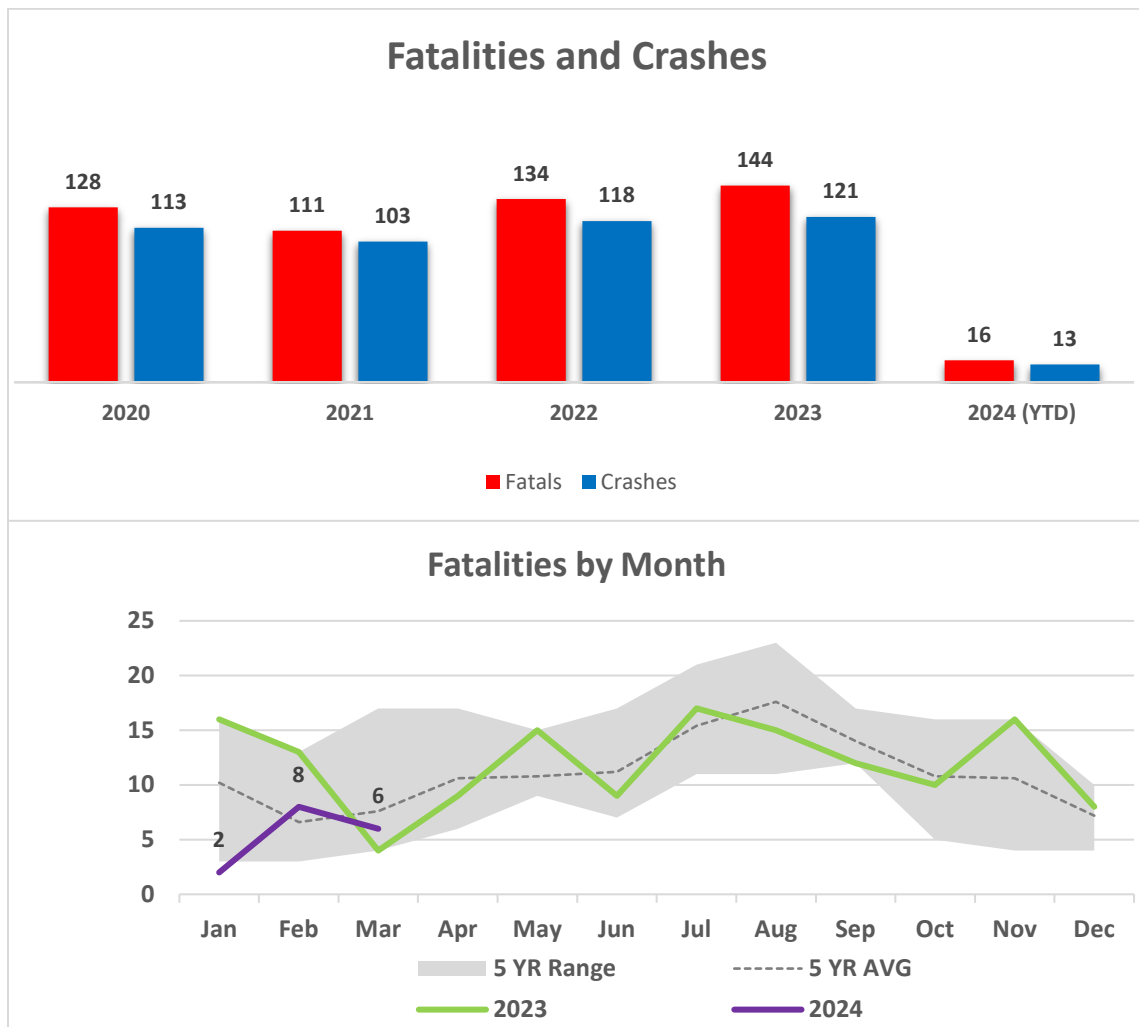
MARK GORDON
Governor
DARIN J. WESTBY, P.E.
Director, WYDOT

MEMORANDUM

TO: Wyoming Transportation Commission Members
FROM: Colonel Tim Cameron, Administrator
DATE: April 3, 2024
SUBJECT: WHP Fatal & Crash Summary Report through March 31, 2024.

1. Fatality Summaries

* Numbers reported at time of report, final numbers may change.



1.1 Total Number of Deaths in Type of Crash

Type of Crash	March 2024 Totals	March 2023 Totals	2024 Yearly Total (YTD)
Rollover	3	1	3
Multi-vehicle	2	2	10
Fixed Object	0	0	0
Motorcycle	1	0	2
All Terrain Vehicle	0	0	0
Snowmobile	0	0	0
Pedestrian	0	1	1
Bicyclists	0	0	0
Commercial**	2	2	4

**Number not included in total deaths (sub crash data).

1.2 Alcohol/Drug Related Deaths by Type of Crash

Type of Crash	March 2024 Totals	March 2023 Totals	2024 Yearly Total (YTD)	% of Impaired Involved Deaths by Crash Type 2024
Rollover	1	1	1	19%
Multi-vehicle	0	0	2	20%
Fixed Object	0	0	0	0%
Motorcycle	0	0	0	0%
All Terrain Vehicle	0	0	0	0%
Snowmobile	0	0	0	0%
Pedestrian	0	1	0	0%
Bicyclists	0	0	0	0%
Commercial***	0	0	0	

***Number not included in total deaths (sub crash data).

1.3 Alcohol/Drug Related Crashes and Deaths****

	March 2024 Totals	March 2023 Totals	2024 Yearly Total (YTD)
Crash	1	1	2
Death	1	1	3
Non-Restraint Use	1	0	3

****Not all chemical tests available at time of report.



1.4 Non-Use of Occupant Restraint Deaths

Type of Crash	March 2024 Totals	March 2023 Totals	2024 Yearly Total (YTD)
Rollover	3	1	3
Multi-vehicle	0	1	3
Fixed Object	0	0	0

1.5 Resident vs. Non-Resident Deaths - Failing to Use Proper Restraints

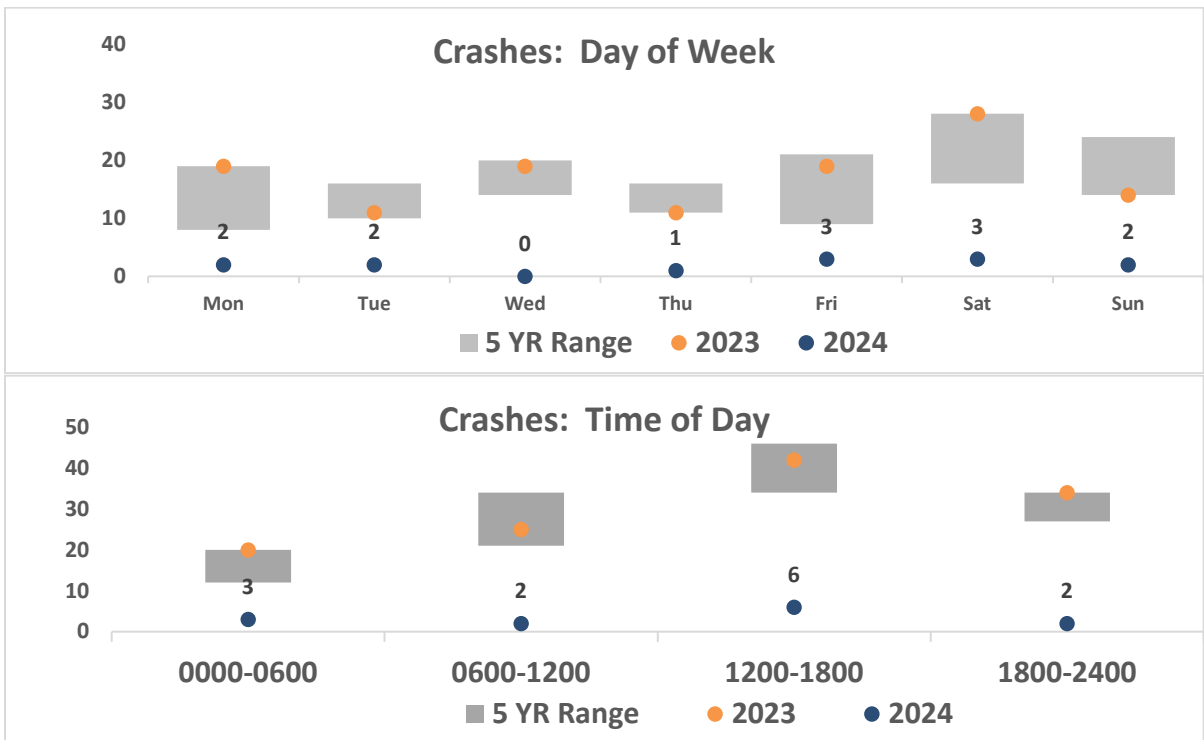
	March 2024 Totals	March 2023 Totals	2024 Yearly Total (YTD)
Resident	2	1	5
Non-Resident	1	0	1

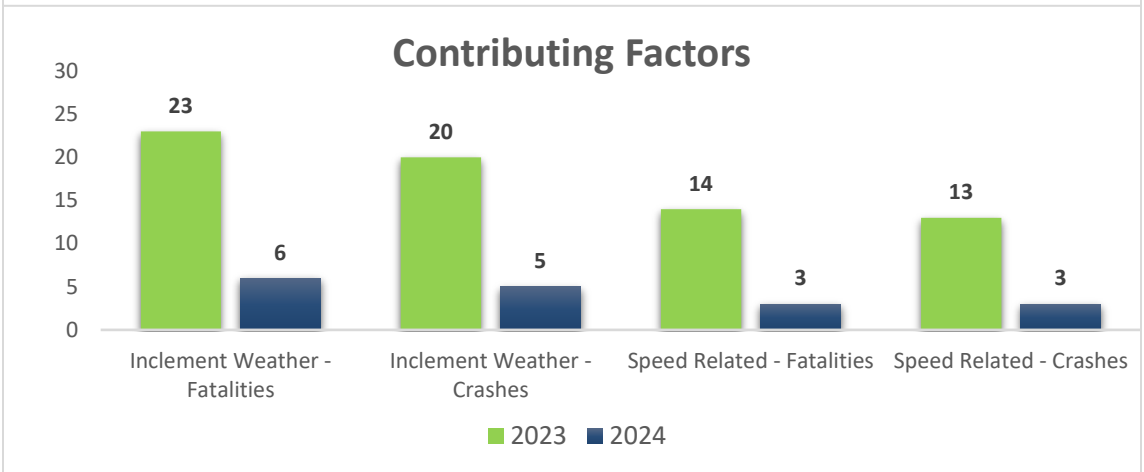
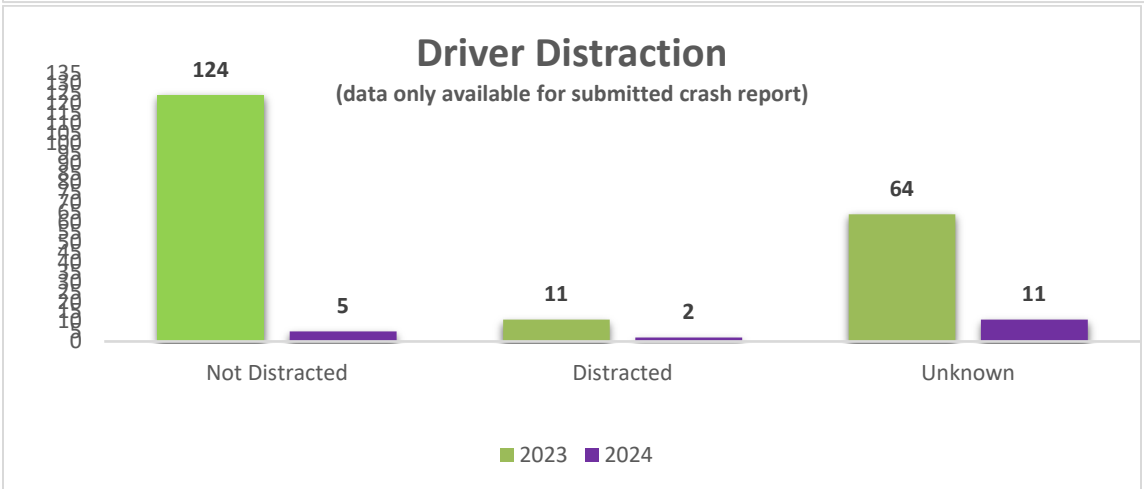
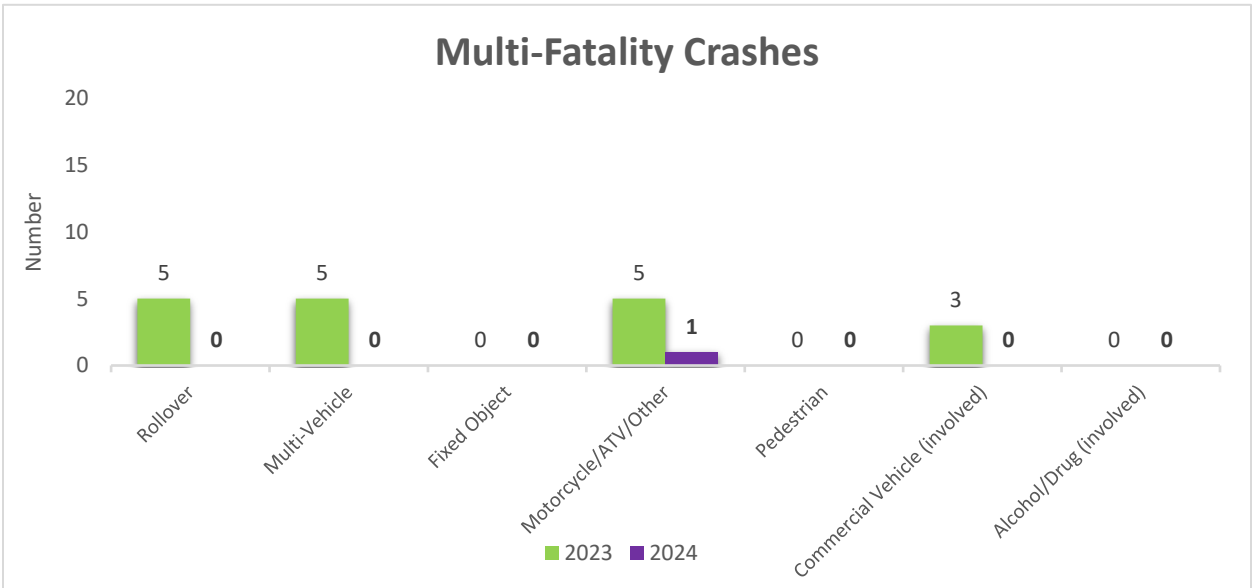
1.6 Deaths Under the Age of 21

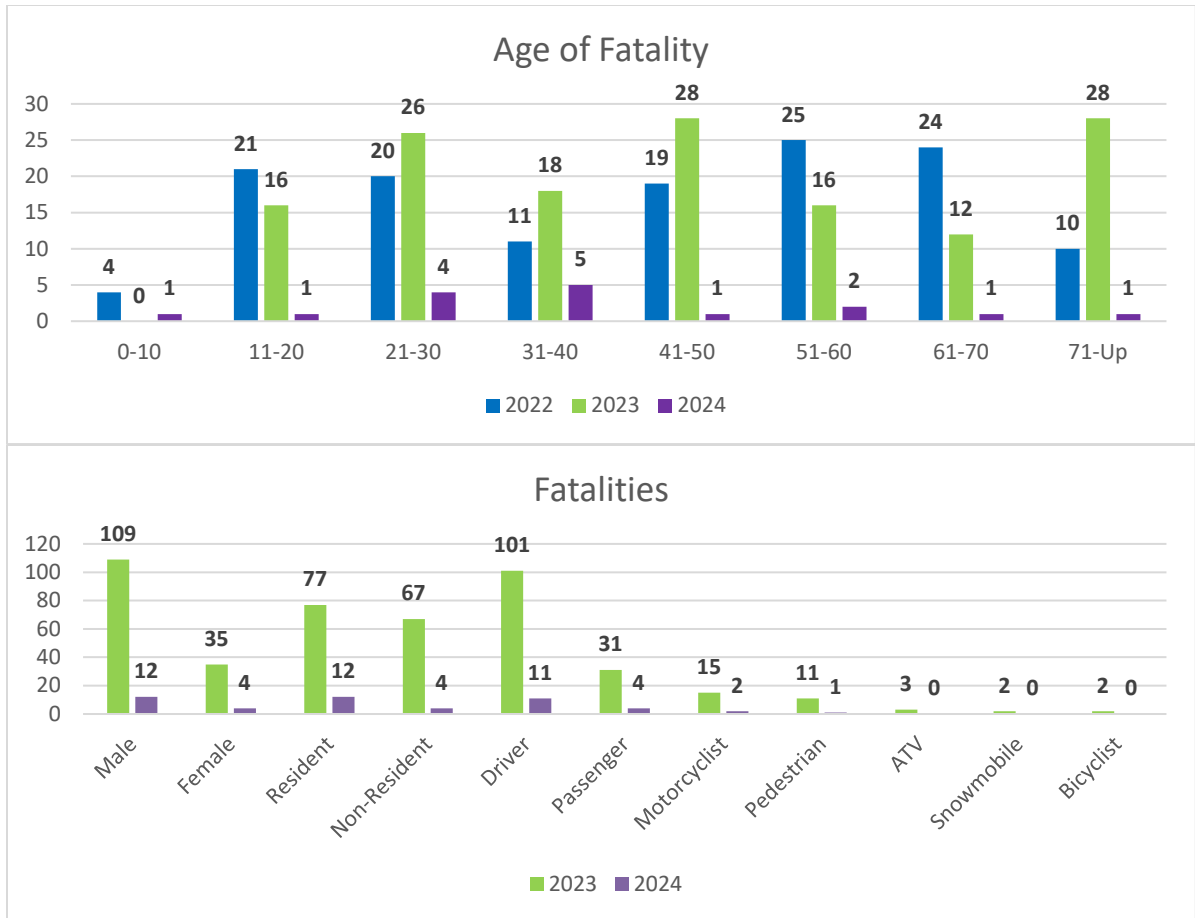
	March 2024 Totals	March 2023 Totals	2024 Yearly Total (YTD)
20 Years and Younger	0	0	2
Failed to Use Proper Restraints	0	0	0

1.7 Location of Fatal Crashes

Interstate Highway	Primary/Secondary Highway	City/County/Other Road
3	6	4







2 Additional Data

- a. 100% of people dying in rollover crashes were not wearing seat belts.
- b. 30% of people dying in multi-vehicle crashes were not wearing seat belts.
- c. 0% of people dying in fixed object crashes were not wearing seat belts.
- d. 69% of fatalities this year have been drivers.
- e. 25% of fatalities this year have been passengers.
- f. **56% of residents who died were not wearing seat belts (when available).**
- g. 25% of non-residents who died were not wearing seat belts (when available).
- h. 19% of fatalities involved alcohol and/or drug impairment.

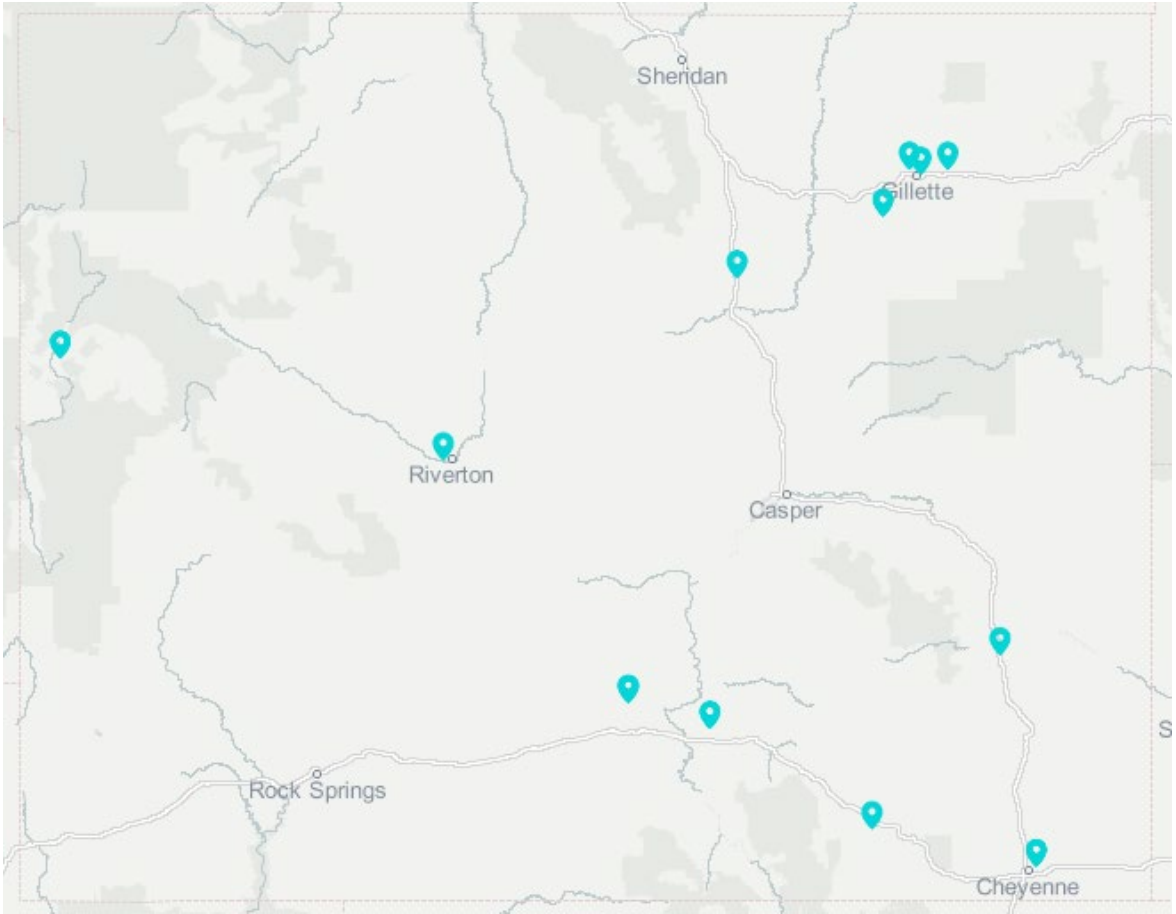
3 Patrol Investigated Crash Summary

Total of Patrol Investigated Crashes	2024 (YTD)*	2023 YTD	Yearly 2023	Yearly 2022
Crashes Investigated	1,266	1,981	5,917	6,038
Commercial Vehicles Involved – Total**	534	915	1,919	1,854

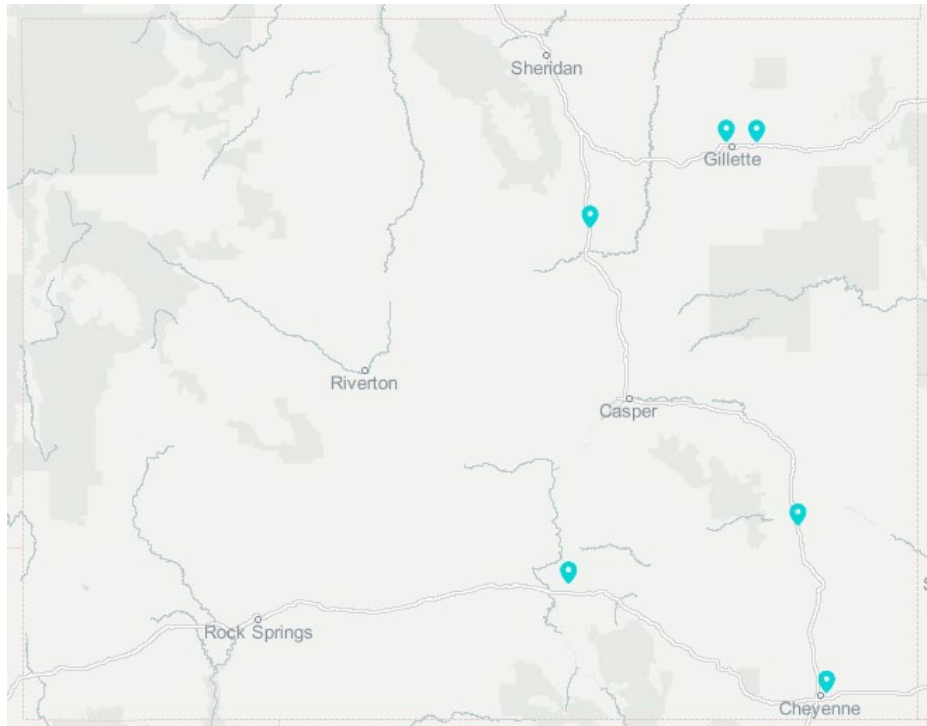
*Does not contain all crashes worked to date, some reports still pending.

**Total number of commercial vehicles involved. Some crashes could contain multiple commercial vehicles.

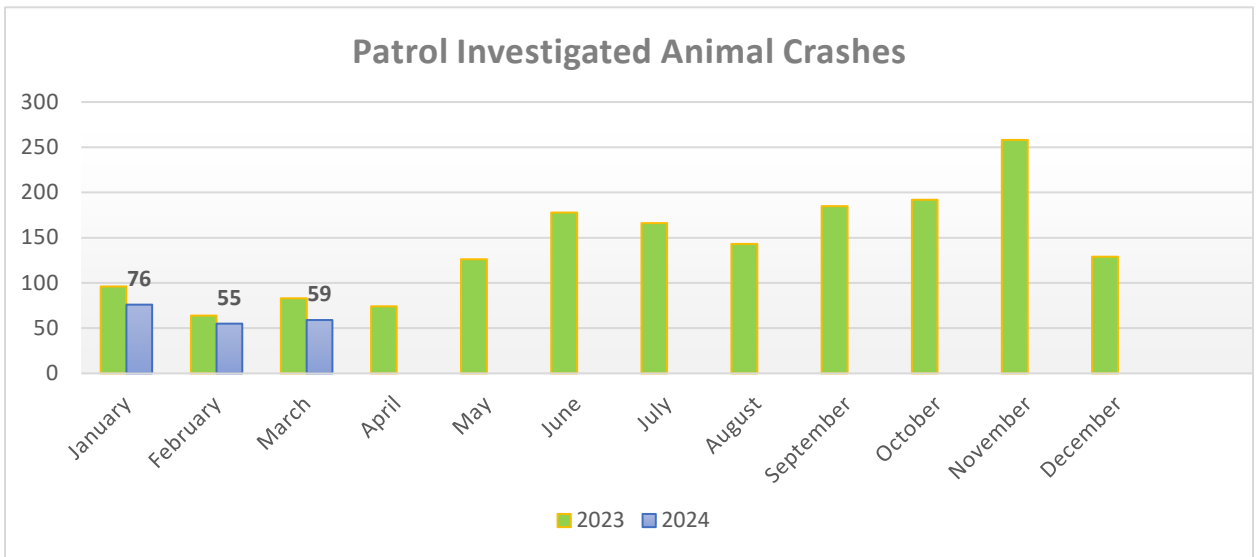
2024 (YTD) Crash Locations



March Crash Locations



Date of crash ↓	Route	Milepost	Number Of Parties	Commercial Vehicle	Protective Equipment	Residency	Number Of Vehicles
3/31/2024	I 25 / US 87	261.5	Fatalities - 1, Non-Injured - 1	-	Seat Belt in Use - No	NV	1
3/30/2024	I 90 / US 14 / US 16	136	Fatalities - 1	-	Seat Belt in Use - No	WY	1
3/15/2024	I 25 / US 87	84	Fatalities - 1	-	Seat Belt in Use - No	WY	1
3/11/2024	US 30 / US 287	239	Fatalities - 1, Injured - 1	Commercial Vehicle was involved	Seat Belt in Use - Yes	WY	2
3/5/2024	FOOTHILLS BLVD (ML10721B)/ECHETA RD (ML10691B)	97.27	Fatalities - 1, Injured - 1	Commercial Vehicle was involved	Unknown	WY	2
3/1/2024	E LINCOLNWAY (ML56B)/	364.85	Fatalities - 1, Non-Injured - 1	-	Helmet in Use - Yes	WY	2



cc: Director Darrin Westby, Wyoming Department of Transportation
 Executive Staff Members, Wyoming Department of Transportation
 Lieutenant Colonel Josh Walther, Operations Commander
 Major James Thomas, Field Operations Commander
 Major Karl Germain, Support Services Commander
 Captain Tom Pritchard, Professional Standards and Conduct/Executive Protection
 File



Mark Gordon
Governor

WYOMING Department of Transportation

"Provide a safe and effective transportation system"

5300 Bishop Boulevard, Cheyenne, Wyoming 82009-3340



Darin J. Westby, P.E.
Director

Memorandum

Date: April 1, 2024

To: The Wyoming Transportation Commission

Via: Brian Olsen, Administrator, WYDOT Aeronautics Division

From: Bruce Witt, Flight Operations Manager, WYDOT Aeronautics Division

Subject: Aeronautics Flight Operations Passenger Summary Report for March, 2024 and
Fiscal Year To Date Report

The attached Aircraft Passenger Summary Report delineates the passenger loading and charges for the month of March, 2024 by Department. It provides a summary of this data as well as an individual breakdown for WYDOT.

Also attached is the Fiscal Year To Date report for Fiscal Year 2023 and Fiscal Year 2024.

WYDOT AERONAUTICS

Aircraft Passenger Summary Report

03/01/24 - 03/31/24

Summary of Charges By All Departments

Name/Department	No. Legs	No. Pax	Total Charges
001 - GOVERNOR	13	33	\$7,183.99
007 - ADJUTANT GENERAL	5	21	\$2,119.75
045 - WYDOT	17	48	\$14,107.50
055 - OIL & GAS COMM	2	10	\$1,282.50
085 - WYO BUSN CNCL	2	18	\$6,910.00
201 - LEGIS SVC OFFICE	2	4	\$1,181.26
TOTALS	41	134	\$32,785.00

Aircraft used in this report:

N101WY
N102WY

CITATION
CITATION

WYDOT AERONAUTICS

Aircraft Passenger Summary Report

03/01/24 - 03/31/24

Department: 045 - WYDOT

Date	Aircraft	From	To	Charge
03/17/24	N101WY	CHEYENNE, WY	CASPER, WY	
				Total Charges This Leg: 712.50
03/17/24	N101WY	CASPER, WY	POWELL, WY	
				Total Charges This Leg: 855.00
03/17/24	N101WY	POWELL, WY	SHERIDAN, WY	
				Total Charges This Leg: 570.00
03/17/24	N101WY	SHERIDAN, WY	CHEYENNE, WY	
				Total Charges This Leg: 997.50
03/20/24	N102WY	CHEYENNE, WY	ROCK SPRINGS, WY	
				Total Charges This Leg: 997.50
03/20/24	N102WY	ROCK SPRINGS, WY	EVANSTON, WY	
				Total Charges This Leg: 427.50
03/20/24	N102WY	EVANSTON, WY	WORLAND, WY	
				Total Charges This Leg: 855.00
03/20/24	N102WY	WORLAND, WY	DOUGLAS, WY	
				Total Charges This Leg: 570.00
03/21/24	N102WY	DOUGLAS, WY	ROCK SPRINGS, WY	
				Total Charges This Leg: 997.50
03/21/24	N102WY	ROCK SPRINGS, WY	WORLAND, WY	
				Total Charges This Leg: 712.50
03/21/24	N102WY	WORLAND, WY	CHEYENNE, WY	
				Total Charges This Leg: 855.00
03/22/24	N102WY	CHEYENNE, WY	SHERIDAN, WY	
				Total Charges This Leg: 1425.00
03/22/24	N102WY	SHERIDAN, WY	POWELL, WY	
				Total Charges This Leg: 712.50
03/22/24	N102WY	POWELL, WY	CASPER, WY	
				Total Charges This Leg: 570.00
03/22/24	N102WY	CASPER, WY	CHEYENNE, WY	
				Total Charges This Leg: 712.50
03/25/24	N101WY	CHEYENNE, WY	GREYBULL, WY	
				Total Charges This Leg: 997.50
03/25/24	N101WY	GREYBULL, WY	CHEYENNE, WY	
				Total Charges This Leg: 1140.00

Totals for Department: 045 - WYDOT

	No. Legs	No. Pax	Total Charges
045 - WYDOT	17	48	\$14,107.50

WYDOT AERONAUTICS

Aircraft Passenger Summary Report

Fiscal Year To Date

Summary of Charges By All Departments

Federal Fiscal Year 2024 To Date (October - March)

Name/Department	No. Legs	No. Pax	Total Charges
001 - GOVERNOR	53	172	\$39,512.49
005 - DEPARTMENT OF EDUCATION	4	4	\$622.25
007 - ADJUTANT GENERAL	5	21	\$2,119.75
010 - AGRICULTURE	6	26	\$5,391.25
020 - DEQ	10	16	\$6,840.00
039 - WILDLIFE/NAT RES TRUST	4	4	\$437.69
040 - GAME & FISH	6	8	\$1,620.45
045 - WYDOT	118	335	\$88,640.54
048 - HEALTH	3	3	\$570.00
049 - FAMILY SERVICES	5	5	\$878.75
052 - BOARD OF MEDICINE	8	18	\$6,270.00
055 - OIL & GAS COMM	6	22	\$3,847.50
063 - GOV RESIDENCE	2	2	\$1,282.50
066 - TRVL & TOURISM	16	52	\$16,735.50
067 - UW	32	59	\$45,572.20
080 - CORRECTIONS	2	2	\$308.75
085 - WYO BUSN CNCL	11	53	\$19,193.50
101 - SUPREME COURT	21	45	\$16,688.75
201 - LEGIS SVC OFFICE	2	4	\$1,181.26
WY090 - WYOMING ENERGY AUTHORITY	3	3	\$1,638.75
TOTALS October 2023 - March 2024	317	854	\$259,351.88

WYDOT AERONAUTICS

Aircraft Passenger Summary Report

Fiscal Year To Date

Federal Fiscal Year 2023 (October - March)

Name/Department	No. Legs	No. Pax	Total Charges
001 - GOVERNOR	46	133	\$51,861.07
002 - SECRETARY OF STATE	2	2	\$661.24
003 - STATE AUDITOR	2	2	\$671.78
007 - ADJUTANT GENERAL	5	20	\$2,434.42
010 - AGRICULTURE	4	18	\$2,992.50
020 - DEQ	28	58	\$20,805.00
024 - PARKS & CULT RES	2	2	\$671.78
040 - GAME & FISH	15	43	\$16,091.73
045 - WYDOT	84	278	\$89,168.45
055 - OIL & GAS COMM	8	24	\$5,415.00
063 - GOV RESIDENCE	2	4	\$1,852.50
066 - TRVL & TOURISM	6	29	\$8,315.00
067 - UW	36	68	\$56,794.52
077 - ENTERPRISE TECH SERV	1	1	\$356.25
085 - WYO BUSN CNCL	3	3	\$1,028.03
101 - SUPREME COURT	10	56	\$8,692.50
TOTALS for October 2022 to March 2023	254	741	\$267,811.77

Aircraft used in this report:

N101WY	CITATION
N102WY	CITATION

Mar 2024



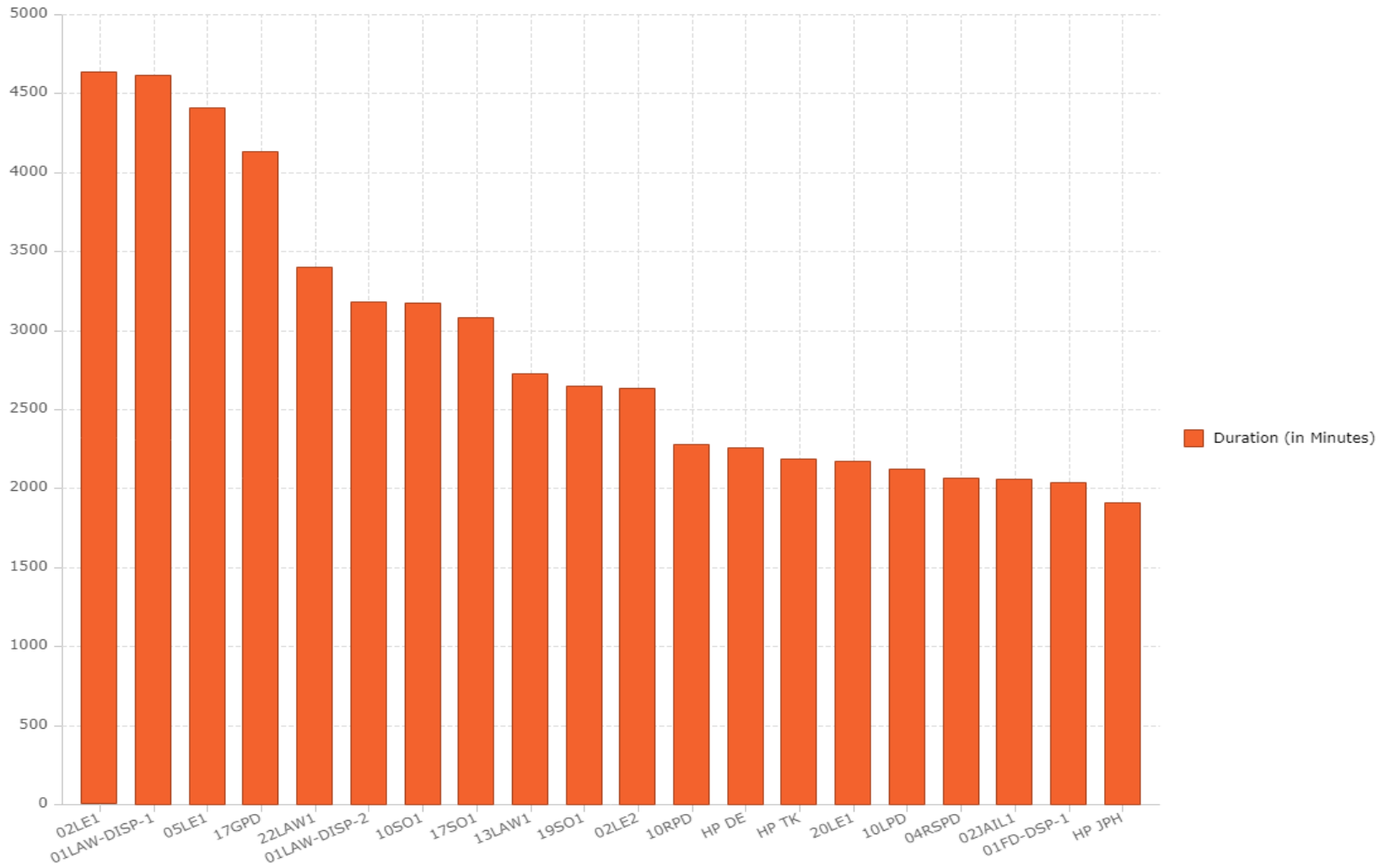
SYSTEM STATISTICS

MONTH	PTTs	AIRTIME (minutes)
January '24	1,726,356	146,138.01
February '24	1,705,733	144,420.58
March '24	1,733,790	145,466.45

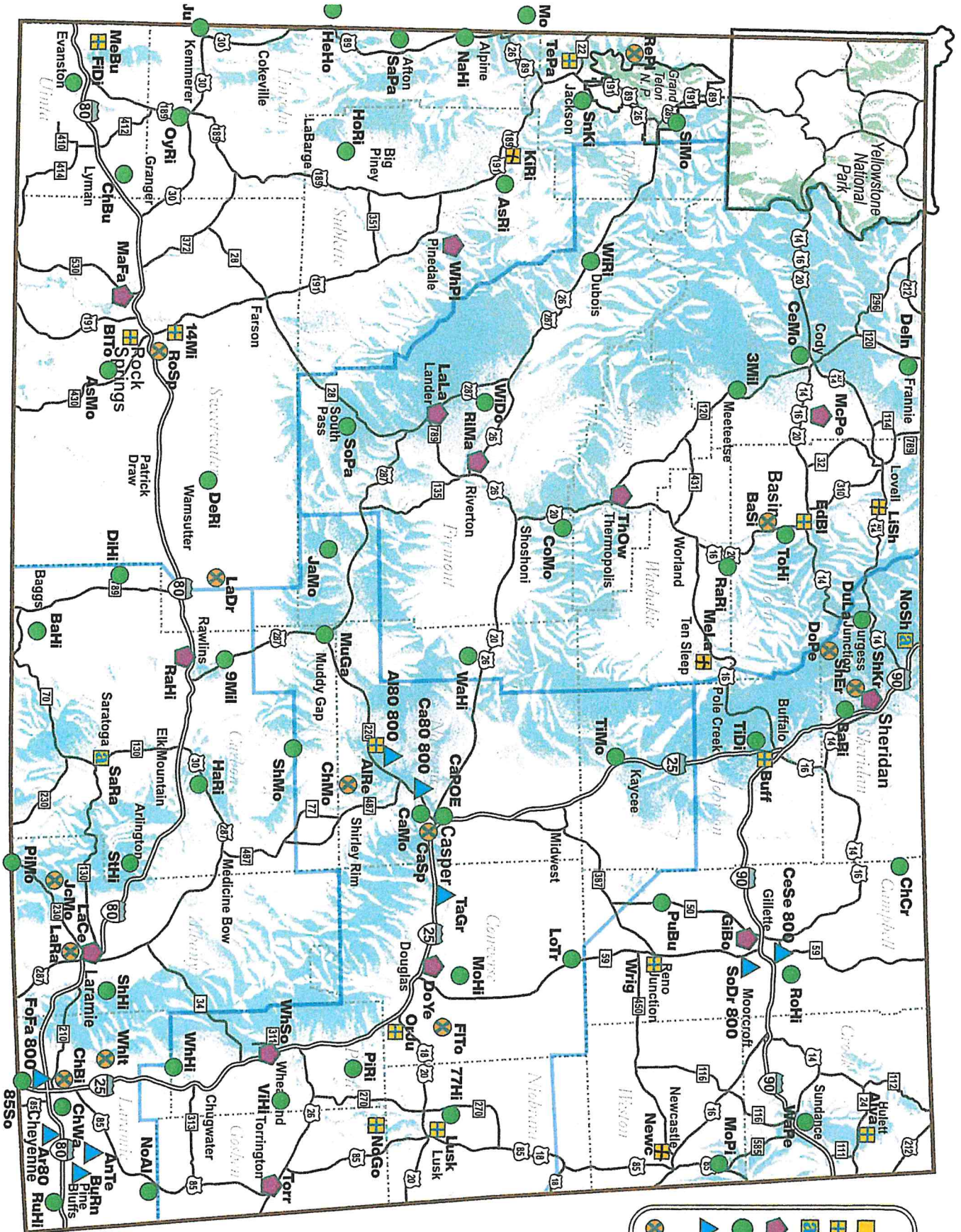
SYSTEM STATISTICS 1 YEAR AGO

MONTH	PTTs	AIRTIME (minutes)
January '23	1,880,042	166,460.5
February '23	1,703,592	151,453.6
March '23	1,711,335	147,569.5

TOP 20 TALKGROUPS



WyOLink Local Towers and Locations Site Map



KEY

- New Sites
- New Sites On Line
- New Sites w/ ARPA funds
- PCE Sites In Service
- Core Sites In Service
- ▲ 800MHz Locally Owned Sites In Service
- ▲ Microwave Only



TRANSPORTATION COMMISSION OF WYOMING

The Transportation Commission of Wyoming met via Zoom and in person March 20-21, 2024 in Douglas. Chair Holmes convened the meeting at 12:30 p.m. on March 20th and 8:30 a.m. on March 21st. The following members were present both days, constituting a quorum.

Chair Susan Holmes, Sheridan
Vice Chair Jon Dolezal, Evanston
Commissioner Micheal Baker, Thermopolis
Commissioner Patrick Crank, Cheyenne
Commissioner Mark Hughes, Sundance
Commissioner Brandt Lyman, Rock Springs
Commissioner Jim Willox, Douglas
Commission Secretary Caitlin Casner
Director Darin J. Westby

Others present and participating in the meeting: Dennis Byrne, Chief Financial Officer (CFO); Colonel Timothy Cameron, Wyoming Highway Patrol (WHP); Captain Tom Pritchard, WHP; Mark Gillett, Chief Engineer; Tom DeHoff, Assistant Chief Engineer, Operations; Keith Fulton, Assistant Chief Engineer, Engineering and Planning; Mark Ayen, District Two Engineer; Nathan Smolinski, Chief Technology Officer; Mike Kahler, Senior Assistant Attorney General; MacKenzie Sewell, Assistant Attorney General; Brian Olsen, Aeronautics Administrator; Rodney Freier, Budget Program Manager; Doug McGee, Public Affairs; Taylor Rossetti, Support Services Administrator; Brian Harnisch, Director and Senior Research Scientist, Wyoming Survey and Analysis Center (WYSAC); Brittany Wilson, McGee, Hearne, and Paiz; Hank Rettinger, Federal Highway Administration; John Davis, Management Services Manager; Nicholas Gronski, Procurement Services Manager; Doug Jensen, Contracts and Estimates; Sara DiRienzo, Transportation, Wildlife, and Gaming Policy Advisor to Governor Gordon; Senator Stephan Pappas; Representative Kevin O’Hearn; Susan Elliott, Executive Assistant; Kimberly Chapman, Public Safety Communications Commission and Aeronautics Commission Secretary.

March 20, 2024

Education Session Topic One: Mr. Byrne introduced Brittany Wilson from McGee, Hearne, and Paiz. Ms. Wilson presented to the Commission regarding the financial and compliance audit for the year ended September 30, 2023. Ms. Wilson covered topics and procedures such as Generally Accepted Auditing Standards, Government Auditing Standards, uniform grant guidance, financial statement highlights, WYDOT’s modified approach, and significant accounting estimates as well as new accounting standards. Ms. Wilson added that there were no significant unusual transactions, disagreements with management, significant issues, or difficulties.

Mr. Byrne thanked all WYDOT employees that assisted with the audit.

Commission recessed to break at 1:12 p.m.

Commission returned to public session at 1:17 p.m.

Education Session Topic Two: Mr. Gillett introduced Brian Harnisch with WYSAC, who presented the 2023 WYDOT Employee Satisfaction Survey.

Mr. Harnisch presented several topics covered in the survey, including questionnaire development, survey administration, response rate, survey results, wording of questions, assessment of agency leadership culture, and assessment of workgroup flexibility. Also discussed was satisfaction rates with supervisors, as well as job satisfaction, workplace safety, insights on employee engagement, retention, and effectiveness, what employees viewed as the best thing about working for WYDOT, and ways employees would make WYDOT more effective.

Director Westby thanked Mr. Harnisch for conducting and helping to analyze the Employee Satisfaction Survey.

Commission recessed to break at 2:20 p.m.

Commission returned to public session at 2:30 p.m.

1. Captain Tom Pritchard presented to the Commission regarding the Highway Patrol Professional Standards and Conduct section. Captain Pritchard provided an overview of the section's responsibilities including administrative investigations, background investigations, evidence audits, policy manual drafting, as well as expense reimbursements and management of two Highway Safety grants. Pritchard also advised that the Standards and Conduct section is also responsible for complaints as well as recognition, and presented a breakdown of what type of investigations are completed.

Fatal Crash Summary: Colonel Tim Cameron presented the Fatal Crash Summary through February 29, 2024, which includes seven fatal crashes involving ten deaths. The fatalities include multi-vehicle crashes and commercial crashes.

There was one fatal crashes deemed drug or alcohol related, resulting in two deaths through February 2024.

Of the ten deaths this year, three were attributed to not using occupant restraints, rollover crashes, multi-car collisions, or fixed objects. Two perished that were under 21 years old.

Of the seven fatal crashes so far this year, it is unknown whether six of those drivers had no distractions. One driver was distracted, and four were not.

Of the seven fatal crashes that have occurred this year, two occurred on city/county roads and five occurred on primary/secondary highways.

The days of the week for fatal crashes in 2024 are as follows:

Sunday	1 crash
Monday	1 crash
Tuesday	1 crash
Wednesday	0 crashes
Thursday	1 crash
Friday	1 crash
Saturday	2 crashes

The times of day for fatal crashes in 2024 are as follows:

12:00 a.m. to 6:00 a.m.	2 crashes
6:00 a.m. to 12:00 p.m.	1 crash
12:00 p.m. to 6:00 p.m.	3 crashes
6:00 p.m. to 12:00 a.m.	1 crash

There were 942 patrol investigated crashes so far in 2024.

2. Mr. Olsen presented the Aeronautics Report, beginning with the February 2024 Aeronautics Flight Operations Passenger Summary Report.

Federal Update: Mr. Olsen reminded the Commission that the Federal Aviation Administration (FAA) was funded through March 8, 2024. On March 8, Congress did approve the final FAA spending bill, which approved appropriations through the end of Fiscal Year 2024. Key takeaways included overall funding for airport improvement projects remains flat, however, \$482 million worth of earmarks were added to the bill. The Jackson airport applied for an earmark through Representative Hageman's office for \$3 million for a de-icing pad, and was awarded the funding. Funding was also put in place for 1,800 new air traffic controllers.

The Fiscal Year 2025 budget request from the Biden Administration was released to Congress on March 11th. Overall, this request is similar to past years and added an additional 2,000 new air traffic controllers.

Mr. Olsen and staff continue to monitor the progress of the House and Senate regarding the FAA Reauthorization, as the current Reauthorization goes through May 10, 2024. Discussions are occurring to reconcile the differences between the House version and the Senate version.

Division and Airport Updates: Mr. Olsen advised that at the end of February, the Reno Air Races released their list of the top three cities to relocate the races to, and Casper was on that list. Pueblo, Colorado and Roswell, New Mexico are the other two finalists. There is a significant amount of support for Casper, including public and private. The Wyoming Legislature set aside \$2.5 million to assist in attracting the Air Races to Casper. This funding is from the tourism account and is matched one to one.

Mr. Olsen and the Wyoming Airports Coalition (WAC) recently had the opportunity to meet with staff members of all three members of the Wyoming congressional delegation. The FAA Reauthorization was discussed, with Mr. Olsen and the WAC reminding those present of those aspects that are important to Wyoming. Also discussed were next steps after the FAA Reauthorization is approved.

Aeronautics Division staff are finishing their review of final contract documents in preparation for bids. Projects are starting to go out for bid, but federal projects are delayed due to the delay in the Reauthorization.

The Aeronautics Commission met March 19th and approved the Capital Improvement Plan update.

Air Service News: Load factors in Wyoming in February were slightly lower than what was seen at the same time last year. Gillette and Cheyenne did very well, with Gillette at 81 percent load factor and Cheyenne at 74 percent. Bookings for March are increasing, and spring and summer should have strong demand.

Nationwide, the four largest airlines (United, Delta, American and Southwest) have all announced plans to either stop or slow down pilot training and hiring due to not receiving aircraft from Boeing and Airbus as quickly as they would prefer. Mr. Olsen hopes that the pilot shortage issue will start to turn around in the near future.

Commissioner Lyman requested Mr. Olsen look into possible delays from Rock Springs to Denver due to operations issues.

3. Mr. Rossetti presented the Support Services Report.

Employment Summary: WYDOT employed 1,846 personnel as of February 27, 2024, compared to 1,842 a month ago and 1,780 one year ago. Mr. Rossetti advised that in June 2023, there were 332 vacancies. As of the end of February, vacancies had dropped to 259, showing significant progress. Maintenance numbers have remained steady, but there are still some concern for engineering staffing levels, especially due to colleges not graduating as many engineering students as they did in the past.

Mr. Rossetti advised that a group of nine individuals will be starting with WHP dispatch on April 1st, and 13 individuals ready to be put through background testing. It is possible that the WHP dispatch could be fully staffed, which hasn't happened in recent memory.

Commissioner Willox asked if it is possible to use community college graduates in the engineering program. Mr. Rossetti advised that those graduates would most likely be used as technicians. Commissioner Willox added that he would like to investigate this at a later date.

3A. Temporary Position Discussion: Mr. Rossetti presented to the Commission regarding temporary WYDOT positions and how they are used in the work force as well as limitations of

using temporary employees. Mr. Rossetti also explained the use of intermittent positions, especially within the executive detail division of WHP, to fill in gaps. Also discussed were at-will contract positions.

Mr. Rossetti explained that WYDOT has approximately 150 temporary positions, and over the last three years, has averaged utilizing 34 of those positions on a monthly basis. Mr. Rossetti advised that he would be asking the Commission in the March 21st business meeting to support the conversion of up to ten (10) temporary positions to at-will contract positions. The positions will be utilized on several projects, including the Revenue Information System (RIS) modernization and reissuance cycle for Motor Vehicle Services.

Commissioner Crank asked if the Department of Administration and Information (A&I) has to approve this conversion. Mr. Rossetti explained that A&I will support the conversion once Transportation Commission support is granted. These converted positions would not pull from the budget, as vacancy savings would be utilized.

Commissioner Willox asked if there would be any issues with the conversion and oversight/supervisory requirements for contract employees. Mr. Rossetti clarified that taxes would be withheld from the pay of these contract employees, which would solve any issues that Mr. Willox referenced.

4. Chief Technology Officer's Report: Mr. Smolinski presented the Chief Technology Officer's Report.

WyoLink: Mr. Smolinski summarized the WyoLink map provided to the Commission and briefly described current projects. Mr. Smolinski also summarized the Top 20 talk groups, and advised that this information is constantly analyzed and can be dependent on the time of year. Mr. Smolinski highlighted the fact that Uinta County has transferred several of their users to WyoLink, which has significantly increased their usage.

Transportation Management Center (TMC): Mr. Smolinski advised the Commission that news was recently released announcing the upgrade of the 511 system and webcams. In 2022, there were 2.2 billion hits on this system, and upgrades will allow for more. The webcams are extremely popular, but WYDOT will continue to recommend also reviewing the written information about a certain route or road conditions.

The TMC was also recently awarded a Strengthening Mobility and Revolutionizing Transportation (SMART) grant in the amount of \$1.5 million. The grant is fully federally funded, and will be used to enhance work zone safety and participate in a work zone safety and status database. This project will begin in summer 2024.

The meeting was adjourned by Chair Holmes at 3:55 p.m. on Wednesday, March 20, 2024.

March 21, 2024

5. Pledge of Allegiance: Chair Holmes led the attendees in the Pledge of Allegiance.

7A. February 14-15, 2024 Business Meeting Minutes: It was recommended by Secretary Casner, moved by Commissioner Hughes and seconded by Commissioner Baker to approve the February 14-15, 2024 Business Meeting minutes. The motion carried unanimously. Chair Holmes noted that future versions of meeting minutes will include the location where the meeting occurred. Commissioner Willox also advised of the need to add the seconding Commissioner for a motion on page seven.

7B. February 15, 2024 Executive Session Minutes: It was recommended by Secretary Casner, moved by Commissioner Baker and seconded by Commissioner Lyman to approve the February 15, 2024 Executive Session minutes. The motion carried unanimously.

9A. Policy 24-1(c) Contract Amendments Discussion: Director Westby presented a summary of the proposed updates to Policy 24-1(c), specifically language added in section IC

It was recommended by Director Westby, moved by Commissioner Dolezal, and seconded by Commissioner Willox to adopt the complete, updated Policy 24-1(c). The motion carried unanimously.

10A. Acknowledgement of Receipt of Audit: It was moved by Commissioner Lyman, and seconded by Commission Hughes to acknowledge receipt of the audit presented to the Commission on March 20, 2024.

10B. Position Modification: Mr. Rossetti reminded the Commission of the March 20, 2024 discussion regarding conversion of ten temporary positions to at-will employment contract positions.

It was recommended by Mr. Rossetti, moved by Commissioner Baker, and seconded by Commissioner Dolezal to support the transition of ten temporary positions to at-will employment contract positions. The motion carried unanimously.

11. Director's Report: Director Westby referenced the Employee Satisfaction Survey and advised that he and Executive Staff will take a deep dive into the survey and possibly implement changes. Westby also discussed possibly creating a program that would focus on employee recognition, retention, and recruitment. Commissioner Lyman asked Mr. Westby if Executive Staff believes the statistic that approximately 20% of responding staff would leave in the next three years to retire is accurate. Director Westby advised that this is accurate, and succession planning is extremely important. The possible program Westby is considering may have a large impact on all turnover rates, no matter the reason why the employee may leave WYDOT. Commissioner Crank asked if there is a process within WYDOT that may gauge people's interest in retirement. Westby advised that typically supervisors have that knowledge, but there is no formal process at this time. Commissioner Baker stated it is just as important to develop personnel within the agency as it is

to recruit. Westby agreed, and stated that one of the reasons he chose to come to WYDOT is WYDOT University, which offers training and certification as well as leadership courses to employees.

Also in the last month, Director Westby presented to the Concrete Association of Wyoming, the Telecommunication Association of Wyoming regarding broadband, and met with Casper airport leadership regarding the minimum revenue guarantee. Westby and Executive Staff also attended the Governor's Prayer Breakfast, which took place near the end of the session and featured Ret. Major Scott Smiley, who was the U.S. Army's first blind active duty officer. Westby also attended the Governor's Arts Awards ceremony, as well as the tourism convention, where he emphasized the impact of sound infrastructure on Wyoming. Several members of staff also attended a co-op meeting with the Association of General Contractors-Wyoming (AGC-WYO), which focused on building relationships to ensure the design and build of efficient construction.

Mr. Westby advised that complaints have been received regarding a bridge project in Jackson on WYO 22 and 390. These complaints involve flow of traffic issues, which are currently being worked on by WYDOT staff.

Westby referenced the recent loss of University of Wyoming athletes on Highway 287. Westby stated that this highway itself is not unsafe, and many issues that occur on this road are due to driver and passenger behaviors. Director Westby is hopeful that future legislation will include primary seatbelt enforcement, which could prevent future fatalities on all Wyoming roads. Colorado is conducting a safety study on their portion of Highway 287, which Wyoming has also done. Commissioner Lyman asked if there is a partnership between Colorado and Wyoming to address concerns on Highway 287. Director Westby confirmed that communication occurs between the states.

WYDOT is in partnership with Idaho, Montana, North Dakota, and South Dakota and recently held a leadership conference that involves DOT employees of every level. This conference addressed several issues, including the marketing of infrastructure needs.

Director Westby, Chair Holmes, and Commissioner Baker will be traveling to Basin in the next week to present the G. Clyde Larson Award to four WYDOT employees for their recent lifesaving efforts.

WYDOT employee town halls will occur the first week of April, and many issues brought forward on the Employee Satisfaction Survey will be discussed.

Westby summarized the bills monitored by WYDOT during the recent legislative session, including commercial driver's licenses and hauling of hazardous materials by 18 to 21 year olds. Other bills WYDOT monitored included the reporting of fuel tax information, public employee retirement contributions and actuarial analysis, light and high profile vehicle restrictions, and law enforcement retirement contributions. Staff also followed several bills that did not end up passing for various reasons, as well as budget amendments. Interim topics were introduced, and stateside funding as well as current and future funding mechanisms were discussed. Westby added that

safety and education have also been proposed as an interim topic as well as the updating of statutes regarding this issue.

Commission recessed to break at 9:47 a.m.

Commission returned to public session at 9:55 a.m.

12. Mr. Byrne presented the Chief Financial Officer's Report.

12A. Monthly Budget Report: Mr. Freier presented the monthly budget report. Overall, the budget report revealed that the Commission budget was 40 percent expended, and the legislative budget was 70 percent expended in Fiscal Year 2024.

12B. Award of Procurement Services Bids. It was recommended by Mr. Byrne to move Request for Proposal (RFP) 23-231AC, Bid Number 24-092NG, and Requisitions 0000070188 and 0000070209 to a consent list. Commissioner Lyman requested Requisition 0000070188 be removed from the proposed consent list. Commissioner Baker requested Bid Number 24-092NG to be removed from the proposed consent list as well. Commissioner Hughes requested RFP 23-231AC from the proposed consent list. After these items were removed, there were no projects that could be voted on via a consent list.

It was recommended by Mr. Byrne, moved by Commissioner Baker and seconded by Commissioner Hughes to award RFP 23-231AC to Tyler Technologies of Plano, Texas to furnish a crash reporting system to the department located in Cheyenne for the sum of \$436,790.00.

Commissioner Hughes asked for clarification regarding the amount of bids received in relation to the sum requested. Mr. Byrne advised that this amount is for the first year of the contract, and more dollars will be added after Commission approval for upcoming years of the contract.

Commissioner Baker asked that in the future, the scoring rubric for RFPs be included so the Commission can understand the individual scores better.

Mr. Gronski shared the cost proposal for this RFP, which included installation and implementation, start up, customization, texting, training, and cloud hosting costs. Operations and maintenance for three years are also included in the proposal, as well as inflationary costs.

The motion carried, with Commissioner Crank voting no.

It was recommended by Mr. Byrne, moved by Commissioner Lyman, and seconded by Commissioner Dolezal to award Bid 24-092NG to A&B Construction, LTD of Harper, Iowa to furnish a salt and sand building to the department located in Cheyenne for the sum of \$346,700.00.

Commissioner Baker asked for clarification on the size and materials for this building, as he feels that the price may be too high and there are disparities between the bids. Mr. Byrne and Mr. Gronski advised that they are unable to explain the disparities between the bids. Mr. DeHoff advised that this building would be in Cheyenne and would be made of tent-like materials. Mr.

Gronski showed the Commission a drawing of the proposed building. Mr. DeHoff explained that this building will address recent Department of Environmental Quality (DEQ) concerns and make operations easier for WYDOT employees. Commissioner Crank asked if WYDOT had previously used the winning contractor, and Mr. Gronski stated that they are currently building two other salt and sand storage facilities.

The motion carried unanimously.

It was recommended by Mr. Byrne, moved by Commissioner Baker, and seconded by Commissioner Hughes to award Bid 24-096RE to Floyd's Truck Center of Gillette, Wyoming to furnish two (2) new and most current model cab and chassis with crane, digger, and winch with 50 feet working height for the sum of \$891,898.00.

Mr. Byrne explained that Floyd's Truck Center was the second lowest bidder, but the lowest bid from Technology International, Inc. did not meet specifications. Mr. Byrne also clarified that the delivery times should be much shorter than listed on the bid sheet, but trucks similar to the ones requested take longer as the truck has to be manufactured and then shipped off to be outfitted.

The motion carried. *Commissioner Crank declared a conflict and abstained from voting.*

It was recommended by Mr. Byrne, moved by Commissioner Willox, and seconded by Commissioner Dolezal to award Requisition 0000070188 to Generation X Guardrail of Sheridan, Wyoming, to furnish the first contract extension for guardrail repair and associated work to the department located in District Three for the sum of \$350,000.00.

Commissioner Lyman clarified with Mr. Byrne the amounts of the original requisitions, and questioned why the contract was extended instead of creating another requisition. Mr. Gronski explained that this is currently year two of the contract, and many contracts offer extensions up to three years. This contract is as needed for projects \$25,000.00 or less over the course of the next year, but there is no guarantee that this money will be spent. There is also no guarantee that the \$350,000.00 will be sufficient. The amount spent depends on how much damage to the guardrail occurs. Commissioner Crank requested more information regarding the original contract and change orders that have occurred.

The motion carried, with Commissioner Hughes, Lyman, and Crank voting no.

It was recommended by Mr. Byrne, moved by Commissioner Dolezal, and seconded by Commissioner Willox to award Requisition 0000070209 to NeoTreks of Castle Rock, Colorado, to furnish professional application development services for use by the Department for the sum of \$391,105.00.

Mr. Byrne explained that this application would allow the TMC to reduce time spent on receiving and transmitting road reports and would allow maintenance to make road conditions available to the public immediately.

The motion carried, with Commissioner Lyman voting no.

Mr. Byrne recommended including interested Commissioners on a requisition selection committee to give a better idea of the process.

13. Chief Engineer's Report: Mr. Gillett updated the Commission regarding the Infrastructure Investment and Jobs Act (IIJA), including recent Notice of Funding Opportunities (NOFOs). The first NOFO available is the Safe Streets and Roads for All, which funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. The second NOFO is called the Roadside Pollinator Program, which provides funding to state DOTs, Indian tribes, and federal land management agencies to carry out activities that would promote the protection of pollinator habitats on highway rights-of-way.

Mr. Gillett reminded the Commission that the U.S. Congress passed the Fiscal Year 2024 transportation appropriations bill on March 20th. President Biden has signed this bill, which terminates any need for continuing resolutions. As a result, WYDOT should soon know what funding will be for Fiscal Year 2024 and adjust the STIP accordingly.

WYO-AGC/WYDOT Co-op Meeting: Mr. Gillett and several members of WYDOT staff recently attended the WYO-AGC/WYDOT Co-op meeting, which is held every two years. At that meeting, Mr. Gillett presented last summer's smoothness awards to Croell, Inc. of Sundance, Wyoming and Riverside Contracting of Missoula, Montana.

Dispute Update: Mr. Gillett advised that he is currently working on three different dispute cases involving three different contractors. The first case is the Rock Springs I-80 MSE wall project, where an agreement was reached in the amount of \$481,250.00 to construct a single stage MSE wall. Constructing this wall would utilize non-metallic tie back strips, which would allow the re-use of the existing crusher run sub-base. Notification of the agreement was sent to Chair Holmes, Vice Chair Dolezal, and Commissioner Lyman on March 7th and the contract amendment was signed on March 11th. This action resolves this dispute, and the contractor is ordering materials in order to begin work as soon as weather permits.

The second dispute is regarding a project on US 14 bridge over the railroad at Ranchester. The contractor's is requesting to be being compensated for the reconstruction of the southeast approach slab sub-base. The reason the original slab failed is that the sub-base had been saturated with water. The railroad does not allow holes in bridges over the railroad to drain, and so all moisture must drain to the ends of the bridge. Due to excess snow and rain, large amounts of drainage came off this bridge and caused the damage. The contractor for this project accepted Mr. Gillett's settlement offer of \$183,817.00, which is half of the documented cost to reconstruct the approach slab. The contract amendment was written and signed and executed, and the dispute is now resolved.

The last dispute is regarding a project on US 189 at Dry Piney involving a wildlife crossing and fencing. The contractor claimed a differing site condition existed concerning the right-of-way deer fence post hole excavation. They believe they encountered more rock when digging the post holes than what was shown on the original plans. An additional \$631,845.00 has been requested by the

contractor. Mr. Gillett evaluated all information provided, and did not offer any compensation as he does not feel WYDOT has any fault. The contractor has 30 days to either accept this decision or file a lawsuit in court. March 21st is the 30th day, and no correspondence regarding a lawsuit has been received.

Commissioner Baker asked if the drainage issue on the railroad bridge near Ranchester has been solved. Mr. Gillett explained the measures that are being considered to prevent future failures, including possibly pouring a concrete drainage ditch.

Mr. Gillett reminded the Commission that there is an alternative contracting committee and research has begun on implementation as well as the drafting of policies and rules.

Nationally, there is an effort to reduce fatalities on roadways. An average of 43,000 fatalities a year occur on the nation’s highways. Mr. Gillett reiterated Director Westby’s earlier comments that US 287 is not an unsafe road, but WYDOT will do everything possible to make things safe on every project. Mr. Gillett also stated that upcoming vehicle technologies may also help to reduce fatalities.

Mr. Gillett reported that there is a project to extend the existing five lanes out further south of Laramie. This project has been in development for a long period of time, and will be constructed in Fiscal Year 2026.

Mr. Gillett thanked Senator Pappas for introducing the high profile/light weight bill to the Senate during the legislative session. This regulation has been highly effective in Mr. Gillett’s opinion.

13Ai. Mr. Fulton presented the Engineering and Planning Report, beginning with the bid tabulations from the March 14, 2024 letting.

Federal Project STP-N212123 to mill and overlay with areas of curb and gutter and sidewalk replacement, including an isolated area of reconstruction (100 feet) on approximately 0.21 miles on WYO 220 (CY Avenue) and on 0.32 miles on WYO 258 (Wyoming Boulevard) in the City of Casper. Completion Date: July 31, 2025.

<i>Engineer’s Estimate</i>	\$2,669,235.00	
71 Construction, Casper, WY	\$2,667,710.00	-0.1%
JTL Group, Inc. DBA Knife River, Cheyenne, WY	\$2,871,547.83	

It was recommended by Mr. Fulton, moved by Commissioner Lyman and seconded by Commissioner Hughes that 71 Construction, of Casper, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as the responsive low bidder. The motion carried unanimously. FHWA concurred with this decision.

Federal Project STP-0302094 to mill and overlay approximately 6.00 miles on US 14 between Sheridan and Ucross. Completion Date: October 31, 2024.

<i>Engineer's Estimate</i>	\$2,625,970.00	
Simon Contractors, Cheyenne, WY	\$2,449,484.50	-6.7%

It was recommended by Mr. Fulton, moved by Commissioner Willox and seconded by Commissioner Dolezal that Simon Contractors, of Cheyenne, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The motion carried unanimously.

Federal Project CM-B214021 to clean 60 culverts, complete erosion control repairs at 48 culvert locations, and install new lining on 10 culverts in various locations in Transportation District 4. Completion Date: October 31, 2024.

<i>Engineer's Estimate</i>	\$1,095,878.00	
Wilson Bros. Construction, Inc., Cowley, WY	\$1,108,523.00	1.2%
Subsurface, Inc., Fargo, ND	\$1,154,465.00	

It was recommended by Mr. Fulton, moved by Commissioner Dolezal and seconded by Commissioner Lyman that Wilson Bros. Construction, Inc., of Cowley, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The motion carried unanimously. FHWA concurred with this decision.

Federal Projects HSIP-I252175 for an acceleration lane extension on approximately 0.30 miles on I-25 southbound beginning at RM 92.17 between Wheatland and Dwyer Junction. Completion Date: October 31, 2024.

<i>Engineer's Estimate</i>	\$905,240.00	
Croell, Inc., Sundance, WY	\$690,386.10	-23.7%
JTL Group, Inc., DBA Knife River, Cheyenne, WY	\$698,391.50	
71 Construction, Casper, WY	\$1,076,518.90	

It was recommended by Mr. Fulton, moved by Commissioner Lyman and seconded by Commissioner Baker that Croell, Inc., of Sundance, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The motion carried unanimously. FHWA concurred with this decision.

Federal Project HSIP-N303063 for traffic signal replacement on US 26 at RM 132.65 and RM 132.86 (at the intersection of Main and 5th and Main and 8th) in the City of Riverton. Completion Date: June 30, 2025.

<i>Engineer's Estimate</i>	\$873,155.00	
Advanced Electrical Contracting, Inc., Sheridan, WY	\$888,332.00	1.7%
DELTA WYE, INC., Gillette, WY	\$906,625.61	
Casper Electric, Inc., Casper, WY	\$984,984.84	
Morton Electric, Inc., Pueblo, CO	\$1,191,800.00	

It was recommended by Mr. Fulton, moved by Commissioner Dolezal and seconded by Commissioner Lyman that Advanced Electrical Contracting, Inc., of Sheridan, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The motion carried unanimously. FHWA concurred with this decision.

Federal Project STP-N854075 to scrub seal approximately 9.50 miles on US 85 beginning at RM 175.31 between Lusk and Mule Creek Junction. Completion Date: October 31, 2024.

<i>Engineer's Estimate</i>	\$856,325.00	
Bituminous Paving, Inc., Ortonville, MN	\$776,225.00	-9.4%
Intermountain Slurry Seal, Inc., Salt Lake City, UT	\$800,600.00	

It was recommended by Mr. Fulton, moved by Commissioner Willox and seconded by Commissioner Lyman that Bituminous Paving, Inc., of Ortonville, Minnesota, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The motion carried unanimously. FHWA concurred with this decision.

Federal Project HSIP-I251169 for road lighting and closure gate replacement on I-25 northbound RM 21 (near County Road 220/Ridley Road Interchange) in Laramie County north of the City of Cheyenne. Completion Date: October 31, 2024.

<i>Engineer's Estimate</i>	\$567,713.00	
Modern Electric Co., Casper, WY	\$502,500.00	-11.5%
DELTA WYE, INC., Gillette, WY	\$515,159.00	

It was recommended by Mr. Fulton, moved by Commissioner Hughes and seconded by Commissioner Dolezal that Modern Electric Co., of Casper, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The motion carried unanimously. FHWA concurred with this decision.

Federal Project HSIP-B244009 for guardrail upgrade (replacement) on approximately 1.70 miles at various locations on US 85 beginning at RM 234.99 in Weston County. Completion Date: October 31, 2024.

<i>Engineer's Estimate</i>	\$564,907.00	
K's Construction, Inc., Afton, WY	\$460,555.00	-18.5%

S&L Industrial, Cowley, WY

\$533,544.00

It was recommended by Mr. Fulton, moved by Commissioner Lyman and seconded by Commissioner Baker that K's Construction, Inc., of Afton, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The motion carried unanimously. FHWA concurred with this decision.

Federal Project HSIP-I180029 for epoxy pavement and crosswalk markings on approximately 1.10 miles on US 85 (South Greeley Highway) beginning at RM 7.30 in the City of Cheyenne. Completion Date: August 31, 2024.

Engineer's Estimate

\$179,396.00

S&L Industrial, Cowley, WY

\$165,030.50 -8.0%

It was recommended by Mr. Fulton, moved by Commissioner Baker and seconded by Commissioner Willox that S&L Industrial, of Cowley, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The motion carried. *Commissioner Crank declared a conflict and abstained from voting.* FHWA concurred with this decision.

13Aii. March FY 2024 State Transportation Improvement Program (STIP) Addendum: Mr. Fulton presented the March FY 2024 STIP Addendum.

It was recommended by Mr. Fulton, moved by Commissioner Lyman and seconded by Commissioner Dolezal to approve the March FY 2024 STIP addendum. The motion carried unanimously.

13Aiii. Commission Highway Design Projects Updates: Mr. Fulton provided status updates regarding projects I804276 Rawlins-Creston Junction/County Line East Eastbound Lanes and WL32304 Kemmerer South Crossing.

Mr. Fulton also presented the two white papers included in the March 2024 meeting packet, one of which covered the bridge formula program and funding as well as bridge ratings and the costs for the next five fiscal years. Also discussed was how to attract contractors to projects in Wyoming in order to be the most efficient with Wyoming dollars. Commissioner Lyman requested more information on a specific bridge close to the Colorado border in Sweetwater County.

The second white paper Mr. Fulton presented is an overview of the National Electric Vehicle Infrastructure (NEVI) plan for Wyoming, including federal standards and requirements, the development of the WYDOT NEVI plan, and current program status.

Commission recessed to break at 11:44 a.m.

Commission returned to public session at 12:05 p.m.

13B. Mr. DeHoff presented the Operations Report.

Mr. DeHoff introduced Mark Ayen, District 2 Engineer. Mr. Ayen presented to the Commission regarding District 2, including road miles, vacancies, current projects, recruitment efforts, an internal CDL program, and workplace culture and development. Mr. Ayen also thanked the Commission for allocating money for housing in Muddy Gap and Shirley Rim, and discussed what type of housing will be brought in and what facilities are currently there.

Operations: There are currently 41 vacancies in maintenance, which is the same as last month and 18 less than the same time last year.

There are currently 17 active construction projects across the state, which is slightly more than last month. Some of the projects involve the U.S. 30 project east of Cheyenne, the I-25 marginal project in District 2, the Snake River project in District 3, and high mast towers across the state.

Mr. DeHoff advised that each district is assembling their STIPs with budget numbers and will be meeting with all those within their district to gather public opinion.

Mr. DeHoff thanked Kent Ketterling and his staff for assisting with the recent AGC-WYO co-op meeting.

In traffic, crews are completing projects as weather permits.

Equipment is being delivered in a timely manner, and several bids are still out to secure new WYDOT vehicles. The rigging shop is busy with the new vehicles as well.

The Sundance rest area is currently closed due to a water line issue, and an emergency contract has been drafted and should be signed soon.

On April 8th, a solar eclipse will occur; however, it will mostly be seen in the eastern part of the U.S. Mr. DeHoff doesn't expect that Wyoming will see any effect from this event. Several other DOTs have contacted Wyoming for advice on handling the event and influx of visitors.

14. April 2024 Commission Meeting: Secretary Casner advised that the April 2024 meeting will be held in Cheyenne. The education session topic is to be determined, and there will be a Service Award luncheon.

15A. Legislator Comments: Representative O'Hearn reminded the Commission to reach out with any issues that arise that may need to be looked at by the Legislative. Senator Pappas reminded the Commission of upcoming meetings, including the choosing of interim topics. Pappas anticipates that tax issues and many of the issues that were discussed this session will be brought forward again next year.

15B. Commissioner Comments: Commissioner Dolezal thanked Commissioner Willox for hosting the Commission. Commissioner Lyman agreed, and stated that he enjoys working with the Commission. Commissioner Willox discussed points of interest Commissioners may want to see when leaving Douglas. Willox also discussed upcoming projects in his district, including a solar farm and uranium mining. Commissioner Hughes thanked Rep. O’Hearn and Sen. Pappas for attending Commission meetings and being involved with WYDOT. Commissioner Crank thanked all for their work and dedication. Commissioner Baker reminded the Commission of previous fatalities on US 287 and stated the need for collaboration between Wyoming and Colorado on this road. Chair Holmes thanked the Commission and staff for their hard work and dedication.

17. It was moved by Commissioner Crank and seconded by Commissioner Willox to adjourn the meeting at 12:25 p.m. on Thursday, March 21, 2024. The motion carried unanimously.

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. This rule and regulation is promulgated by authority of W.S. 24-2-105 and W.S. 31-8-804(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.

This revised rule is the result of ongoing coordination between the Wyoming Highway Patrol (WHP) and stakeholders to provide updates that reflect current standards and practices. These updates will help ensure safe and efficient oversize and overweight movements. Substantive changes include updated definitions and equipment descriptions, clarified safety standards, added exemptions, updated procedures, and updated wording and formatting.

This revised rule updates definitions and equipment descriptions by adding new definitions (such as crane counterweight, spreader bar, and traction weight) as well as modifying existing definitions to improve clarity. For instance, the definition of *separate movement* was modified to provide more detail regarding movements that leave and reenter the state.

Revisions also clarify safety standards, such as requiring vehicles prone to blow over to observe closures to light, high-profile vehicles as well as prohibiting escort vehicles from deviating from their primary travel lane in an attempt to force oncoming traffic off the roadway. This revised rule also provides various exemptions, including size and/or weight exemptions for stinger-steered automobiles, towaway trailer transport combinations, emergency vehicles, natural gas vehicles, and motor vehicles with idle reduction technology or auxiliary power units. Wyoming farmers and ranchers are also exempted from certain escort requirements when moving implements and produce of husbandry.

Changes were also made to procedures and requirements to simply and clarify permit issuance. Most notably, revisions account for a new online permitting system that WHP is currently implementing by removing self-issuing permit (Class C) procedures and providing for all permit classes to be obtained through WHP's website. Other updates include requiring individuals and companies requesting any permit class to gain approval before movement and requiring vehicles to have a Wyoming registration and be properly qualified for extended period permits.

Additionally, wording and formatting changes were made to conform to Secretary of State requirements.

Chapter 5

Size and Weight Limitations of Vehicles

Section 1. Authority and Purpose. The Wyoming Department of Transportation (WYDOT) 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 common axis of rotation of one (1) or more wheels, whether power driven or freely rotating, and whether in one (1) or more segments, and regardless of the number of wheels carried thereon. (*s*)

(d) “Axle group” means an assemblage of two (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 two (2) or more wheels whose centers are in one (1) transverse vertical plane or may be included between two (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 two (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 tire” means a tire with a minimum 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) “Crane counterweight” means a weight that exerts an opposite force to balance and stabilize a stationary mechanical system. (a)

(n) “Daylight hours” means one-half hour before sunrise until one-half hour after sunset. (a)

(o) “Department” means the Department of Transportation. (s)

(p) “Director” means the director of the Department of Transportation. (s)

(q) “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 six (6) feet in length from the back of the cab or sleeper berth. (a)

(r) “Dunnage” means equipment strictly used for loading, unloading, blocking, bracing, and dropping a trailer for operation upon the highway. (a)

(s) “Emergency” means a situation vital to the national defense or an unforeseen circumstance that threatens life or property and requires prompt action. (a)

(t) “Escort” means a vehicle accompanying a movement displaying proper lights, signs, and equipment. (a)

(u) “Exchange” means receiving funds for a service or product. (a)

(v) “Extended period permit” means a permit issued to cover a specific load that allows movement for a specified period and over specified routes or statewide. (a)

(w) “Flags or flagged” means a display of red or fluorescent orange flags not less than 12 square inches. (a)

(x) “Forest products” means logs, poles, posts, rough lumber, wood chips, sawdust, and any other product of the forest which will require further processing. (s)

(y) “Gravel” means pit-run stone, coarse aggregate, and products of screened stone, crushed stone, or a combination thereof. This definition does not include sand, silt, clay, and refined by-products that use gravel, including plant-mixed asphalt, cement treated base, and Portland cement concrete. (a)

(z) “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)*

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

(bb) “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)*

(cc) “House trailer” means:

(i) A trailer or semi-trailer 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 semi-trailer whose chassis and exterior shell are 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)*

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

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

(ff) “Interstate or National Defense Highway” means highways designated as part of the interstate system by the Transportation Commission which are signed and marked accordingly. *(s)*

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

(hh) “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 semi-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)*

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

(jj) “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)

(kk) “Motor vehicle” means a vehicle which is self-propelled or propelled by electric power obtained from overhead trolley wires, but not operated on rails. (s)

(ll) “Nearest point of safekeeping” means a towing vehicle’s place of business or an applicable repair facility where, on a primary tow, a damaged, disabled, or an abandoned vehicle is transported. In no event shall the distance towed exceed 150 miles as measured from the point where the vehicle is retrieved, or the tow enters the state, to where the tow terminates, or the tow exits the state. The mileage shall be measured in road miles using a recent *Official State Highway Map of Wyoming*. (a)

(mm) “Non-divisible vehicle or load” means a vehicle or load exceeding statutory size and/or weight limits whose parts are fixed and attached to simulate an operational configuration or whose parts cannot be transported safely or without damage if dismantled or divided.

(i) A non-divisible vehicle (such as a mobile crane, drilling rig, concrete pumper, or well service unit) shall be configured and equipped only as necessary for movement upon the highway.

(ii) The following vehicles shall be considered non-divisible:

(A) Authorized vehicles going to or coming from an emergency;

(B) Vehicles transporting casks of spent nuclear materials; or

(C) Military vehicles transporting marked military equipment or material.

(iii) The following allowances shall be permitted as non-divisible:

(A) When determining weight allowance on combination units, a maximum combined total of 2,000 pounds of the following items normally carried by carriers when conducting movements:

(I) Dunnage:

(II) Items relevant to securing loads as indicated in Title 49 Code of Federal Regulations (C.F.R.), including chains, boomers, and tarps;

(III) Safety equipment related to the load, including handrails, ladders, and stairs; and

(IV) Hand tools for servicing the transport vehicle.

(B) Vehicles equipped with outriggers when transporting only one (1) OEM outrigger pad per outrigger and one (1) non-OEM outrigger pad per outrigger. The pads shall be safely stored and properly secured on the vehicle.

(C) Cranes with jib boom extensions when transported together if the jib boom was manufactured specifically for the crane (by the crane manufacturer and not aftermarket), and the jib boom can be safely stored on the main boom in the folded configuration originally intended by the manufacturer. One (1) headache ball or one (1) hook block shall be allowed if properly stored and secured in the manufacture cradle.

(D) Overweight camp shacks not exceeding 2,000 pounds maximum allowable weight when transporting items required for normal use of the individual camp shack being transported. Items not required for living quarters to be occupied shall not be allowed. Items shall be secured to avoid movement during transport. Items to be included in this exemption shall be the following:

(I) Mattresses;

(II) Linens;

(III) Bedding;

(IV) Cookware and dishes;

(V) Personal clothing; and

(VI) Hygiene items for occupants.

(E) Overweight loads containing fuel used for propulsion and/or other fluids required for movement if the tanks containing the fluids are OEM as designed by the manufacturer. Transport vehicles shall be allowed, in accordance with current state and federal regulations, if the load combined with the transport vehicle are not overweight. This subsection shall not include transporting the following:

(I) Fluids in storage tanks;

(II) Non-OEM tanks; and

(III) Non-propulsion power sources.

(F) One (1) spreader bar when transported on a trailer not in operational configuration if it does not exceed maximum allowable weights.

(G) Traction weights when transported on a trailer not in operational configuration if the trailer does not exceed maximum allowable weights.

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

(oo) “Operational configuration” means a vehicle’s or load’s parts when arranged and attached in the manner used when operating on-site for the equipment’s designed purpose. This exception in no way allows the transporting of commodities in or on the vehicle or load. *(a)*

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

(qq) “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 part of the Federal-aid Primary System. *(a)*

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

(ss) “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)*

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

(uu) “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)*

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

(ww) “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)*

(xx) “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)*

(yy) “Primary tow” means the first time a vehicle is attached to a tow vehicle for removal. Once a towed vehicle is disconnected or dropped from the tow vehicle as part of the original tow, 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)*

(zz) “Produce of husbandry” means unprocessed products of farming or ranching operations derived directly from the soil, including livestock, fish, and bee raising. *(a)*

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

(bbb) “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)*

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

(ddd) “Resident” means any individual, partnership, or corporation having a principal place of business in Wyoming for a period of one (1) year or more. *(a)*

(eee) “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 two (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)*

(fff) “Saddlemount” means a vehicle combination designed and specifically used to tow no more than three (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)*

(ggg) “Safety device” means any piece of equipment or mechanism, including rear view mirrors, pin pockets not to exceed three (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 the Federal Highway Administration rules and regulations. (Please see 23 C.F.R. 658.)

(hhh) “Self-issuing permit” means a permit issued and completed by an individual or a carrier. (a)

(iii) “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)

(jjj) “Separate movement” means each movement of a vehicle or load to a specified location, all movements of a vehicle or load if completed in the same calendar day, or movement of a vehicle or load outside the state.

(i) Permits may be issued to a vehicle or load that will leave and reenter the state at different locations if it is the most practical route when considering topography and other restrictions including apparent long-term road closures.

(ii) Carriers that change loads while out of the state shall require a second permit to reenter the state.

(iii) Permits are vehicle, load, and route specific. (a)

(kkk) “Single axle” means an assemblage of two (2) or more wheels, whose centers are in one (1) transverse vertical plane or may be included between two (2) parallel transverse vertical planes 40 inches apart extending across the full width of the vehicle. (s)

(lll) “Single unit” means one (1) vehicle or a combination of all trailing components in a heavy haul configuration (such as jeep, trailer, booster, or push truck), including any front or rear overhang. (a)

(mmm) “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)

(nnn) “Spreader bar” means a trailer’s add-on section specifically used for reconfiguring axles to redistribute the weight of a load on the roadway that is separate from the normal trailer configuration. (a)

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

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

(qqq) “Tandem axle” means any two (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)

(rrr) “Tire width” means the width the manufacturer stamps on the tire. (a)

(sss) “Traction weights” means weight added onto a vehicle and required for propulsion and/or stopping of an overweight vehicle. (a)

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

(uuu) “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. A 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)

(vvv) “Triple axle” means three (3) consecutive load bearing axles whose centers are more than 96 inches, but 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)

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

(xxx) “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)

(yyy) “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)

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

(aaaa) “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)

(bbbb) “Vehicle combination” means any connected assemblage of a motor vehicle and one (1) or more other vehicles. (s)

(cccc) “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.

(i) Exclusions to width measurement include the following:

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

(B) Devices including, but not limited to, the following:

(I) Tarp and tarp hardware;

(II) Rear and side door hinges (and their protective hardware);

(III) Rain gutters;

(IV) Side marker lamps;

(V) Hazardous materials placards;

(VI) Wall variations from true flat;

(VII) Corner caps; and

(VIII) 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 nine (9) feet wide. These lights are to be activated only when the vehicle is not moving forward.

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

(s)

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.)

(I) **48 feet** (maximum) for a semi-trailer.

(II) **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 vehicle combination other than those listed in the preceding subparagraphs (A) and (B).

(E) **No combination shall consist of more than three (3) single vehicles** except as provided in (F) (immediately following).

(F) **97 feet** for saddlemount combinations consisting of no more than three (3) saddlemounts. Additional vehicles may be transported when safely loaded on a vehicle frame 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 three (3) or more axles used on bridges measuring more than 8 and 1/2 feet, refer to **Gross Weight Table 1**.

(E) **All other axel groups**, when applicable, are governed by the number of axles and axle measurements in accordance with **Gross Weight Table 1**.

(F) **10,000 pounds** each wheel.

(G) **8,000 pounds** each wheel with solid tires. All vehicle wheels, except those operated at a speed of less than 10 miles per hour, shall be equipped with pneumatic tires.

(H) **750 pounds** per inch of width (as stamped by the manufacturer) for each steering tire.

(I) **600 pounds** per inch of width (as stamped by the manufacturer) for each of the other tires.

(J) 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 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**.

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

(I) **Interstate and National Defense Highways**. Subject to the limitation imposed by the axle load, no vehicle or vehicle combination shall be operated on interstate or national defense highways exceeding the maximum weight allowed under federal law, unless in compliance with **Gross Weight 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 two (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) **Primary and Secondary Highways.** Vehicles operating on primary and secondary highways may operate in accordance with **Gross Weight Table 1** or **Gross Weight Table 2** at the discretion of the operator, as follows:

(1.) For vehicles operating under **Gross Weight Table 1**, the total gross weight in pounds imposed on the highway by any group of two (2) or more consecutive axles on a vehicle or vehicle combination 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 two (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.

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

(3.) Vehicles with two (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

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

Gross Weight Table 1 (continued)

	<i>Maximum gross weight in pounds carried on any group of two (2) or more consecutive axles</i>								
	<i>Distance in feet between the extremes of any group of two (2) or more consecutive axles</i>	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 or more axles
36	Two (2) consecutive			66,000	70,500	75,500	81,000	86,500	92,000
37	sets of tandem			66,500	71,000	76,000	81,500	87,000	93,000
38	axles may carry			67,500	72,000	77,000	82,000	87,500	93,500
39	36,000 pounds			68,000	72,500	77,500	82,500	88,500	94,000
40	each if the			68,500	73,000	78,000	83,500	89,000	94,500
41	distance is 36			69,500	73,500	78,500	84,000	89,500	95,000
42	feet or more			70,000	74,000	79,000	84,500	90,000	95,500
43	between the			70,500	75,000	80,000	85,000	90,500	96,000
44	consecutive sets			71,500	75,500	80,500	85,500	91,000	96,500
45	of tandem axles			72,000	76,000	81,000	86,000	91,500	97,500
46				72,500	76,500	81,500	87,000	92,500	98,000
47				73,500	77,500	82,000	87,500	93,000	98,500
48				74,000	78,000	83,000	88,000	93,500	99,000
49				74,500	78,500	83,500	88,500	94,000	99,500
50				75,500	79,000	84,000	89,000	94,500	100,000
51				76,000	80,000	84,500	89,500	95,000	100,500
52				76,500	80,500	85,000	90,500	95,500	101,000
53				77,500	81,000	86,000	91,000	96,500	102,000
54				78,000	81,500	86,500	91,500	97,000	102,500
55				78,500	82,500	87,000	92,000	97,500	103,000
56				79,500	83,000	87,500	92,500	98,000	103,500
57				80,000	83,500	88,000	93,000	98,500	104,000
58					84,000	89,000	94,000	99,000	104,500
59					85,000	89,500	94,500	99,500	105,000
60					85,500	90,000	95,000	100,500	85,500
61					86,000	90,500	95,500	101,000	106,000
62					87,000	91,000	96,000	101,500	107,000
63					87,500	92,000	97,000	102,000	107,500
64					88,000	92,500	97,500	102,500	108,000
65					88,500	93,000	98,000	103,000	108,500
66					89,000	93,500	98,500	104,000	109,000
67					90,000	94,000	99,000	104,500	110,000
68					90,500	95,000	99,500	105,000	110,500
69					91,000	95,500	100,000	105,500	111,000
70					92,000	96,000	101,000	106,000	111,500
71					92,500	96,500	101,500	106,500	112,000

Gross Weight Table 1 (continued)

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

Gross Weight Table 2

*Vehicles with two (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**.*

Distance in feet between the extremes of the first and last axle of any vehicle or vehicle combinations	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
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 Permit Types Available.

(a) **Authorized Permit-issuing Authorities.** Subject to the conditions in these rules, the following are authorized to issue permits for moving non-divisible oversize and/or overweight loads and vehicles:

- (i) Wyoming Highway Patrol
 - (A) Port of entry personnel;
 - (B) Overweight Loads Office (OWL); and
 - (C) Troopers.

(b) **Class A Permits (Super Loads).** Permits that authorize separate movements of non-divisible loads exceeding Class B or Class C limits. Class A permits shall be approved **ONLY** by the OWL and are issued by permit-issuing authorities. Loads exceeding 18 feet wide or 18 feet high require the carrier to provide at least 24-hour prior notice. Delayed movements shall notify the OWL. Class A permits are subject to any conditions or restrictions imposed.

(i) Any oversize load exceeding 26 feet wide shall not be authorized for state highway travel when the roadway primarily measures 32 feet wide or less. The OWL may grant exceptions for short distances when safety concerns can be addressed.

(c) **Class B and C Permits.** Permits that authorize separate movements of non-divisible loads not exceeding Class B and C limits.

(d) **Class D Permits.** Extended period permits that authorize multiple movements of vehicles without loads or with non-divisible loads or vehicles not exceeding the Class D limits. Class D permits are approved for specified vehicles and loads, routes, and times. Class D permits shall be issued as explained in Section 17, Class D Permits, of these rules.

(e) **Class E Permits.** Oversize permits that authorize separate movements or extended movement periods. Class E permits are effective for one (1) or more months (not exceeding 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, Class E and Class F Permits, of these rules.

(f) **Class F Permits.** Overweight permits that authorize separate movements or extended movement periods. Class F permits are effective for one (1) or more months (not exceeding 90 days) to permit hauling 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 shall be issued as explained in Section 19, Class E and Class F Permits, of these rules.

(g) **Class W Permits.** Permits that authorize multi-piece loads exceeding 117,000 pounds on primary and secondary highways ONLY. Class W permits shall be issued as explained in Section 20, Class W Permits (Multi-piece Loads Exceeding 117,000 Pounds), of these rules.

(h) **Off-load Permits.** Permits that authorize 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 OWL authority. Off-load permits shall be issued as explained in Section 5, Statutory and Administrative Exemptions, of these rules.

(i) **Secondary Tow Permits.** Permits for weight that shall be issued as explained in Section 5, Statutory and Administrative Exemptions, of these rules.

(j) **Emergency Relief Permits.** Oversize and/or overweight permits that authorize separate movements or extended movement periods. Emergency relief permits are issued when the Governor or director determines that greater vehicle weight or size will relieve an economic hardship or benefit Wyoming's or another state's general welfare. Emergency relief permits shall be issued as explained in Section 24, Emergency Relief Permits, of these rules.

(k) **Prior Operation Permits.** Permits that are issued for unauthorized, non-permitted, and/or size and weight violations for exceeding statutory or permit limits.

(l) **Class B, C, and D Permit Limits.** 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
Length (overall vehicle or combination)	120 feet	120 feet
Weight (single axle)	25,000 pounds	25,000 pounds
Weight (single axle when included in a tandem axle)	29,000 pounds	29,000 pounds

Measurement	Class B and Class C Limits	Class D Limits
Weight (tandem axle)	55,000 pounds	55,000 pounds
Weight (triple axle)	65,000 pounds	65,000 pounds

(i) All other axle groups are governed by the number of axles and axle measurements. Any axle configuration not listed in the **Maximum Allowable Table** shall be approved by the OWL and may have to be analyzed by the Department’s Bridge Program. (See the **Maximum Allowable Table** at the end of this section.)

Measurement	Class B and Class C Limits	Class D Limits
Gross Weight	160,000 pounds	160,000 pounds
Weight (single axle with construction or off-road machinery tires)	55,000 pounds	55,000 pounds

(ii) 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. **Note:** Variable load suspension axles are known by many names including, but not limited to, flip axle, lift axle, tag axle, and “Joe Dog.”

(A) 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, an inner bridge, or a gross.

(B) In certain cases, the use of a variable load suspension axle may reduce the allowable weights a vehicle may carry. If the allowable weight is reduced due to decreased bridge between axle groups, and the OWL approves, using the axle is not required.

(m) **Non-divisible Loads.** Such loads as defined in Section 2(mm) of these rules shall be governed according to the following:

(i) For single units, it shall be permissible to issue a permit to an overweight motor vehicle pulling a trailer if the trailer does not transmit more than 500 pounds tongue weight onto the overweight motor 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**.

(A) If possible, all overweight loads shall be arranged to equalize the weight approximately between axles or axle groups.

(ii) When an oversize load includes two (2) or more items hauled along with a one-piece oversize item that has been permitted for its oversize, the two (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.

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

(n) **Oversize Vehicle Transport of Legal Loads.** Oversize vehicles may be used to transport legal loads that are 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 and/or Loads On or Near Highways.** 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, Safety Measures and Moves. Any movement of this type that exceeds Class B and Class C limits shall obtain proper authorization from the OWL **before beginning the move.**

MAXIMUM ALLOWABLE TABLE

Axles are shown together if the distance from center to center of two (2) consecutive axles is less than seven (7) feet, six (6) inches.

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

3 AXLES**(Not to exceed 25,000 on a single axle or 55,000 on a 2-axle group)****MAXIMUM WEIGHTS**

O 8' 00	70,000
O 9' 00	71,000
O 10' 00	72,000
O 11' 00	73,500
O 12' 00	75,000
O 13' 00	77,500
O 14' 00	80,000

4 AXLES**SINGLE AXLE/3-AXLE GROUP****(Not to exceed 25,000 on a single axle or 65,000 on a 3-axle group)****MAXIMUM WEIGHTS**

O 8' 00	81,000
O 9' 00	81,500
O 10' 00	82,000
O 11' 00	84,000
O 12' 00	86,000
O 13' 00	88,000
O 14' 00	90,000

TANDEM/TANDEM COMBINATION**(Not to exceed 55,000 on either 2-axle group)****MAXIMUM WEIGHTS**

OO 8' 00	84,000
OO 9' 00	88,000
OO 10' 00	92,000
OO 11' 00	96,000
OO 12' 00	100,000
OO 13' 00	104,000
OO 14' 00	106,000
OO 15' 00	108,000
OO 16' 00	110,000

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

5 AXLES		MAXIMUM WEIGHTS
(Not to exceed 55,000 on either 2-axle group)		
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

5 AXLES**3-AXLE GROUP/TANDEM COMBINATION****(Not to exceed 65,000 on a 3-axle group or 55,000 on a 2-axle group)****MAXIMUM WEIGHTS**

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

SINGLE/4-AXLE GROUP COMBINATION**(Not to exceed 25,000 on a single axle or 74,000 on a 4-axle group)****MAXIMUM WEIGHTS**

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

6 AXLES**3-TANDEM COMBINATION****(Not to exceed 55,000 on any tandem axle)****MAXIMUM WEIGHTS**

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

3-AXLE GROUP/3-AXLE GROUP COMBINATION
(Not to exceed 65,000 on either 3-axle group)

MAXIMUM WEIGHTS

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

4-AXLE GROUP/TANDEM COMBINATION

(Not to exceed 74,000 on a 4-axle group or 55,000 on a 5-axle group)

MAXIMUM WEIGHTS

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 AXLE/5-AXLE GROUP COMBINATION

(Not to exceed 25,000 on a single axle or 85,000 on a 5-axle group)

MAXIMUM WEIGHTS

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)

MAXIMUM WEIGHTS

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 10' O	25,000 per axle	125,000
O 10' O 10' O 10' O 10' O 10' O	25,000 per axle	150,000

4-AXLE GROUP/3-AXLE GROUP COMBINATION
(Not to exceed 74,000 on a 4-axle group or 65,000 on a 3-axle group)

MAXIMUM WEIGHTS

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

5-AXLE GROUP/TANDEM COMBINATION
(Not to exceed 85,000 on a 5-axle group or 55,000 on a tandem axle)

MAXIMUM WEIGHTS

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 (1) or more statutory limits:

(a) **Primary Tow of Damaged, Disabled, or Abandoned Oversize Vehicles (as prescribed in W.S. 31-18-808[a]) to the Nearest Point of Safekeeping.** 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) **Primary Tow of Damaged, Disabled, or Abandoned Overweight Vehicles.** If a wrecker and/or 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 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 maximum of one (1) year for a \$50 fee 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 Section 21, Implements and Produce of Husbandry Moved by Farmers and Ranchers, and Section 22, Implement Dealers, of these rules.

(d) **Forest Products, Gravel, and Agricultural Products.** For such products that cannot be weighed at point of loading on primary and secondary highways ONLY, please see Section 19, Class E and Class F Permits, of these rules.

(e) **Permits for Multi-piece Divisible Loads (Exceeding 117,000 Pounds) on Primary and Secondary Highways ONLY.** Please see Section 20, Class W Permits (Multi-piece Loads Exceeding 117,000 Pounds), of these rules.

(f) **Non-commercial Motor Homes, House Trailers, and Truck Campers in Compliance with W.S. 31-18-802(a)(i)(A).** Please see Section 18, Moves of Recreation Vehicles, of these rules.

(g) **Off-load Permits.** If the 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, an off-load permit may be issued. These permits authorize separate movements of divisible loads not exceeding Class B limits without Overweight Loads Office (OWL) 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) **Over-the-road Buses, Public Transit Buses, or Motor Homes.** The weight limit on a single axle is increased to 24,000 pounds on interstate highways with a one-mile allowance to access terminals and facilities for food, fuel, repairs, and rest. 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 (4) of the following facilities:

- (i) Cooking;
- (ii) Refrigeration or ice box;

- (iii) Self-contained toilet;
- (iv) Heating and/or air conditioning;
- (v) Potable water supply system, including faucet and a sink; and
- (vi) Separate 100- to 125-volt electrical power supply and/or propane.

(i) **Stinger-steered Automobiles.** These vehicles may exceed 60 feet in single vehicle length, and the power unit may haul freight on backhauls while remaining classified as a truck-tractor, if the combination's overall length does not exceed 80 feet and the overhang does not exceed four (4) feet to the front and six (6) feet to the rear. As used in this paragraph, "overall length" does not include load overhangs or extendable ramps (flippers) used to achieve the overhangs only when the flippers are supporting a vehicle. "Stinger-steered" means a truck-tractor semi-trailer wherein the fifth wheel is located on a drop frame behind and below the power unit's rearmost axle.

(j) **Towaway Trailers Transport Combinations.** Such combinations that do not have an overall length more than 82 feet are exempt from the 48-foot length on the semi-trailer and 40-foot length on the trailer or second semi-trailer specified in W.S. 31-18-802(a)(iv)(B). As used in this paragraph, "towaway trailer transporter combination" means a truck-tractor, semi-trailer, trailer, or double semi-trailer combination with a maximum total weight of 26,000 pounds and in which the trailers or semi-trailers carry no property and constitute inventory property of a manufacturer, distributor, or dealer of such trailers or semi-trailers (Fixing America's Surface Transportation or FAST Act Section 5523). **Note:** this subsection refers to the combination's trailer lengths.

(k) **Emergency Vehicles.** As used in this paragraph, "emergency vehicle" means a vehicle designed for use under emergency conditions to transport personnel and equipment, support fire suppression, and mitigate other hazardous situations.

(i) These vehicles shall be allowed the following maximum gross vehicle weights (GVWs) on interstate highways ONLY with a one-mile allowance to access terminals and facilities for food, fuel, repairs, and rest:

- (A) 86,000 pounds total maximum GVW;
- (B) 24,000 pounds on a single steering axle;
- (C) 33,500 pounds on a single drive axle;
- (D) 62,000 pounds on a tandem axle; and
- (E) 52,000 pounds on a tandem rear drive steer axle.

(ii) An emergency vehicle within the specific weight limits listed in the previous subsection (k)(i)(A-E), shall not require an overweight permit. If the emergency vehicle is not responding to a local emergency and exceeds Class B limits, the carrier shall obtain authorization from the OWL before traveling on any Wyoming highway.

(l) **Natural Gas Vehicles.** If operated by an engine fueled primarily by natural gas, such vehicles may exceed any vehicle weight limit up to an 82,000-pound maximum GVW by an amount that is equal to the difference between the vehicle weight attributable to the natural gas tank and fueling system carried by the vehicle and weight of a comparable diesel tank and fueling system on interstate highways with a one-mile allowance to access terminals and facilities for food, fuel, repairs, and rest.

(i) A vehicle may exceed these limits on the power unit for single axle, tandem axle, and federal bridge formula maximum weights if the weight on the power unit does not exceed 2,000 pounds and total GVW does not exceed 82,000 pounds.

(m) **Motor Vehicles with Idle Reduction Technology or Auxiliary Power Units (APUs).** Motor vehicles that use an idle reduction technology or APU to promote fuel use and emissions reductions from engine idling may be allowed up to an additional 550 pounds total in gross axle or bridge formula weight limits.

(i) To be eligible for this exception, the vehicle operator shall prove the following:

(A) APU weight by written certification; and

(B) Demonstration and certification that the idle reduction technology functions at all times.

(ii) Written APU weight certification shall be available if the vehicle is found to be overweight. The additional weight allowed cannot exceed 550 pounds or the weight certified, whichever is less.

Section 6. Permit Fees.

(a) **Class A, B, C, Prior-operation, and Off-load Permit Fees for Oversize Loads.** Fees shall be \$25 for any vehicle or load exceeding the statutory limits, plus an additional three (3) cents for each foot or fraction thereof exceeding the following dimensions for each mile traveled:

(i) Width: 15 feet;

(ii) Height: 15 feet; and

(iii) Length (single unit): 75 feet.

(b) **Class A, B, C, D, Prior-operation, and Off-load Permit Fees for Overweight Loads.** Fees shall be six (6) cents for each ton or fraction thereof exceeding the statutory limits for each mile traveled, with a \$40 minimum fee.

(c) **Loads Exceeding 125 Tons (250,000 pounds) or Allowable Weights.** Permits for such loads 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 and the cost of sending personnel to accompany load movement.

(d) **Class D Permit Fees.** Fees are \$50 for oversize and \$40 (minimum) for overweight. The overweight fee is computed at six (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.** Fees are as follows:

(i) \$15 fee for a single trip permit, and

(ii) \$50 fee for an extended period not exceeding 90 days.

(f) **Commercial Moves for Oversize Recreational Vehicles.** The permit fee shall be \$250.

(g) **Custom Harvest Fee.** The fee for a 90-day permit is \$50 for oversize and \$40 (minimum) for overweight. The overweight fee is computed at six (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) The movement of any oversize load or vehicle shall be made only during daylight hours, except for the following:

(i) With Wyoming Highway Patrol (WHP) permission.

(ii) A single unit as part of a combination exceeding 60 feet long, properly permitted, signed, and lighted as required in Section 8, Safety Measures and Moves, if the overall combination length is less than 110 feet.

(iii) A single unit alone exceeding 60 feet long, properly permitted, signed, and lighted as required in Section 8, Safety Measures and Moves, if the total single unit length 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 an emergency or train derailment location (not including the return trip) as determined by the WHP shall be allowed to operate after hours as follows:

(A) Interstate Highways. A vehicle or load more than 10 feet wide shall have one (1) escort to the rear.

(B) Primary and Secondary Highways. A vehicle or load more than eight (8) feet, six (6) inches wide shall have one (1) front escort and one (1) rear escort.

(C) Over Length Loads. 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 [OWL]).

(b) Overweight movements meeting legal-size requirements may move with a permit and are not limited to operating during daylight hours.

(c) Permits shall be issued for a reasonable period to complete the movement, but not to exceed four (4) 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 – last Monday in May
- (iii) Independence Day – July 4
- (iv) Labor Day – first Monday in September

(v) Thanksgiving Day – 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.

(i) When a holiday is combined with a weekend for a three-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.

(ii) 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.

(iii) 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 OWL may exceed four (4) days.

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

(g) The Department or WHP may halt or limit any movement damaging the highway or posing a hazard to the motoring public.

(h) Oversize and/or overweight loads may be restricted during inclement weather on ice- and snow-covered highways. Inclement weather includes conditions that highly impact travel (such as black ice, slick spots, drifted and blowing snow, or reduced visibility). Transportable homes, office trailers, and all other vehicles prone to blowing over or being blown off the highway shall observe closures to light, high-profile vehicles and not travel in strong winds or other extreme blow-over conditions.

(i) Oversize and/or overweight loads shall not be allowed to move if the highway is restricted to no unnecessary travel or if the chain law is in effect. The Department or WHP may restrict specific oversize and/or overweight load movements because of inclement weather. A load may proceed or return to the nearest parking area or town. At no time shall the move continue beyond these points unless WHP approves.

(ii) Weather-related restrictions are as follows:

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

(B) Class 2 Restriction. Only escorted movements shall be restricted.

(C) Class 3 Restriction. Only overwidth movements shall be restricted.

(D) Class 4 Restriction. All oversize movements shall be restricted.

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

Section 8. Safety Measures and Moves. All oversize and/or overweight movements shall observe the following stipulations during the movement:

(a) **Slow-moving Vehicle Emblem.** 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) **Flags.** 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. The minimum flag size is 12 square inches, and flags shall be red or fluorescent orange. Flags shall be placed in the following manner:

(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 on all oversize loads** – fastened to the rear overhang that exceeds the end vehicle by four (4) feet or more.

(A) If the overhang is two (2) feet wide or less, only one (1) flag is required on the end.

(B) If the overhang exceeds two (2) feet wide, two (2) flags are required to indicate overhang width.

(c) **Over Length Loads Authorized to Travel After Daylight Hours.** Such loads shall require a red lamp and red reflector on each corner of the load. The lamp and reflector shall be visible from the rear and from each side to indicate maximum overhang. These lights shall be clearly visible at least 1,000 feet from each side and rear of the vehicle.

(d) **Overwidth Vehicles or Loads Authorized to Travel After Daylight Hours.** Such vehicles or loads 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 a pair of two-way flashing amber lights at least four (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) **Warning Signs.** 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 eight (8) inches high and one (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) **Mirrors.** 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 and 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 Title 49 Code of Federal Regulations (C.F.R.) §393.80.

(g) **Escorts for Width.** Two (2) 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 (1) 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. WHP may require additional escorts depending on load width. Escorts 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, two (2) escorts (one front and one rear) shall be required for movements 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, one (1) escort to the rear for length shall be required for movements 150 feet or longer in overall length or at the discretion of the OWL. Escorts 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) **Escorts for Rear Overhang.** One (1) escort to the rear shall be required on all highways for rear overhangs of 25 feet or more. Escorts 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 meeting the requirements of 49 C.F.R. §393.86 for rear impact guards and rear end protection, measurements begin at the rear of the bumper. If the equipment does not have a permanent bumper, measurements begin at the rear of the last tire at the back of the equipment.

(j) **Escorts for Height.** On all highways, any move exceeding 17 feet shall require an escort to the front with a height-measuring device. Permit-issuing authorities have the discretion to require escorts for heights 17 feet or less. An escort for height shall maintain a distance of approximately 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 OWL shall require a rear escort on all highways. The OWL may require additional escorts depending on load restrictions. Escorts 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) **Headlights and Taillights.** All oversize vehicles shall have headlights and taillights illuminated and visible during movement.

(m) **Utility Moves to Accommodate Load Movements.** The permit holder shall determine if the vehicle or load dimensions 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 such costs.

(n) **Local Approval.** The permit holder shall contact city and/or county officials for approval for transportation on their roads.

(o) **Damage.** 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 all damage to highways, bridges, and appurtenances resulting from transporting the load described in the permit. The permit holder is also responsible for checking weather conditions and size and weight restrictions before and during the movement.

(p) **Ports of Entry.** All permitted loads shall stop at the first available port of entry, which shall not exceed five (5) miles from its route for each separate movement, and any port of entry along the route if directed by a regulatory sign, unless the permit-issuing authority approves an exception and such an exception is indicated on the permit.

Section 9. Escort Procedures. The following procedures shall be mandatory minimum requirements for all escorted moves:

(a) **Speed Limits.** All escorted moves shall follow speed limits imposed by the permit-issuing authority.

(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 at the times specified on the permit, except in Section 7, Permitted Hours and Dates of Movement; Weather Conditions.

(d) **Weather.** Escorted loads shall not be allowed to move if the highway is restricted to no unnecessary travel or if the chain law is in effect. The Department or Wyoming Highway Patrol (WHP) may restrict movements of specific oversize and/or overweight loads because of inclement weather. 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 WHP.

(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. Escort vehicles shall not deviate from their primary travel lane in any attempt to force oncoming traffic off the roadway.

(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 WHP's discretion. 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 (2) Oversize Load Convoys.** Two (2) oversize loads, each requiring escorts, may travel together on a two-lane highway and shall maintain a distance of approximately 1,000 feet apart if neither load exceeds 16 feet wide or 110 feet overall length and both loads are less than 16 feet high. One (1) escort in front of the first load and one (1) escort behind the second load shall be maintained at a distance of approximately 1,000 feet from the movement, unless a shorter distance is necessary to control the movement. On interstate or four-

lane highways, if neither load exceeds 18 feet wide or 130 feet overall length and both loads are less than 16 feet high, one (1) escort to the second load's rear shall be maintained at a distance of about 1,000 feet, unless a shorter distance is needed to control the movement.

(i) **Three (3) Oversize Load Convoys.** A third oversize load requiring escorts cannot travel with a group of two (2) oversize loads, but shall remain at a minimum distance of one-half mile from the group unless otherwise authorized by the OWL and shall also have its own escorts.

(j) **Four (4) Oversize Load Convoys.** A convoy of four (4) oversize loads requiring escorts and not requiring a height pole may travel in two (2) groups separated by a distance of at least one-half mile. Each group shall have its own escorts unless otherwise authorized by the OWL.

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

(l) **Obstructed Four-lane Divided Highways.** When moves are confined to four-lane divided highways, and a segment of one (1) 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 right of the centerline.

(m) **Escorted Moves on Interstate and Two-lane Highways.** Moves requiring escorts and using the interstate highways and intervening two-lane highways shall need one (1) escort for the interstate and two (2) for the two-lane highways.

(n) **Parking.** Escort vehicle drivers shall ensure that escorted movements do not park on the highway's main traveled portion or shoulder 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 shall be adequately protected by flagmen, flares, an escort vehicle, and/or other suitable warning devices.

Section 10. Escort Equipment. The following requirements are the minimum equipment needed for escorting oversize and/or overweight movements:

(a) **Escort Vehicles.** 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.

(b) **Flashing Lights.** Escort vehicles shall display a revolving amber light, amber strobe light, or a pair of two-way flashing amber lights at least four (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 used when not accompanying an approved permitted move.

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

(d) **Additional Signs.** When the Department 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 eight (8) inches high and with two-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.

(e) **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 square inches.

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

(g) **Communications.** Escorted vehicles and escort vehicles shall be equipped with two-way radios always capable of transmitting and receiving. **Cellular or satellite telephones do not meet this requirement.**

(h) **Warning and Safety Devices.** Escort vehicles shall be equipped with emergency triangles, extra oversize load signs and flags, and a fire extinguisher with a minimum 5-pound capacity and a BC (flammable liquids and electrical equipment) multi-use rating or a 10-pound 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.

(a) Should damage occur to the roadway, structures, or any highway property during an overweight and/or oversize load move, the permit holder shall:

- (i) Immediately stop the movement;
- (ii) Contact the Department or Wyoming Highway Patrol (WHP); and
- (iii) Correct the condition causing the damage.

(b) Regardless of whether a Department inspector accompanies the move, the person or company causing the damage shall reimburse the Department for costs.

(c) Permit issuance 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 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 these rules shall be construed to permit an oversize and/or overweight vehicle that has not previously obtained a permit or permission to be operated on Wyoming highways.

Section 14. National Defense. The size and weight limits set forth in these rules shall not apply to special military movements (military vehicle or load and operator/driver) on the highway system.

Section 15. Procedure for Obtaining Classes of Permits.

(a) A permit shall be obtained on the Wyoming Highway Patrol (WHP) website or from any permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types Available. Individuals and companies requesting any permit class must, at a minimum, gain approval before movement.

(b) Requests for Class A (super load) permit approval shall be made through the Overweight Loads Office (OWL) on the WHP website. 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.

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

- (i) Name of the company or individual responsible for the move;
- (ii) Applicant's address and telephone number;
- (iii) Name of the individual requesting permission;
- (iv) Definitive description of the load to be moved (make, model number, unit number, serial number, and so forth);
- (v) Origin and destination for the move;
- (vi) Proposed route of movement, including all highways;
- (vii) Total miles to be traveled;

- (viii) Axle configuration, including distances between axles and tire size;
 - (ix) Axle and gross weights;
 - (x) Overall length, single vehicle length, rear overhang length, width, and height of proposed load;
 - (xi) All appropriate license numbers, USDOT number, regulatory authority information, and unit numbers; and
 - (xii) Any other requested information concerning the move.
- (d) Individuals or companies without proof of valid base plates and/or registration, a valid USDOT number, or proper regulatory authority (when required) shall not be given a permit or permission.
- (e) The permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types Available, may impose restrictions, requirements for lighter loads, alternate routes, or other conditions to ensure the highway system's structural integrity while minimizing the inconvenience to other highway users.
- (f) Requests for all permit classes 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 72 or more hours to complete.
- (g) Requests for all permit classes shall be processed upon approval and receipt of the proper permit fees.

Section 16. Class D Permits.

- (a) Permits may be obtained for up to one (1) year. These permits shall authorize the movement of vehicles without a load or meeting non-divisible load requirements. Class D permits shall also authorize the 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 Permit Types Available).
- (b) Class D oversize permits are issued to a specific unit, and, if applicable, a 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 if this is indicated on the permit.
- (i) If required, vehicles shall be properly qualified with Wyoming registration extended period permits. Trip permits for registration shall not be allowed for extended period permits.

(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 if 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 Permit Types 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, a 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 (with the exceptions discussed in following Section 17[c][ii]). If the original tracking sheet 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 destinations and the number of trips.

(d) Class D overweight permits shall be requested for the shortest practical period and shall not exceed six (6) months. If the operation will travel on both primary, secondary, and interstate highway systems, the mileage shall be estimated for each system, with a maximum of 5,000 total combined miles. If the fees are figured on the same amount of overweight for primary, secondary, and interstate highways, the permit shall be honored until the total amount of combined miles for the two (2) 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 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 six (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.

(i) The permit and original tracking sheet, 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) The following safety regulations govern Class D permits:

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

(ii) Self-propelled equipment that requires and is properly displaying a slow-moving emblem may, instead of oversize load signs and flags, display a revolving amber light, an amber strobe light, or a pair of two-way flashing amber lights at least four (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 authorized and stated on the permit. Snow removal equipment may, instead of oversize load signs and flags, display a revolving amber light, an amber strobe light, or a pair of 2-way flashing amber lights at least four (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 17. Moves of Recreational Vehicles.

(a) Non-commercial moves of overwidth recreational vehicles are governed by the following:

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

(ii) If the vehicle (not including appurtenances) exceeds eight (8) feet, six (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 up to one (1) year, authorizing the movement of one (1) 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 to obstruct the driver's view to the rear from the driver's position shall be equipped with outside mirrors on both sides, which shall be located to reflect to the driver a view of the roadway to the rear of the vehicle.

(d) The following safety regulations govern overwidth recreational vehicles:

(i) No additional safety requirements, as explained in Section 8, Safety Measures and Moves, are imposed upon the movements of recreational vehicles if the vehicle (not including appurtenances) does not exceed eight (8) feet, six (6) inches wide.

(ii) Moves of recreational vehicles (not including appurtenances) exceeding eight (8) feet, six (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 revolving amber light, amber strobe light, or a pair of two-way flashing amber lights at least four (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.

(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 18. Class E and Class F Permits.

(a) Class E Permits.

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

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

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

(iv) Vehicles shall be properly qualified with Wyoming registration for extended period permits. Trip permits for registration shall not be allowed for extended period permits.

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

(vi) 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.

(vii) Class E permits shall specify only one (1) 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 in vehicles that cannot be weighed at point of loading. Permits shall not be issued for more than 10 percent over legal axle weights and more than 5,000 pounds over legal gross weights (including inner bridges) allowed under **Gross Weight Table 1**.

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

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

(iv) Vehicles shall be properly qualified with Wyoming registration for extended period permits. Trip permits for registration shall not be allowed for extended period permits.

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

(vi) Permits shall specify only one (1) power unit, but may list multiple trailer plate information.

Section 19. Class W Permits (Multi-piece Loads Exceeding 117,000 Pounds).

(a) The director or an authorized representative may issue Class W permits for vehicles at weights exceeding the limits allowed in W.S. 31-18-802(a)(vi) (shown in **Gross Weight Table 1** of these rules). To qualify for such a permit, these vehicles shall be required to

meet the axle and bridge formula specifications of Title 23 United States Code (U.S.C.) §127 (shown in **Gross Weight 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 to travel on highways exclusive of interstates.

(iii) Permits may be valid for one (1) year from the issue date. Permits may be obtained from the Overweight Loads Office (OWL). If the company is in compliance with the following paragraph (v), a single trip permit may be obtained from permit-issuing authorities listed in preceding Section 4, Permit-issuing Authorities and Permit Types Available, for a six-cent fee for each ton or fraction of a ton exceeding the statutory limits for each mile traveled, with a minimum \$40 fee.

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

(v) Carriers shall not have a conditional or unsatisfactory safety rating to be eligible for Class W permits. Carriers may be eligible to apply for a Class W permit one (1) year after receiving a USDOT number.

(vi) The OWL may audit company records related to Class W permits as necessary to ensure compliance. Carriers shall maintain records for three (3) years.

(vii) Application and permit fees shall be non-refundable. However, a vehicle permit may be transferred to another power unit for a \$25 fee 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. Vehicles 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) The following are penalties for violations:

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

(ii) Violating 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 (3) 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) The following are Class W permit application procedures:

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

(ii) Applications may be obtained by writing or contacting the Overweight Loads Office, 5300 Bishop Blvd., Cheyenne, WY, 82009-3340. Carriers may also obtain an application from the Wyoming Highway Patrol (WHP) website.

(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				108,000	113,500	119,500	125,000	
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	

Gross Weight Table 3 (continued)

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
65				114,000	119,500	125,500	131,000	
66				114,500	120,500	126,000	131,500	
67				115,000	121,000	126,500	132,500	
68				116,000	121,500	127,000	133,000	
69				116,500	122,000	127,500	133,500	
70				117,000	122,500	128,000	134,000	
71				117,500	123,000	128,500	134,500	
72				118,000	123,500	129,500	135,000	
73				118,500	124,000	130,000	135,500	
74				119,000	124,500	130,500	136,000	
75				119,500	125,000	131,000	136,500	
76				120,000	126,000	131,500	137,000	
77				121,000	126,500	132,000	137,500	
78				121,500	127,000	132,500	138,000	
79				122,000	127,500	133,000	139,000	
80				122,500	128,000	133,500	139,500	
81			117,500	123,000	128,500	134,000	140,000	
82			118,000	123,500	129,000	134,500	140,500	
83			118,500	124,000	129,500	135,500	141,000	
84			119,000	124,500	130,000	136,000	141,500	
85			120,000	125,000	130,500	136,500	142,000	
86			120,500	126,000	131,500	137,000	142,500	
87			121,000	126,500	132,000	137,500	143,000	
88			121,500	127,000	132,500	138,000	143,500	
89			122,000	127,500	133,000	138,500	144,000	
90		117,500	122,500	128,000	133,500	139,000	144,500	

Gross Weight Table 3 (continued)

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
91		118,000	123,000	128,500	134,000	139,500	145,500	151,000
92		118,500	124,000	129,000	134,500	140,000	146,000	151,500
93		119,000	124,500	129,500	135,000	140,500	146,500	152,000
94		119,500	125,000	130,000	135,500	141,500	147,000	152,500
95		120,500	125,500	131,000	136,000	142,000	147,500	153,000
96	116,000	121,000	126,000	131,500	137,000	142,500	148,000	153,500
97	116,500	121,500	126,500	132,000	137,500	143,000	148,500	154,000
98	117,000	122,000	127,000	132,500	138,000	143,500	149,000	155,000
99	117,500	122,500	127,500	133,000	138,500	144,000	149,500	155,500
100	118,500	123,000	128,000	133,500	139,000	144,500	150,000	156,000
101	119,000	123,500	129,000	134,000	139,500	145,000	150,500	156,500
102	119,500	124,500	129,500	134,500	140,000	145,500	151,000	157,000
103	120,000	125,000	130,000	135,000	140,500	146,000	152,000	157,500
104	120,500	125,500	130,500	136,000	141,000	146,500	152,500	158,000
105	121,000	126,000	131,000	136,500	141,500	147,500	153,000	
106	122,000	126,500	131,500	137,000	142,500	148,000	153,500	
107	122,500	127,000	132,000	137,500	143,000	148,500	154,000	
108	123,000	127,500	132,500	138,000	143,500	149,000	154,500	
109	123,500	128,500	133,500	138,500	144,000	149,500	155,000	
110	124,000	129,000	134,000	139,000	144,500	150,000	155,500	
111	124,500	129,500	134,500	139,500	145,000	150,500	156,000	
112	125,500	130,000	135,000	140,000	145,500	151,000	156,500	
113	126,000	130,500	135,500	141,000	146,000	151,500	157,000	
114	126,500	131,000	136,000	141,500	146,500	152,000	157,500	
115	127,000	131,500	136,500	142,000	147,000	152,500	158,000	
116	127,500	132,500	137,000	142,500	148,000	153,500		
117	128,000	133,000	138,000	143,000	148,500	154,000		
118	129,000	133,500	138,500	143,500	149,000	154,500		

Gross Weight Table 3 (continued)

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
119	129,500	134,000	139,000	144,000	149,500	155,000		
120	130,000	134,500	139,500	144,500	150,000	155,500		
121	130,500	135,000	140,000	145,000	150,500	156,000		
122	131,000	135,500	140,500	146,000	151,000	156,500		
123	131,500	136,500	141,000	146,500	151,500	157,000		
124	132,500	137,000	141,500	147,000	152,000	157,500		
125	133,000	137,500	142,500	147,500	152,500	158,000		
126	133,500	138,000	143,000	148,000	153,500			
127	134,000	138,500	143,500	148,500	154,000			
128	134,500	139,000	144,000	149,000	154,500			
129	135,000	139,500	144,500	149,500	155,000			
130	136,000	140,500	145,000	150,000	155,500			
131	136,500	141,000	145,500	151,000	156,000			
132	137,000	141,500	146,000	151,500	156,500			
133	137,500	142,000	147,000	152,000	157,000			
134	138,000	142,500	147,500	152,500	157,500			
135	138,500	143,000	148,000	153,000	158,000			
136	139,500	143,500	148,500	153,500				

Table 4, Fees

Tons Over 117,000 Pounds Gross Vehicle Weight (GVW)

Miles	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)

Tons Over 117,000 Pounds GVW

Miles	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 20. 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) Over length or overweight movements 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 vehicle to which it refers and shall be displayed to any permit-issuing authority or law enforcement upon request. A single 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, the following safety regulations shall apply to oversize moves in agricultural operations:

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

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

(A) Implements and produce of husbandry moved by Wyoming farmers and ranchers are exempt from Section 10(h) only.

(iii) All movements operating at speeds of 25 miles per hour or less and exceeding 8 and 1/2 feet wide shall, in addition to the slow-moving vehicle emblem, display oversize load signs and display a revolving amber light, an amber strobe light, or a pair of two-way flashing amber lights at least four (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 vehicle emblem, display warning signs as described Section 8(e) of these rules.

(v) Non-registered, self-propelled implements shall display a revolving amber light, an amber strobe light, or a pair of two-way flashing amber lights at least four (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. 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 contact city and/or county officials for approval for transportation on their roads.

Section 21. Implement Dealers.

(a) Persons engaged in a business that maintains an inventory of implements of husbandry for sale, lease, rent, or repair that transports implements of husbandry to or from farmers or ranchers are exempt from permit requirements for overwidth or over height loads.

(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, oversize moves by implement dealers shall comply with the following safety regulations:

(i) Movements exceeding 18 feet wide or 17 feet high shall be approved by the Overweight Loads Office (OWL) by calling 307.777.4376, Monday through Friday.

(ii) Movements exceeding 16 feet wide or any movement that cannot be kept to the right of the highway centerline shall require escorts as described in Section 9, Escort Procedures. Escort vehicles shall be properly equipped as described in Section 10, Escort Equipment. Escorts for movements exceeding 16 feet high 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.

(iv) Non-registered, self-propelled implements shall display a revolving amber light, an amber strobe light, or a pair of two-way flashing amber lights at least four (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 oversized vehicles or vehicles transporting oversized loads shall have headlights and taillights, if so equipped, illuminated and visible during movement.

Section 22. Custom Agricultural Operations.

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

(b) Permit or permission is required before operating oversized 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 Permit Types Available, 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 Permit Types Available, 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 shall be valid for no more than 90 consecutive days from the issue date.

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

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

(e) Oversized and/or overweight permits shall be issued only for vehicles or loads meeting **non-divisible** load requirements. The hauling of combine headers side by side at a width exceeding 102 inches (8 and 1/2 feet), but not exceeding 150 inches (12 feet, 6 inches) and no single component exceeding 102 inches (8 and 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, the safety regulations for oversized movements in custom agricultural are as follows:

(i) Oversized 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 requiring and properly displaying a slow-moving vehicle emblem may, instead of oversize signs and flags, display a revolving amber light, an amber strobe light, or a pair of two-way flashing amber lights at least four (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 to obstruct the driver's view to the rear from the driver's position shall be equipped as described in Section 8(f) of these rules.

Section 23. 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 director and when the director determines 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 Title 23 United States Code (U.S.C.) Section 127(a), 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 emergency declaration.

(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, Permit-issuing Authorities and Permit Types Available, of these rules.

(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.

(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 (1) power unit but may list multiple trailer plate information.

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

~~CHAPTER~~ **Chapter 5**

Size and Weight Limitations of Vehicles

Section 1. Authority and Purpose. The Wyoming Department of Transportation (WYDOT) 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.

~~The Wyoming Department of Transportation (WYDOT) 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:

~~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 (1) or more wheels, whether power driven or freely rotating, and whether in one (1) or more segments, and regardless of the number of wheels carried thereon. (s)

(d) “Axle group” means an assemblage of two (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 two (2) or more wheels whose centers are in one (1) transverse vertical plane or may be included between two (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 two (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~~ minimum tire with a minimum 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) Crane counterweight” means a weight that exerts an opposite force to balance and stabilize a stationary mechanical system. (a)
- ~~(n)~~ (n) “Daylight hours” means one-half hour before sunrise until one-half hour after sunset. (a)
- ~~(o)~~ (o) “Department” means the Department of Transportation. (s)
- ~~(p)~~ (p) “Director” means the director of the Department of Transportation. (s)
- ~~(q)~~ (q) “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 six (6) feet in length from the back of the cab or sleeper berth. (a)
- ~~(r)~~ (r) “Dunnage” means equipment strictly used for loading, unloading, blocking, bracing, and dropping ~~the~~ a trailer for operation upon the highway. (a)
- ~~(s)~~ (s) “Emergency” means a ~~condition~~ situation vital to the national defense or an unforeseen circumstance, ~~threatening~~ that threatens life or property, and ~~requiring~~ requires prompt action. (a)
- ~~(t)~~ (t) “Escort” means a vehicle accompanying a movement displaying proper lights, signs, and equipment. (a)
- ~~(u)~~ (u) “Exchange” means ~~not~~ receiving funds for a service or product. (a)

~~(u v)~~ “Extended period permit” means a permit issued to cover a specific load, ~~permitting that allows~~ movement for a specified period ~~of time~~ and over specified routes or statewide. (a)

~~(v w)~~ “Flags or flagged” means ~~the~~ a display of red or fluorescent orange flags not less than 12 ~~square~~ inches ~~square~~. (a)

~~(w x)~~ “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 y)~~ “Gravel” means pit-run stone, coarse aggregate, and ~~a product~~ products of screened stone, crushed stone, or a combination thereof. ~~Materials not included in the This~~ definition ~~of gravel are~~ does not include sand, silt, clay, and refined by-products that use gravel, ~~such as~~ including plant-mixed asphalt, cement treated base, and Portland cement concrete. (a)

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

~~(aa bb)~~ “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 cc)~~ “House trailer” means:

(i) a A trailer or ~~a semitrailer~~ semi-trailer 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 A trailer or ~~a semitrailer~~ semi-trailer whose chassis and exterior shell ~~is~~ are 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)

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

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

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

(~~gg~~ hh) “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~~ semi-trailer ~~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: 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~~ ii) “Load” means a weight or quantity of anything resting upon something else regarded as its support. (s)

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

(~~kk~~ ll) “Nearest point of safekeeping” means a towing vehicle’s place of business or an applicable repair facility where, on a primary tow, a damaged, disabled, or an abandoned vehicle, on a primary tow, to the towing vehicle’s place of business or an applicable repair facility is transported. ~~However, in In~~ no event shall the distance towed exceed 150 miles as measured from the point where of retrieving the vehicle is retrieved, or the tow enters the state, to the termination of the where the tow terminates. The mileage shall be measured in road miles using ~~the most~~ a recent *Official State Highway Map of Wyoming*. (a)

(~~ll~~ mm) “Non-divisible ~~load or vehicle or load~~” means ~~any~~ a vehicle or load exceeding statutory size ~~or and/or~~ weight limits (~~or both~~), ~~and whose parts are fixed and attached to simulate an operational configuration or whose parts cannot be transported safely or without damage if dismantled or divided.~~

(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~~ A non-divisible vehicle (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 movement upon the highway, ~~with the following exceptions:~~

(ii) The following vehicles shall be considered non-divisible:

(A) Authorized vehicles going to or coming from an emergency;

(B) Vehicles transporting casks of spent nuclear materials; or

(C) Military vehicles transporting marked military equipment or material.

(iii) The following allowances shall be permitted as non-divisible:

(A) When determining weight allowance on combination units, a maximum combined total of 2,000 pounds of dunnage on combination units (such as chains, boomers, and tarps) normally carried by carriers in conducting the operation, or the following items normally carried by carriers when conducting movements:

(I) Dunnage;

(II) Items relevant to securing loads as indicated in Title 49 Code of Federal Regulations (C.F.R.), including chains, boomers, and tarps;

(III) Safety equipment related to the load, including handrails, ladders, and stairs; and

(IV) Hand tools for servicing the transport vehicle.

(B) ~~vehicles~~ Vehicles equipped with outriggers shall be allowed to transport when transporting only one (1) OEM outrigger pad per outrigger, and shall be considered non-divisible and one (1) non-OEM outrigger pad per outrigger. The pads shall be original equipment, designed to be attached to the outriggers, and shall be safely stored and properly secured on the vehicle, or,

(C) ~~cranes~~ Cranes with jib boom extensions shall be allowed to be when transported together, provided if the jib boom was manufactured specifically for the crane (by the crane manufacturer, and not after-market aftermarket), and the jib boom can be safely stored on the main boom, in the folded configuration originally intended by the manufacturer. One (1) headache ball or one (1) hook block shall be allowed if properly stored and secured in the manufacture cradle.

(D) ~~camp~~ Overweight camp shacks shall be allowed up to 1,000 not exceeding 2,000 pounds of maximum allowable weight when transporting items required for the normal use of living quarters the individual camp shack being transported. Items not required for living quarters to be occupied shall not be allowed. 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. the following:

(I) Mattresses;

(II) Linens;

(III) Bedding;

(IV) Cookware and dishes;

(V) Personal clothing; and

(VI) Hygiene items for occupants.

(E) Overweight loads containing fuel used for propulsion and/or other fluids required for movement if the tanks containing the fluids are OEM as designed by the manufacturer. Transport vehicles shall be allowed in accordance with current state and federal regulations, if the load combined with the transport vehicle are not overweight. This subsection shall not include transporting the following:

(I) Fluids in storage tanks;

(II) Non-OEM tanks; and

(III) Non-propulsion power sources.

(F) One (1) spreader bar when transported on a trailer not in operational configuration if it does not exceed maximum allowable weights.

(G) Traction weights when transported on a trailer not in operational configuration if the trailer does not exceed maximum allowable weights. (a)

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

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

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

~~(pp qq)~~ “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~~ interstate system or roads previously designated as ~~making up part of~~ making up part of the Federal-aid Primary System. (a)

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

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

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

~~(vv ww)~~ “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 xx)~~ “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 yy)~~ “Primary tow” means the first time a vehicle is attached to ~~the~~ a tow vehicle for removal. Once ~~the~~ a towed vehicle ~~has been~~ is disconnected or dropped from the tow vehicle as part of the original tow, 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 zz) “Produce of husbandry” means ~~the product~~ unprocessed products of farming or ranching ~~operation~~ operations derived directly from the soil, including livestock, fish, and bee raising. (a)

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

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

(eee ddd) “Resident” means any individual, partnership, or corporation having a ~~principle~~ principal place of business in Wyoming for a period of one (1) year or more. (a)

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

(fff ggg) “Safety device” means any piece of equipment or mechanism, including rear view mirrors, pin pockets not to exceed three (3) inches on each side, and other devices designated by the ~~Director~~ 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~~ C.F.R. § 658.)

(ggg hhh) “Self-issuing permits” means a permit issued and completed by ~~qualified Wyoming resident applicants~~ an individual or a carrier. (a)

(hhh iii) “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 jji)~~ “Separate movement” means each movement of a vehicle or load to a specified location, all movements of a vehicle or load if. 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, or movement of a vehicle or load outside the state. Permits are vehicle, load, and route specific. ~~(a)~~

(i) Permits may be issued to a vehicle or load that will leave and reenter the state at different locations if it is the most practical route when considering topography and other restrictions including apparent long-term road closures.

(ii) Carriers that change loads while out of the state shall require a second permit to reenter the state.

(iii) Permits are vehicle, load, and route specific. (a)

~~(jjj kkk)~~ “Single axle” means an assemblage of two (2) or more wheels, whose centers are in one (1) transverse vertical plane or may be included between two (2) parallel transverse vertical planes 40 inches apart extending across the full width of the vehicle. (s)

~~(kkk lll)~~ “Single unit” means one (1) vehicle or the a combination of all trailing components in a heavy haul configuration (such as jeep, trailer, booster, or push truck), including any front or rear overhang. (a)

~~(lll mmm)~~ “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)

(nnn) “Spreader bar” means a trailer’s add-on section specifically used for reconfiguring axles to redistribute the weight of a load on the roadway that is separate from the normal trailer configuration. (a)

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

~~(ooo ppp)~~ “Super load” means a load that exceeds Class B or C limits. (a)

~~(ppp qqq)~~ “Tandem axle” means any two (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 rrr)~~ “Tire width” means the width stamped the manufacturer stamps on the tire by the manufacturer. (a)

~~(sss)~~ “Traction weights” means weight added onto a vehicle and required for propulsion and/or stopping of an overweight vehicle. (a)

~~(qqq)~~ ttt “Trailer” means every vehicle not equipped with propelling power, and 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)~~ uuu “Transportable home” means and includes the following as defined:

(i) ~~a~~ 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~~ 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~~ A prebuilt home shall include, but not be limited to, a manufactured home, modular home, and mobile home; or

(iii) ~~a~~ 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)~~ vvv “Triple axle” means ~~any~~ three (3) consecutive load bearing axles whose centers are more than 96 inches, ~~and~~ but 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)

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

~~(rrr)~~ xxx “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 ~~on~~ and unloaded from the bed of a pickup truck. (s)

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

~~(xxx aaaa)~~ “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 bbbb)~~ “Vehicle combination” means any connected assemblage of a motor vehicle and one (1) or more other vehicles. (s)

~~(zzz cccc)~~ “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) Exclusions to width measurement include the following:

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

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

~~(A)~~ (I) ~~tarp~~ Tarp and tarp hardware; ;

~~(B)~~ (II) ~~rear~~ Rear and side door hinges (and their protective hardware); ;

~~(C)~~ (III) ~~rain~~ Rain gutters; ;

~~(D)~~ (IV) ~~side~~ Side marker lamps; ;

~~(E)~~ (V) ~~hazardous~~ Hazardous materials placards; ;

~~(F)~~ (VI) ~~wall~~ Wall variations from true flat; ;

~~(G)~~ (VII) ~~corner~~ Corner caps; ; and

~~(H)~~ (VIII) ~~rear~~ 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 nine (9) feet wide. These lights are to be activated only when the vehicle is not moving ~~in forward motion~~.

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

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) 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.)

(I) **48 feet** (maximum) for a semi-trailer.

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

(C) ~~For consecutive towed vehicles~~ **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 vehicle combination ~~of vehicles~~ other than those listed in the preceding subparagraphs (A) and (B).

(E) **No combination shall consist of more than three (3) single vehicles** ~~Except 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 three (3) saddlemounts. Additional vehicles may be transported when safely loaded on the a vehicle 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 three (3) or more axles used on bridges measuring more than 8 and 1/2 feet, refer to **Gross Weight Table 1**.

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

~~(E F)~~ **10,000 pounds** each wheel.

~~(F G)~~ **8,000 pounds** each wheel with solid tires. ~~The~~ All vehicle 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 the manufacturer.**

~~(H)~~ **Other tires – 600 pounds per inch of width as stamped by the manufacturer.**

(H) 750 pounds per inch of width (as stamped by the manufacturer) for each steering tire.

(I) 600 pounds per inch of width (as stamped by the manufacturer) for each of the other tires.

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

(J) (I) **Interstate and National Defense Highways.** Subject to the limitation imposed by the axle load, no vehicle or vehicle combination ~~of vehicles~~ shall be operated on interstate or national defense highways exceeding the maximum weight allowed under federal law, unless in compliance with **Gross Weight 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 two (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) (II) **Primary and Secondary Highways.** Vehicles operating on primary and secondary highways may operate in accordance with **Gross Weight Table 1** or **Gross Weight Table 2** at the discretion of the operator, as follows:

(H) (1.) For vehicles operating under **Gross Weight Table 1,** the total gross weight in pounds imposed on the highway by any group of two (2) or more consecutive axles on a vehicle, or vehicle 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 two (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; .

(H) (2.) 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 vehicle 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 vehicle combination ~~of vehicles,~~ measured longitudinally to the nearest foot; .

(H) (3.) Vehicles with two (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

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

Gross Weight Table 1 (continued)

Distance in feet between the extremes of any group of <u>two (2)</u> or more consecutive axles		<i>Maximum gross weight in pounds carried on any group of <u>two (2)</u> or more consecutive axles</i>						
	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 or more axles
36	Two (2)		66,000	70,500	75,500	81,000	86,500	92,000
37	consecutive		66,500	71,000	76,000	81,500	87,000	93,000
38	sets of tandem		67,500	72,000	77,000	82,000	87,500	93,500
39	axles may carry		68,000	72,500	77,500	82,500	88,500	94,000
40	36,000 pounds		68,500	73,000	78,000	83,500	89,000	94,500
41	each if the		69,500	73,500	78,500	84,000	89,500	95,000
42	distance is 36		70,000	74,000	79,000	84,500	90,000	95,500
43	feet or more		70,500	75,000	80,000	85,000	90,500	96,000
44	between the		71,500	75,500	80,500	85,500	91,000	96,500
45	consecutive sets of tandem axles		72,000	76,000	81,000	86,000	91,500	97,500
46			72,500	76,500	81,500	87,000	92,500	98,000
47			73,500	77,500	82,000	87,500	93,000	98,500
48			74,000	78,000	83,000	88,000	93,500	99,000
49			74,500	78,500	83,500	88,500	94,000	99,500
50			75,500	79,000	84,000	89,000	94,500	100,000
51			76,000	80,000	84,500	89,500	95,000	100,500
52			76,500	80,500	85,000	90,500	95,500	101,000
53			77,500	81,000	86,000	91,000	96,500	102,000
54			78,000	81,500	86,500	91,500	97,000	102,500
55			78,500	82,500	87,000	92,000	97,500	103,000
56			79,500	83,000	87,500	92,500	98,000	103,500
57			80,000	83,500	88,000	93,000	98,500	104,000
58				84,000	89,000	94,000	99,000	104,500
59				85,000	89,500	94,500	99,500	105,000
60				85,500	90,000	95,000	100,500	105,500
61				86,000	90,500	95,500	101,000	106,000
62				87,000	91,000	96,000	101,500	107,000
63				87,500	92,000	97,000	102,000	107,500
64				88,000	92,500	97,500	102,500	108,000
65				88,500	93,000	98,000	103,000	108,500
66				89,000	93,500	98,500	104,000	109,000

Gross Weight Table 1 (continued)

	Distance in feet between the extremes of any group of 2 or more consecutive axles								<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	
67				90,000	94,000	99,000	104,500	110,000	
68				90,500	95,000	99,500	105,000	110,500	
69				91,000	95,500	100,000	105,500	111,000	
70				92,000	96,000	101,000	106,000	111,500	
71				92,500	96,500	101,500	106,500	112,000	

Gross Weight Table 1 (continued)

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

93
94
95 or
more

110,000 *114,000*
110,500 *115,000*
111,000 *115,500*

Gross Weight Table 2
Primary and Secondary Highways

Vehicles with two (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.**

Distance in feet between the extremes of the first and last axle of any vehicle or vehicle 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 Permit Types of Permits Available.

(a) **Authorized Permit-issuing Authorities.** Subject to the conditions in ~~this chapter of these 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,~~

(A) Port of entry personnel;

(B) Overweight Loads Office (OWL); and

(C) Troopers.

~~(ii) Wyoming Department of Transportation permit clerks,~~

~~(iii) Wyoming Highway Patrol Overweight Loads Office, and~~

~~(iv) Wyoming Highway Patrol troopers.~~

(b) **Class A permits Permits (Super Loads).** Permits that 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, OWL~~ and are issued by permit-issuing authorities. Loads ~~more than~~ exceeding 18 feet wide or 18 feet high require ~~a minimum of the carrier to provide at least 24-hour prior notification by the carrier notice.~~ Movements that are delayed Delayed movements shall notify the ~~Overweight Loads Office OWL.~~ Class A permits are subject to any conditions or restrictions imposed.

(i) Any oversize load exceeding 26 feet wide shall not be authorized for state highway travel when the roadway primarily measures 32 feet wide or less. The OWL may grant exceptions for short distances when safety concerns can be addressed.

(c) **Class B permits and C Permits.** Permits that authorize separate movements of non-divisible loads not exceeding Class B and C 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 d) ~~Class D permits~~ **Permits.** ~~are extended~~ Extended period permits ~~authorizing that authorize~~ multiple movements of vehicles without loads or with a non-divisible load loads or ~~vehicle that does~~ vehicles not exceed exceeding the Class D limits. Class D permits are approved for specified vehicles and loads, routes, and ~~time periods~~ times. Class D permits shall be issued as explained in Section 17, Class D Permits, of these rules.

(f e) ~~Class E permits~~ **Permits.** ~~are oversize~~ Oversize permits ~~for that authorize~~ separate movements or extended movement periods of movement. Class E permits are effective for one (1) or more months (not ~~to exceed~~ exceeding 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, Class E and Class F Permits, of these rules.

(g f) ~~Class F permits~~ **Permits.** ~~are overweight~~ Overweight permits ~~for that authorize~~ separate movements or extended movement periods of movement. Class F permits are effective for one (1) or more months (not ~~to exceed~~ exceeding 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~~ shall be issued as explained in Section 19, Class E and Class F Permits, of these rules.

(h g) ~~Class W permits~~ **Permits.** ~~are for~~ Permits that authorize multi-piece loads exceeding 117,000 pounds on primary and secondary highways ONLY. Class W permits ~~will~~ shall be issued as explained in Section 20, Class W Permits (Multi-piece Loads Exceeding 117,000 Pounds), of these rules.

(i h) ~~Off-load permits~~ **Permits.** ~~are for~~ Permits that authorize 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 OWL authority. Off-load permits shall be issued as explained in Section 5, Statutory and Administrative Exemptions, of these rules.

(j i) ~~Secondary tow permits~~ **Tow Permits.** Permits for weight ~~that~~ shall be issued as explained in ~~following~~ Section 5, Statutory and Administrative Exemptions, of these rules.

(k j) ~~Emergency relief permits~~ **Relief Permits.** ~~are oversize~~ Oversize and/or overweight permits ~~for that authorize~~ separate movements or extended movement periods of movement. Emergency relief permits are issued when the Governor or ~~the~~ director ~~has~~ determines that greater vehicle weight or size will relieve an economic hardship or benefit ~~the~~ Wyoming's or another state's general welfare ~~of the state of Wyoming or another state.~~ Emergency relief permits shall be issued as explained in Section 24, Emergency Relief Permits, of these rules.

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

(m 1) Classes B, C, or D permit limits Class B, C, and D Permit Limits. 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

<u>Measurement</u>	<u>Class B and Class C Limits</u>	<u>Class D Limits</u>
<u>Width</u>	<u>18 feet</u>	<u>12 feet</u>
<u>Height</u>	<u>17 feet</u>	<u>15 feet</u>
<u>Length</u> <u>(single unit or part of a combination)</u>	<u>Not applicable</u>	<u>75 feet</u>
<u>Length</u> <u>(overall vehicle or combination)</u>	<u>120 feet</u>	<u>120 feet</u>
<u>Weight</u> <u>(single axle)</u>	<u>25,000 pounds</u>	<u>25,000 pounds</u>
<u>Weight</u> <u>(single axle when included with a tandem axle)</u>	<u>29,000 pounds</u>	<u>29,000 pounds</u>
<u>Weight</u> <u>(tandem axle)</u>	<u>55,000 pounds</u>	<u>55,000 pounds</u>
<u>Weight</u> <u>(triple axle)</u>	<u>65,000 pounds</u>	<u>65,000 pounds</u>

~~Triple axle~~ ————— ~~65,000 pounds~~ ————— ~~65,000 pounds~~

(i) All other axle groups are governed by the number of axles and axle measurements. Any axle configuration not listed in the **Maximum Allowable Table** shall be approved by the OWL and may have to be analyzed by the Department’s Bridge Program. (See the maximum allowable table **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~~

<u>Measurement</u>	<u>Class B and Class C Limits</u>	<u>Class D Limits</u>
<u>Gross Weight</u>	<u>160,000 pounds</u>	<u>160,000 pounds</u>
<u>Weight</u> <u>(single axle with construction or off-road machinery tires)</u>	<u>55,000 pounds</u>	<u>55,000 pounds</u>

(ii) 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. **Note:** Variable load suspension axles are known by many names including, but not limited to, flip axle, lift axle, tag axle, and “Joe Dog.”

~~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.”~~

(A) 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, an inner bridge, or a gross.

(B) In certain cases, the use of a variable load suspension axle may reduce the allowable weights a vehicle may carry. If the allowable weight is reduced due to decreased bridge between axle groups, and the OWL approves, using the axle is not required.

(m) ~~Non-divisible loads~~ **Non-divisible Loads.** Such loads as defined in Section 2(H mm) of these rules and regulations shall be governed according to the following:

Weight: (i) For single units, it shall be permissible to issue a permit to an overweight motor vehicle pulling a trailer, ~~as long as~~ if the trailer does not transmit more than 500 pounds tongue weight onto the overweight motor 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**.

(A) If possible, all overweight loads shall be arranged to equalize the weight approximately between axles or axle groups.

Oversize: (ii) When an oversize load includes two (2) or more items hauled along with a one-piece oversize item that has been permitted for its oversize, the two (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.

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

(n) **Oversize Vehicle Transport of Legal Loads.** Oversize vehicles may be used to transport legal loads that are 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 and/or Loads On or Near Highways.** 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, Safety Measures and Moves. Any movement of this type that exceeds Class B and Class C limits shall obtain proper authorization from the ~~Overweight Loads Office~~ OWL **before beginning the move.**

MAXIMUM ALLOWABLE TABLE

Axles are shown together if the distance from center to center of two (2) consecutive axles is less than seven (7) feet, six (6) inches.

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

3 AXLES**(Not to exceed 25,000 on a single axle or 55,000 on a 2-axle group)****MAXIMUM WEIGHTS**

O 8' 00	70,000
O 9' 00	71,000
O 10' 00	72,000
O 11' 00	73,500
O 12' 00	75,000
O 13' 00	77,500
O 14' 00	80,000

4 AXLES**SINGLE AXLE/ TRIPLE COMBINATION 3-AXLE GROUP****(Not to exceed 25,000 on Single Axle single axle or 65,000 on Triple Axle a 3-axle group)****MAXIMUM WEIGHTS**

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

TANDEM/TANDEM COMBINATION**(Not to exceed 55,000 on either Tandem Axle 2-axle group)****MAXIMUM WEIGHTS**

OO 8' 00	84,000
OO 9' 00	88,000
OO 10' 00	92,000
OO 11' 00	96,000
OO 12' 00	100,000
OO 13' 00	104,000
OO 14' 00	106,000
OO 15' 00	108,000
OO 16' 00	110,000

TANDEM/SINGLE/SINGLE COMBINATION**MAXIMUM WEIGHTS**

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

5 AXLES**(Not to exceed 55,000 on either 2-axle group)****MAXIMUM WEIGHTS**

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

5 AXLES**TRIPLE 3-AXLE GROUP/TANDEM COMBINATION****(Not to exceed 65,000 on Triple a 3-axle group or 55,000 on Tandem a 2-axle group)****MAXIMUM WEIGHTS**

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

SINGLE/QUAD 4-AXLE GROUP COMBINATION**(Not to exceed 25,000 on Single Axle a single axle or 74,000 on Quad Axle a 4-axle group)****MAXIMUM WEIGHTS**

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

6 AXLES**TANDEM/TANDEM/ 3-TANDEM COMBINATION****(Not to exceed 55,000 on any Tandem Axle tandem axle)****MAXIMUM WEIGHTS**

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

TRIPLE/TRIPLE 3-AXLE GROUP/3-AXLE GROUP COMBINATION

(Not to exceed 65,000 on either Triple Axle 3-axle group)

MAXIMUM WEIGHTS

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

QUAD 4-AXLE GROUP/TANDEM COMBINATION

(Not to exceed 74,000 on Quad Axle a 4-axle group or 55,000 on Tandem Axle a 5-axle group)

MAXIMUM WEIGHTS

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

SINGLE/5-Axle Combination 5-AXLE GROUP COMBINATION

(Not to exceed 25,000 on Single Axle a single axle or 85,000 on 5-Axles a 5-axle group)

MAXIMUM WEIGHTS

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

SINGLE AXLES IN COMBINATION

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

MAXIMUM WEIGHTS

O 9' O	50,000
O 9' O9' O	75,000
O 9' O9' O 9' O	100,000
O 9' O9' O 9' O 9' O 22,500 per axle	112,500
O 9' O9' O 9' O 9' O 9' O 22,500 per axle	135,000
O 10' O10' O 10' O 10' O 25,000 per axle	125,000
O 10' O10' O 10' O 10' O 10' O 25,000 per axle	150,000

QUAD 4-AXLE GROUP/TRIPLE 3-AXLE GROUP COMBINATION

(not Not to exceed 74,000 on a Quad Axle 4-axle group or 65,000 on a Triple Axle 3-axle group)

MAXIMUM WEIGHTS

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

5-AXLE GROUP/TANDEM COMBINATION

(Five Axle Group not Not to exceed 85,000 pounds on a 5-axle group or 55,000 on a Tandem Axle not to exceed 55,000 pounds tandem axle)

MAXIMUM WEIGHTS

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 (1) or more of the statutory limits:

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

(a) **Primary Tow of Damaged, Disabled, or Abandoned Oversize Vehicles (as prescribed in W.S. 31-18-808[a]) to the Nearest Point of Safekeeping.** ~~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) **Primary Tow of Damaged, Disabled, or Abandoned Overweight Vehicles.** ~~Towing of damaged, disabled, or abandoned overweight vehicles.~~ If a wrecker/~~combination wrecker and/or combination~~ unit is overweight when it is towing a vehicle or combination from a crash or motorist assist, the ~~primary 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~~ maximum of one (1) year for a \$50 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.** ~~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, of these rules.)

(d) **Forest Products, Gravel, and Agricultural Products.** ~~Forest products, gravel, and agricultural products~~ For such 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, of these rules.)

(e) **Permits for Multi-piece Divisible Loads (Exceeding 117,000 Pounds) on Primary and Secondary Highways ONLY.** ~~Permits for multi-piece divisible loads exceeding 117,000 pounds on primary and secondary highways ONLY.~~ (Please see ~~following~~ Section 20, Class W Permits, (Multi-piece Loads Exceeding 117,000 Pounds), of these rules.)

(f) **Non-commercial Motor Homes, House Trailers, and Truck Campers in Compliance with W.S. 31-18-802(a)(i)(A).** ~~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, of these rules.)

(g) **Off-load Permits.** ~~Off load permits may be issued in special circumstances if a~~ If the 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, and off-load permit may be issued. These permits authorize separate movements of divisible loads not exceeding Class B limits without Overweight Loads Office (OWL) 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) **Over-the-road Buses, Public Transit Buses, or Motor Homes.** ~~For an over-the-road bus, public transit bus, or motor home, the~~ The weight limit on a single axle is increased to 24,000 pounds on interstate highways ~~ONLY~~ with a one-mile allowance to access terminals and facilities for food, fuel, repairs, and rest. 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 (4) 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.~~

(i) Cooking;

(ii) Refrigeration or ice box;

(iii) Self-contained toilet;

(iv) Heating and/or air conditioning;

(v) Potable water supply system, including a faucet and sink; and

(vi) Separate 100- to 125-volt electrical power supply and/or propane.

(i) **Stinger-steered Automobiles.** These vehicles may exceed 60 feet in single vehicle length, and the power unit may haul freight on backhauls while remaining classified as a truck-tractor, if the combination’s overall length does not exceed 80 feet and the overhang does not exceed four (4) feet to the front and six (6) feet to the rear. As used in this paragraph, “overall length” does not include load overhangs or extendable ramps (flippers) used to achieve the overhangs only when the flippers are supporting a vehicle. “Stinger-steered” means a truck-tractor semi-trailer wherein the fifth wheel is located on a drop frame behind and below the power unit’s rearmost axle.

(j) **Towaway Trailers Transport Combinations.** Such combinations that do not have an overall length more than 82 feet are exempt from the 48-foot length on the semi-trailer and 40-foot length on the trailer or second semi-trailer specified in W.S. 31-18-802(a)(iv)(B). As used in this paragraph, “towaway trailer transporter combination” means a truck-tractor, semi-trailer, trailer, or double semi-trailer combination with a maximum total weight of 26,000 pounds and in which the trailers or semi-trailers carry no property and constitute inventory property of a manufacturer, distributor, or dealer of such trailers or semi-trailers (Fixing American’s Surface Transportation or FAST Act Section 5523). **Note:** this subsection refers to the combination’s trailer lengths.

(k) **Emergency Vehicles.** As used in this paragraph, “emergency vehicle” means a vehicle designed for use under emergency conditions to transport personnel and equipment, support fire suppression, and mitigate other hazardous situations.

(i) These vehicles shall be allowed the following maximum gross vehicle weights (GVWs) on interstate highways ONLY with a one-mile allowance to access terminals and facilities for food, fuel, repairs, and rest:

(A) 86,000 pounds total maximum GVW;

(B) 24,000 pounds on a single steering axle;

(C) 33,500 pounds on a single drive axle;

(D) 62,000 pounds on a tandem axle; and

(E) 52,000 pounds on a tandem rear drive steer axle.

(ii) An emergency vehicle within the specific weight limits listed in the previous subsection (k)(i)(A-E) shall not require an overweight permit. If the emergency vehicle is not responding to a local emergency and exceeds Class B limits, the carrier shall obtain authorization from the OWL before traveling on any Wyoming highway.

(l) **Natural Gas Vehicles.** If operated by an engine fueled primarily by natural gas, such vehicles may exceed any vehicle weight limit up to an 82,000-pound maximum GVW by an amount that is equal to the difference between the vehicle weight attributable to the natural gas tank and fueling system carried by the vehicle and weight of a comparable diesel tank and fueling system on interstate highways with a one-mile allowance to access terminals and facilities for food, fuel, repairs, and rest.

(i) A vehicle may exceed these limits on the power unit for single axle, tandem axle, and federal bridge formula maximum weights if the weight on the power unit does not exceed 2,000 pounds and total GVW does not exceed 82,000 pounds.

(m) **Motor Vehicles with Idle Reduction Technology or Auxiliary Power Units (APUs).** Motor vehicles that use an idle reduction technology or APU to promote fuel use and emissions reductions from engine idling may be allowed up to an additional 550 pounds total in gross axle or bridge formula weight limits.

(i) To be eligible for this exception, the vehicle operator shall prove the following:

(A) APU weight by written certification; and

(B) Demonstration and certification that the idle reduction technology functions at all times.

(ii) Written APU weight certification shall be available if the vehicle is found to be overweight. The additional weight allowed cannot exceed 550 pounds or the weight certified, whichever is less.

Section 6. Permit Fees.

(a) **Class A, B, C, Prior-operation, and ~~off-load~~ permit fees for oversize loads Off-load Permit Fees for Oversize Loads.** Fees shall be \$25 for any vehicle or load exceeding the statutory limits, plus an additional three (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

- (i) Width: 15 feet;
- (ii) Height: 15 feet; and
- (iii) Length (single unit): 75 feet.

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

(c) **Loads Exceeding 125 Tons (250,000 pounds) or Allowable Weights.** A permit ~~Permits~~ for such 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~~ and the cost of sending personnel to accompany load movement.

(d) **Class D ~~permit fees~~ Permit Fees.** Fees are \$50 for oversize and a \$40 (minimum) ~~of \$40~~ for overweight. The overweight fee is computed at ~~the rate of~~ six (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~~ Permit Fees.** 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.~~

- (i) \$15 fee for a single trip permit, and
- (ii) \$50 fee for an extended period not exceeding 90 days.

(f) **Commercial Moves for Oversize Recreational Vehicles.** The permit fee ~~for commercial moves for oversize recreational vehicles~~ shall be \$250.

(g) **Custom Harvest Fee.** The ~~custom harvest~~ fee for a ~~90-day~~ 90-day permit is \$50 for oversize and a ~~\$40 (minimum) of \$40~~ for overweight. The overweight fee is computed at ~~the rate of six (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 Wyoming Highway Patrol (WHP) ~~permission of the Wyoming Highway Patrol.~~

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

(iii) A single unit alone exceeding 60 feet ~~in length long,~~ properly permitted, signed, and lighted as required in Section 8, Safety Measures and Moves—~~provided Moves, if the total length of the single unit length 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 an~~ emergency or train derailment (~~not including the return trip~~ not including the return trip) as determined by the ~~Wyoming Highway Patrol~~ WHP shall be allowed to operate after hours as follows:

(A) Interstate ~~highways—a~~ Highways. A vehicle or load more than 10 feet wide shall have one (1) escort to the rear.

(B) Primary and ~~secondary highways—a~~ Secondary Highways. A vehicle or load more than eight (8) feet, six (6) inches wide shall have one (1) front escort ~~front~~ and one (1) to the rear escort .

(C) ~~Over length loads~~ Length Loads. 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 [OWL]).

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

(c) Permits shall be issued for a reasonable ~~amount of time~~ period to complete the movement, but not to exceed four (4) 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~~ 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.~~

(i) When a holiday is combined with a weekend for a three-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.

(ii) 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.

(iii) 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 OWL may exceed four (4) days.

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

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

(h) Oversize and/or overweight 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 that highly impact travel (such as black ice, slick spots, drifted and blowing snow, or reduced visibility). Transportable homes, office trailers, and all other vehicles prone to blowing over or being blown off the highway shall observe closures to light, high-profile vehicles and not travel in strong winds or other extreme blow-over 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 chain law is in effect. The ~~Wyoming Department of Transportation or Wyoming Highway Patrol WHP~~ may restrict movements of specific oversize loads because of ~~low visibility or high winds~~ inclement weather. 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~~ WHP approves.

(ii) ~~Weather related~~ Weather-related restrictions are as follows:

~~Class 1~~ (A) Class 1 Restriction. 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~~ the trooper’s individual observation of high wind conditions in a particular area.

~~Class 2~~ (B) Class 2 Restriction. ~~Escorted~~ Only escorted movements ~~only will~~ shall be restricted.

~~Class 3~~ (C) Class 3 Restriction. ~~Overwidth~~ Only overwidth movements ~~only will~~ shall be restricted.

Class 4 (D) Class 4 Restriction. All oversize movements ~~will~~ shall be restricted.

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

Section 8. Safety Measures and Moves. All oversize and/or overweight movements shall observe the following stipulations during the movement.

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

(a) **Slow-moving Vehicle Emblem.** Movements designed for operation at speeds of 25 miles per hour or less shall display a ~~slow-moving~~ 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~~ slow-moving vehicle emblem covered or removed.

(b) **Flags.** 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 ~~flag size of flags~~ flag size is 12 ~~square 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~~ in the following manner:

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

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

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

(iv) **Rear Overhang overhang on all oversize loads** – ~~If fastened to the rear overhang is 2 feet wide or less, only one flag is required on the end. If the overhang that exceeds 2 feet wide, 2 flags are required on the end to indicate the maximum width~~ vehicle by four (4) feet or more.

(A) If the overhang is two (2) feet wide or less, only one (1) flag is required on the end.

(B) If the overhang exceeds two (2) feet wide, two (2) flags are required to indicate overhang width.

(c) ~~Over length loads authorized to travel after daylight hours~~ **Over Length Loads Authorized to Travel After Daylight Hours.** Such loads 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~~ each side and rear of the vehicle.

(d) ~~Overwidth vehicles or loads authorized to travel after daylight hours~~ **Overwidth Vehicles or Loads Authorized to Travel After Daylight Hours.** Such vehicles or loads 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 a pair of 2 two-way flashing amber lights at least four (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) **Warning Signs.** 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 eight (8) inches high and one (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) **Mirrors.** 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; and 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 Title 49 CFR Code of Federal Regulations (C.F.R.) §393.80, ~~both of which require a vehicle to be equipped with mirrors.~~

(g) ~~Escorts for width—~~ **Width.** Two (2) escorts (one front and one rear) shall be required on ~~two-lane~~ 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 (1) escort (rear) shall be required on interstate and divided highways and ~~four-lane~~ four-lane roadways with a left turn center lane when the movement is 15 feet wide or greater. ~~The Wyoming Highway Patrol WHP~~ may require additional escorts depending on load width. ~~Escort(s)~~ Escorts 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— Length.** On ~~two-lane~~ two-lane primary and secondary routes, ~~two (2) escorts (one front and one rear)~~ 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 one (1) escort to the rear~~ for length shall be required for movements 150 feet or longer in overall length or at the discretion of the ~~Overweight Loads Office OWL.~~ 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. ~~Eseort(s)~~ Escorts 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 Escorts for rear overhang—Rear Overhang.** One (1) escort to the rear shall be required on all highways for rear overhangs of 25 feet or more. ~~Eseort(s)~~ Escorts 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~~ meeting the requirements of 49 C.F.R §393.86 for rear impact guards and rear bumper end protection, 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 Escorts for height— Height.** On all highways, any move exceeding 17 feet shall require an escort to the front with a height-measuring device. ~~An escort Permit-~~ issuing authorities have the discretion to require escorts 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—Overweight.** Any overweight move with special restrictions imposed by the ~~Department's Bridge Program~~ OWL shall require a rear escort on all highways. ~~Additional The OWL may require additional escorts may be required by the~~ Overweight Loads Office depending on the load restrictions. ~~Eseort(s)~~ Escorts 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) **Headlights and Taillights.** All oversize vehicles shall have headlights and taillights illuminated and visible during movement.

(m) **Utility Moves to Accommodate Load Movements** The permit holder shall ~~be responsible for determining~~ determine if the vehicle or load 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 such costs.

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

(o) **Damage.** 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~~ resulting from transporting the load described in the permit. The permit holder is also responsible for checking weather conditions and size and weight restrictions before and during the movement.

(p) **Ports of Entry.** All permitted loads shall stop at the first available port of entry, which shall not exceed five (5) miles from its route for each separate movement, and any port of entry along the route if directed by a regulatory sign, unless the permit-issuing authority approves an exception and such an exception is indicated on the permit.

Section 9. Escort Procedures. The following procedures shall be mandatory minimum requirements for all escorted moves:

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

(a) **Speed limits Limits.** All escorted moves shall follow 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— 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— Movement.** All loads requiring escorts shall be made during daylight hours ~~and at~~ 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— 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 chain law is in effect. The ~~Wyoming Department of Transportation~~ or Wyoming Highway Patrol (WHP) may restrict movements of specific oversize and/or overweight loads because of low visibility or high winds inclement weather. 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~~ WHP.

(e) **Traffic— 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. Escort vehicles shall not deviate from their primary travel lane in any attempt to force oncoming traffic off the roadway.

(f) ~~Obstacles~~— **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 WHP's ~~the direction of the Wyoming Highway Patrol.~~ The escorted movement may proceed past the obstacle when safe.

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

(h) **Two (2) Oversize Load Convoys.** Two (2) oversize loads, each requiring escorts, may travel together on a two-lane highway ~~maintaining~~ and shall maintain a distance of approximately 1,000 feet apart, ~~as long as~~ if neither load exceeds 16 feet wide or 110 feet overall length and both loads are less than 16 feet high. One (1) escort in front of the first load and one (1) escort behind the second load shall be maintained at a distance of approximately 1,000 feet from the movement, unless a shorter distance is necessary to control the movement. On interstate or four-lane highways, if neither load exceeds 18 feet wide or 130 feet overall length and both loads are less than 16 feet high, one (1) escort to the second load's 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) **Three (3) Oversize Load Convoys.** A third oversize load requiring escorts cannot travel with a group of two (2) oversize loads, but shall remain at a minimum distance of one-half mile from the group unless otherwise authorized by Overweight Loads Office ~~the OWL~~ and shall also have its own ~~escort(s)~~ escorts.

(j) **Four (4) Oversize Load Convoys.** A convoy of four (4) oversize loads requiring escorts and not requiring a height pole may travel in two (2) groups separated by a distance of at least one-half mile. Each group shall have its own escorts unless otherwise authorized by Overweight Loads Office ~~the OWL.~~ ~~Each group shall have its own escort(s).~~

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

(l) **Obstructed Four-lane Divided Highways.** When moves are confined to four-lane divided highways, and a segment of one (1) 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) **Escorted Moves on Interstate and Two-lane Highways.** Moves requiring escorts and using the interstate highways and intervening two-lane highways shall need one (1) escort for the interstate and two (2) for the two-lane highways.

(n) **Parking.** — ~~Drivers of escort~~ Escort vehicles shall ~~insure~~ ensure that escorted movements do not park on the highway's 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~~ shall be adequately protected by flagmen, flares, an escort vehicle, and/or other suitable warning devices.

Section 10. Escort Equipment. The following requirements are the minimum equipment needed for escorting oversize and/or overweight movements:

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

(a) (i) **Escort Vehicles.** ~~Escort vehicles~~ 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.

(b) (ii) **Flashing Lights.** Escort vehicles shall display a revolving amber light, amber strobe light, or a pair of 2 two-way flashing amber lights at least four (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~~ used when not accompanying an approved permitted move.

(c) (iii) **Signs.** ~~Escort vehicle(s)~~ vehicles 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.

(d) (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 eight (8) inches high and with two-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.

(e) (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 square inches square.

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

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

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

~~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.

(a) ~~Should damage occur to the roadway, structures, or any highway property during an oversize and/or 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.~~

(i) Immediately stop the movement;

(ii) Contact the Department or Wyoming Highway Patrol (WHP); and

(iii) Correct the condition causing damage.

(b) Regardless of whether a Department inspector accompanies the move, the person or company causing the damage shall reimburse the Department for costs.

(c) Permit issuance 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 these rules and regulations~~ shall be construed to permit an oversize and/or overweight vehicle that has not previously obtained a permit or permission ~~in advance~~ to be operated on the Wyoming highways of this state.

Section 14. National Defense. The size and weight limits set forth in these rules shall not apply to special military movements (military vehicle or load and operator/driver) on the highway system.

~~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. 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, and all vehicles shall be properly registered in Wyoming to use a Class C permit.~~

~~(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 9th 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 15. Procedure for Obtaining Classes of Permits.

(a) A permit shall be obtained on the Wyoming Highway Patrol (WHP) website or from any permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types Available. Individuals and companies requesting any permit class must, at a minimum, gain approval before movement.

(a) ~~b~~ Requests for Class A (super load) permit approval of ~~Class A (Super Load) permits~~ shall be made through the Overweight Loads Office (OWL) on the WHP website. ~~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.~~ 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 permit class of ~~permit~~ before approval is given:

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

(d) Individuals or companies without proof of vital base plates and/or registration, a valid USDOT number, or proper regulatory authority (when required) shall not be given a permit or permission.

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

(e f) Requests for all permit 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~~ 72 or more hours to complete.

(f g) Requests for all permit 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~~ 16. Class D Permits.

(a) Permits may be obtained for a ~~period not exceeding~~ up to one (1) year. These permits shall authorize the movement of vehicles without a load; or meeting non-divisible load requirements. Class D permits shall also authorize the 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 Permit 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~~ legal-sized loads ~~providing if~~ providing if this is indicated on the permit.

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

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

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

(iv) Class D oversize permits shall be obtained from the ~~permit issuing~~ permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit 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, a 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)~~ sheet (with the exceptions discussed in following Section 17[c][ii]). If the original tracking ~~sheet(s)~~ sheet 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~~, 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)~~ destinations and the number of trips.

(d) Class D overweight permits shall be requested for the shortest practical period and shall not exceed six (6) months. If the operation will travel on both ~~the~~ primary, ~~and~~ secondary, and ~~the~~ interstate highway systems, the mileage ~~is to~~ shall be estimated for each ~~of the highway systems~~ system, with a maximum of 5,000 total combined miles. ~~Providing~~ If 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 (2) 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~~ six (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) sheets~~, 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~~ The following safety regulations govern 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~~ slow-moving emblem may, instead of oversize load signs and flags, display a ~~lighted,~~ revolving amber light, an amber strobe light, or a pair of 2 two-way flashing amber lights at least four (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 a pair of 2 two-way flashing amber lights at least four (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~~ 17. Moves of Recreational Vehicles.

(a) ~~Nonecommercial~~ Non-commercial moves of overwidth recreational vehicles are governed by the following:

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

(ii) If the vehicle (not including appurtenances) exceeds eight (8) feet, six (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 up to one~~ one (1) year, authorizing the movement of one (1) 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~~ shall be located to reflect to the driver a view of the roadway to the rear of the vehicle.

(d) ~~Following are~~ The following safety regulations ~~governing~~ govern overwidth recreational vehicles:

(i) No additional safety requirements, as explained in Section 8, Safety Measures and Moves, are imposed upon the movements of recreational vehicles ~~as long as if~~ if the vehicle (not including appurtenances) does not exceed eight (8) feet, six (6) inches wide.

(ii) Moves of recreational vehicles (not including appurtenances) exceeding eight (8) feet, six (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 a pair of 2 two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements ~~will~~ shall 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~~ 18. Class E and Class F Permits.

~~(a)~~ Class E Permits

Class E Permits.

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

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

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

(iv) Vehicles shall be properly qualified with Wyoming registration for an.
Trip permits for registration shall not be allowed for extended period permits.

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

~~(v vi)~~ 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 vii)~~ Class E permits shall specify only one (1) power unit, but may list
multiple trailer plate information.

~~(b)~~ **Class F Permits**

(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 vehicles~~
that cannot be weighed at point of loading. Permits shall not be issued for more than 10 percent
~~in excess of over~~ legal axle weights or more than 5,000 pounds ~~in excess of over~~ legal gross
weights (including inner bridges) allowed under **Gross Weight Table 1**.

(ii) A ~~one single~~ trip permit may be obtained from permit-issuing authorities
as listed in Section 4, Permit-issuing Authorities and Permit Types ~~of Permits~~ Available, for a
\$15 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 Permit Types ~~of Permits~~
Available, for a \$50 fee ~~of \$50~~.

(iv) Vehicles shall be properly qualified with Wyoming registration for
extended period permits. Trip permits for registration shall not be allowed for extended period
permits.

~~(iv v)~~ 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 ~~vi~~) ~~Class F permits~~ Permits shall specify only one (1) power unit, but may list multiple trailer plate information.

Section ~~20~~ 19. Class W Permits (Multi-piece Loads Exceeding 117,000 lbs pounds).

(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~~ exceeding limits allowed in W.S. 31-18-802(a)(vi) (shown in **Gross Weight 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 Title 23 United States Code (U.S.C.)§127 (shown in **Gross Weight 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~~ 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 (1) year from the issue date ~~of issue~~. Permits may be obtained from ~~Wyoming Highway Patrol~~ the Overweight Loads Office (OWL) ~~in Cheyenne.~~ Providing ~~If~~ the company is in compliance with following paragraph (v), a ~~one-trip~~ single trip permit may be obtained from permit-issuing authorities listed in preceding Section 4, Permit-issuing Authorities and Permit Types of Permits Available, for a six-cent ~~fee of 6 cents~~ for each ton or fraction of a ton exceeding the statutory limits for each mile traveled, with a \$40 ~~minimum fee of \$40~~.

(iv) Permit fees shall be in accordance with ~~Table 4~~ **Table 4, Fees**.

(v) Carriers shall not have a conditional or unsatisfactory safety rating to be eligible for Class W permits. ~~Intrastate carriers~~ Carriers may be eligible to apply for a Class W permit one (1) year after receiving a ~~US DOT~~ USDOT number.

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

(vii) Application and permit fees shall be non-refundable. However, a vehicle permit may be transferred to another power unit for a \$25 ~~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~~ Vehicles 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~~ The following are penalties for ~~violation.~~ violations:

(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~~ Violating 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 ~~(3)~~ (3) violations in a ~~12-month~~ 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~~ The following are Class W permit application procedures; ~~for Class W permits.~~

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

(ii) Applications may be obtained by writing or contacting the ~~Wyoming Highway Patrol, Overweight loads~~ Loads Office OWL, 5300 Bishop Blvd., Cheyenne, WY, 82009-3340. Carriers may also obtain an application from the Wyoming Highway Patrol (WHP) website: 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)

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
<u>65</u>				<u>114,000</u>	<u>119,500</u>	<u>125,500</u>	<u>131,000</u>	
66				114,500	120,500	126,000	131,500	
67				115,000	121,000	126,500	132,500	
68				116,000	121,500	127,000	133,000	
69				116,500	122,000	127,500	133,500	
70				117,000	122,500	128,000	134,000	
71				117,500	123,000	128,500	134,500	
72				118,000	123,500	129,500	135,000	
73				118,500	124,000	130,000	135,500	
74				119,000	124,500	130,500	136,000	
75				119,500	125,000	131,000	136,500	
76				120,000	126,000	131,500	137,000	
77				121,000	126,500	132,000	137,500	
78				121,500	127,000	132,500	138,000	
79				122,000	127,500	133,000	139,000	
80				122,500	128,000	133,500	139,500	
81			117,500	123,000	128,500	134,000	140,000	
82			118,000	123,500	129,000	134,500	140,500	
83			118,500	124,000	129,500	135,500	141,000	
84			119,000	124,500	130,000	136,000	141,500	
85			120,000	125,000	130,500	136,500	142,000	
86			120,500	126,000	131,500	137,000	142,500	
87			121,000	126,500	132,000	137,500	143,000	

88		121,500	127,000	132,500	138,000	143,500	
89		122,000	127,500	133,000	138,500	144,000	
90	117,500	122,500	128,000	133,500	139,000	144,500	
91	118,000	123,000	128,500	134,000	139,500	145,500	151,000
92	118,500	124,000	129,000	134,500	140,000	146,000	151,500
93	119,000	124,500	129,500	135,000	140,500	146,500	152,000

Gross Weight Table 3 (continued)

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

114	126,500	131,000	136,000	141,500	146,500	152,000	157,500
115	127,000	131,500	136,500	142,000	147,000	152,500	158,000
116	127,500	132,500	137,000	142,500	148,000	153,500	
117	128,000	133,000	138,000	143,000	148,500	154,000	
118	129,000	133,500	138,500	143,500	149,000	154,500	
119	129,500	134,000	139,000	144,000	149,500	155,000	
120	130,000	134,500	139,500	144,500	150,000	155,500	
121	130,500	135,000	140,000	145,000	150,500	156,000	

Gross Weight Table 3 (continued)

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
<u>119</u>	<u>129,500</u>	<u>134,000</u>	<u>139,000</u>	<u>144,000</u>	<u>149,500</u>	<u>155,000</u>		
<u>120</u>	<u>130,000</u>	<u>134,500</u>	<u>139,500</u>	<u>144,500</u>	<u>150,000</u>	<u>155,500</u>		
<u>121</u>	<u>130,500</u>	<u>135,000</u>	<u>140,000</u>	<u>145,000</u>	<u>150,500</u>	<u>156,000</u>		
119	129,500	134,000	139,000	144,000	149,500	155,000		
120	130,000	134,500	139,500	144,500	150,000	155,500		
121	130,500	135,000	140,000	145,000	150,500	156,000		
122	131,000	135,500	140,500	146,000	151,000	156,500		
123	131,500	136,500	141,000	146,500	151,500	157,000		
124	132,500	137,000	141,500	147,000	152,000	157,500		
125	133,000	137,500	142,500	147,500	152,500	158,000		
126	133,500	138,000	143,000	148,000	153,500			
127	134,000	138,500	143,500	148,500	154,000			
128	134,500	139,000	144,000	149,000	154,500			
129	135,000	139,500	144,500	149,500	155,000			
130	136,000	140,500	145,000	150,000	155,500			
131	136,500	141,000	145,500	151,000	156,000			
132	137,000	141,500	146,000	151,500	156,500			
133	137,500	142,000	147,000	152,000	157,000			
134	138,000	142,500	147,500	152,500	157,500			
135	138,500	143,000	148,000	153,000	158,000			

136 139,500 143,500 148,500 153,500

Table 4, Fees

Tons Over 117,000 Pounds Gross Vehicle Weight (GVW)

<u>Miles Miles</u>	<u>± 1</u>	<u>± 2</u>	<u>± 3</u>	<u>± 4</u>	<u>± 5</u>	<u>± 6</u>	<u>± 7</u>	<u>± 8</u>
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.~~

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)
(continued)

Tons Over 117,000 Pounds GVW
GVW

<u>Miles Miles</u>	<u>9 9</u>	<u>10 10</u>	<u>11 11</u>	<u>12 12</u>	<u>13 13</u>	<u>14 14</u>	<u>15 15</u>
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.

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)
(continued)**

Tons Over 117,000 Pounds GVW
GVW

<u>Miles Miles</u>	<u>16 16</u>	<u>17 17</u>	<u>18 18</u>
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.~~

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.~~

Section 20. 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~~ Over length or overweight movements 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~~ vehicle to which it refers, and shall be displayed to any permit-issuing authority or law enforcement upon request. A ~~one-trip~~ single 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~~ wide or 17 feet ~~in height~~ high shall be approved by the Overweight Loads Office (OWL). Calls at 307.777.4376 will be answered Monday through Friday.

(ii) Movements exceeding 16 feet ~~in width~~ wide or any movement that cannot be kept to the right of the highway ~~center line~~ centerline 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)~~ Escorts for movements exceeding 16 feet ~~in height~~ high may be required.

(A) Implements and produce of husbandry moved by Wyoming farmers and ranchers are exempt from Section 10(h) only.

(iii) All movements operating at speeds of 25 miles per hour or less and exceeding 8 and 1/2 feet ~~in width~~ wide shall, in addition to the ~~slow moving~~ slow-moving vehicle emblem, display oversize load signs, and display ~~an illuminated,~~ a revolving amber light, an amber strobe light, or a pair of 2 two-way flashing amber lights at least four (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~~ wide and operating at speeds exceeding 25 miles per hour shall, instead of the ~~slow moving~~ 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 a pair of 2 two-way flashing amber lights at least four (4) inches in diameter on the vehicle ~~and oversize load signs~~. LED assemblies meeting the visibility requirements ~~will~~ 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 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~~ contact city and/or county officials for approval for transportation on their roads.

Section ~~22~~ 21. Implement Dealers.

(a) Persons engaged in ~~the a~~ a business of ~~selling, repairing,~~ that maintains an inventory of implements of husbandry for sale, lease, rent, or repair that transporting transports implements of husbandry to or from ~~a farmer~~ farmers or ~~rancher~~ ranchers are exempt from permit requirements for overwidth or over height loads.

(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~~ safety regulations:

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

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

(iii) Movements designed for operation at speeds not exceeding 25 miles per hour shall display a ~~slow-moving~~ 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 a pair of 2 two-way flashing amber lights at least four (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~~ 22. Custom Agricultural Operations.

(a) Custom agricultural operations means the contracting or for-hire operation of harvesting crops, processing of ~~agriculture~~ agricultural 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~~ permit-issuing authority as listed in Section 4, Permit-issuing Authorities and Permit Types of Permits Available, 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~~ permit-issuing authority as listed in Section 4, Permit-issuing Authorities and Permit Types of Permits Available, 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~~ shall be valid for no more than 90 continuous days from the issue date ~~of issuance~~.

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

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

(e) Oversize and/or overweight permits ~~will~~ shall 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 and 1/2 feet), but not exceeding 150 inches (12 feet, 6 inches) and no single component exceeding 102 inches (8 and 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 the~~ safety regulations for oversize movements in custom agricultural operations are as follows :

(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~~ requiring and is properly displaying a ~~slow-moving~~ slow-moving vehicle emblem may, instead of oversize signs and flags, display a ~~lighted~~, revolving amber light, an amber strobe light, or a pair of 2 two-way flashing amber lights at least four (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 these rules and regulations.~~

Section 24 23. 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 when the director ~~has determined~~ determines 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 (U.S.C.) Section 127(a), 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~~ 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 emergency 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~~ permit-issuing authority as listed in preceding Section 4, Permit-issuing Authorities and Permit Types Available, 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 (1) power unit, but may list multiple trailer plate information.

C O N T E N T S
FY2024 OPERATING BUDGET
SECOND QUARTER BUDGET VERSION 1
 4/5/2024 14:24
 October 1, 2023 Through September 30, 2024

	PAGE
TABLE OF CONTENTS	1
TOTAL WYDOT ANTICIPATED REVENUE & CARRYOVER	2
TOTAL WYDOT ALLOCATION OF REVENUE & CARRYOVER	3
ANTICIPATED REVENUE COMMISSION CARRYOVER	4
ALLOCATION OF REVENUE COMMISSION CARRYOVER	5
ANTICIPATED REVENUE LEGISLATIVE	6
ALLOCATION OF REVENUE LEGISLATIVE	7
LABOR SUMMARY	8
ENGINEERING DIVISION - HIGHWAY IMPROVEMENT PROGRAM	9 - 12
TRANSPORTATION PLANNING DIVISION	13
OPERATIONS DIVISION	13
OPERATIONS DIVISION - MAINTENANCE PROGRAM	14
CAPITAL EXPENDITURES - SUMMARY	15
OTHER EXPENDITURES:	
FEDERAL GRANTS AND OTHER	16
OPERATING TRANSFERS OUT	17
FUND H04 - RURAL TRANSIT PROGRAM	18
FUND H06 - APPROPRIATED STATE HIGHWAY FUND	19
TRANSPORTATION DEPARTMENT ADMINISTRATION	19
ADMINISTRATIVE SERVICES DIVISION	19
HIGHWAY PATROL DIVISION	19
AERONAUTICS AIRPORT IMPROVEMENT PROGRAM	19
FUND - OTHER APPROPRIATED FUNDS	19
FUND I06 - INTERNAL SERVICE FUND - AIRCRAFT	19
REVENUE - STATE SOURCES	20
SIB (H07), TIS (H08), RAWT (H09)	21
MSEP (117) AND IFTA (H05)	22
BUILDINGS AND SITES	23-28
VEHICLES AND ROAD MACHINERY	29
FOOTNOTES	30

SUMMARY - WYDOT - ANTICIPATED REVENUE & CARRYOVER
October 1, 2023 Through September 30, 2024

DETAILS	STATE SOURCES:	1st Quarter FY2024	1st Quarter FY2024	2nd Quarter FY2024	2nd Quarter FY2024
	HIGHWAY USER FEES:				
Page 20	Gasoline Taxes	47,309,512		47,309,512	
Page 20	Diesel Fuel Taxes	67,775,024		67,775,024	
Page 20	Motor Vehicle Registration Fees	88,723,099		88,723,099	
Page 19-20	Drivers Licenses & INTERLOCK	6,308,927		6,308,927	
Page 20	Commercial Drivers Licenses	514,970		514,970	
Page 20	Commercial Vehicle Fees	10,824,662		10,824,662	
Page 20	Motor Carrier Fees	27,592		27,592	
Page 20	IFTA Decal Fund Revenues	39,227		39,227	
Page 20	Motor Fuel Dealers Licenses	59,340		59,340	
Page 20	Radiological Materials Training & Response Fees	130,000		130,000	
Page 20	Motorcycle Safety Education License Fees	438,587		438,587	
	Total Highway User Taxes		222,150,940		222,150,940
			24.16%		23.71%
	OTHER SOURCES:				
Page 20	Mineral Royalties-State Highway Fund	64,597,500		64,597,500	
Page 20	Severance Taxes	6,711,500		6,711,500	
Page 19	Flight Services-Aeronautics	1,202,505		1,202,505	
Page 19	State Radio Network-S.A.L.E.C.S.	696,891		696,891	
Page 20	City, County, & Other Matching Funds	5,486,181		5,658,535	
Page 20	Authority To Render Service ARS STIP and Non-STIP	6,550,000		6,550,000	
Page 20	Interest on State Funds (H01,H02 Construction Only)	2,000,000		2,000,000	
Page 20	Interest on Rural Transit Account	25,000		25,000	
Page 20	Interest- Air Services Enhancements	80,197		80,197	
Page 20	Miscellaneous Revenue	14,478,700		15,583,145	
	Total Other Sources		101,828,474		103,105,273
			11.07%		11.00%
	TOTAL STATE SOURCES REVENUE		323,979,414		325,256,213
	PLUS: OPERATING TRANSFERS IN		0		-
	NET STATE SOURCES REVENUE		323,979,414		325,256,213
			35.23%		34.71%
	FEDERAL SOURCES:				
	FEDERAL AID FUNDS:				
Pages 9-11	Highway Improvement Program	340,988,537		357,801,712	
Page 10	Highway Improvement Program Indirect Cost Allocations	31,540,508		31,540,508	
Page 14	Contract Maintenance Program	0		0	
Page 13	Highway Planning and Research (SPR)	9,372,189		9,372,189	
Page 10	Highway Safety	13,417,988	395,319,222	13,417,988	412,132,397
			42.99%		43.98%
	FEDERAL GRANTS:				
Page 16	Highway Safety Funds Including ICAP	7,999,413		7,999,413	
Page 19	Highway Safety Patrol Grants	1,340,495		1,340,495	
Page 16	Supportive Services (D.B.E.)	119,139		119,139	
Page 16	Technology Deployment/STIC Grant Funds	100,000		106,000	
Page 18	FTA Section 5303/5305 (Urbanized Transit Cheyenne/Casper)	620,606		636,815	
Page 18	FTA Section 5304/5313/5305e (Public Transit Planning)	162,064		166,585	
Page 18	FTA Section 5310 (Capital Assistance for Elderly/Disabled)	726,105		757,326	
Page 18	FTA Section 5311 (State Rural Public Transit)	9,371,195		8,627,280	
Page 18	FTA Section 5339 Low Intensity Bus Program	4,251,852		4,283,497	
Page 16	FHWA LTAP-UWTTTC	150,000		150,000	
Page 16	FHWA LTAP-SPR-RES	12,500		12,500	
Page 18	Metropolitan Planning	1,257,375		1,241,203	
Page 16	Recreational Trails	1,474,476		1,474,476	
Page 19	Motor Carrier Safety Assist. Prog.	1,878,895		1,878,895	
Page 19	Airport Improvements-Aeronautics	48,697,901		48,697,901	
Page 19	Wyolink ARPA Funding	17,500,000		17,500,000	
Page 19	Commercial Air Service Enhancement ARPA Funding	4,416,029		4,416,029	
Page 17	Fuel Tax Evasion (STP Any Area Funds)	45,500	100,123,545	45,500	99,453,054
			10.89%		10.61%
	TOTAL FEDERAL FUNDS		495,442,767		511,585,451
			53.88%		54.60%
	TOTAL REVENUE		819,422,181		836,841,664
			89.11%		89.31%
	PROGRAMMED CARRYOVER FROM PRIOR YEAR		30,400,000		30,400,000
			3.31%		3.24%
	UNPROGRAMMED CARRYOVER FROM PRIOR YEAR		15,955,730		15,955,730
			1.74%		1.70%
	PURCHASE ORDERS & BUDGET AUTHORITY ROLL PRIOR PERIOD		13,129,106		13,129,106
			1.43%		1.40%
	TEN CENT UNOBLIGATED FROM PRIOR PERIOD		40,671,188		40,671,188
			4.42%		4.34%
	TOTAL REVENUE BUDGET TO ALLOCATE		919,578,205		936,997,688
			100.00%		100.00%

SUMMARY - WYDOT - ALLOCATION OF REVENUE & CARRYOVER

October 1, 2023 Through September 30, 2024

TRANSPORTATION COMMISSION APPROPRIATED BUDGET:

		ENGINEERING DIVISION - HIGHWAY IMPROVEMENT PROGRAM:		2nd Quarter		2nd Quarter	
DETAILS	On The State Highway System	FY2024	FY2024	FY2024	FY2024	FY2024	FY2024
Pages 9-10	Federal Aid Funds	331,771,030		347,423,715			
Pages 9-10	State Matching Funds	33,019,587		34,742,814			
Pages 12-13	State Funded Programs	116,416,487		98,843,864			
	On State System Total		481,207,104	52.33%		481,010,393	51.34%
	Off The State Highway System						
Page 11	Federal Aid Funds	22,635,495		23,795,985			
Page 11	State Funds	1,891,000		1,891,000			
Page 11	Authority To Render Service (STIP)	5,000,000		5,000,000			
Page 11	Other Matching Funds	1,426,003		1,426,003			
Page 11	Local Matching Funds	3,803,929		3,976,283			
	Off State System Total		34,756,427	3.78%		36,089,271	3.85%
	SUBTOTAL - HIGHWAY IMPROVEMENT PROGRAM		515,963,531	56.11%		517,099,664	55.19%
	OPERATIONS DIVISION:						
Page 14	MAINTENANCE PROGRAM - General	116,331,800		116,407,471			12.42%
Page 14	Contracted - Federal Funds	0		0			0.00%
Page 14	Contracted - State Matching Funds	0		0			0.00%
Page 14	Contracted - State Funds	0		0			0.00%
Page 14	Contracted - General Funds/AML Funds	0	116,331,800	0.00%	0	116,407,471	0.00%
Page 13	OTHER OPERATIONS ALLOCATIONS	13,738,339	13,738,339	1.49%	13,478,339	13,478,339	1.44%
	TRANSPORTATION PLANNING DIVISION:						
Page 13	Federal Aid Funds	9,372,189		9,372,189			
Page 13	State Funds	25,784,963		25,869,883			
Page 13	State Matching Funds	2,100,648	37,257,800	4.05%	2,100,648	37,342,720	3.99%
	CAPITAL EXPENDITURES						
Page 15	Buildings/Land/Ports of Entry	15,794,385		25,455,044			
Page 15	General Property	0		0			
Page 30	Vehicles and Road Machinery	15,000,000	30,794,385	3.35%	21,239,000	46,694,044	4.98%
	OTHER EXPENDITURES AND GRANTS						
Page 16	Federal Funds	26,278,010		25,607,519			
Page 16	State Funds	4,874,808		4,876,308			
Page 16	Matching Funds Local/Third Party (ARS)	1,256,250	32,409,068	3.52%	1,256,250	31,740,077	3.39%
	TRANSPORTATION COMMISSION APPROPRIATED		746,494,923	81.18%		762,762,315	81.40%
	LEGISLATIVE APPROPRIATED BUDGET:						
Page 19	TRANSPORTATION ADMINISTRATION		1,964,048	0.21%		1,977,709	0.21%
Page 19	ADMINISTRATIVE SERVICES DIVISION		15,790,781	1.72%		16,152,535	1.72%
Page 19	AERONAUTICS DIVISION		67,200,405	7.31%		67,200,405	7.17%
Page 19	WYOLINK / SALECS		27,489,199	2.99%		27,489,199	2.93%
	HIGHWAY PATROL DIVISION:						
Page 19	Law Enforcement Program	37,588,655		37,832,871			
Page 19	Motor Carrier Safety Assist. Prog.	2,348,619		2,348,619			
Page 19	Homeland Security Grants - Patrol	0		0			
Page 19	Highway Safety Grants	1,340,495		1,340,495			
Page 19	Ports of Entry	8,805,727	50,083,496	5.45%	9,338,187	50,860,172	5.43%
	LEGISLATIVE APPROPRIATED		162,527,928	17.67%		163,680,019	17.47%
Page 17	OPERATING TRANSFERS OUT OTHER STATE AGENCIES		10,555,354	1.15%		10,555,354	1.13%
	TOTAL ALLOCATIONS		919,578,205	100.00%		936,997,688	100.00%

**STATE HIGHWAY FUNDS (COMMISSION)
ANTICIPATED REVENUE & CARRYOVER
October 1, 2023 Through September 30, 2024**

DETAILS	STATE SOURCES: HIGHWAY USER FEES:	1st Quarter FY2024	1st Quarter FY2024	2nd Quarter FY2024	2nd Quarter FY2024		
Page 20	Gasoline Taxes	47,309,512		47,309,512			
Page 20	Diesel Fuel Taxes	67,775,024		67,775,024			
Page 20	Motor Vehicle Registration Fees	88,723,099		88,723,099			
Page 19-20	Drivers Licenses & INTERLOCK	5,390,927		5,390,927			
Page 20	Commercial Drivers Licenses	514,970		514,970			
Page 20	Commercial Vehicle Fees	10,824,662		10,824,662			
Page 20	Motor Carrier Fees	27,592		27,592			
Page 20	IFTA Decal Fund Revenues	39,227		39,227			
Page 20	Motor Fuel Dealers Licenses	59,340		59,340			
Page 20	Motorcycle Safety Education License Fees	438,587		438,587			
	Total Highway User Taxes		221,102,940	29.62%	221,102,940	28.99%	
	OTHER SOURCES:						
Page 20	Mineral Royalties-State Highway Fund	64,597,500		64,597,500			
Page 20	Severance Taxes	6,711,500		6,711,500			
Page 20	City, County, & Other Matching Funds	5,486,181		5,658,535			
Page 20	Authority To Render Service ARS STIP and Non-STIP	6,550,000		6,550,000			
Page 20	Interest on State Funds (H01 and H02 Construction Only)	2,000,000		2,000,000			
Page 20	Interest on Rural Transit Account	25,000		25,000			
Page 20	Miscellaneous Revenue	5,878,700		6,983,145			
	Total Other Sources		91,248,881	12.22%	92,525,680	12.13%	
	TOTAL STATE SOURCES REVENUE		312,351,821	41.84%	313,628,620	41.12%	
	PLUS: OPERATING TRANSFERS IN		0	0.00%	0	0.00%	
	NET STATE SOURCES REVENUE		312,351,821	41.84%	313,628,620	41.12%	
	FEDERAL SOURCES:						
	FEDERAL AID FUNDS:						
Pages 9-11	Highway Improvement Program	340,988,537		357,801,712			
Page 10	Highway Improvement Program Indirect Cost Allocations	31,540,508		31,540,508			
Page 14	Contract Maintenance	0		0			
Page 13	Highway Planning and Research (SPR)	9,372,189		9,372,189			
Page 10	Highway Safety	13,417,988	395,319,222	52.96%	13,417,988	412,132,397	54.03%
	FEDERAL GRANTS:						
Page 16	Highway Safety	7,173,770		7,173,770			
Page 19	Highway Safety ICAP	825,643		825,643			
Page 16	Supportive Services (D.B.E.)	119,139		119,139			
Page 16	Technology Deployment Funds	100,000		106,000			
Page 18	FTA Section 5303	620,606		636,815			
Page 18	FTA Section 5304	162,064		166,585			
Page 18	FTA Section 5310	726,105		757,326			
Page 18	FTA Section 5311	9,371,195		8,627,280			
Page 18	FTA Section 5339 Low Intensity Bus Program	4,251,852		4,283,497			
Page 16	FHWA LTAP-UW TTC	150,000		150,000			
Page 16	FHWA LTAP-SPR-RES	12,500		12,500			
Page 18	Metropolitan Planning	1,257,375		1,241,203			
Page 16	Recreational Trails	1,474,476		1,474,476			
Page 17	Fuel Tax Evasion (STP Any Area Funds)	45,500	26,290,225	3.52%	45,500	25,619,734	3.36%
	TOTAL FEDERAL FUNDS		421,609,447	56.48%	437,752,131	57.39%	
	TOTAL REVENUE		733,961,268	98.32%	751,380,751	100.65%	
Page 17	OPERATING TRANSFERS OUT		(87,622,369)	-11.74%	(88,774,460)	-11.89%	
	PROGRAMMED CARRYOVER FROM PRIOR YEAR		30,400,000	4.07%	30,400,000	4.07%	
	UNPROGRAMMED CARRYOVER FROM PRIOR YEAR		15,955,730	2.14%	15,955,730	2.14%	
	PURCHASE ORDERS & BUDGET AUTHORITY ROLL PRIOR PERIOD . . .		13,129,106	1.76%	13,129,106	1.76%	
	TEN CENT UNOBLIGATED FROM PRIOR PERIOD		40,671,188	5.45%	40,671,188	5.45%	
	TOTAL REVENUE BUDGET TO ALLOCATE		746,494,923	100.00%	762,762,315	100.00%	

**STATE HIGHWAY FUNDS (COMMISSION)
ALLOCATION OF REVENUE & CARRYOVER
October 1, 2023 Through September 30, 2024**

TRANSPORTATION COMMISSION APPROPRIATED BUDGET:

ENGINEERING DIVISION - HIGHWAY IMPROVEMENT PROGRAM:		FY2024	FY2024	2nd Quarter FY2024	2nd Quarter FY2024	
DETAILS	On The State Highway System					
Pages 9-10	Federal Aid Funds	331,771,030		347,423,715		
Pages 9-10	State Matching Funds	33,019,587		34,742,814		
Pages 12-13	State Funded Programs	<u>116,416,487</u>		<u>98,843,864</u>		
	On State System Total		481,207,104	64.46%	481,010,393	63.06%
	Off The State Highway System					
Page 11	Federal Aid Funds	22,635,495		23,795,985		
Page 11	State Funds	1,891,000		1,891,000		
Page 11	Authority To Render Service (STIP)	5,000,000		5,000,000		
Page 11	Other Matching Funds	1,426,003		1,426,003		
Page 11	Local Matching Funds	<u>3,803,929</u>		<u>3,976,283</u>		
	Off State System Total		34,756,427	4.66%	36,089,271	4.73%
	SUBTOTAL - HIGHWAY IMPROVEMENT PROGRAM		515,963,531	69.12%	517,099,664	67.79%
	OPERATIONS DIVISION:					
Page 14	MAINTENANCE PROGRAM - General	116,331,800		116,407,471		
Page 14	Contracted - Federal Funds	0		0		
Page 14	Contracted - State Matching Funds	0		0		
Page 14	Contracted - State Funds	0		0		
Page 14	Contracted - General Funds/AML Funds	0	116,331,800	0	116,407,471	
Page 13	OTHER OPERATIONS ALLOCATIONS	<u>13,738,339</u>	13,738,339	1.84%	<u>13,478,339</u>	13,478,339
						1.77%
	TRANSPORTATION PLANNING DIVISION:					
Page 13	Federal Aid Funds	9,372,189		9,372,189		
Page 13	State Funds	25,784,963		25,869,883		
Page 13	State Matching Funds	<u>2,100,648</u>	37,257,800	4.99%	<u>2,100,648</u>	37,342,720
						4.90%
	CAPITAL EXPENDITURES					
Page 15	Buildings/Land/Ports of Entry	15,794,385		25,455,044		
Page 15	General Property	0		0		
Page 30	Vehicles and Road Machinery	<u>15,000,000</u>	30,794,385	4.13%	<u>21,239,000</u>	46,694,044
						6.12%
	OTHER EXPENDITURES AND GRANTS					
Page 16	Federal Funds	26,278,010		25,607,519		
Page 16	State Funds	4,874,808		4,876,308		
Page 16	Matching Funds Local/Third Party (ARS)	<u>1,256,250</u>	32,409,068	4.34%	<u>1,256,250</u>	31,740,077
						4.16%
	TOTAL ALLOCATIONS		746,494,923	100.00%	762,762,315	100.00%

**STATE HIGHWAY FUNDS (LEGISLATIVE)
ANTICIPATED REVENUE
October 1, 2023 Through September 30, 2024**

DETAILS	STATE SOURCES: HIGHWAY USER FEES:	1st Quarter FY2024	1st Quarter FY2024		2nd Quarter FY2024	2nd Quarter FY2024	
Page 19	Drivers License File Search Fees	918,000			918,000		
Page 20	Radiological Materials Training & Response Fees	130,000			130,000		
	Total Highway User Taxes		1,048,000	0.61%		1,048,000	0.60%
	OTHER SOURCES:						
Page 19	Flight Services-Aeronautics	1,202,505			1,202,505		
Page 19	State Radio Network-S.A.L.E.C.S.	696,891			696,891		
Page 20	Interest- Air Services Enhancements	80,197			80,197		
Page 20	Miscellaneous Revenue	8,600,000			8,600,000		
	Total Other Sources		10,579,593	6.11%		10,579,593	6.07%
	TOTAL STATE SOURCES REVENUE		11,627,593	6.72%		11,627,593	6.67%
	PLUS OPERATING TRANSFERS IN FROM H01		87,622,369	50.62%		88,774,460	50.95%
	FEDERAL SOURCES:						
	FEDERAL GRANTS:						
Page 19	Highway Safety Patrol Grants	1,340,495			1,340,495		
Page 19	Motor Carrier Safety Assist. Prog.	1,878,895			1,878,895		
Page 16	Airport Improvements-Aeronautics	48,697,901			48,697,901		
Page 19	Wyolink ARPA Funding	17,500,000			17,500,000		
Page 19	Commercial Air Service Enhancement ARPA Funding	4,416,029			4,416,029		
	TOTAL FEDERAL GRANTS		73,833,320	42.66%		73,833,320	42.38%
	TOTAL REVENUE BUDGET TO ALLOCATE		173,083,282	100.00%		174,235,373	100.00%

STATE HIGHWAY FUNDS (LEGISLATIVE)
ALLOCATION OF REVENUE
 October 1, 2023 Through September 30, 2024

LEGISLATIVE APPROPRIATED BUDGET:

DETAILS	LEGISLATIVE APPROPRIATED BUDGET:	1st Quarter <u>FY2024</u>	1st Quarter <u>FY2024</u>	2nd Quarter <u>FY2024</u>	2nd Quarter <u>FY2024</u>	
Page 19	TRANSPORTATION ADMINISTRATION		1,964,048	1.13%	1,977,709	1.14%
Page 19	ADMINISTRATIVE SERVICES DIVISION		15,790,781	9.12%	16,152,535	9.27%
Page 19	AERONAUTICS DIVISION		67,200,405	38.83%	67,200,405	38.57%
Page 19	WYOLINK / SALECS		27,489,199	15.88%	27,489,199	15.78%
HIGHWAY PATROL DIVISION:						
Page 19	Law Enforcement Program	37,458,655		37,702,871		
Page 21	Radioactive Waste	130,000		130,000		
Page 19	Motor Carrier Safety Assist. Prog.	2,348,619		2,348,619		
Page 19	Highway Safety Grants	1,340,495		1,340,495		
Page 19	Ports of Entry	<u>8,805,727</u>	<u>50,083,496</u>	28.94%	<u>9,338,187</u>	<u>50,860,172</u>
	LEGISLATIVE APPROPRIATED		162,527,928	93.90%	163,680,019	93.94%
Page 17	OPERATING TRANSFERS OUT OTHER STATE AGENCIES. ...		<u>10,555,354</u>	6.10%	<u>10,555,354</u>	6.06%
TOTAL ALLOCATIONS			<u>173,083,282</u>	<u>100.00%</u>	<u>174,235,373</u>	<u>100.00%</u>

LABOR SUMMARY
October 1, 2023 Through September 30, 2024

DESCRIPTION	TOTAL WYDOT	
SALARIES.....	120,402,628	62.65%
BENEFITS.....	71,790,702	37.35%
TOTAL COMPENSATION.....	192,193,330	100.00%

	COMMISSION	
SALARIES.....	86,851,569	63.10%
BENEFITS.....	50,789,586	36.90%
TOTAL COMPENSATION.....	137,641,155	100.00%

	LEGISLATIVE	
SALARIES.....	33,551,059	61.50%
BENEFITS.....	21,001,116	38.50%
TOTAL COMPENSATION.....	54,552,175	100.00%

FUND H01 - STATE HIGHWAY FUND (COMMISSION)
HIGHWAY IMPROVEMENT PROGRAM ALLOCATIONS
 October 1, 2023 Through September 30, 2024

ON THE STATE HIGHWAY SYSTEM:

				2nd Quarter		2nd Quarter	
				FY2024		FY2024	
NATIONAL HIGHWAY SYSTEM:							
* Federal Aid Apportionment	181,013,513	90%		181,013,513	90%		
State Matching	<u>19,023,522</u>	10%		<u>19,023,522</u>	10%		
Subtotal			200,037,035	41.21%		200,037,035	38.89%
SURFACE TRANSPORTATION (ANY AREA):							
* Federal Aid Apportionment	25,105,540	90%		24,715,050	90%		
State Matching	<u>2,638,454</u>	10%		<u>2,597,415</u>	10%		
Subtotal			27,743,994	3.59%		27,312,465	5.31%
NATIONAL HIGHWAY FREIGHT PROGRAM:							
* Federal Aid Apportionment	9,058,620	90%		9,058,620	90%		
State Matching	<u>952,011</u>	10%		<u>952,011</u>	10%		
Subtotal			10,010,631	2.23%		10,010,631	1.95%
Note 1) BRIDGE REPLACEMENT & REHABILITATION:							
* Federal Aid Apportionment	0	0%		0	0%		
State Matching	<u>0</u>	0%		<u>0</u>	0%		
Subtotal			0	0.00%		0	0.00%
Note 1) HIGHWAY SAFETY IMPROVEMENTS:							
* Federal Aid Apportionment	18,868,446	90%		18,868,446	90%		
State Matching	<u>1,982,970</u>	10%		<u>1,982,970</u>	10%		
Subtotal			20,851,416	4.38%		20,851,416	4.05%
Note 6) CARBON REDUCTION PROGRAM							
* Federal Aid Apportionment	8,454,279	0%		8,454,279	90%		
State Matching	<u>888,498</u>	0%		<u>888,498</u>	10%		
Subtotal			9,342,777	0.00%		9,342,777	1.82%
Note 1) HIGHWAY SAFETY RAIL-HIGHWAY CROSSINGS:							
* Federal Aid Apportionment	0	0%		0	0%		
State Matching	<u>0</u>	0%		<u>0</u>	0%		
Subtotal			0	0.00%		0	0.00%
Note 7) PROTECT PROGRAM							
* Federal Aid Allocations	9,613,121	0%		9,613,121	90%		
State Matching	<u>1,010,286</u>	0%		<u>1,010,286</u>	10%		
Subtotal			10,623,407	0.00%		10,623,407	2.07%
SURFACE TRANSPORTATION (UNDER 200,000 POPULATION):							
* Federal Aid Allocations	23,039,143	90%		22,469,143	90%		
State Matching	<u>2,421,287</u>	10%		<u>2,361,383</u>	10%		
Subtotal			25,460,430	4.91%		24,830,526	4.83%
SURFACE TRANSPORTATION (NON-URBAN):							
* Federal Aid Allocations	18,852,191	90%		18,852,191	90%		
State Matching	<u>1,981,261</u>	10%		<u>1,981,261</u>	10%		
Subtotal			20,833,452	3.81%		20,833,452	4.05%
CONGESTION/AIR QUALITY:							
* Federal Aid Allocations	9,576,291	90%		9,376,291	90%		
State Matching	<u>1,006,415</u>	10%		<u>985,396</u>	10%		
Subtotal			10,582,706	2.49%		10,361,687	2.01%

* Indicates Federal Formula Apportionments

FUND H01 - STATE HIGHWAY FUND (COMMISSION)
 HIGHWAY IMPROVEMENT PROGRAM ALLOCATIONS
 October 1, 2023 Through September 30, 2024

ON THE STATE HIGHWAY SYSTEM: (Continued)

	FY2024	FY2024		2nd Quarter FY2024	2nd Quarter FY2024		
IJA BRIDGE FORMULA PROGRAM							
* Federal Aid Apportionment	45,000,000	0%		45,000,000	100%		
State Matching	<u>1,576,417</u>	0%		<u>1,576,417</u>	0%		
Subtotal			46,576,417	9.03%		46,576,417	9.05%
HIGHWAY INFRASTRUCTURE - FEDERAL GENERAL FUNDS							
Federal Aid Apportionment	34,011,892	90%		34,011,892	90%		
State Matching	<u>3,574,462</u>	10%		<u>3,574,462</u>	10%		
Subtotal			37,586,354	7.28%		37,586,354	7.31%
SECTION 402 SANCTIONS FOR HAZARD ELIM:							
* Federal Aid Apportionment	13,417,988	0%		13,417,988	0%		
State Matching	<u>0</u>	0%		<u>0</u>	0%		
Subtotal			13,417,988	2.60%		13,417,988	2.61%
FL REDISTRIBUTION FUNDS:							
* Federal Aid Apportionment	2,543,338	90%		4,248,947	90%		
State Matching	<u>267,291</u>	10%		<u>446,541</u>	10%		
Subtotal			2,810,629	0.54%		4,695,488	0.91%
NEVI - ELECTRIC VEHICLE INFRASTRUCTURE							
Federal Aid Apportionment	5,704,011	80%		5,704,011	80%		
Other Matching	1,426,003	20%		1,426,003	20%		
State Matching	<u>0</u>	0%		<u>0</u>	0%		
Subtotal			7,130,014	1.38%		7,130,014	1.39%
RAISE GRANT							
Federal Aid Apportionment	0	0%		13,000,000	90%		
SL State Matching	<u>0</u>	100%		<u>1,444,445</u>	10%		
Subtotal			-	0.00%		14,444,445	2.81%
EMERGENCY RELIEF FUNDING							
Federal Aid Apportionment	0	0%		1,300,000	90%		
State Matching	<u>0</u>	0%		<u>136,623</u>	10%		
Subtotal			-	0.00%		1,436,623	0.28%
TOTAL FEDERAL AID PROJECTS:							
Federal Aid Apportionments	372,717,865	84%		387,562,984	84%		
Federal Indirect Cost Allocations	31,540,508	7%		31,540,508	7%		
State Matching Funds Indirect Cost Allocations	3,314,733	1%		3,314,733	1%		
SL State Matching Funds	0	0%		1,444,445	0%		
State Matching Funds	<u>37,322,874</u>	8%	444,895,980	86.21%	37,516,785	8%	459,935,010
Note 4) STATE FUNDED PROGRAMS:			116,416,487	22.56%		98,843,864	19.21%
SUBTOTAL ON THE STATE HIGHWAY SYSTEM			561,312,467	108.77%		558,778,874	108.62%
Note 2) Less: Forest Highways		0	0	0.00%		0	0.00%
Adjustment for Federal Obligation Authority (High Priority)		0	0	0.00%		0	0.00%
Adjustment for Federal Obligation Authority		(40,946,835)	(40,946,835)	-7.93%		(40,139,269)	-7.80%
State Matching of Adjusted Obligation Authority		(4,303,287)	(4,303,287)	-0.83%		(4,218,416)	-0.82%
TOTAL ON THE STATE HIGHWAY SYSTEM			516,062,345	100.00%		514,421,189	100.00%

* Indicates Federal Formula Apportionments

HIGHWAY IMPROVEMENT PROGRAM ALLOCATIONS
 October 1, 2023 Through September 30, 2024

OFF THE STATE HIGHWAY SYSTEM:		FY2024	FY2024	2nd Quarter	2nd Quarter		
				FY2024	FY2024		
SURFACE TRANSPORTATION (URBAN AREAS):							
*	Federal Aid Apportionment	5,700,000	90%	6,270,000	90%		
Note 3}	Local Matching	599,039	10%	658,942	10%		
	Subtotal		6,299,039	18.13%		6,928,942	19.21%
Note 1}	BRIDGE REPLACEMENT & REHABILITATION:						
*	Federal Aid Apportionment- Bridges	2,480,153	70%	2,480,153	70%		
*	Federal Aid Apportionment- Surface Transportation	661,556	19%	661,556	19%		
Note 3}	Local Matching	330,176	10%	330,176	10%		
	Subtotal		3,471,885	9.99%		3,471,885	9.62%
Note 1}	HIGHWAY SAFETY RAIL-HIGHWAY CROSSINGS:						
*	Federal Aid Apportionment	1,225,000	90%	1,225,000	90%		
Note 3}	Local Matching	136,111	10%	136,111	10%		
	Subtotal		1,361,111	3.92%		1,361,111	3.77%
Note 8}	TRANSPORTATION ALTERNATIVES:						
*	Federal Aid Apportionment	4,663,886	90%	4,663,886	90%		
Note 3}	Local Matching	490,149	10%	490,149	10%		
	Subtotal		5,154,035	14.83%		5,154,035	14.28%
	CONGESTION/AIR QUALITY:						
*	Federal Aid Apportionment	2,000,000	80%	2,200,000	80%		
	Local Matching	500,000	20%	550,000	20%		
	Subtotal		2,500,000	7.19%		2,750,000	7.62%
	SURFACE TRANSPORTATION (LOCAL)						
*	Federal Aid Apportionment	904,900	90%	995,390	90%		
Note 3}	Local Matching	95,100	10%	104,610	10%		
	Subtotal		1,000,000	2.88%		1,100,000	3.05%
	COMMISSION ROAD IMPROVEMENT PROGRAM:						
*	Federal Aid Apportionment	5,000,000	85%	5,300,000	85%		
Note 3}	Local Matching	882,353	15%	935,294	15%		
	Subtotal		5,882,353	16.92%		6,235,294	17.28%
Note 14}	INDUSTRIAL ROAD FUND:						
	State Funds	771,000	50%	771,000	50%		
	Carryover State Funds	0	0%	0	0%		
Note 3}	Local Matching	771,000	50%	771,000	50%		
	Subtotal		1,542,000	4.44%		1,542,000	4.27%
Note 16}	STATE PARK ROAD PROGRAM:						
	State Park Road Program	500,000		500,000			
	State Park Road Program Carry-Over	500,000		500,000			
	Subtotal		100%	1,000,000	2.88%	100%	1,000,000
	GRADE CROSSING PROTECTION PROGRAM:						
	Original Appropriation	120,000		120,000			
	Carry Over	0		0			
	Subtotal			120,000	100.00%		120,000
	AUTHORITY TO RENDER SERVICE						
	Authority To Render Service (STIP)	5,000,000		5,000,000			
	Subtotal		5,000,000	14.39%		5,000,000	13.85%
	OFF THE STATE HIGHWAY SYSTEM:						
	Federal Aid Apportionments	22,635,495	65%	23,795,985	66%		
	State Funds	1,891,000	5%	1,891,000	5%		
	Local Authority To Render Service (STIP)	5,000,000	14%	5,000,000	14%		
	Other Matching	1,426,003	0%	1,426,003			
Note 3}	Local Matching	3,803,929	11%	3,976,283	11%		
	TOTAL OFF THE STATE HIGHWAY SYSTEM:		34,756,427	95.90%		36,089,271	96.05%

* Indicates Federal Formula Apportionments

FUND H01 - STATE HIGHWAY FUND (COMMISSION)
FUND H01 - STATE FUNDED PROGRAMS
 October 1, 2023 Through September 30, 2024

	<u>FY2024</u>		<u>FY2024</u>		<u>2nd Quarter</u>		<u>2nd Quarter</u>
					<u>FY2024</u>		<u>FY2024</u>
STATE CONSTRUCTION PROGRAM (SCP):							
SCP State Construction Program:	14,810,953	36%			12,520,510	55%	
Unprogrammed Carryover in 2024:	15,955,730				0		
SCP for CE on TC Projects (HB69 Requirement)	2,834,499	7%			2,834,499	12%	
Employee Salary/Equity Adjustments	2,500,000	6%			2,500,000	11%	
Cash Flow Reserve for Federal Reimbursements	5,000,000	12%			5,000,000	22%	
Subtotal			41,101,182				22,855,009
 FUND ACCOUNT H02 - 10 Cent Motor Fuel							
STATE CONSTRUCTION PROGRAM (SCP-TC):							
Note 39} 10 Cent Gasoline Taxes	19,102,442	37%			19,102,442	37%	
Note 39} 10 Cent Diesel Taxes	26,487,270	52%			26,487,270	52%	
Note 39} Carry Over 10 Cent Taxes	4,932,397				4,932,397	10%	
Note 39} Interest on 10 Cent Motor Fuel Fund Balance	500,000	1%			500,000	1%	
Subtotal			51,022,109	52.97%			51,022,109
							64.80%
STATE SAFETY PROGRAM:							
SSP-TO Traffic Operations Projects	850,000	100%			850,000	100%	
Subtotal			850,000	0.88%			850,000
							1.08%
STATE PROJECTS:							
SCP	1,000,000	100%			1,660,000	100%	
Subtotal			1,000,000	1.04%			1,660,000
							2.11%
RIGHT OF WAY							
Subtotal	300,000	100%			300,000	100%	
			300,000	0.31%			300,000
							0.38%
UTILITY PROJECTS:							
UTIL or RAIL	150,000	100%			150,000	100%	
Subtotal			150,000	0.16%			150,000
							0.19%
ENGINEERING/MAINTENANCE STUDIES AND EVALUATIONS:							
ESE/MSE	1,900,505				1,900,505		
Subtotal			1,900,505	1.97%			1,900,505
							2.41%
TOTAL			96,323,796	100.00%			78,737,623
							100.00%

FUND H01 - STATE HIGHWAY FUND (COMMISSION)
STATE/FEDERAL FUNDED PROGRAMS
October 1, 2023 Through September 30, 2024

		FY2024		FY2024		2nd Quarter FY2024		2nd Quarter FY2024	
ENGINEERING DIVISION - HIP PROGRAM:									
0000	Transportation Commission	182,019		0.91%	182,019		0.91%		
0110	Chief Engineer and Staff	809,509		4.03%	809,509		4.03%		
1200	Construction Staff	1,892,830		9.42%	1,892,830		9.41%		
1630/1631	Highway Development	919,120		4.57%	919,120		4.57%		
1660	Right of Way	1,246,441		6.20%	1,246,441		6.20%		
1640	Materials (Laboratory)	1,210,058		6.02%	1,210,058		6.02%		
1610	Contracts and Estimates	375,714		1.87%	375,714		1.87%		
1600	Bridge Design	717,494		3.57%	721,344		3.59%		
1632	Project Development	1,800,224		8.96%	1,809,924		9.00%		
1633	Photogrammetry and Survey	558,277		2.78%	558,277		2.78%		
1634	Project Management Oversight	577,575		2.87%	577,575		2.87%		
1620	Geology	647,695		3.22%	647,695		3.22%		
1800	Traffic Operations - Engr.	1,324,158		6.59%	1,324,158		6.59%		
0201/1211	District 1 - Operations - Engr.	1,390,981		6.92%	1,390,981		6.92%		
0202/1212	District 2 - Operations - Engr.	1,805,826		8.99%	1,805,826		8.98%		
0203/1213	District 3 - Operations - Engr.	1,542,430		7.68%	1,542,430		7.67%		
0204/1214	District 4 - Operations - Engr.	1,446,451		7.20%	1,446,451		7.19%		
0205/1215	District 5 - Operations - Engr.	1,645,889		8.19%	1,645,889		8.19%		
TOTAL -	ENGINEERING DIVISION		20,092,691	100.00%			20,106,241	100.00%	
TRANSPORTATION PLANNING & ADMINISTRATION									
0120	Chief Financial Officer	284,749		0.76%	284,749		0.76%		
0130	Chief Technology Officer	4,351,818		11.68%	4,360,818		11.68%		
2800	Financial Services	4,231,618		11.36%	4,231,618		11.33%		
2100	Budget	1,193,553		3.20%	1,193,553		3.20%		
2300	Grants & Contracts	542,952		1.46%	544,980		1.46%		
2430	Civil Rights Office	692,120		1.86%	692,120		1.85%		
4410	Compliance & Investigation	826,794		2.22%	826,794		2.21%		
2420	Training Program Manager	632,198		1.70%	632,198		1.69%		
2405	Office Services Printing	885,927		2.38%	885,927		2.37%		
2860	Intelligent Transportation:	169,439		0.45%	169,439		0.45%		
2210	Enterprise Technology	3,565,005		9.57%	3,565,005		9.55%		
2411	Human Resources - Commission	104,487		0.28%	104,487		0.28%		
0160	Public Safety Communication Commission	26,908		0.07%	26,908		0.07%		
Note 13)	WYDOT University (WYOU-818)	905,553	18,413,121	2.43%	905,553		18,424,149	2.42%	
1650	Planning:								
	Federal Funds (SPR)	3,285,582		8.82%	3,285,582		8.80%		
	Federal Funds (STP)	0		0.00%	0		0.00%		
	State Matching Funds	821,395		2.20%	821,395		2.20%		
	State Funds	689,751	4,796,728	1.85%	689,751		4,796,728	1.85%	
1652	Environmental Services								
	Federal Funds (SPR)	435,559		1.17%	435,559		1.17%		
	State Matching Funds	108,890		0.29%	108,890		0.29%		
	State Funds	107,957	652,406	0.29%	107,957		652,406	0.29%	
1653	Programming:								
	Federal Funds (SPR)	506,923		1.36%	506,923		1.36%		
	State Matching Funds	126,731		0.34%	126,731		0.34%		
	State Funds	79,288	712,942	0.21%	79,288		712,942	0.21%	
1653	Programming Research:								
	Federal Funds (RES)	1,205,023		3.23%	1,205,023		3.23%		
	State Matching Funds	301,256	1,506,279	0.81%	301,256		1,506,279	0.81%	
1651/3600	Local Government Coordinator:								
	Federal Funds (SPR)	748,677		2.01%	748,677		2.00%		
	State Matching Funds	187,169		0.50%	187,169		0.50%		
	State Funds	60,228	996,074	0.16%	60,228		996,074	0.16%	
1820	Highway Safety:								
	Federal Funds (SPR/HSIP)	1,837,229		4.93%	1,837,229		4.92%		
	State Matching Funds (SPR)	459,307		1.23%	459,307		1.23%		
	State Funds	171,775	2,468,311	0.46%	173,667		2,470,203	0.47%	
1650	Metropolitan Planning:								
	Federal PL Funds	912,510		2.45%	912,510		2.44%		
	State Matching of PL Funds	95,900		0.26%	95,900		0.26%		
	Federal Funds-NCHRP-TRB POOL FUNDS	440,686		1.18%	440,686		1.18%		
	Training Programs	6,262,843	7,711,939	16.81%	6,334,843		7,783,939	16.96%	
TOTAL -	TRANSPORTATION PLANNING DIVISION		37,257,800	100.00%			37,342,720	100.00%	
OPERATIONS DIVISION ALLOCATIONS:									
2415	Employee Safety	1,265,598		9.21%	1,265,598		9.39%		
2850	Equipment Staff	968,039		7.05%	968,039		7.18%		
2830	Telecommunications/RWIS	8,560,942		62.31%	8,300,942		61.59%		
2840	Facility Management	2,403,756		17.50%	2,403,756		17.83%		
VARIOUS	Employee Relocation-WHD	0		0.00%	0		0.00%		
1660	Outdoor Advertising (OUTDRAD)	80,212		0.58%	80,212		0.60%		
1800	LOGO Signs (TRFSIGN)	277,792		2.02%	277,792		2.06%		
1200	Legal Research/Claims - Internal	10,000		0.07%	10,000		0.07%		
1200	Legal Research/Claims - External	172,000		1.25%	172,000		1.28%		
TOTAL -	OPERATIONS DIVISION		13,738,339	100.00%			13,478,339	100.00%	

WYOMING DEPARTMENT OF TRANSPORTATION - OPERATING BUDGET FOR FISCAL YEAR 2024

FUND H01 - STATE HIGHWAY FUND (COMMISSION)
October 1, 2023 Through September 30, 2024

MAINTENANCE PROGRAM				2nd Quarter	2nd Quarter	
REGULAR MAINTENANCE PROGRAM ALLOCATIONS	FY2024	FY2024		FY2024	FY2024	
Maintenance Overhead	11,042,607		9.49%	11,072,607		9.51%
Direct Supervision (SUPRVSN)	8,293,711		7.13%	8,293,711		7.12%
Road Surface (RDSRFCE)	11,887,281		10.22%	11,887,281		10.21%
Shoulders and Approaches (SHLDAPR)	3,879,973		3.34%	3,879,973		3.33%
Roadside and Landscape (RDSLSP)	8,582,866		7.38%	8,582,866		7.37%
Drainage (DRAINAG)	1,678,878		1.44%	1,678,878		1.44%
Structures (STRCTRS)	653,090		0.56%	653,090		0.56%
Snow Control (SNWCTRL)	29,672,656		25.51%	29,672,656		25.49%
Salt\Sand, Brine and Loader Facilities (SALTSTR)	618,501		0.53%	674,572		0.58%
Traffic Overhead	2,393,592		2.06%	2,383,192		2.05%
Shop Operations	5,610,072		4.82%	5,610,072		4.82%
Lane and Line Painting (LNPAINT)	5,784,625		4.97%	5,784,625		4.97%
Signing (SIGNING)	2,655,429		2.28%	2,655,429		2.28%
Electrical Features (ELECFTTR)	7,419,897		6.38%	7,419,897		6.37%
Roadway Operations (RDWYOPS)	2,828,290		2.43%	2,828,290		2.43%
Rest Areas, Parks, Info Centers	5,250,382		4.51%	5,250,382		4.51%
Damage Repairs	6,009,206		5.17%	6,009,206		5.16%
Subtotal		114,261,056	98.22%		114,336,727	98.22%
SPECIAL MAINTENANCE PROJECTS:						
Testing/Registration Fuel Tanks	6,000		0.01%	6,000		0.01%
MDSS Access & Support Fees	119,300		0.10%	119,300		0.10%
Forecasts Weather	73,050		0.06%	73,050		0.06%
Wyoming One Call	17,500		0.02%	17,500		0.02%
Testing/Monitoring Sumps/Modifications	122,369		0.11%	122,369		0.11%
Pollution Discharge Elimination (NPDES)	25,000		0.02%	25,000		0.02%
Noxious Weed Control Department of Agriculture	1,100,000		0.95%	1,100,000		0.95%
Living Snow Fence	143,026		0.12%	143,026		0.12%
Vaisala Mapping	1,000		0.00%	1,000		0.00%
Municipalities Maintenance of Highways	0		0.00%	0		0.00%
Platform and Weight-in-Motion Scales (SCALMNT)	443,499		0.38%	443,499		0.38%
Underground Injection Control (UIC) Consultant	20,000		0.02%	20,000		0.02%
Subtotal - Special Maintenance Program		2,070,744	1.79%		2,070,744	1.78%
Subtotal - Maintenance General		116,331,800	100.01%		116,407,471	100.00%

FUND H01 - STATE HIGHWAY FUND (COMMISSION)
 CAPITAL EXPENDITURES
 October 1, 2023 Through September 30, 2024

	1st Quarter <u>FY2024</u>	1st Quarter <u>FY2024</u>	2nd Quarter <u>FY2024</u>	2nd Quarter <u>FY2024</u>
BUILDINGS: Details on pages 22-24				
District 1	0		77,000	
District 2	2,600		2,600	
District 3	40,000		40,000	
District 4	0		0	
District 5	0		0	
Headquarters Complex	1,550,000		1,550,000	
Statewide - Communications Branch	2,500		2,500	
WYDOT Building Repairs & Maintenance Expenditures	8,974,285		8,841,214	
Contingency - Statewide	<u>225,000</u>		<u>225,000</u>	
	10,794,385		10,738,314	
Budgeted Total		<u>10,794,385</u>		<u>10,738,314</u>
Facilities				
2023 Funding				
TMC/Dispatch Center Building	20,000,000		20,000,000	
Jackson Housing	5,000,000		5,000,000	
Facility Security Upgrades	1,200,000	26,200,000	1,200,000	26,200,000
2024 Funding				
Facility Plan	5,000,000		12,716,730	
Shirley Rim & Muddy Gap Housing	0	5,000,000	2,000,000	14,716,730
Budgeted Facilities Total		<u>31,200,000</u>		<u>40,916,730</u>
GENERAL PROPERTY EXPENSED:				
Miscellaneous items of equipment costing less than \$5,000 and greater than \$200 that are not capitalized				
Commission Requests Approved		702,106	<<< Reconciliation Point B+D >>>	702,106
Note 12} - F Less: Amounts Budgeted in Commission Budgets		(702,106)		(702,106)
Expensed Software Commission Requests Approved		6,165,718	<<< Reconciliation Point B+C >>>	6,165,718
Less: Amounts Budgeted in Commission Budgets		(6,165,718)		(6,165,718)
Legislative Request Approved		2,651,985		2,651,985
Note 12} - F Less: Amounts Budgeted in Legislative Budgets		<u>(2,651,985)</u>		<u>(2,651,985)</u>
Total Non-Capitalized General Property		<u>0</u>		<u>0</u>
GENERAL PROPERTY/SOFTWARE CAPITALIZED:				
Office, Engineering, Radio, Shop and Miscellaneous items of equipment & software Costing over \$5,000 and which are Depreciated.				
Commission Requests Approved		2,856,793	<< Reconciliation Point A+C >>	2,856,793
Less: Capitalized Items Reflected in Budgets		(2,856,793)		(2,856,793)
Capitalized Software Commission Requests Approved		475,000	<<< Reconciliation Point A >>>	475,000
Less: Amounts Budgeted in Commission Budgets		<u>(475,000)</u>		<u>(475,000)</u>
Subtotal - Commission		<u>0</u>		<u>0</u>
VEHICLES AND ROAD MACHINERY:				
Details on Page 29				
Requests Approved		15,000,000		21,239,000
Budgeted Total		<u>15,000,000</u>		<u>21,239,000</u>
Total Capital Expenditures		38,645,987		44,828,916
Note 12} - F Less: Less Amounts Budgeted in Program Budgets		<u>(12,851,602)</u>		<u>(12,851,602)</u>
Total Capital Expenditures		<u>25,794,385</u>		<u>31,977,314</u>

OTHER EXPENDITURES AND GRANTS
October 1, 2023 Through September 30, 2024

COMMISSION	FY2024	FY2024	2nd Quarter FY2024	2nd Quarter FY2024
University Technology Transfer Center: T2/LTAP				
Federal Aid Funds-UW	150,000		150,000	
Federal Aid Funds-SPR-RES-HRRR	12,500		12,500	
WYDOT Transportation Funds	31,250		31,250	
Note 3} - I State-County Funds (Gas Tax)	31,250		31,250	
Note 3} - I Municipal and County Funds (Gas Tax)	31,250		31,250	
Note 3} - I University of Wyoming Funds	43,750		43,750	
Note 3} - I County Road Inventory (Gas Tax)	150,000	450,000	150,000	450,000
Highway Safety Program				
Section 402 - Highway Safety (Core Highway Safety Program)	3,941,505		3,941,505	
Section 402 - Highway Safety ICAP	433,566		433,566	
Section 402 - State Match/Non Part	459,796		459,796	
Section 402 P&A - Highway Safety Planning & Admin	73,969		73,969	
Section 402 P&A - Highway Safety Planning & Admin ICAP	8,137		8,137	
Section 402 P&A - State Match/Non Part	25,616		25,616	
Section 405(b) - Occupant Protect. Low Belt Use	367,716		367,716	
Section 405(b) - ICAP	40,449		40,449	
Section 405(b) - State Match/Non Part	42,896		42,896	
Section 405(c) - Traffic Safety Information System	608,462		608,462	
Section 405(c) - ICAP	66,931		66,931	
Section 405(c) - State Match/Non Part	70,980		70,980	
Section 405(d) - Impaired Driving Countermeasures	2,314,243		2,314,243	
Section 405(d) - ICAP	254,567		254,567	
Section 405(d) - State Match/Non Part	269,968		269,968	
Section 405(h) - Preventing Roadside Deaths	59,149		59,149	
Section 405(h) - ICAP	6,506		6,506	
Section 405(h) - State Match/Non Part	6,900		6,900	
Fatal Accident Reporting System	30,631		30,631	
Fatal Accident Reporting System ICAP	3,369		3,369	
Section 405(f) - Motorcycle Safety	56,910		56,910	
Section 405(f) - Motorcycle Safety ICAP	6,260		6,260	
Section 405(f) - State Match	6,639		6,639	
Section 402 TEA21 Sanctions for Safety Prog. (154AL)	71,185		71,185	
Section 402 TEA21 Sanctions ICAP	5,858	9,232,208	5,858	9,232,208
402 Overtime Funds	(350,000)		(350,000)	
Net Highway Safety Program Funding		8,882,208		8,882,208
Supportive Services (D.B.E.)	119,139	119,139	119,139	119,139
Scenic Byways				
Federal Aid Funds	0		0	
Local Match	0		0	
Subtotal		0		-
Recreational Trails				
Federal Aid Funds	1,474,476		1,474,476	
Local Match	0		0	
Subtotal		1,474,476		1,474,476
State Transportation Innovative Council (STIC) Federal Funds	100,000		100,000	
Technology Transfer Program (T2) Federal Funds	0		6,000	
STIC & T2 State Match	7,600	107,600	9,100	115,100
License Plate & Tab Production Costs	1,879,988	1,879,988	1,879,988	1,879,988
Authority To Render Service				
Authority To Render Service Fuel/Materials (Non-STIP)	1,000,000	1,000,000	1,000,000	1,000,000
FUND H04 - FTA FUND (COMMISSION)				
RURAL TRANSIT PROGRAM				
Details Page 18	17,914,197	17,914,197	17,237,706	17,237,706
FUND 117 - MCSEP				
Motorcycle Safety Education Program				
Details Page 22	523,080	523,080	523,080	523,080
FUND ACCOUNT H05 - IFTA INTERNATIONAL FUEL TAX AGREEMENT (IFTA TAGS)				
Details Page 21				
	58,380	58,380	58,380	58,380
Commission Sub-Total		32,409,068		31,740,077

**FUND H01 - STATE HIGHWAY FUND (COMMISSION)
OPERATING TRANSFERS OUT
October 1, 2023 Through September 30, 2024**

	<u>FY2024</u>	<u>FY2024</u>	<u>2nd Quarter FY2024</u>	<u>2nd Quarter FY2024</u>
Department of Audit - Job: SCAP, Sub-Job: AUD				
Note 5} STP Federal Funds (Fuel Tax Evasion)	45,500	*	45,500	*
State Match (Fuel Tax Evasion)	0	*	0	*
Note 5} Fuel Tax Evasion Grant	0	*	0	*
State Highway Funds (Mineral Severance)	<u>0</u>	45,500 *	<u>0</u>	45,500 *
 Department of Administration and Information:				
Computer Maintenance Charges (Monthly ETS Bill)		1,308,135 *		1,308,135 *
ETS - SWCAP		4,790,876		4,790,876
Insurance - A&I Risk Management - State Self Insurance		299,803 *		299,803 *
Statewide Cost Allocation Plan:				
State Archives		19,140		19,140
Dept. of Audit (Public Funds)		27,516 *		27,516 *
State Auditor		829,558 *		829,558 *
State Treasurer		36,835 *		36,835 *
A & I Budget		21,871 *		21,871 *
A & I Personnel - Human Resources		1,464,299 *		1,464,299 *
Risk Management		0 *		0 *
Facilities Management		0 *		0 *
Note 18} Attorney General's Office		320,578		320,578
 Office of Administrative Hearings		619,050 *		619,050 *
(Hearing Examiners)				
 Revenue Department		400,993 *		400,993 *
(Administrative cost of Severance Taxes)				
 Governor's Office Homeland Security Radiological Services		241,719 *		241,719 *
 Attorney General Office		103,981 *		103,981 *
Direct Bill for Attorney General Position				
 Retirement System - Patrol Retirement		25,500 *		25,500 *
(Funding for legislative increases for retired patrolmen)				
 Operating Transfers out to Other State Agencies - H06		<u>10,555,354 *</u>		<u>10,555,354 *</u>
 Summary of Operating Transfers Out				
Other State Agencies - H06		10,555,354 *		10,555,354 *
Appropriated State Highway Fund - Fund H06		76,374,707 *		77,526,798 *
State Highway Funds To SALECS		0		0
State Highway Funds To WYOLINK		<u>692,308</u>		<u>692,308</u>
 TOTAL OPERATING TRANSFERS OUT		<u>87,622,369</u>		<u>88,774,460</u>

* = LEGISLATIVE APPROPRIATIONS

FUND H04 - FTA FUND (COMMISSION)
RURAL TRANSIT PROGRAM
 October 1, 2023 Through September 30, 2024

Federal Contribution	REVENUE:	<u>FY2024</u>	<u>FY2024</u>	<u>2nd Quarter FY2024</u>	<u>2nd Quarter FY2024</u>
Capital/Operating	Federal Funds:				
NA/90.49%	FTA Section 5303/5305 (Urbanized Transit Cheyenne/Casper)	620,606		636,815	
NA/90.49%	FTA Section 5304/5313/5305e (Public Transit Planning)	162,064		166,585	
90.49%/90.49%	FTA Section 5310 (Capital Assistance for Elderly/Disabled)	726,105		757,326	
90.49%/62.5%	FTA Section 5311 (State Rural Public Transit)	7,862,252		7,104,311	
NA/100%	FTA Section 5311(b) (RTAP) (Technical and Training Assistance)	121,487		120,803	
80%/NA	FTA Section 5311(f) (Intercity Buses)	1,387,456		1,402,166	
80%/50%	FTA Section 5339 Urban & Statewide	4,251,852		4,283,497	
	Subtotal	15,131,822		14,471,503	
	Metro. Planning for CPG	<u>1,257,375</u>	16,389,197	<u>1,241,203</u>	15,712,706
	Other Funds:				
	Local Matching FTA	0		0	
	State Highway Funds -Rural Transit RTP	1,500,000		1,500,000	
	State Highway Funds - Carryover	0		0	
	Less - - State Highway Funds - Other	0		0	
	Less - - LGC State Matching Funds (SPR)	0		0	
	Less - - LGC State Funds	0		0	
	Interest on State Transit Funds	25,000		25,000	
	Other State Funds (Carryover)	<u>0</u>	1,525,000 *	<u>0</u>	1,525,000 *
TOTAL - REVENUE FTA FUND (H04)			<u>17,914,197</u>		<u>17,237,706</u>
	ALLOCATIONS:				
	FTA Section 5303	620,606		636,815	
	FTA Section 5304	162,064		166,585	
	FTA Section 5310	726,105		757,326	
	FTA Section 5311, 5311(b) & 5311(f)	9,371,195		8,627,280	
	FTA Low Intensity Bus Program	4,251,852		4,283,497	
	FTA State Funding	1,525,000		1,525,000	
	Sub-Total	16,656,822		15,996,503	
	Consolidated Planning	<u>1,257,375</u>		<u>1,241,203</u>	
TOTAL - ALLOCATIONS FTA FUND (H04)			<u>17,914,197</u>		<u>17,237,706</u>

Note: * = LEGISLATIVE APPROPRIATIONS

FUNDS H06, 001, and I06 (LEGISLATIVE)
October 1, 2023 Through September 30, 2024

FUND H06-STATE HIGHWAY FUND (LEGISLATIVE)	FY2024		FY2024		2nd Quarter		2nd Quarter	
					FY2024		FY2024	
Operating Transfer In from H01	76,374,707		57.12%		77,526,798			57.49%
Federal Funds	56,333,320		42.13%		56,333,320			41.77%
File Search Fees	918,000		0.69%		918,000			0.68%
Interest on Air Service Enhancement Account	80,197		0.06%		80,197			0.06%
TOTAL H06 FUNDING		133,706,224	100.00%			134,858,315	100.00%	
Fund H06 TRANSPORTATION DEPARTMENT ADMINISTRATION				PROG:				PROG:
0101 Director-Dept. of Transportation	363,093	01.01	0.27%		372,040	01.01		0.28%
0102 Legal Services	4,692	01.02	0.00%		4,692	01.02		0.00%
0103 Internal Review	720,979	01.03	0.54%		723,587	01.03		0.54%
0104 Public Affairs	875,285	01.04	0.65%		877,391	01.04		0.65%
TOTAL - TRANSPORTATION DEPARTMENT ADMINISTRATION		1,964,048	1.47%			1,977,709		
Fund H06 ADMINISTRATIVE SERVICES DIVISION				PROG:				PROG:
4400 Admin. Services - Administrator	184,003	04.01	0.14%		184,003	04.01		0.14%
4420 } Driver Services	9,729,075	04.02	7.28%		10,059,351	04.02		7.46%
4420 } Driver Services - Motor Carrier Safety CDL Grant	0	04.02	0.00%		0	04.02		0.00%
4420 } Driver Services - Motor Carrier Safety State Match	0	04.02	0.00%		0	04.02		0.00%
4424/H08 } Transportation Information System	0	04.02	0.00%		0	04.02		0.00%
4420/H10 } Driver Services (Indigent Interlock Costs Note 38)	100,000	04.02	0.07%		100,000	04.02		0.07%
4440 } Motor Vehicle Services	1,894,740	04.03	1.42%		1,902,767	04.03		1.41%
4430 } Fuel Tax Administration	1,184,465	04.13	0.89%		1,193,172	04.13		0.88%
2410 } Human Resources	0	04.05	0.00%		0	04.05		0.00%
2400 } Office Services	942,971	04.06	0.71%		942,971	04.06		0.70%
2810 Management Services	453,283	04.08	0.34%		453,283	04.08		0.34%
2820 Procurement Services	947,772	04.11	0.71%		955,799	04.11		0.71%
0105 Strategic Performance Improvement Program	354,473	04.12	0.27%		361,190	04.12		0.27%
TOTAL - ADMINISTRATIVE SERVICES DIVISION		15,790,781	11.81%			16,152,535		11.98%
Fund H06 HIGHWAY PATROL DIVISION								
5501 Law Enforcement Program	37,458,655	05.01	28.02%		37,702,871	05.01		27.96%
5501 Motor Carrier Safety Federal Funds	1,878,895	05.01	1.41%		1,878,895	05.01		1.39%
5501 Motor Carrier Safety State Match	469,724	05.01	0.35%		469,724	05.01		0.35%
5501 Motor Carrier Safety Grant - 100% Federal	0	05.01	0.00%		0	05.01		0.00%
5501 402 Overtime Funds	350,000	05.01	0.26%		350,000	05.01		0.26%
5501 Highway Safety 402 Funds	990,495	05.01	0.74%		990,495	05.01		0.73%
5504 Ports of Entry Program	8,805,727	05.04	6.59%		9,338,187	05.04		6.92%
TOTAL - HIGHWAY PATROL DIVISION		49,953,496	37.36%			50,730,172		37.62%
Fund H06 AERONAUTICS DIVISION								
7710 Aeronautics Administration	2,389,800	07.01	1.79%		2,389,800	07.01		1.77%
7705 Aeronautics Commission	51,500	07.01	0.04%		51,500	07.01		0.04%
7700 Airport Improvements - State Funds	8,856,070	10.01	6.62%		8,856,070	10.01		6.57%
7700 Airport Improvements-Federal Funds	48,697,901	10.01	36.42%		48,697,901	10.01		36.11%
7721/H11 Air Services Enhancements (ADMIN)	121,217	10.03	0.09%		121,217	10.03		0.09%
7720/H11 Air Services Enhancements	1,312,450	10.02	0.98%		1,312,450	10.02		0.97%
7724/ARP Commercial Air Services Enhancements - ARPA	4,416,029	10.02	3.30%		4,416,029	10.02		3.27%
7700 Airport Improvements-Staff Services	152,935	10.01	0.11%		152,935	10.01		0.11%
TOTAL - AERONAUTICS DIVISION (FUND H06)		65,997,900	49.36%			65,997,900		48.94%
TOTAL - FUND H06		133,706,224	100.00%			134,858,315		100.00%
Fund I08 OTHER APPROPRIATED FUNDS:				PROG:				PROG:
6601 S.A.L.E.C.S.-State Radio Network	696,891	06.01	2.54%		696,891	06.01		2.54%
6601 S.A.L.E.C.S.- Highway Fund Contribution/Transfer	0	06.01	0.00%		0	06.01		0.00%
6603 Wydot Contribution to WYOLINK On-going costs	0	06.03	0.00%		0	06.03		0.00%
6604/ARP Wyolink ARPA Project Expenses	17,500,000	06.03	63.66%		17,500,000	06.03		63.66%
6603 Wyolink DC Power Systems (WYDOT)	692,308	06.03	2.52%		692,308	06.03		2.52%
6603 Wyolink General Funds	8,600,000	06.03	31.29%		8,600,000	06.03		31.29%
6603 Local Contribution to WYOLINK On-going costs	0	06.03	0.00%		0	06.03		0.00%
TOTAL - FUND (FUND I08)		27,489,199	100.00%			27,489,199		100.00%
Fund I06 INTERNAL SERVICE FUND								
9700 Operations - Aircraft	1,202,505	09.01	100.00%		1,202,505	09.01		100.00%
9700 General Funds Aircraft (Ground Prox & Defibs)	0	09.01	0.00%		0	09.01		0.00%
TOTAL - INTERNAL SERVICE FUND (FUND I06)		1,202,505	100.00%			1,202,505		100.00%

SCHEDULE A:

STATE HIGHWAY FUNDS (COMMISSION)
 DETAILS OF ANTICIPATED STATE SOURCES REVENUE
 October 1, 2023 Through September 30, 2024

	<u>FY2024</u>	<u>2nd Quarter FY2024</u>
HIGHWAY USER FEES:		
	24,833,174	24,833,174
Note 39} 13 Cent Gasoline Taxes	19,102,442	19,102,442
Gasoline Tax - (LUST)	3,373,896	3,373,896
13 Cent Diesel Fuels Tax	34,663,006	34,663,006
Note 39} 10 Cent Diesel Fuels Tax	26,487,270	26,487,270
Diesel Fuels Tax - (LUST)	6,122,784	6,122,784
Diesel Fuels Sales Tax	501,964	501,964
Motor Vehicle Registrations	88,723,099	88,723,099
Drivers Licenses	5,290,927	5,290,927
Note 39} Ignition INTERLOCK Driver Licenses	100,000	100,000
Commercial Vehicle Fees	10,824,662	10,824,662
Motor Carrier Fees	27,592	27,592
IFTA Decal Fund Revenues	39,227	39,227
Commercial Drivers Licenses	514,970	514,970
Motor Fuel Dealer Licenses	59,340	59,340
Radiological Materials Training & Response Fees	130,000	130,000
Motorcycle Safety Education License Fees	438,587	438,587
TOTAL HIGHWAY USER TAXES:	<u>221,232,940</u>	<u>221,232,940</u>
MINERAL SEVERANCE TAXES AND ROYALTIES:		
Mineral Royalties - SHF	64,597,500	64,597,500
Severance Tax	6,711,500	6,711,500
TOTAL SEVERANCE TAXES AND ROYALTIES:	<u>71,309,000</u>	<u>71,309,000</u>
OTHER SOURCES:		
Note 39} City, County, & Other Project Participation	5,220,827	5,381,055
Authority To Render Service ARS STIP and Non-STIP	6,000,000	6,000,000
Anticipated Indirect Cost Allocations Local Governments & ARS (ICAP)	815,354	827,480
Interest on State Highway Fund - H01	1,500,000	1,500,000
Note 39} Interest on Ten Cent Motor Fuel Fund-Account H02 (Construction Only)	500,000	500,000
Interest on Rural Transit Account - H04	25,000	25,000
Interest on Air Service Enhancement Account - H11	80,197	80,197
Miscellaneous Revenue		
Revenue From Montana for Sheridan Port of Entry	340,000	0
Revenue From Travel and Tourism I90 & I25 - Welcome Centers	300,000	300,000
Const.Plan/Map Sales & Doc Rev Codes: 5435,5502,5504,5508,5510,5528,91	660,700	660,700
Sale of Excess Land/Relocate Homes: 9702	0	0
Outdoor Advertising & LOGO Signing Permits Rev Codes: 2905,2919	375,000	375,000
Miscellaneous Equipment Sales (Not Trades) Rev Code 9703	780,000	780,000
BRASS User Maintenance Fees	500,000	500,000
Anticipated Recovery From Billed Damage Repairs	2,500,000	2,500,000
Right-of-Way Fees Rev Code 5256	34,000	34,000
Equipment Buy Back Revenue Rev Code 9703	0	0
Wildlife and other Donation Rev Codes: 6204 & 6255	0	0
Insurance Reimbursements Rev Code 9103	389,000	389,000
General Funds for WYOLINK	8,600,000	8,600,000
State Legislative Grant Matching Funds	0	1,444,445
Sub-Total Miscellaneous Revenue	<u>14,478,700</u>	<u>15,583,145</u>
TOTAL OTHER STATE INCOME SOURCES:	<u>28,620,078</u>	<u>29,896,877</u>
TOTAL - STATE SOURCES INCOME:	<u>321,162,018</u>	<u>322,438,817</u>

FUND ACCOUNT H07 - SIB STATE INFRASTRUCTURE BANK		
	1st Quarter <u>FY2024</u>	2nd Quarter <u>FY2024</u>
CARRYOVER:		
SIB Carryover Funds from Prior Year	36,927,922	36,927,922
REVENUE:		
Interest on SIB Account (H07)	641,014	641,014
Federal Reimbursements to SIB Account (H07)	10,000,000	10,000,000
TOTAL - REVENUE SIB ACCOUNT (H07)	<u>10,641,014</u>	<u>10,641,014</u>
ALLOCATIONS:		
Expenditures on State Highway System		
Grants	0	0
Loans	0	0
TOTAL - ALLOCATIONS SIB ACCOUNT (H07)	<u>0</u>	<u>0</u>
ANTICIPATED CARRYOVER INTO NEXT YEAR SIB ROAD FUND	<u>47,568,936</u>	<u>47,568,936</u>

FUND ACCOUNT H08 TRANSPORTATION INFORMATION SYSTEM (TIS)		
	1st Quarter <u>FY2024</u>	2nd Quarter <u>FY2024</u>
CARRYOVER:		
H08 Carryover Funds from Prior Year	18,710,527	18,710,527
REVENUE:		
Transportation Information System Fee	800,000	800,000
Interest on TIS Account (H08)	175,000	175,000
Transfers In from Highway Fund (per 23-24 legislative appropriation)	0	0
TOTAL - REVENUE TIS ACCOUNT (H08)	<u>975,000</u>	<u>975,000</u>
TOTAL - ALLOCATIONS FUND H08	<u>0</u>	<u>0</u>
CARRYOVER:		
ANTICIPATED CARRYOVER INTO NEXT YEAR MSEP FUND	<u>19,685,527</u>	<u>19,685,527</u>

FUND ACCOUNT H09 - RADIOLOGICAL MATERIALS TRAINING & RESPONSE FEES		
	1st Quarter <u>FY2024</u>	2nd Quarter <u>FY2024</u>
CARRYOVER:		
RAWT Carryover Funds from Prior Year	247,232	247,232
REVENUE:		
Radiological Materials Training & Response Fees	130,000	130,000
TOTAL - ALLOCATIONS	<u>130,000</u>	<u>130,000</u>
CARRYOVER:		
ANTICIPATED CARRYOVER INTO NEXT YEAR	<u>247,232</u>	<u>247,232</u>

FUND ACCOUNT H03 - WILDLIFE LICENSE PLATE AND DONATIONS		
	1st Quarter <u>FY2024</u>	2nd Quarter <u>FY2024</u>
CARRYOVER:		
Carryover Funds from Prior Year	1,400,706	1,400,706
REVENUE:		
Wildlife License Plate Revenue	148,000	148,000
Wildlife Donations Revenue	100,000	100,000
Interest	16,000	16,000
	<u>264,000</u>	<u>264,000</u>
TOTAL - ALLOCATIONS FUND H03	<u>0</u>	<u>0</u>
CARRYOVER:		
ANTICIPATED CARRYOVER INTO NEXT YEAR	<u>1,664,706</u>	<u>1,664,706</u>

FUND 117 MOTORCYCLE SAFETY EDUCATION PROGRAM (MSEP)		
	<u>1st Quarter FY2024</u>	<u>2nd Quarter FY2024</u>
CARRYOVER:		
MSEP Carryover Funds from Prior Year	1,978,286	1,978,286
REVENUE:		
MSEP REVENUES (Registration Fees \$6 per Registration)	266,466	266,466
MSEP REVENUE (Drivers License Fees \$3 per License)	95,464	95,464
MSEP REVENUE (Training Fee)	38,021	38,021
INTEREST ON MSEP FUND	38,636	38,636
TOTAL - REVENUE MSEP FUND (117)	<u>438,587</u>	<u>438,587</u>
TOTAL - ALLOCATIONS MSEP FUND (117)	<u>523,080</u>	<u>523,080</u>
CARRYOVER:		
ANTICIPATED CARRYOVER INTO NEXT YEAR MSEP FUND	<u>1,893,793</u>	<u>1,893,793</u>

FUND ACCOUNT H05 - IFTA INTERNATIONAL FUEL TAX AGREEMENT (IFTA TAGS)		
	<u>1st Quarter FY2024</u>	<u>2nd Quarter FY2024</u>
CARRYOVER:		
IFTA Carryover Funds from Prior Year	178,976	178,976
REVENUE:		
IFTA TAGS	36,868	36,868
INTEREST ON IFTA ACCOUNT	2,359	2,359
TOTAL - REVENUE IFTA ACCOUNT (H05)	<u>39,227</u>	<u>39,227</u>
TOTAL - ALLOCATIONS IFTA ACCOUNT (H05)	<u>58,380</u>	<u>58,380</u>
CARRYOVER:		
ANTICIPATED CARRYOVER INTO NEXT YEAR IFTA FUND	<u>159,823</u>	<u>159,823</u>

FUND ACCOUNT H01 - PATROL SEIZURES		
	<u>1st Quarter FY2024</u>	<u>2nd Quarter FY2024</u>
CARRYOVER:		
Seizure Carryover Funds from Prior Year	595,171	597,021
REVENUE:		
SEIZURE REVENUE	0	6,123
TOTAL - REVENUE SEIZURE ACCOUNT (H01)	<u>0</u>	<u>6,123</u>
TOTAL - ALLOCATIONS SEIZURE ACCOUNT (H01)	<u>100,000</u>	<u>0</u>
CARRYOVER:		
ANTICIPATED CARRYOVER INTO NEXT YEAR SEIZURE FUND	<u>495,171</u>	<u>603,144</u>

SCHEDULE C:

CAPITALIZED ITEMS/PROFESSIONAL SERVICES - TO BUILDINGS and/or SITES

PROG #	DISTRICT 1:	1st Quarter	2nd Quarter
		FY2024	FY2024
	PEB2058 - ARLINGTON LEACH FIELD	N/A	77,000
		0	77,000
DISTRICT 2:			
1312	DIST WIDE FIRE PROTECTION INSP	2,600	2,600
	TOTAL - DISTRICT 2	2,600	2,600
DISTRICT 3:			
1313	6341 - NEW ELECTRICAL SERVICE DESIGN	10,000	10,000
1313	6913 - NEW ELECTRICAL SERVICE DESIGN	10,000	10,000
1313	6737 - ROOF REPLACEMENT DESIGN	20,000	20,000
	TOTAL - DISTRICT 3	40,000	40,000

SCHEDULE C: (Continued)

CAPITALIZED ITEMS/PROFESSIONAL SERVICES - TO BUILDINGS and/or SITES

PROG #	DISTRICT 4:	1st Quarter	2nd Quarter
		FY2024	FY2024
N/A		N/A	N/A
TOTAL - DISTRICT 4		0	0
PROG #	DISTRICT 5:		
1315 N/A		N/A	N/A
TOTAL - DISTRICT 5		0	0

SCHEDULE C: (Continued)

CAPITALIZED ITEMS/PROFESSIONAL SERVICES - TO BUILDINGS and/or SITES

STATEWIDE:		1st Quarter	2nd Quarter
PROG #	HEADQUARTERS:	FY2024	FY2024
2840	6188 - ROOF REPLACEMENT DESIGN	16,000	16,000
2840	6303 - ROOF REPLACEMENT DESIGN	14,000	14,000
2840	6100 - UPDATE DESIGN HQ AIR SYSTEM REPLACEMENT	250,000	250,000
2840	6187 - ROOF REPLACEMENT DESIGN	70,000	70,000
2840	BUILDING SECURITY UPGRADES	1,200,000	1,200,000
	TOTAL - HEADQUARTERS	1,550,000	1,550,000
PROG #	COMMUNICATIONS BRANCH:		
2830	TELEPHONE SYSTEM REPAIR	2,500	2,500
	TOTAL - COMMUNICATIONS BRANCH	2,500	2,500
STATEWIDE			
BUILDINGS AND SITES:			
	WYDOT Building Repairs & Maintenance Expenditures	6,760,000	6,626,929
	WYDOT Site Expenditures	2,214,285	2,214,285
	TOTAL - STATEWIDE	8,974,285	8,841,214
PATROL/PORTS OF ENTRY:			
	N/A	N/A	N/A
	TOTAL - PATROL/PORTS OF ENTRY	0	0
CONTINGENCY:			
	Statewide Contingency	225,000	225,000
	TOTAL - CAPITALIZED ITEMS	10,794,385	10,738,314

SCHEDULE C: (Continued)

EXPENSED ITEMS - MINOR BUILDING REPAIRS - NON-CAPITALIZED ITEMS

LOCATION		1st Quarter	2nd Quarter
PROG #	DISTRICT #:	FY2024	FY2024
1311	MINOR CONTRACTED REPAIRS	10,000	10,000
1311	PREVENTATIVE MAINTENANCE	179,500	179,500
1311	JANITORIAL CONTRACTS	102,500	102,500
1311	UNFORESEEN/EMERGENCY REPAIRS	30,000	30,000
1311	BLD6540- RAWLINS MECHANICS NEW COMPRESSOR	65,000	65,000
1311	STE6912- PINE BLUFFS RUN ELECTRICAL TO COLD STORAGE BUILDING	15,000	15,000
1311	BLD6706- ARLI SHOP NEW FURNACE AND CONDENSING UNIT	12,000	12,000
1311	BLD6137- ELK MTN SHOP NEW FURNACE	6,500	6,500
1311	STE6924- ARLI NEW WELL HOUSE BUILDING	11,000	11,000
1311	6706 - ROOF REPLACEMENT	280,000	280,000
1311	7195 - ROOF REPLACEMENT	35,000	35,000
1311	7238 - ROOF REPLACEMENT	35,000	35,000
1311	7239 - ROOF REPLACEMENT	35,000	35,000
1311	7192 - ROOF REPLACEMENT	35,000	35,000
1311	6724 - REPLACE FLOORING	17,000	17,000
1311	6227 - REPLACE FLOORING	17,000	17,000
1311	6723 - REPLACE FLOORING	17,000	17,000
1311	6201 - REPLACE FLOORING	17,000	17,000
1311	6200 - REPLACE FLOORING	17,000	17,000
1311	6758 - REPLACE FLOORING	17,000	17,000
1311	6199 - REPLACE FLOORING	17,000	17,000
1311	6853 - REPLACE FLOORING	17,000	17,000
1311	BLDR07 - REPLACE FLOORING	17,000	17,000
1311	6202 - REPLACE FLOORING	17,000	17,000
1311	6463 - NEW HOTZY	13,000	13,000
		1,034,500	1,034,500
PROG #	DISTRICT 2:		
1312	MINOR CONTRACTED REPAIRS	5,000	5,000
1312	PREVENTATIVE MAINTENANCE CONTRACTS	257,000	257,000
1312	JANITORIAL CONTRACTS	170,000	170,000
1312	UNFORESEEN EXPENSES	30,000	30,000
1312	6446 - HVAC REPLACEMENT	5,000	5,000
1312	6920 - FUEL DISPENSER REPLACEMENT	36,000	36,000
1312	6911 - FUEL DISPENSER REPLACEMENT	36,000	36,000
1312	6108 - FUEL DISPENSER REPLACEMENT	36,000	36,000
1312	6931 - FUEL DISPENSER REPLACEMENT	36,000	36,000
1312	6329 - ROOF REPAIRS	10,000	10,000
1312	7156 - ROOF REPAIRS	10,000	10,000
1312	6157 - EXHAUST FAN REPLACEMENT	15,000	15,000
1312	6157 - AIR COMPRESSOR REPLACEMENT	6,000	6,000
1312	7226 - OVERHEAD DOOR TRACK REPAIR	8,500	8,500
1312	7252 - SEAL WALL & FLOOR PERIMETER	6,500	6,500
1312	6103 - REPLACE THREE OVERHEAD DOORS	45,000	45,000
1312	6103 - ELECTRICAL SERVICE REPLACEMENT	60,000	60,000
1312	6088 - REPLACE CO-RAY VAC HEAT SYSTEM	65,000	65,000
1312	6197 - REPLACE CO-RAY VAC HEAT SYSTEM	100,000	100,000
1312	6339 - REPLACE MAKEUP AIR UNIT	120,000	120,000
1312	6339 - REPLACE CO-RAY VAC HEAT SYSTEM	100,000	100,000
1312	6575 - TORRINGTON ROOFTOP HVAC REPAIR	0	47,607
	TOTAL - DISTRICT 2	1,157,000	1,204,607
PROG #	DISTRICT 3:		
1313	MINOR CONTRACTED REPAIRS	20,000	20,000
1313	PREVENTATIVE MAINTENANCE CONTRACTS	169,000	169,000
1313	JANITORIAL CONTRACTS	275,000	275,000
1313	UNFORESEEN/EMERGENCY REPAIRS	30,000	30,000
1313	6040 - CONCRETE RETAINING WALL AROUND BRINE TANKS	10,000	10,000
1313	7255 - TRENCHING & BORING FOR ELECTRICAL SERVICE	75,000	75,000
1313	6036 - NEW ELECTRIC FURNACES & A/C CONDENSERS	100,000	44,950
1313	6737 - ROOF REPLACEMENT	210,000	210,000
1313	6585 - NEW MAKEUP AIR UNIT	370,000	370,000
1313	6310 - REPLACE SIDEWALKS	25,000	25,000
1313	6040 - REPLACE SIDEWALKS	25,000	25,000
1313	6440 - REPLACE SIDEWALKS, RAMPS, STAIRS, & LANDINGS	100,000	100,000
1313	6585 - REPLACEMENT FUEL TANKS	10,000	10,000
1313	6510 - REMODEL EMPLOYEE RESTROOMS	80,000	80,000
1313	6310 - NEW MOUNTED PRESSURE WASHER	15,000	15,000
	TOTAL - DISTRICT 3	1,514,000	1,458,950

SCHEDULE C: (Continued)

EXPENSED ITEMS - MINOR BUILDING REPAIRS - NON-CAPITALIZED ITEMS

LOCATION		1st Quarter	2nd Quarter
PROG #	DISTRICT 4:	FY2024	FY2024
1314	MINOR CONTRACT REPAIRS	7,000	7,000
1314	PREVENTATIVE MAINTENANCE CONTRACTS	151,205	151,205
1314	JANITORIAL CONTRACTS	288,700	288,700
1314	UNFORESEEN/EMERGENCY REPAIRS	30,000	30,000
1314	B6495 GILL REPLACE ROOF	60,000	60,000
1314	B6342 REJU CONCRETE REPAIR ONBUILDING STRUCTURE	20,000	20,000
1314	B7204 GILL INSTALL ENTRYWAY HEATER	6,500	6,500
1314	BLD6334 HUL REPLACE GUTTERS ONSHOP	5,000	5,000
1314	BLD6334 HUL REPLACE OVERHEAD DOOR	8,500	8,500
1314	BLD6332 SHER INSTALL WELDING FUMEEXHAUST SYSTEM	25,000	25,000
1314	BLD6493 BUFF REPLACE CARPET PATROLBLDG	7,000	7,000
1314	7204 - WATER LINE REPLACEMENT	120,000	120,000
1314	6485 - HVAC SYSTEM UPGRADE	155,000	155,000
1314	6332 - HVAC SYSTEM UPGRADE	700,000	700,000
1314	6039 - HVAC SYSTEM UPGRADE	210,000	210,000
TOTAL - DISTRICT 4		1,793,905	1,793,905
PROG #	DISTRICT 5:		
1315	MINOR CONTRACT REPAIRS	42,000	42,000
1315	PREVENTATIVE MAINT. CONTRACTS	83,475	83,475
1315	JANITORIAL CONTRACTS	154,600	154,600
1315	UNFORESEEN/EMERGENCY REPAIRS	30,000	30,000
1315	6685 - REPLACE ALL FOUR FUEL PUMPS	45,000	45,000
1315	7202 - REPLACE OVERHEAD DOOR	11,000	11,000
1315	6562 - REPLACE EMERGENCY & EXIT LIGHTS	3,000	3,000
1315	6345 - REPLACE EMERGENCY & EXIT LIGHTS	1,500	1,500
1315	6170 - ASBESTOS ABATEMENT ALL FLOORING	10,000	10,000
1315	D5 - ELECTRICAL REPAIRS/CODE CORRECTIONS - VARIOUS LOCATIONS	50,000	50,000
1315	6035 - REPAIR ELECTRICAL SERVICE	40,000	40,000
1315	6562 - REPLACE WEATHERSTRIP & SEALS ON OVERHEAD DOORS	10,000	10,000
1315	6010 - REPALCE ROTARY VEHICLE LIFT WITH FOUR POST LIFT	25,000	25,000
1315	6562 - REPLACE TOOL SYSTEM AIR COMPRESSOR	10,000	10,000
1315	6028 - REPLACE WALL MOUNTED PRESSURE WASHER	12,000	12,000
1315	6308 - REPLACE CARPET IN DISTRICT OFFICE	40,000	40,000
1315	6309 - REPLACE CARPET WITH HARD FLOORING	30,000	30,000
1315	6562 - PAINT INTERIOR WALLS	40,000	40,000
1315	6309 - PAINT INTERIOR WALLS	15,000	15,000
1315	6345 - REMOVE CARPET & REFINISH CONCRETE FLOOR	6,000	6,000
1315	6309 - REPLACE VCT WITH VINYL FLOORING	15,000	15,000
1315	6154 - REPLACE FLOORING IN EMPLOYEE HOUSING	10,000	10,000
1315	6170 - NEW FLOOR TILE & CEILING TILES	40,000	40,000
TOTAL - DISTRICT 5		723,575	723,575

SCHEDULE C: (Continued)

EXPENSED ITEMS - MINOR BUILDING REPAIRS - NON-CAPITALIZED ITEMS

LOCATION		1st Quarter	2nd Quarter
		FY2024	FY2024
PROG #	HEADQUARTERS:		
2840	CUSTODIAL CONTRACTS	65,520	65,520
2840	UNFORESEEN/EMERGENCY REPAIRS	30,000	30,000
2840	CAR WASH MTCE & RPR -PGM 2840	7,500	7,500
2840	PURCHASE CONTRACTS - LUMP SUM -PGM 2840	645,000	645,000
2840	TRASH CAN REPLACEMENT	16,000	16,000
2840	TREE SHRUB REMOVE REPLACE	4,000	4,000
2840	WINDOW WASHING PC HQ NEW	12,000	12,000
2840	6100 - INSTALL FALL PROTECTION	150,000	150,000
2840	6188 - ROOF REPLACEMENT	214,000	214,000
2840	6303 - ROOF REPLACEMENT	186,000	186,000
2840	6187 - ROOF REPLACEMENT	850,000	850,000
2840	6188 - ROOFTOP HVAC RECONFIGURATION/REPLACEMENT	180,000	180,000
	TOTAL - HEADQUARTERS:	2,360,020	2,360,020
	COMMUNICATIONS BRANCH:		
2830	TELEPHONE SYSTEM REPAIR	2,500	2,500
2830	STORAGE BUILDING FOR SNOWCATS	125,000	125,000
	TOTAL - COMMUNICATIONS BRANCH	127,500	127,500
	TOTAL EXPENSED ITEMS - MINOR BUILDING REPAIRS	2,972,500	2,917,450
	TOTAL CAPITALIZED ITEMS-NEW & MAJOR MODIFICATIONS	10,794,385	10,738,314
	GRAND TOTAL - CAPITALIZED AND EXPENSED ITEMS	13,766,885	13,655,764

SCHEDULE D:

FUND H01 - STATE HIGHWAY FUND (COMMISSION)
VEHICLES AND ROAD MACHINERY

October 1, 2023 Through September 30, 2024

CLASS	DESCRIPTION	1st Quarter FY2024			2nd Quarter FY2024		
		UNIT PRICE	QUAN	TOTAL	UNIT PRICE	QUAN	TOTAL
AC	All Wheel Drive Patrol Car	28,500		0	28,500		0
AC	Patrol Cars 2WD Sport Utility Vehicle (Tahoe)	29,000		0	29,000		0
AC	Patrol Cars 4WD Sport Utility Vehicle (Tahoe)	44,000		0	46,000	0	0
AC	4WD Pursuit Pickup	48,000	12	576,000	48,000	12	576,000
AC	Mid Size AWD Pursuit SUV	46,000	24	1,104,000	46,000	33	1,518,000
AE	Intermediate Sedan	22,000		0	22,000		0
AL	Full Sized Sedans	25,000		0	25,000		0
AT	All Terrain Vehicle	30,000		0	30,000		0
AV	Additional Value (Rigging/Delivery No Trade)	N/A		1,527,500	N/A		2,435,000
BA	Vans, MiniVan, Utility	39,000	1	39,000	39,000	1	39,000
BC	4 Wheel Drive Mid Size Sport Utility Vehicle	40,000	3	120,000	40,000	3	120,000
BC	4 Wheel Drive Full-Size Sport Utility Vehicle	57,000	1	57,000	57,000	1	57,000
BE	1/2 Ton 2WD Reg. Cap Pickup	18,000		0	18,000		0
BJ	1/2 Ton 4WD Pickup	43,000	5	215,000	43,000	5	215,000
BJ	1/2 Ton 4WD Pickup Special Service	46,000	1	46,000	46,000	1	46,000
BK	1/2 Ton 2WD Ext. Cap Pickup	34,000	14	476,000	34,000	14	476,000
BM	3/4 Ton Pickups	48,000	5	240,000	48,000	5	240,000
BN	1 Ton Crew Cab Flatbed	44,000	2	88,000	44,000	2	88,000
BN	Crew Cab/Utility Pickups	44,000	2	88,000	44,000	2	88,000
BP	4WD Pickup	45,000	5	225,000	45,000	5	225,000
BT	1 Ton Dual Rear Wheel Truck	45,000	1	45,000	45,000	1	45,000
BU	1 Ton Dump	38,000	2	76,000	38,000	2	76,000
CB	4 Yard Single Axle Dump	80,000		0	80,000		0
CE	8 Yard Tandem Axle Dump	131,000	25	3,275,000	131,000	40	5,240,000
CL	Single Axle Stakebed	80,000	2	160,000	80,000	2	160,000
CL	2 Ton Stakebed	80,000		0	80,000		0
CU	Tandem Axle Tractor	110,000		0	110,000		0
DB	Lift Truck	165,000	2	330,000	165,000	2	330,000
DD	Bridge Inspection Truck	650,000		0	650,000		0
DG	Digger Derrick Lift Truck	275,000	1	275,000	275,000	2	550,000
DJ	Distributor Truck	230,000	1	230,000	230,000	1	230,000
DL	Urban Stripper	380,000		0	380,000		0
DQ	Geology Truck	300,000		0	300,000	1	300,000
EB	3 Yd Loader (Buy Back)	145,000		0	145,000		0
EB	3 Yd Loader (Replacement)	145,000		0	145,000		0
EB	2 Yd Loader (Buy Back)	20,000		0	20,000		0
EB	2 Yd Loader - Mid-Size Loader	120,000	3	360,000	120,000	3	360,000
ED	4 Yd Loader	195,000		0	195,000		0
EJ	Motor grader (Replacement)	500,000	2	1,000,000	500,000	5	2,500,000
EJ	Motor grader (Buy Back)	275,000		0	275,000		0
EQ	Dozer	310,000		0	310,000		0
EU	Loader/Backhoe	170,000	1	170,000	170,000	1	170,000
GJ	1/2 Ton 2WD CNG Pickup	32,000		0	32,000		0
GJ	1/2 Ton 4WD CNG Pickup	35,000		0	35,000		0
GK	CNG Pickup	35,000		0	35,000		0
JB	Roller	195,000	1	195,000	195,000	1	195,000
JE	Pickup Sweeper	325,000	2	650,000	325,000	2	650,000
JK	Self-Propelled Broom	85,000	3	255,000	85,000	3	255,000
JN	Mower Tractor	95,000	1	95,000	95,000	1	95,000
JU	Rotary Snow Blower	650,000		0	650,000		0
KE	Forklift	50,000		0	50,000		0
KK	Paver	475,000		0	475,000		0
KU	Snowcat	180,000		0	180,000		0
LL	Loader Mounted Rotary	185,000	2	370,000	185,000	2	370,000
LQ	Compressor	22,000		0	22,000		0
MB	Core Drill	10,000		0	10,000		0
MJ	Tow Sweeper	35,000		0	35,000		0
ML	Culvert Flusher	70,000		0	70,000		0
MQ	Crack Filler	75,000	3	225,000	75,000	3	225,000
ND	Patching Machine	60,000	2	120,000	60,000	2	120,000
NK	Rotary Mower	30,000	5	150,000	30,000	5	150,000
NN	Hand Stripper	10,000		0	10,000		0
NU	Truck Mounted Sweeper Attachment	10,000		0	10,000		0
PD	Tapered Moldboard Plow	24,000		0	24,000		0
PK	Power Reverse Plow	26,000	25	650,000	26,000	40	1,040,000
PN	Vee Plow	15,000		0	15,000		0
PQ	Wing Plow (Medium Duty)	6,500	25	162,500	6,500	40	260,000
PT	Skid Mounted Liquid De-Icer	14,000		0	14,000		0
PU	Spreader	26,000	25	650,000	26,000	40	1,040,000
TA	Crash Attenuator	20,000		0	20,000		0
TD	Belly Dump Truck	100,000	2	200,000	100,000	2	200,000
TL	Lowboy Trailer	115,000	2	230,000	115,000	2	230,000
TN	Fuel Tank Trailer	125,000	0	0	125,000	0	0
TP	Tow Plow	185,000	1	185,000	185,000	1	185,000
TT	Tilt Trailer	55,000	2	110,000	55,000	2	110,000
TU	Utility Trailer	30,000	1	30,000	30,000	1	30,000
BB	Budget Authority Roll - Prior Year Budget						
TOTAL - VEHICLES AND ROAD MACHINERY				15,000,000			21,239,000

FOOTNOTES

- Note 1} - Pages 9 & 11** Some funding may be used on projects off the State Highway System.
- Note 2} - Page 10** The Forest Highways apportionment to Wyoming will be administered by FHWA during the FY and is included in the WYDOT Operating Budget for information purposes only.
- Note 3} - Pages 11 & 16** Source of funds for local funding is city, county or other outside funds. County Road Inventory project is per Senate File 0093 with funds coming from off the top distribution to county road construction account to WYDOT to fund paying for Road Inventory payments to consultant.
- Note 4} - Page 10** Engineering Division State Funded Programs listed on Pages 13 and 14.
- Note 5} - Page 17** TEA21 authorized, in addition to the grant resources provided for fuel tax evasion research, 1/4 of one percent from the Surface Transportation Program (STP) authorization. The grant and STP funds will be used to offset the annual payment to the department of audit for fuel tax evasion audits.
- Note 6} - Page 9** Carbon Reduction Formula Funds - These funds are used to reduce transportation emissions through the development of state carbon reduction strategies. These funds are eligible to be used to fund the Transportation Management Center (TMC) operations.
- Note 7} - Page 9** PROTECT Program - Promoting Resilient Operations for Transformative, Efficient, & Cost Saving Transportation
To help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, & other natural disasters. This funding is used to stabilize slide areas or slopes.
- Note 8} - Page 11** Transportation Alternatives - TAP - this funding is for local government to be used for pedestrian & bicycle facilities, safe routes to school, and other community improvements - generally smaller scale transportation projects.
- Note 12} - Page 15** The building, general property and vehicle expenditure budgets reflected on page 3 and 5 of the Operating Budget are reduced by budgeted costs reflected in the Legislative, Overhead and Maintenance Budgets. See page 15 of the Operating Budget for Details. This is done so WYDOT can more accurately reflect the cost of each program within WYDOT.
- Note 13} - Page 13** WYDOT University has been budgeted separately from other training programs to identify those training costs associated with employee career development.
- Note 14} - Page 11** The Legislature of the State of Wyoming, 2001 General Session increased WYDOT's contribution to the industrial road program from \$1 million to \$4 million a biennium. The Department of Transportation increased its single fiscal year budget from \$500,000 to \$2 million and will budget \$2 million in FY2005 to meet the biennium amount of \$4 million set aside by the Fifty-Sixth Legislature for the FY2005/FY2006 biennium.
- Note 15}** W.S. 16-6-802 Construction of new public buildings; state funds.
- Note 16} - Page 11** State Park Road funding is on a biennium bases and can not be obligated until July of even number years.
- Note 18} - Page 17** The Attorney General requested to move the funding from WYDOT's appropriation to the Attorney General's appropriation effective August 1, 2003. WYDOT will transfer these funds lump sum to the Attorney General's office for their services similar to those provided by the Department of Revenue and other State Agencies delineated on page 14.
- Note 38} - Page 20** ENROLLED ACT NO. 9, HOUSE SIXTY-FIRST LEGISLATURE OF THE STATE OF WYOMING 2012 BUDGET SESSION. INTERLOCK driver's license fees. The department shall establish a fee chargeable to every person applying for an ignition interlock restricted license. In no event shall the fee exceed one hundred twenty-five dollars (\$125.00) Effective July 1, 2012.
- Note 39} - Pages 12 & 20** ENROLLED ACT NO. 38, HOUSE OF REPRESENTATIVES SIXTY-SECOND LEGISLATURE OF THE STATE OF WYOMING 2013 GENERAL SESSION AN ACT relating to revenue for transportation purposes; increasing the fuel tax; amending certain distributions of fuel tax revenues accordingly; restricting the expenditure of additional revenue raised; requiring a report; and providing for an effective date. Section 2. (a) Until June 30, 2014, any funds deposited to the highway fund which are attributable to the increase in fuel taxes under this act shall be separately accounted for by the department of transportation and shall only be expended to: (i) Maintain the state highway system in the condition existing as of the effective date of this act; and (ii) Prepare the report required by subsection(c) of this section. (b) Any funds deposited to the highway fund which are attributable to the increase in fuel taxes under this act shall supplement and shall not supplant funds currently budgeted by the transportation commission for purposes of maintaining the state highway system in the 2013-2014fiscal biennium. (c) The department of transportation shall provide a comprehensive report to the joint appropriations interim committee and joint transportation, highways and military affairs interim committee on or before November 1, 2013 on the condition of the state highway system and projected revenue requirements to maintain the current condition of the state highway system Section 3. This act is effective July 1, 2013.

**WYOMING DEPARTMENT OF TRANSPORTATION
DAILY ACTIVITY SUMMARY
BUDGET REPORT**

AGENCY: 045 TRANSPORTATION DEPARTMENT

SPENDING AVAILABILITY

AGENCY	FUND	BEGINNING CASH BALANCE 4/1/24	COLLECTIONS/ TRANSFERS IN	EXPENDITURES/ TRANSFERS OUT	CASH BALANCE AS OF 4/10/24	DESCRIPTION
045	H04	2,152,723.68	0.00	1,615.45	2,151,108.23	Urban Mass Transportation Account
		2,152,723.68	0.00	1,615.45	2,151,108.23	TOTAL UMTA BALANCE
045	I06	(928.94)	136,150.03	26,820.33	108,400.76	Aeronautics Operational Services Account-Airplanes
		(928.94)	136,150.03	26,820.33	108,400.76	TOTAL AERONAUTICS OPERATIONAL BALANCE
045	I08	3,685,147.87	41,534.45	445.39	3,726,236.93	State Agencies Law Enforcement Communication System & WYOLINK
		3,685,147.87	41,534.45	445.39	3,726,236.93	TOTAL SALECS
045	OTHER	16,693,353.90	8,796,442.49	113,692.16	25,376,104.23	Other Accounts
		16,693,353.90	8,796,442.49	113,692.16	25,376,104.23	OTHER ACCOUNTS (Tax collection accounts used to deposit initial collections before statutory distributions are made.)
045	H01	130,066,521.16	21,782,317.39	17,651,155.36	134,197,683.19	State Highway Account-Commission
045	H02	91,666,562.68	0.00	0.00	91,666,562.68	Ten Cent Motor Fuel Tax
045	H03	1,589,466.02	5,174.90	0.00	1,594,640.92	Wildlife License Plate and Donation
045	H06	19,547,614.74	1,008,307.63	1,997,761.42	18,558,160.95	State Highway Account (Legislative Approp.)
045	H07	37,650,075.64	0.00	0.00	37,650,075.64	State Infrastructure Bank
045	H08	17,867,887.06	14,760.00	0.00	17,882,647.06	Transportation Information System (TIS)
045	H09	494,731.60	0.00	0.00	494,731.60	State Highway Account-Radioactive Waste
045	H10	673,959.24	3,418.47	36.94	677,340.77	State Highway Account (Interlock)
045	H11	3,049,054.05	0.00	383.43	3,048,670.62	State Highway Account (Air Service Enhancements)
045	H12	12,049,266.07	0.00	0.00	12,049,266.07	State Highway Account (Commercial Air Service Enhancements)
		314,655,138.26	22,813,978.39	19,649,337.15	317,819,779.50	TOTAL STATE HIGHWAY FUND
		337,185,434.77	31,788,105.36	19,791,910.48	349,181,629.65	GRAND TOTAL

**Preliminary figures subject to minor adjustments.

**WYOMING DEPARTMENT OF TRANSPORTATION
CASH ACCOUNTS**

AGENCY: 045

FUND NUMBER	DESCRIPTION	BALANCE ON March 31, 2024
H01	State Highway Fund	130,066,521.16
H02	Ten Cent Motor Fuel Tax	91,666,562.68
H03	Wildlife License Plate and Donation	1,589,466.02
H04	Urban Mass Transit Account	2,152,723.68
H05	International Fuel Tax Agreement Decal Fund	203,931.15
H06	State Highway Fund (Legislatively Appropriated)	19,547,614.74
H07	State Infrastructure Bank	37,650,075.64
H08	Transportation Information System	17,867,887.06
H09	Radioactive Waste	494,731.60
H10	Interlock Fees	673,959.24
H11	Air Service Enhancements	3,049,054.05
H12	Commercial Air Service Enhancements	12,049,266.07
106	Aeronautics Fund (Operational Services)	(928.94)
108	SALECS (State Agencies Law Enforcement Communications System) & WYOLINK	3,685,147.87
114	Motor Vehicle Rental Car Surcharge	888,542.68
117	Motorcycle Safety & Education Fund	2,019,271.78
459	Special Fuels Bond Account	(0.00)
472	Undistributed Motor Vehicle Registrations (To Counties and SHF)	1,021,059.16
475	Undistributed Motor Vehicle Registrations (To Non-Wyo. Jurisdictions)	1,325,524.03
613	Undistributed/Undefined Gasoline Tax Account	11,177,424.54
622	Financial Responsibility Liability Account	57,600.55
Total Cash Accounts		337,185,434.77

NOTE: CASH ACCOUNTS "H01", AND "H06" ARE THE ONLY ACCOUNTS FROM WHICH THE TRANSPORTATION DEPARTMENT EXPENDITURES FOR STATE TRANSPORTATION CAN BE MADE THIS INCLUDES ALL OF THE WTD ADMINISTRATION COSTS, PLANNING, RESEARCH, ENGINEERING, AERONAUTIC, HIGHWAY PATROL, MAINTENANCE AND CONSTRUCTION EXPENDITURES.

****Preliminary figures subject to minor adjustments**

**WYOMING DEPARTMENT OF TRANSPORTATION
CASH ACCOUNTS**

	10-31-21	11-30-21	12-31-21	1-31-22	2-28-22	3-31-22	4-30-22	5-31-22	6-30-22	7-31-22	8-31-22	9-30-22
UMTA - H04	1,652,046.62	3,774,081.06	3,022,278.32	3,318,421.25	2,913,544.11	2,289,018.59	2,056,269.72	2,148,099.31	1,813,664.79	2,511,972.05	2,580,369.31	2,556,849.78
AERO-AIRPLANES - I06	82,603.10	94,378.62	98,820.34	7,063.63	25,751.99	52,024.97	60,028.46	68,796.11	101,780.35	99,593.51	46,692.40	76,142.64
OTHER ACCTS.	19,636,456.45	17,309,139.08	19,734,193.63	13,896,733.38	15,572,337.15	18,712,733.68	19,068,618.26	18,529,020.15	21,379,688.51	16,847,947.27	20,328,297.33	21,201,631.55
WILDLIFE LICENSE PLATE AND DONATION - H03	746,188.79	763,884.43	787,065.13	823,773.45	849,565.61	876,659.54	901,664.78	935,922.72	974,212.21	992,888.89	1,020,420.57	1,036,820.59
STATE INFRASTRUCTURE BANK - H07	35,716,739.23	35,810,532.64	35,879,520.00	35,891,991.06	35,896,963.30	35,913,867.57	35,970,205.82	36,015,143.06	36,034,828.38	36,034,828.38	36,059,103.86	36,077,406.87
SHA-COMMISSION - H01	66,754,397.92	71,604,775.93	76,165,919.67	84,664,924.30	79,801,200.77	83,235,256.44	79,394,619.42	83,791,148.22	90,603,511.40	78,477,047.73	76,766,021.12	77,676,959.18
SHA-10 CENT MOTOR FUEL TAX - H02	45,953,427.80	50,418,471.87	54,313,585.44	59,307,065.31	61,624,919.85	64,116,700.41	66,425,138.95	67,987,651.69	66,146,511.89	65,621,192.93	64,685,505.50	61,413,612.49
SHA-LEGISLATIVE - H06	20,417,957.02	13,521,610.88	11,528,234.18	64,084,830.44	60,669,719.13	57,250,538.01	50,966,280.44	44,934,645.49	41,052,075.37	33,258,478.30	29,420,622.16	22,763,486.96
TRANSPORTATION INFO SYSTEM - H08	261,028.11	320,096.76	387,166.89	451,585.62	508,103.00	584,265.81	647,445.50	713,210.72	789,974.53	855,509.53	10,941,796.73	11,004,937.70
SHA - RADIOACTIVE WASTE - H09	108,521.60	121,521.60	121,521.60	121,521.60	138,321.60	138,321.60	138,321.60	151,121.60	151,121.60	151,121.60	169,521.60	169,521.60
SHA - INTERLOCK - H10	418,806.25	426,857.87	436,267.39	444,573.07	452,004.38	465,715.43	475,712.54	484,998.03	483,926.65	490,767.52	500,995.79	509,247.10
SHA - AIR SERVICE ENHANCE - H11	2,308,152.42	3,639,082.07	3,644,243.06	3,578,260.63	3,450,877.01	3,215,160.95	3,216,560.39	3,025,052.18	3,014,987.68	3,000,463.38	2,941,630.68	2,455,301.12
SHA - COMM AIR SERVICE ENHANCE - H12	12,787,842.08	10,409,470.60	13,373,043.30	11,794,215.78	11,796,027.08	11,856,930.03	11,877,110.68	11,521,084.39	11,767,229.34	11,767,229.34	11,775,156.53	11,722,512.48
STATE RADIO NETWORK - I08	2,175,397.72	3,165,958.82	3,119,405.01	3,112,399.52	3,102,625.28	3,082,192.89	2,763,342.54	2,612,004.31	2,529,979.77	2,446,224.00	2,317,143.98	2,304,626.46
TOTAL	209,019,565.11	211,379,862.23	222,611,263.96	281,497,359.04	276,801,960.26	281,789,385.92	273,961,319.10	272,917,897.98	276,843,492.47	252,555,264.43	259,553,277.56	250,969,056.52

	10-31-22	11-30-22	12-31-22	1-31-23	2-28-23	3-31-23	4-30-23	5-31-23	6-30-23	7-31-23	8-31-23	9-30-23
UMTA - H04	1,793,886.70	2,162,164.80	3,214,613.05	2,283,241.59	2,885,859.22	2,564,607.67	2,608,022.42	2,442,235.39	1,854,298.05	1,594,688.26	2,115,716.50	2,003,797.17
AERO-AIRPLANES - I06	76,540.72	88,618.03	93,234.04	82,326.19	80,039.22	64,748.91	42,686.53	37,235.41	59,060.86	38,974.13	42,659.50	57,467.47
OTHER ACCTS.	19,789,710.84	18,908,037.67	19,014,718.15	14,067,130.31	16,465,177.40	14,097,143.28	13,214,103.30	16,016,915.98	22,948,627.16	11,867,589.90	14,199,729.39	14,845,621.04
WILDLIFE LICENSE PLATE AND DONATION - H03	1,062,425.94	1,140,880.72	1,162,259.08	1,189,208.61	1,218,042.06	1,240,914.33	1,266,656.09	1,301,689.66	1,335,350.48	1,358,553.93	1,379,580.70	1,400,706.13
STATE INFRASTRUCTURE BANK - H07	36,145,819.83	36,203,192.88	36,286,710.02	36,338,001.02	36,381,268.05	36,450,612.97	36,511,216.42	36,578,007.77	36,786,762.52	36,786,762.52	36,850,128.49	36,927,921.60
SHA-COMMISSION - H01	68,133,993.92	86,025,637.85	93,509,208.28	100,209,521.53	102,623,429.44	81,243,114.18	90,589,714.58	100,197,458.02	77,896,473.97	85,574,405.22	61,001,193.57	80,139,789.44
SHA-10 CENT MOTOR FUEL TAX - H02	60,480,611.22	61,953,797.16	65,323,838.72	69,550,337.71	72,818,905.86	76,891,293.18	79,863,610.47	82,930,955.25	86,135,493.74	83,528,756.57	84,840,327.26	70,732,632.34
SHA-LEGISLATIVE - H06	15,617,301.70	8,176,200.60	2,602,282.66	19,208,934.25	12,155,487.07	24,502,563.45	16,864,191.08	12,862,390.78	18,430,362.64	14,953,502.63	19,075,672.34	22,384,599.81
TRANSPORTATION INFO SYSTEM - H08	11,097,588.77	11,174,685.46	11,254,128.33	11,331,237.26	11,403,273.43	18,117,396.65	18,211,118.13	18,313,297.68	18,482,835.20	18,537,660.20	18,627,326.67	18,710,526.97
SHA - RADIOACTIVE WASTE - H09	169,521.60	200,571.60	200,571.60	200,571.60	200,571.60	260,871.60	260,871.60	345,471.60	345,471.60	345,471.60	247,231.60	247,231.60
SHA - INTERLOCK - H10	519,669.85	528,892.53	537,605.88	545,174.31	553,028.75	562,339.76	572,161.19	582,969.61	576,261.69	585,004.95	605,742.30	613,649.35
SHA - AIR SERVICE ENHANCE - H11	2,429,981.56	1,975,534.44	3,385,895.31	3,327,807.83	2,978,618.34	2,961,633.88	2,944,181.84	2,608,609.09	2,397,863.09	2,348,924.40	2,253,178.37	2,216,145.95
SHA - COMM AIR SERVICE ENHANCE - H12	11,768,215.96	11,606,987.78	11,813,754.84	11,830,281.48	11,382,383.86	11,510,407.35	11,234,989.16	11,906,973.34	11,974,624.78	11,762,917.17	11,783,531.94	11,935,397.40
STATE RADIO NETWORK - I08	4,334,754.33	3,066,497.99	2,630,143.16	2,610,555.00	2,595,293.19	2,582,402.31	2,567,826.07	2,570,927.73	2,569,155.08	2,520,491.93	2,460,681.80	2,467,415.39
TOTAL	233,420,022.94	243,211,699.51	251,028,963.12	272,774,328.69	273,741,377.49	273,050,049.52	276,751,348.88	288,695,137.31	281,792,640.86	271,803,703.41	255,482,700.43	264,682,901.66

	10-31-23	11-30-23	12-31-23	1-31-24	2-29-24	3-31-24	4-30-24	5-31-24	6-30-24	7-31-24	8-31-24	9-30-24
UMTA - H04	2,192,736.23	2,157,061.96	2,192,186.30	1,741,216.30	1,963,689.44	2,152,723.68						
AERO-AIRPLANES - I06	35,969.82	32,546.50	73,243.07	77,999.17	102,486.34	(928.94)						
OTHER ACCTS.	20,276,158.38	13,638,735.23	13,148,891.08	15,123,493.47	13,208,900.28	16,693,353.90						
WILDLIFE LICENSE PLATE AND DONATION - H03	1,422,446.32	1,510,581.86	1,529,752.61	1,550,699.55	1,570,257.04	1,589,466.02						
STATE INFRASTRUCTURE BANK - H07	37,011,757.26	37,098,764.20	37,290,784.92	37,424,334.56	37,512,443.18	37,650,075.64						
SHA-COMMISSION - H01	37,366,798.29	68,383,288.88	81,821,407.98	137,863,126.95	128,332,060.13	130,066,521.16						
SHA-10 CENT MOTOR FUEL TAX - H02	71,781,259.65	77,573,620.07	80,723,432.91	84,142,909.86	88,204,455.99	91,666,562.68						
SHA-LEGISLATIVE - H06	12,940,577.73	15,047,694.58	6,223,297.08	17,254,876.24	26,662,713.18	19,547,614.74						
TRANSPORTATION INFO SYSTEM - H08	18,683,249.62	17,865,611.61	17,583,477.53	17,685,243.89	17,762,896.26	17,867,887.06						
SHA - RADIOACTIVE WASTE - H09	247,231.60	390,331.60	390,331.60	390,331.60	494,731.60	494,731.60						
SHA - INTERLOCK - H10	623,089.75	631,092.73	641,567.45	650,518.32	662,173.62	673,959.24						
SHA - AIR SERVICE ENHANCE - H11	3,619,779.13	3,525,527.30	3,293,516.81	3,291,404.50	3,051,237.55	3,049,054.05						
SHA - COMM AIR SERVICE ENHANCE - H12	11,962,397.90	11,861,611.06	12,125,961.61	11,772,218.56	11,874,898.30	12,049,266.07						
STATE RADIO NETWORK - I08	8,756,914.31	5,746,794.75	3,690,892.94	3,682,001.51	3,660,540.34	3,685,147.87						
TOTAL	226,920,365.99	255,463,262.33	260,728,743.89	332,650,374.48	335,063,483.25	337,185,434.77	0.00	0.00	0.00	0.00	0.00	0.00

**Preliminary figures subject to minor adjustments

**WYOMING DEPARTMENT OF TRANSPORTATION
10 CENT MOTOR FUEL TAX AND TRANSPORTATION INFORMATION SYSTEM
ACTUAL CASH FLOW**

	2023										2024		
	March	April	May	June	July	August	September	October	November	December	January	February	March
10 CENT MOTOR FUEL TAX - H02													
BALANCE BROUGHT FORWARD	72,818,905.86	76,891,293.18	79,863,610.47	82,930,955.25	86,135,493.74	83,528,756.57	84,840,327.26	70,732,632.34	71,781,259.65	77,573,620.07	80,723,432.91	84,142,909.86	88,204,455.99
RECEIPTS													
GASOLINE TAX 1210	1,709,878.90	1,226,348.59	1,217,822.24	1,401,418.73	1,698,821.56	1,224,902.17	2,232,432.61	1,438,858.42	2,552,203.45	1,480,043.12	1,143,243.21	1,576,046.96	1,437,385.88
SPECIAL FUEL TAX 1224	2,352,437.23	1,620,809.19	1,784,406.01	1,968,012.00	2,097,287.77	2,243,304.18	2,366,136.96	2,289,939.85	3,074,764.33	2,553,454.91	2,066,406.38	2,324,974.08	1,706,392.85
REIMBURSEMENTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET INTEREST	136,312.05	125,159.51	144,367.36	477,713.03	0.00	147,952.02	178,926.82	195,452.82	169,866.97	393,779.88	286,478.44	196,047.65	318,327.96
TOTAL	4,198,628.18	2,972,317.29	3,146,595.61	3,847,143.76	3,796,109.33	3,616,158.37	4,777,496.39	3,924,251.09	5,796,834.75	4,427,277.91	3,496,128.03	4,097,068.69	3,462,106.69
DISBURSEMENTS	126,240.86	0.00	79,250.83	642,605.27	6,402,846.50	2,304,587.68	18,885,191.31	2,875,623.78	4,474.33	1,277,465.07	76,651.08	35,522.56	0.00
ENDING BALANCE	76,891,293.18	79,863,610.47	82,930,955.25	86,135,493.74	83,528,756.57	84,840,327.26	70,732,632.34	71,781,259.65	77,573,620.07	80,723,432.91	84,142,909.86	88,204,455.99	91,666,562.68
WILDLIFE LICENSE PLATE & DONATION - H03													
BALANCE BROUGHT FORWARD	1,218,042.06	1,240,914.33	1,266,656.09	1,301,689.66	1,335,350.48	1,358,553.93	1,379,580.70	1,400,706.13	1,422,446.32	1,510,581.86	1,529,752.61	1,550,699.55	1,570,257.04
RECEIPTS													
WILDLIFE PLATE	11,937.96	12,650.00	16,600.00	10,050.00	13,250.00	11,350.00	10,250.00	7,950.00	14,310.00	7,740.00	5,881.00	10,750.00	7,400.00
DONATIONS	8,632.61	11,044.23	16,140.82 #	16,164.19	8,202.66	9,108.93	7,982.40	10,629.45	70,502.61	3,852.49	9,601.68	7,108.03	6,076.21
NET INTEREST	2,301.70	2,047.53	2,292.75 #	7,446.63	1,750.79	567.84	2,893.03	3,160.74	3,322.93	7,578.26	5,464.26	1,699.46	5,732.77
TOTAL	22,872.27	25,741.76	35,033.57	33,660.82	23,203.45	21,026.77	21,125.43	21,740.19	88,135.54	19,170.75	20,946.94	19,557.49	19,208.98
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ENDING BALANCE	1,240,914.33	1,266,656.09	1,301,689.66	1,335,350.48	1,358,553.93	1,379,580.70	1,400,706.13	1,422,446.32	1,510,581.86	1,529,752.61	1,550,699.55	1,570,257.04	1,589,466.02
URBAN MASS TRANSIT - H04													
BALANCE BROUGHT FORWARD	2,885,859.22	2,564,607.67	2,608,022.42	2,442,235.39	1,854,298.05	1,594,688.26	2,115,716.50	2,003,797.17	2,192,736.23	2,157,061.96	2,192,186.30	1,741,216.30	1,963,689.44
VOUCHERS PAYABLE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
RECEIPTS													
FEDERAL AID & MATCHING	319,343.43	755,539.23	595,417.76	2,075,229.83	499,494.00	1,980,024.00	6,380,004.68	5.57	923,259.03	803,207.47	1,555,091.96	1,422,622.07	1,697,828.75
STATE FUNDS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,500,000.00	0.00	0.00	0.00	0.00	0.00
NET INTEREST	4,138.93	4,523.31	4,289.14	11,301.96	0.00	3,647.05	2,910.00	2,140.03	5,095.00	12,274.34	7,303.37	3,039.96	6,602.73
TOTAL	323,482.36	760,062.54	599,706.90	2,086,531.79	499,494.00	1,983,671.05	6,382,914.68	1,502,145.60	928,354.03	815,481.81	1,562,395.33	1,425,662.03	1,704,431.48
DISBURSEMENTS	644,733.91	716,647.79	765,493.93	2,674,469.13	759,103.79	1,462,642.81	6,494,834.01	1,313,206.54	964,028.30	780,357.47	2,013,365.33	1,203,188.89	1,515,397.24
ENDING BALANCE	2,564,607.67	2,608,022.42	2,442,235.39	1,854,298.05	1,594,688.26	2,115,716.50	2,003,797.17	2,192,736.23	2,157,061.96	2,192,186.30	1,741,216.30	1,963,689.44	2,152,723.68

**WYOMING DEPARTMENT OF TRANSPORTATION
RURAL TRANSIT, SIB, AND RADIOACTIVE WASTE ACCOUNTS
ACTUAL CASH FLOW**

	2023						2024						
	March	April	May	June	July	August	September	October	November	December	January	February	March
STATE INFRASTRUCTURE - H07													
BALANCE BROUGHT FORWARD	36,381,268.05	36,450,612.97	36,511,216.42	36,578,007.77	36,786,762.52	36,786,762.52	36,850,128.49	36,927,921.60	37,011,757.26	37,098,764.20	37,290,784.92	37,424,334.56	37,512,443.18
CUSTOMER DEPOSIT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
RECEIPTS													
TRANSFERS IN	0.00	60,613.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET INTEREST	69,344.92	(10.24)	66,791.35	208,754.75	0.00	63,365.97	77,793.11	83,835.66	87,006.94	192,020.72	133,549.64	88,108.62	137,632.46
TOTAL	69,344.92	60,603.45	66,791.35	208,754.75	0.00	63,365.97	77,793.11	83,835.66	87,006.94	192,020.72	133,549.64	88,108.62	137,632.46
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ENDING BALANCE	36,450,612.97	36,511,216.42	36,578,007.77	36,786,762.52	36,786,762.52	36,850,128.49	36,927,921.60	37,011,757.26	37,098,764.20	37,290,784.92	37,424,334.56	37,512,443.18	37,650,075.64
TRANSPORTATION INFORMATION SYSTEM - H08													
BALANCE BROUGHT FORWARD	11,403,273.43	18,117,396.65	18,211,118.13	18,313,297.68	18,482,835.20	18,537,660.20	18,627,326.67	18,710,526.97	18,683,249.62	17,865,611.61	17,583,477.53	17,685,243.89	17,762,896.26
RECEIPTS													
2604 - TIS FEE	68,435.00	66,135.00	68,925.00	64,985.00	54,825.00	57,785.00	43,936.00	44,600.00	37,085.00	35,355.00	38,000.00	36,060.00	39,884.92
TRANSFERS IN	6,624,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET INTEREST	21,688.22	27,586.48	33,254.55	104,552.52	0.00	31,881.47	39,264.30	42,427.65	44,129.99	96,866.92	63,766.36	41,592.37	65,105.88
TOTAL	6,714,123.22	93,721.48	102,179.55	169,537.52	54,825.00	89,666.47	83,200.30	87,027.65	81,214.99	132,221.92	101,766.36	77,652.37	104,990.80
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	114,305.00	898,853.00	414,356.00	0.00	0.00	0.00
ENDING BALANCE	18,117,396.65	18,211,118.13	18,313,297.68	18,482,835.20	18,537,660.20	18,627,326.67	18,710,526.97	18,683,249.62	17,865,611.61	17,583,477.53	17,685,243.89	17,762,896.26	17,867,887.06
RADIOACTIVE WASTE - H09													
BALANCE BROUGHT FORWARD	200,571.60	260,871.60	260,871.60	345,471.60	345,471.60	345,471.60	247,231.60	247,231.60	247,231.60	390,331.60	390,331.60	390,331.60	494,731.60
RECEIPTS													
TRANSFERS IN	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
HAZARDOUS WASTE FEE	60,300.00	0.00	84,600.00	0.00	0.00	101,700.00	0.00	0.00	143,100.00	0.00	0.00	104,400.00	0.00
NET INTEREST	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	60,300.00	0.00	84,600.00	0.00	0.00	101,700.00	0.00	0.00	143,100.00	0.00	0.00	104,400.00	0.00
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	199,940.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ENDING BALANCE	260,871.60	260,871.60	345,471.60	345,471.60	345,471.60	247,231.60	247,231.60	247,231.60	390,331.60	390,331.60	390,331.60	494,731.60	494,731.60

**WYOMING DEPARTMENT OF TRANSPORTATION
INTERLOCK AND AIR SERVICE ENHANCEMENTS ACCOUNTS
ACTUAL CASH FLOW**

	2023										2024		
	March	April	May	June	July	August	September	October	November	December	January	February	March
INTERLOCK - H10													
BALANCE BROUGHT FORWARD	553,028.75	562,339.76	572,161.19	582,969.61	576,261.69	585,004.95	605,742.30	613,649.35	623,089.75	631,092.73	641,567.45	650,518.32	662,173.62
RECEIPTS													
TRANSFERS IN	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	(553.02)	0.00	0.00	0.00	0.00
INTERLOCK DEVICE FEES	8,163.94	8,892.53	9,670.23	8,918.25	8,951.45	19,538.03	6,659.08	7,954.90	7,000.00	7,223.48	6,664.10	10,131.05	9,074.75
24/7 LICENSE FEES	100.00	0.00	100.00	100.00	100.00	200.00	0.00	100.00	100.00	0.00	0.00	0.00	300.00
NET INTEREST	1,047.07	928.90	1,038.19	3,332.94	0.00	999.32	1,247.97	1,385.50	1,456.00	3,251.24	2,286.77	1,524.25	2,410.87
TOTAL	9,311.01	9,821.43	10,808.42	12,351.19	9,051.45	20,737.35	7,907.05	9,440.40	8,556.00	10,474.72	8,950.87	11,655.30	11,785.62
DISBURSEMENTS	0.00	0.00	0.00	19,059.11	308.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ENDING BALANCE	562,339.76	572,161.19	582,969.61	576,261.69	585,004.95	605,742.30	613,649.35	623,089.75	631,645.75	641,567.45	650,518.32	662,173.62	673,959.24
AIR SERVICE ENHANCEMENTS - H11													
BALANCE BROUGHT FORWARD	2,978,618.34	2,961,633.88	2,944,181.84	2,608,609.09	2,397,863.09	2,348,924.40	2,253,178.37	2,216,145.95	3,619,779.13	3,525,527.30	3,293,516.81	3,291,404.50	3,051,237.55
RECEIPTS													
TRANSFERS IN	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,433,667.00	0.00	0.00	0.00	0.00	0.00
GENERAL FUNDS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET INTEREST	5,993.06	4,951.95	5,413.60	15,130.53	0.00	4,111.15	4,822.51	5,099.42	6,615.09	18,731.38	11,988.24	7,772.85	11,374.41
TOTAL	5,993.06	4,951.95	5,413.60	15,130.53	0.00	4,111.15	4,822.51	1,438,766.42	6,615.09	18,731.38	11,988.24	7,772.85	11,374.41
DISBURSEMENTS	22,977.52	22,403.99	340,986.35	225,876.53	48,938.69	99,857.18	41,854.93	35,133.24	100,866.92	250,741.87	14,100.55	247,939.80	13,557.91
ENDING BALANCE	2,961,633.88	2,944,181.84	2,608,609.09	2,397,863.09	2,348,924.40	2,253,178.37	2,216,145.95	3,619,779.13	3,525,527.30	3,293,516.81	3,291,404.50	3,051,237.55	3,049,054.05
COMMERCIAL AIR SERVICE ENHANCEMENTS - H12													
BALANCE BROUGHT FORWARD	11,382,383.86	11,510,407.35	11,234,989.16	11,906,973.34	11,974,624.78	11,762,917.17	11,783,531.94	11,935,397.40	11,962,397.90	11,861,611.06	12,125,961.61	11,772,218.56	11,874,898.30
RECEIPTS													
TRANSFERS IN	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
GENERAL FUNDS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET INTEREST	128,023.49	375,494.48	671,984.18	67,651.44	0.00	20,614.77	151,865.46	27,000.50	112,838.80	275,042.12	43,109.02	117,529.74	187,305.27
TOTAL	128,023.49	375,494.48	671,984.18	67,651.44	0.00	20,614.77	151,865.46	27,000.50	112,838.80	275,042.12	43,109.02	117,529.74	187,305.27
DISBURSEMENTS	0.00	650,912.67	0.00	0.00	211,707.61	0.00	0.00	0.00	213,625.64	10,691.57	396,852.07	14,850.00	12,937.50
ENDING BALANCE	11,510,407.35	11,234,989.16	11,906,973.34	11,974,624.78	11,762,917.17	11,783,531.94	11,935,397.40	11,962,397.90	11,861,611.06	12,125,961.61	11,772,218.56	11,874,898.30	12,049,266.07

**WYOMING DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ACCOUNT H01/H06**

	2023 March	April	May	June	July	August	September	October	November	December	2024 January	February	March
BALANCE BROUGHT FORWARD	114,778,917	105,745,678	107,453,906	113,059,849	96,326,837	100,527,908	80,076,866	102,524,389	50,307,376	83,430,983	88,044,705	155,118,003	154,994,773
NSF/VOU. PAY./FUND BAL. RESERVE	(179,713)	22,808	718	(34,269)	(1,592)	(7,737)	261	(8,086)	1,960	4,203	(2,892)	4,394	1,321
RECEIPTS													
13 CENT GASOLINE TAX	2,231,168	1,593,235	1,629,226	1,758,018	2,226,365	1,619,617	2,937,024	1,906,198	3,327,927	1,920,665	1,461,106	2,061,513	1,885,241
1 CENT GASOLINE TAX (ALT)	298,826	214,789	212,356	245,045	296,982	300,652	389,468	250,417	442,315	303,930	200,407	277,080	250,962
13 CENT SPECIAL FUELS TAX	3,140,620	2,163,860	2,382,270	2,627,393	2,799,983	2,994,922	3,158,910	3,057,183	4,104,962	3,408,988	2,758,755	3,103,955	2,278,119
1 CENT SPECIAL FUELS TAX (ALT)	577,872	428,402	438,697	473,797	524,435	505,884	515,731	467,104	597,831	547,870	431,796	509,678	419,133
SPECIAL FUELS SALES TAX	0	0	0	501,964	0	0	0	0	0	0	0	0	0
GASOLINE DEALERS LICENSE	500	1,875	1,000	1,750	2,950	1,350	1,375	1,250	2,400	3,175	1,700	1,150	750
SPECIAL FUEL DEALER LICENSE	(2,323)	1,945	1,615	2,075	2,985	1,630	1,750	1,755	5,000	6,632	6,025	3,640	2,460
MOTOR VEHICLE REGISTRATION	11,704,034	5,737,820	12,459,273	8,948,580	7,759,231	6,481,503	4,535,203	8,486,152	5,515,467	7,111,454	9,228,352	3,321,886	10,523,475
DRIVERS LICENSES	514,081	507,182	530,530	619,841	470,407	442,028	367,609	343,931	380,101	368,163	360,581	321,115	442,975
COMMERCIAL DRIVERS LICENSES	40,301	40,585	39,866	35,650	30,880	31,662	28,570	29,090	23,701	24,520	24,750	28,195	26,890
COMMERCIAL VEHICLE FEES	776,809	901,616	1,061,515	1,189,472	879,217	1,583,315	1,273,082	1,150,407	955,636	771,081	818,649	818,673	789,161
MOTOR CARRIER FEES	2,150	2,500	2,900	3,310	1,800	2,050	3,000	2,890	1,800	1,250	1,400	1,570	1,650
ROW FEES	5,630	5,016	2,752	2,983	2,005	2,015	1,870	2,960	2,178	2,217	2,630	1,331	2,034
FEDERAL MINERAL ROYALTIES	0	16,149,375	16,149,375	0	0	0	0	5,376,781	0	0	59,220,719	0	0
COAL SEVERANCE TAX	0	0	0	0	0	0	0	1,669,562	0	0	4,962,472	0	0
SIB TRANSFERS	0	0	0	0	0	0	15,756,842	0	0	0	0	0	0
INTEREST	271,313	217,583	229,418	776,682	0	191,847	250,633	217,904	224,226	440,739	341,112	370,960	626,368
FEDERAL REIMBURSEMENT	20,054,789	19,078,123	28,774,290	47,607,057	69,718,927	69,302,731	87,598,129	32,824,709	65,923,258	52,049,765	24,518,324	28,819,174	19,397,250
SIGN PERMITS	53,937	23,226	6,715	27,197	4,774	6,113	11,535	100	6,544	800	65,771	129,075	49,895
ENERGY AUDIT BOND REVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0
CITY, COUNTY & OTHER AID	973,716	150,934	71,175	131,679	2,147,558	3,151,653	200,603	1,668,642	9,139	1,441,192	1,559,943	157,293	867,530
GEN. FUNDS SURFACE TRANS.	0	0	0	0	0	0	0	0	0	0	0	2,000,000	0
GENERAL FUND - AIP	0	0	0	0	0	0	0	0	0	0	0	0	0
INSURANCE RECOVERY	0	193,845	80,535	0	0	104,063	98,598	41,655	15,000	34,666	127,893	49,621	4,881
DR RECEIPTS	554,220	144,525	162,695	198,119	144,700	236,277	686,521	231,881	320,559	215,917	270,283	165,237	194,830
ARS RECEIPTS	235,621	621,375	325,366	167,258	868,751	240,830	303,211	247,625	1,560,345	149,334	190,079	238,279	248,437
MISCELLANEOUS RECEIPTS	216,139	154,336	93,247	132,781	134,585	324,810	54,107	187,251	1,587,665	135,572	188,695	158,876	181,794
TOTAL	41,649,402	48,332,148	64,654,816	65,450,649	88,016,534	87,524,952	118,173,772	58,165,446	85,006,053	68,937,930	106,741,443	42,538,301	38,193,834
DISBURSEMENTS	50,502,928	46,646,728	59,049,591	82,149,392	83,813,872	107,968,257	95,726,510	110,374,374	51,884,406	64,328,411	39,665,252	42,665,925	43,575,793
ENDING BALANCE (H01 & H06)	105,745,678	107,453,906	113,059,849	96,326,837	100,527,908	80,076,866	102,524,389	50,307,376	83,430,983	88,044,705	155,118,003	154,994,773	149,614,136

**Preliminary figures subject to minor adjustments

**WYOMING DEPARTMENT OF TRANSPORTATION
DAILY ACTIVITY SUMMARY
BUDGET REPORT**

AGENCY: 045 TRANSPORTATION DEPARTMENT

SPENDING AVAILABILITY

AGENCY	FUND	BEGINNING BALANCE	EXPENDITURES	CURRENT BALANCE	DESCRIPTION
045	ARP	30,500,000.00	13,006,024.70	17,493,975.30	WYOLINK
		30,500,000.00	13,006,024.70	17,493,975.30	TOTAL WYOLINK BALANCE
045	ARP	4,500,000.00	2,598,879.08	1,901,120.92	Homeland Security Grants for local radios
		4,500,000.00	2,598,879.08	1,901,120.92	TOTAL LOCAL RADIOS BALANCE
045	ARP	8,832,058.00	3,142,932.89	5,689,125.11	Capacity Purchase Agreement
		8,832,058.00	3,142,932.89	5,689,125.11	TOTAL CPA BALANCE
		43,832,058.00	18,747,836.67	25,084,221.33	GRAND TOTAL

**WYOMING DEPARTMENT OF TRANSPORTATION
ENCUMBRANCE REPORT
APRIL 1, 2024**

	FEDERAL REIMBURSEMENTS		INVENTORY	STATE FUNDS				THIRD PARTY REIMBURSEMENTS	TOTAL
	Advanced Construction	Obligation Amount		SCP	SCP-TC	SM	Other State		
Parent Project									
AERONAUTICS		37,176,224		8,054,027		1,339,757	1,443,659		48,013,667
CONSTRUCTION	244,285	310,993,368		413,762	23,843,688	26,085,947	1,266,479	10,520,512	373,368,040
DAMAGE REPAIRS		93,828		95,913		9,861	106,635	21,740	327,976
EQUIPMENT							19,800,986		19,800,986
ESE-MSE							520,863		520,863
FACILITIES							5,502,829		5,502,829
FTA_RMTP		11,889,619					1,108,631	3,502,655	16,500,905
HWY_SAFETY	36,967	881,183				96,493			1,014,643
LAW_ENF_GRANT		1,978,320				9,241			1,987,561
MAINT_DRAINAGE							64,180		64,180
MAINT_ELECTRIC							251,098		251,098
MAINT_RESTAREA							913,328		913,328
MAINT_ROADSIDE							16,272		16,272
MAINT_ROADWAYOP							1,024		1,024
MAINT_SALTSTORE							10,232		10,232
MAINT_SHOULDER							14,600		14,600
MAINT_SNOWCNTRL							63,271		63,271
MAINT_STRUCTURE							116,505		116,505
OPER & ADMIN							1,812,535		1,812,535
OVERHEAD			22,478,397				32,669,296		55,147,693
PLANNING		244,779				26,885			271,664
SHOP							481,616		481,616
SPECIAL_MAINT							118,885		118,885
TELECOMM							19,393,117		19,393,117
TRAINING							188,835		188,835
GRAND TOTAL	\$281,252	\$363,257,321	\$22,478,397	\$8,563,703	\$23,843,688	\$27,568,183	\$85,864,876	\$14,044,907	\$545,902,326

SCP - State Construction Program Funds

SL - State Legislative General Funds

SM - State Matching for Federal Funds

ESE-MSE - Engineering Studies and Evaluations - Maintenance Studies and Evaluations

FTA_RMTP - Federal Transit Authority - Rural Mass Transit

MCSAP - Motor Carrier Safety Assistance Program

SCP-TC - State Construction Program Funds - Ten Cent Motor Fuel Funds

ENCUMBRANCES BY FUND				
Fund	Federal	State	Local/Third Party	Total
H01	\$312,494,410	\$95,997,899	\$10,542,252	\$419,034,561
H02	\$0	\$23,843,688	\$0	\$23,843,688
H04	\$11,889,619	\$1,108,631	\$3,502,655	\$16,500,905
H06	\$39,154,544	\$9,403,025	\$0	\$48,557,569
H08	\$0	\$18,572,486	\$0	\$18,572,486
ARP	\$0	\$19,393,117	\$0	\$19,393,117
Total	\$363,538,573	\$168,318,846	\$14,044,907	\$545,902,326

**WYOMING DEPARTMENT OF TRANSPORTATION
PROJECTS LET TO CONTRACT
(DOLLARS)
BUDGET REPORT**

MONTHLY

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY2020	FY2021	FY2022	FY2023	FY2024	
October	36,057,446	58,878,571	42,090,985	31,949,318	30,061,083	28,635,008	35,162,156	31,726,174	32,906,369	31,258,928	118,418,164	62,689,010	COMMISSION
November	25,578,245	51,513,581	34,897,979	23,603,064	35,100,814	22,381,020	22,678,375	54,721,912	35,844,867	41,376,512	22,760,660	46,770,242	COMMISSION
December	20,166,461	18,712,371	33,779,844	25,801,208	14,387,393	31,147,756	28,743,821	22,400,295	37,759,452	33,687,070	47,139,280	36,393,553	COMMISSION
January	22,577,640	12,785,578	32,242,624	18,749,059	31,819,678	15,728,233	11,411,437	13,565,539	8,618,089	24,769,140	38,557,353	32,359,524	COMMISSION
February	20,216,645	17,760,556	29,484,727	12,900,766	45,101,333	10,898,926	11,019,558	17,071,044	15,264,082	30,817,025	79,787,223	17,161,072	COMMISSION
March	12,523,535	33,486,944	12,797,393	12,402,357	13,628,445	23,175,780	33,310,890	18,702,069	19,352,017	55,917,490	9,596,072	9,708,746	COMMISSION
April	11,908,611	24,417,528	16,308,319	24,264,292	61,124,323	23,362,107	14,479,647	5,342,720	51,522,516	26,591,710	6,222,907	55,626,692	BID LETTING
May	35,705,780	34,118,331	12,669,905	22,893,027	24,926,103	18,021,007	78,739,708	19,457,390	19,395,311	32,225,916	1,408,173		
June	29,407,869	15,509,394	0	46,408,405	965,976	0	0	0	0	0	3,491,746		
July	13,443,598	35,480,926	14,448,745	11,532,694	17,145,260	13,619,464	27,859,648	14,971,715	58,091,323	72,829,598	6,768,247		
August	2,007,281	0	0	16,514,077	1,940,605	16,673,316	25,331,032	0	27,121,261	21,282,922	0		
September	14,712,212	29,200,668	21,709,231	20,603,693	30,353,505	56,585,193	23,647,905	62,760,505	24,514,033	15,073,415	54,625,314		
Total	244,305,323	331,864,448	250,429,752	267,621,960	306,554,518	260,227,812	312,384,177	260,719,362	330,389,319	385,829,725	388,775,139	260,708,840	

QUARTERLY (ACCUMULATED)

1st Qtr.	81,802,152	129,104,523	110,768,808	81,353,590	79,549,290	82,163,785	86,584,352	108,848,380	106,510,688	106,322,509	188,318,104	145,852,805
2nd Qtr.	137,119,972	193,137,601	185,293,552	125,405,772	170,098,746	131,966,724	142,326,237	158,187,032	149,744,875	217,826,165	316,258,752	205,082,147
3rd Qtr.	214,142,232	267,182,854	214,271,776	218,971,496	257,115,148	173,349,839	235,545,592	182,987,142	220,662,702	276,643,791	327,381,578	260,708,840
4th Qtr.	244,305,323	331,864,448	250,429,752	267,621,960	306,554,518	260,227,812	312,384,177	260,719,362	330,389,319	385,829,725	388,775,139	260,708,840

**Preliminary figures subject to minor adjustments

**WYOMING DEPARTMENT OF TRANSPORTATION
FUND H01 - STATE HIGHWAY FUND (COMMISSION)
STATE/FEDERAL FUNDED PROGRAMS**

		2024 BUDGET	EXPENDED TO DATE	ENCUMBRANCES	AVAILABLE BUDGET	MAR '24 PORTION OF BUDGET USED	MAR '23 PORTION OF BUDGET USED
ENGINEERING DIVISION - HIP PROGRAM:							
0000	Transportation Commission	\$ 182,019	\$ 96,738	\$ -	\$ 85,281	53%	29%
0110	Chief Engineer and Staff	\$ 809,509	\$ 479,044	\$ -	\$ 330,465	59%	56%
1200	Construction Staff	\$ 1,892,830	\$ 826,005	\$ 510,107	\$ 556,719	71%	69%
1630/1631	Highway Development	\$ 919,120	\$ 472,562	\$ -	\$ 446,558	51%	58%
1660	Right of Way	\$ 1,246,441	\$ 538,450	\$ 45,000	\$ 662,991	47%	44%
1640	Materials (Laboratory)	\$ 1,210,058	\$ 724,437	\$ 96,220	\$ 389,401	68%	52%
1610	Contracts and Estimates	\$ 375,714	\$ 145,010	\$ 75,834	\$ 154,870	59%	64%
1600	Bridge Design	\$ 717,494	\$ 332,008	\$ -	\$ 385,486	46%	59%
1632	Project Development	\$ 1,800,224	\$ 1,121,317	\$ 248,940	\$ 429,967	76%	75%
1633	Photogrammetry and Survey	\$ 558,277	\$ 378,455	\$ 72,279	\$ 107,543	81%	57%
1634	Project Management Oversight	\$ 577,575	\$ 184,856	\$ 70,006	\$ 322,713	44%	48%
1620	Geology	\$ 647,695	\$ 397,566	\$ 7,055	\$ 243,074	62%	53%
1800	Traffic Operations - Engr.	\$ 1,324,158	\$ 637,568	\$ 139,817	\$ 546,773	59%	62%
0201/1211	District 1 - Operations - Engr.	\$ 1,390,981	\$ 1,062,447	\$ 15,561	\$ 312,973	77%	75%
0202/1212	District 2 - Operations - Engr.	\$ 1,805,826	\$ 925,140	\$ 31,811	\$ 848,875	53%	68%
0203/1213	District 3 - Operations - Engr.	\$ 1,542,430	\$ 1,153,002	\$ 10,763	\$ 378,665	75%	75%
0204/1214	District 4 - Operations - Engr.	\$ 1,446,451	\$ 779,596	\$ 12,618	\$ 654,237	55%	57%
0205/1215	District 5 - Operations - Engr.	\$ 1,645,889	\$ 1,035,904	\$ 10,763	\$ 599,222	64%	54%
TOTAL -	ENGINEERING DIVISION	\$ 20,092,691	\$ 11,290,106	\$ 1,346,773	\$ 7,455,812	63%	62%
TRANSPORTATION PLANNING & ADMINISTRATION							
0120	Chief Financial Officer	\$ 284,749	\$ 118,805	\$ 3,378	\$ 162,566	43%	38%
0130	Chief Technology Officer	\$ 4,351,818	\$ 880,294	\$ 3,251,818	\$ 219,706	95%	90%
2800	Financial Services	\$ 4,231,618	\$ 1,917,635	\$ 344,187	\$ 1,969,796	53%	51%
2100	Budget	\$ 1,193,553	\$ 607,354	\$ 4,399	\$ 581,800	51%	39%
2300	Grants & Contracts	\$ 542,952	\$ 208,979	\$ -	\$ 333,973	38%	50%
2430	Civil Rights Office	\$ 692,120	\$ 161,044	\$ 309,212	\$ 221,864	68%	76%
4410	Compliance & Investigation	\$ 826,794	\$ 421,186	\$ -	\$ 405,608	51%	50%
2420	Training Program Manager	\$ 632,198	\$ 247,617	\$ 12,130	\$ 372,451	41%	46%
2405	Office Services - Printing	\$ 885,927	\$ 400,343	\$ 13,553	\$ 472,030	47%	42%
2860	Intelligent Transportation	\$ 169,439	\$ 131,824	\$ -	\$ 37,615	78%	54%
2210	Enterprise Technology	\$ 3,565,005	\$ 799,782	\$ -	\$ 2,765,223	22%	37%
2411	Human Resources - Commission	\$ 104,487	\$ 45,189	\$ -	\$ 59,298	43%	31%
0160	Public Safety Communication Commission	\$ 26,908	\$ 19,937	\$ -	\$ 6,971	74%	3%
WYOUTRN	WYDOT University	\$ 905,553	\$ 228,454	\$ 137,796	\$ 539,303	40%	38%
1650	Planning	\$ 5,805,138	\$ 2,565,770	\$ 5,230	\$ 3,234,138	44%	49%
1652	Environmental Services	\$ 652,406	\$ 305,618	\$ -	\$ 346,788	47%	39%
1653	Programming	\$ 2,219,221	\$ 302,577	\$ -	\$ 1,916,644	14%	43%
1651/3600	Local Government / Federal Transit	\$ 996,074	\$ 291,380	\$ -	\$ 704,694	29%	78%
1820	Highway Safety	\$ 2,468,311	\$ 952,007	\$ 1,549	\$ 1,514,755	39%	37%
Various	Federal Funds -NCHRP-TRB Pool Funds	\$ 440,686	\$ 50,411	\$ -	\$ 390,275	11%	1%
TRAIN16	Training Programs	\$ 6,262,843	\$ 2,587,762	\$ 51,039	\$ 3,624,042	42%	33%
TOTAL -	TRANSPORTATION PLANNING DIVISION	\$ 37,257,800	\$ 13,243,969	\$ 4,134,292	\$ 19,879,540	47%	44%

This page is in reference to page 13 of the Operating Budget

**WYOMING DEPARTMENT OF TRANSPORTATION
FUND H01 - STATE HIGHWAY FUND (COMMISSION)**

		2024	EXPENDED	ENCUMBRANCES	AVAILABLE	MAR '24 PORTION	MAR '23 PORTION
OPERATIONS AND OTHER DIVISION ALLOCATIONS:		BUDGET	TO DATE		BUDGET	OF BUDGET USED	OF BUDGET USED
2415	Employee Safety	\$ 1,265,598	\$ 476,771	\$ 248,729	\$ 540,098	57%	47%
2850	Equipment Staff	\$ 968,039	\$ 323,176	\$ 31,986	\$ 612,877	37%	48%
2830	Telecommunications/RWIS	\$ 8,560,942	\$ 2,659,489	\$ 2,165,655	\$ 3,735,798	56%	38%
2840	Facility Management	\$ 2,403,756	\$ 750,994	\$ 2,020	\$ 1,650,742	31%	34%
RELOCAT	Employee Relocation-WHD	\$ -	\$ -	\$ -	\$ -	0%	0%
OUTDRAD	Outdoor Advertising	\$ 80,212	\$ 45,065	\$ -	\$ 35,147	56%	59%
TRFSIGN	LOGO Signs	\$ 277,792	\$ 60,747	\$ -	\$ 217,045	22%	59%
LEGALRS	Legal Research/Claims - Internal	\$ 10,000	\$ -	\$ -	\$ 10,000	0%	0%
LEGALRS	Legal Research/Claims - External	\$ 172,000	\$ 54,993	\$ -	\$ 117,007	32%	47%
4441	License Plate & Tab Production Costs	\$ 1,879,988	\$ 448,613	\$ 6,269	\$ 1,425,106	24%	27%
Subtotal - Operations Division		\$ 15,618,327	\$ 4,819,847	\$ 2,454,660	\$ 8,343,821	47%	38%
MAINTENANCE PROGRAM							
REGULAR MAINTENANCE PROGRAM ALLOCATIONS:							
1300-1315	Maintenance Overhead	\$ 11,042,607	\$ 5,313,170	\$ 316,434	\$ 5,413,004	51%	42%
SUPRVSN	Direct Supervision	\$ 8,293,711	\$ 3,470,755	\$ -	\$ 4,822,956	42%	46%
RDSRFCE	Road Surface	\$ 11,887,281	\$ 1,248,794	\$ -	\$ 10,638,487	11%	4%
SHLDAPR	Shoulders and Approaches	\$ 3,879,973	\$ 2,484,605	\$ 14,600	\$ 1,380,768	64%	21%
RDSLSP	Roadside and Landscape	\$ 8,582,866	\$ 3,080,759	\$ 16,272	\$ 5,485,835	36%	26%
DRAINAG	Drainage	\$ 1,678,878	\$ 666,679	\$ 64,180	\$ 948,019	44%	21%
STRCTRS	Structures	\$ 653,090	\$ 227,040	\$ 116,505	\$ 309,545	53%	12%
SNWCTRL	Snow Control	\$ 29,672,656	\$ 22,106,348	\$ 63,271	\$ 7,503,037	75%	118%
SALTSTR	Salt/Sand, Brine and Loader Storage Facilities	\$ 618,501	\$ 54,732	\$ 10,232	\$ 553,538	11%	224%
1321-1325	Traffic Overhead	\$ 2,393,592	\$ 1,344,928	\$ 37,095	\$ 1,011,570	58%	58%
1390-1395	Shop Operations	\$ 5,610,072	\$ 2,537,646	\$ 236,758	\$ 2,835,668	49%	55%
LNPAINT	Lane and Line Painting	\$ 5,784,625	\$ 1,419,989	\$ -	\$ 4,364,636	25%	21%
SIGNING	Signing	\$ 2,655,429	\$ 1,343,384	\$ -	\$ 1,312,045	51%	29%
ELECFTR	Electrical Features	\$ 7,419,897	\$ 2,552,210	\$ 251,098	\$ 4,616,589	38%	51%
RDWYOPS	Roadway Operations	\$ 2,828,290	\$ 1,036,644	\$ 1,024	\$ 1,790,621	37%	33%
Various	Rest Areas, Parks, Info Centers	\$ 5,250,382	\$ 1,803,623	\$ 913,328	\$ 2,533,431	52%	45%
Various	Damage Repairs	\$ 6,009,206	\$ 3,103,556	\$ 106,635	\$ 2,799,015	53%	51%
Subtotal - Regular Maintenance Program		\$ 114,261,056	\$ 53,794,863	\$ 2,147,430	\$ 58,318,762	49%	57%
SPECIAL MAINTENANCE PROJECTS:							
B239050	Testing/Registration Fuel Tanks	\$ 6,000	\$ -	\$ -	\$ 6,000	0%	13%
B239049	MDSS Access & Support Fees	\$ 119,300	\$ -	\$ -	\$ 119,300	0%	99%
B239051	Forecasts Weather	\$ 73,050	\$ 40,800	\$ 32,250	\$ -	100%	100%
B239046	Wyoming One Call	\$ 17,500	\$ 2,642	\$ -	\$ 14,858	15%	10%
B239052	Testing/Monitoring Sumps/Modifications	\$ 122,369	\$ 21,179	\$ 63,821	\$ 37,369	69%	86%
B239047	Pollution Discharge Elimination (NPDES)	\$ 25,000	\$ 7,400	\$ -	\$ 17,600	30%	1%
B239053	Noxious Weed Control Department of Agriculture	\$ 1,100,000	\$ -	\$ -	\$ 1,100,000	0%	0%
B139043	Living Snow Fence	\$ 143,026	\$ -	\$ 21,513	\$ 121,513	15%	0%
SCALMNT	Platform and Weight-in-Motion Scales	\$ 443,499	\$ 111,895	\$ 1,300	\$ 330,304	26%	11%
B239041	Underground Injection Control (UIC) Consultant	\$ 20,000	\$ 3,250	\$ -	\$ 16,750	16%	12%
Subtotal - Special Maintenance Program		\$ 2,069,744	\$ 187,166	\$ 118,885	\$ 1,763,694	15%	22%
Total - Maintenance		\$ 116,330,800	\$ 53,982,029	\$ 2,266,315	\$ 60,082,456	48%	57%

This page is in reference to pages 13 & 14 of the Operating Budget

**Wyoming Department of Transportation
FUNDS H06, H11, I06, I08, & ARP (LEGISLATIVE)**

		2023 / 2024	EXPENDED		AVAILABLE	MAR '24 PORTION	MAR '22 PORTION
FUND H06	TRANSPORTATION DEPARTMENT ADMINISTRATION	BUDGET	TO DATE	ENCUMBRANCES	BUDGET	OF BUDGET USED	OF BUDGET USED
0101	Director-Dept. of Transportation	\$ 735,139	\$ 597,063	\$ -	\$ 138,076	81%	72%
0102	Legal Services	\$ 9,384	\$ 2,051	\$ -	\$ 7,333	22%	21%
0103	Internal Review	\$ 1,449,908	\$ 1,106,105	\$ -	\$ 343,802	76%	70%
0104	Public Affairs	\$ 1,846,979	\$ 1,307,875	\$ -	\$ 539,104	71%	68%
TOTAL - TRANSPORTATION DEPARTMENT ADMINISTRATION		\$ 4,041,410	\$ 3,013,094	\$ -	\$ 1,028,316	75%	70%
FUND H06 ADMINISTRATIVE SERVICES DIVISION							
4400	Admin. Services - Administrator	\$ 368,009	\$ 279,798	\$ -	\$ 88,211	76%	71%
4420	} Driver Services	\$ 20,455,189	\$ 12,905,485	\$ 979,344	\$ 6,570,360	68%	68%
4424	} Transportation Information System	\$ 20,000,000	\$ 1,427,514	\$ 18,572,486	\$ -	100%	N/A
4440	} Motor Vehicle Services	\$ 4,095,513	\$ 2,719,326	\$ 20,825	\$ 1,355,361	67%	69%
4430	} Fuel Tax Administration	\$ 2,377,640	\$ 1,328,669	\$ -	\$ 1,048,971	56%	64%
2410	} Human Resources	\$ -	\$ -	\$ -	\$ -	0%	43%
2400	} Office Services	\$ 1,886,833	\$ 1,278,438	\$ -	\$ 608,395	68%	61%
2810	Management Services	\$ 906,569	\$ 606,228	\$ -	\$ 300,340	67%	58%
2820	Procurement Services	\$ 1,907,394	\$ 1,304,184	\$ -	\$ 603,209	68%	63%
0105	Strategic Performance Improvement Program	\$ 720,356	\$ 532,640	\$ -	\$ 187,716	74%	73%
TOTAL - ADMINISTRATIVE SERVICES DIVISION		\$ 52,717,500	\$ 22,382,283	\$ 19,572,656	\$ 10,762,562	80%	66%
Fund H06 HIGHWAY PATROL DIVISION							
Various	Law Enforcement Program	\$ 91,299,274	\$ 65,560,672	\$ 2,313,938	\$ 23,424,664	74%	70%
Various	Ports of Entry Program	\$ 20,444,153	\$ 11,438,430	\$ 2,146,700	\$ 6,859,023	66%	62%
TOTAL - HIGHWAY PATROL DIVISION		\$ 111,743,427	\$ 76,999,102	\$ 4,460,638	\$ 30,283,687	73%	68%

This page is in reference to page 19 of the Operating Budget

**Wyoming Department of Transportation
FUNDS H06, H11, I06, I08, & ARP (LEGISLATIVE) ~ CONTINUED**

Fund H06	AERONAUTICS DIVISION	2023 / 2024	EXPENDED		AVAILABLE	MAR '24 PORTION	MAR '22 PORTION
		BUDGET	TO DATE	ENCUMBRANCES	BUDGET	OF BUDGET USED	OF BUDGET USED
7710	Aeronautics Administration (Fund H06)	\$ 4,906,218	\$ 3,588,829	\$ 34,445	\$ 1,282,944	74%	66%
7721	Air Services Enhancement Administration (Fund H11)	\$ 370,288	\$ 206,412	\$ -	\$ 163,876	56%	40%
7724	Capacity Purchase Agreement ARPA (Fund ARP)	\$ 8,832,058	\$ 3,142,933	\$ 100,000	\$ 5,589,125	37%	N/A
TOTAL - AERONAUTICS DIVISION		\$ 14,108,564	\$ 6,938,174	\$ 134,445	\$ 7,035,945	50%	65%
TOTAL - FUND H06		\$ 182,610,902	\$ 109,332,653	\$ 24,167,738	\$ 49,110,511	73%	68%
OTHER APPROPRIATED FUNDS:							
6603	S.A.L.E.C.S.-State Radio Network	\$ 1,393,784	\$ 854,833	\$ -	\$ 538,951	61%	56%
6601	WYOLINK	\$ 16,851,819	\$ 10,586,933	\$ -	\$ 6,264,886	63%	73%
6604	WYOLINK LOCAL RADIO ARPA	\$ 4,500,000	\$ 2,598,879	\$ 1,901,121	\$ -	100%	N/A
6605	WYOLINK ARPA	\$ 30,500,000	\$ 13,006,025	\$ 17,491,996	\$ 1,979	100%	N/A
TOTAL - STATE FUND (FUND I08)		\$ 53,245,603	\$ 27,046,669	\$ 19,393,117	\$ 6,805,817	87%	71%
INTERNAL SERVICE FUND:							
9700	Operations - Aircrafts	\$ 2,405,010	\$ 1,138,408	\$ -	\$ 1,266,602	47%	22%
TOTAL - INTERNAL SERVICE FUND (FUND I06)		\$ 2,405,010	\$ 1,138,408	\$ -	\$ 1,266,602	47%	22%

This page is in reference to page 19 of the Operating Budget

GRAND TOTALS

COMMISSION	
2024 Commission Budget	\$189,299,618
2024 Commission Expended To Date	\$83,335,950
2024 Commission Encumbered	\$10,202,039 =
Balance	\$95,761,628

Mar 2024
49%

Mar 2023
53%

**NORMAL PERCENT OF BUDGET
USED TO DATE - COMMISSION
50%**

LEGISLATIVE	
2023 / 2024 Legislative Budget	\$194,429,457
2023 / 2024 Legislative Expended to Date	\$118,769,893
2023 / 2024 Legislative Encumbered	\$24,067,738 =
Balance	\$51,591,826

Mar 2024
73%

Mar 2022
67%

**NORMAL PERCENT OF BUDGET
USED TO DATE - LEGISLATIVE
75%**

Total Commission and Legislative	
2024 Total Budget	\$383,729,075
2024 Total Expended to Date	\$202,105,843
2024 Total Encumbered	\$34,269,777
Balance	\$147,353,454

Latest Revision 4/9/2024

Numbers in blue are within 5% of normal
Numbers in red are greater than within 5% of normal
Numbers in black are less than within 5% of normal
Numbers in green are grants

3 BIDS AND 1 REQUISITION FOR CONSIDERATION – APRIL 18, 2024

TRANSPORTATION COMMISSION OF WYOMING

<u>BID NUMBER</u>	<u>DOLLAR AMOUNT</u>	
24-100NG	\$347,950.00	Furnish MAKE UP AIR UNITS REMOVAL AND REPLACEMENT , to our department located in Rock Springs in accordance with WYDOT specifications and bid requirements. Low bid meets specifications and bid requirements. 112 BIDS SOLICITED – 1 BID RECEIVED
24-103RE	\$703,080.00	Furnish 40 EACH, NEW 8 CUBIC YARD STAINLESS STEEL DUMP BODY FOR CLASS 8 TANDEM AXLE TRUCK , to our department located in Cheyenne in accordance with WYDOT specifications CE-083 dated February 9, 2024 and bid requirements. Low bid meets specifications and bid requirements. 119 BIDS SOLICITED – 3 BIDS RECEIVED
24-110RE	\$ 854,320.00	Furnish 40 EACH, NEW 13 FOOT SELF-UNLOADING STAINLESS STEEL ABRASIVE SPREADER , to our department located in Cheyenne in accordance with WYDOT specifications PU-32 dated January 16, 2024 and bid requirements. Low bid meets specifications and bid requirements. 97 BIDS SOLICITED – 5 BIDS RECEIVED
Requisition No. 0000070745	\$209,260.00	Furnish SAFETY PORTAL AND WIGLS ANNUAL MAINTENANCE, SUPPORT AND HOSTING , for use by the Wyoming Department of Transportation.

TOTAL DOLLAR AMOUNT: \$2,114,610.00

TOTAL DOLLAR AMOUNT BASED ON APPARENT LOW BIDS AND REQUISITION

WYOMING DEPARTMENT OF TRANSPORTATION
 TABULATION OF BIDS RECEIVED



FOR (LOCATION): ROCK SPRINGS

DATE: MARCH 12, 2024

MATERIAL OR EQUIPMENT TO BE PURCHASED: MAKE UP AIR UNITS REMOVAL AND REPLACEMENT

BUDGETED AMOUNT: \$370,000.00

BID NO.:24-100NG

BIDDER NAME AND ADDRESS	SURETY DEPOSIT	DELIVERY IN DAYS	NET BID WITHOUT PREFERENCE	+5% INSTATE PREFERENTIAL	COST COMPARISON	AWARD COST
1. Vaughn's Plumbing and Heating Co. 1130 Signal Dr. Rock Springs, WY 82901	Nationwide Mutual Insurance Co. Bid Bond In the amount of 10%	AS REQ'D	347,950.00		347,950.00	347,950.00

WYOMING DEPARTMENT OF TRANSPORTATION
 TABULATION OF BIDS RECEIVED



FOR (LOCATION): CHEYENNE

DATE: MARCH 5, 2024

MATERIAL OR EQUIPMENT TO BE PURCHASED: 40 EACH, NEW 8 CUBIC YARD STAINLESS STEEL DUMP BODY FOR CLASS 8 TANDEM AXLE TRUCK, IN ACCORDANCE WITH WYDOT SPECIFICATIONS CE-083 DATED FEBRUARY 9, 2024

ESTIMATED AMOUNT: \$800,000.00

BID NO.:24-103RE

BIDDER NAME AND ADDRESS	MAKE, MODEL, ETC.	DELIVERY IN DAYS	NET BID WITHOUT PREFERENCE	+5% INSTATE PREFERENTIAL	COST COMPARISON	AWARD COST
1. Ameritech Equipment, Co. 970 Oildale St. Evansville, WY 82636	2024, WGSS 13-3444-11	180-200	703,080.00		703,080.00	703,080.00
2. CMI-TECO 1750 S. Loop Casper, WY 82601	Henderson Products MKE-WY2024	180	879,400.00		879,400.00	879,400.00
3. Kois Brothers Equipment Co., Inc. 5200 Colorado Blvd. Commerce City, CO 80022	2024, Beaucroc SSM1 13'	320	907,720.00	45,386.00	953,106.00	907,720.00

WYOMING DEPARTMENT OF TRANSPORTATION
 TABULATION OF BIDS RECEIVED



FOR (LOCATION): CHEYENNE

DATE: MARCH 5, 2024

MATERIAL OR EQUIPMENT TO BE PURCHASED: 40 EACH, NEW 13 FOOT SELF-UNLOADING STAINLESS STEEL ABRASIVE SPREADER, IN ACCORANCE WITH WYDOT SPECIFICATIONS PU-32 DATED JANUARY 16, 2024

ESTIMATED AMOUNT: \$1,040,000.00

BID NO.:24-110RE

BIDDER NAME AND ADDRESS	MAKE, MODEL, ETC.	DELIVERY IN DAYS	NET BID WITHOUT PREFERENCE	+5% INSTATE PREFERENTIAL	COST COMPARISON	AWARD COST
1. Dukes A&W Enterprises, LLC 1000 Industrial Blvd. Louisville, KY 40219	2024, Buyers Products, SaltDogg, 145 Series Muni-X Spreader	90	854,320.00	42,716.00	897,036.00	854,320.00
2. Central Parts Warehouse 8133 189 th St. Mokena, IL 60448	2024, Buyers Products Model 145 Series	110	875,600.00	43,780.00	919,380.00	875,600.00
3. CMI-TECO 1750 S. Loop Casper, WY 82601	Henderson Products FSH.176213.201	180	1,031,720.00		1,031,720.00	1,031,720.00
4. Kois Brothers Equipment Co., Inc. 5200 Colorado Blvd. Commerce City, CO 80022	2024, Warren AC Ice Control Spreaders	320	1,095,000.00	54,750.00	1,149,750.00	1,095,000.00
5. Ameritec Equipment 970 Oildale St. Evansville, WY 82636	2024, Monroe MCU-156-84-50	270	1,261,520.00		1,261,520.00	1,261,520.00

Requisition

Ship To: 5300 Bishop Blvd
Cheyenne WY 82009-3340

Business Unit: 00045		APPROVED
Req ID: 0000070745	Date: 04/02/2024	Page 1
Requisition Name: 0000070745		
Requester KARSON JAMES		Currency USD
Requester Signature		

Line-Schd	Item	Description	Mfg ID	Quantity	UOM	Price	Extended Amt	Due Date
1-1		Safety Portal and WIGLS Maintenance.		1.0000	EA	209,260.00	209,260.00	04/02/2024

Buyer: AUBRIE LYNN COTTON
Supplier: 0000026575 ITIS CORP
Attn: KARSON JAMES

Line Total: 209,260.00

Total Requisition Amount: 209,260.00

Price per Maintenance Agreement dated March 6, 2024.

Service Period: June 1, 2024 through May 31, 2025

Requisition No. 70745

CIO Approved

APPR0013471

Jared Bickler

Buyers Notes:

This project is for the maintenance and hosting of the safety portal and Wyoming Integrated Geo-Location System (WIGLS) software used by Highway Safety for crash analysis and roadway safety evaluations. This software is used throughout WYDOT for crash analysis and roadway safety evaluations. Request is for operation and maintenance of existing software with Integrated Transportation Information Solutions (ITIS) . ITIS created this software for WYDOT. No other vendors have this software. If we do not renew WYDOT would not be able to produce any crash analysis or evaluations. We would not be able to meet the requirements of the Highway Safety Improvement Program (HSIP) program for using a data driven safety analysis tool.

Contract Term: June 1, 2024 through May 31, 2025

Federally Funded

Approval Signature	Approval Signature	Approval Signature
---------------------------	---------------------------	---------------------------

**PRE-AWARDED BID
RESULTS**

**April 11, 2024
Award Date -- April 18, 2024**

Job 1 Federal Project NHPPI-I803153

Work: Mill and overlay, approximately 0.4 miles of reconstruction of EBL at Black Butte interchange, bridge rehabilitation at 2 structures (abutment and bridge deck repair with overlay). Bridge railing modifications at 6 locations

Location: I-80 on both EBL & WBL for approximately 8.00 miles beginning at RM 130.00 between Rock Springs and Rawlins.

Completion Date: June 30,2026

Engineer's Estimate	\$25,472,548.00	
McGarvin-Moberly Construction Co., Worland, WY	\$23,478,913.36	-7.8%
Avail Valley Construction-WY, LLC, Afton, WY	\$27,643,305.00	
Kilgore Companies, LLC dba Lewis & Lewis, Inc., Rock Springs,	\$28,052,353.20	

Job 2 Federal Projects STP-P591008, ARSCT-P591A03, ARSCT-P591A04 & STP-E-P591009

Work: Full depth reclamation, milling, overlay, sidewalk, bridge rehabilitation (concrete repair, pedestrian railing, deck repair and epoxy overlay) and precast box culvert installation. Traffic signal, flashing beacon and lighting installations. Utility (water main & sewer service) installation.

Location: Approximately 6.80 miles at various locations on Main Street between the I-25 and I-90 Interchanges in the City of Buffalo.

Completion Date: October 31,2025

Engineer's Estimate	\$13,684,743.00	
Croell, Inc., Sundance, WY	\$17,153,079.57	25.3%
Simon Contractors, Cheyenne, WY	\$17,283,470.32	
Riverside Contracting, Inc., Missoula, MT	\$21,458,784.25	
OFTEDAL CONSTRUCTION, INC., Casper, WY	\$21,898,254.50	

Job 3 Federal Project STP-PM-B232018

Work: Contract patching (mill and overlay)

Location: Approximately 24.99 miles at various locations in Transportation District 2.

Completion Date: October 31,2024

Engineer's Estimate	\$6,190,301.00	
JTL Group, Inc. DBA Knife River, Cheyenne, WY	\$6,103,634.76	-1.4%
Croell, Inc., Sundance, WY	\$6,722,629.90	

Job 4 Federal Project NHPP-N283012

Work: Mill and overlay

Location: Approximately 5.50 miles on US 26 beginning at RM 50.707 between Torrington and the Nebraska State Line.

Completion Date: July 31,2025

Engineer's Estimate	\$3,017,183.00	
Simon Contractors, Cheyenne, WY	\$2,648,382.80	-12.2%
McGarvin-Moberly Construction Co., Worland, WY	\$2,657,105.81	
Croell, Inc., Sundance, WY	\$2,733,283.00	
JTL Group, Inc. DBA Knife River, Cheyenne, WY	\$2,830,208.00	

Job 5 State Project SCP-TC-B243019

Work: Contract patching (mill and overlay)

Location: Approximately 9.66 miles at various locations in Transportation District 3.

Completion Date: October 31,2024

Engineer's Estimate	\$3,016,880.00	
Evans Construction Company, Jackson, WY	\$4,445,095.00	47.3%

Job 6 Federal Project HSIP-B242010

Work: Guardrail and bridge rail upgrades (replacement)

Location: Various locations in Transportation District 2.

Completion Date: November 30,2024

Engineer's Estimate	\$1,519,786.00	
S & L Industrial, Cowley, WY	\$1,467,062.80	-3.5%
K's Construction, Inc., Afton, WY	\$1,702,814.60	

Job 7 Federal Project HSIP-B249023

Work: Sign upgrades

Location: Various locations in Transportation Districts 3 and 5

Completion Date: October 31,2024

Engineer's Estimate	\$253,765.00	
S & L Industrial, Cowley, WY	\$161,355.00	-36.4%
TK3 LLC, Cody, WY	\$299,925.00	
Keyhole Technologies, LLC, Casper, WY	\$457,700.00	

Job 8 Federal Project STP-GM-B244021

Work: Pavement marking upgrades

Location: Various locations in Transportation District 4.

Completion Date: October 31,2024

Engineer's Estimate	\$207,788.00	
S & L Industrial, Cowley, WY	\$169,169.00	-18.6%
Traffic Safety Services, Inc., Cheyenne, , WY	\$244,466.00	
TK3 LLC, Cody, WY	\$272,372.00	

Total Estimate Cost	\$53,362,994.00
Total Low Bids	\$55,626,692.29
Total Difference	(\$2,263,698.29)

ENGINEERING AND PLANNING REPORT

April Award Overview and Recommendations for Projects Over 20% from EE

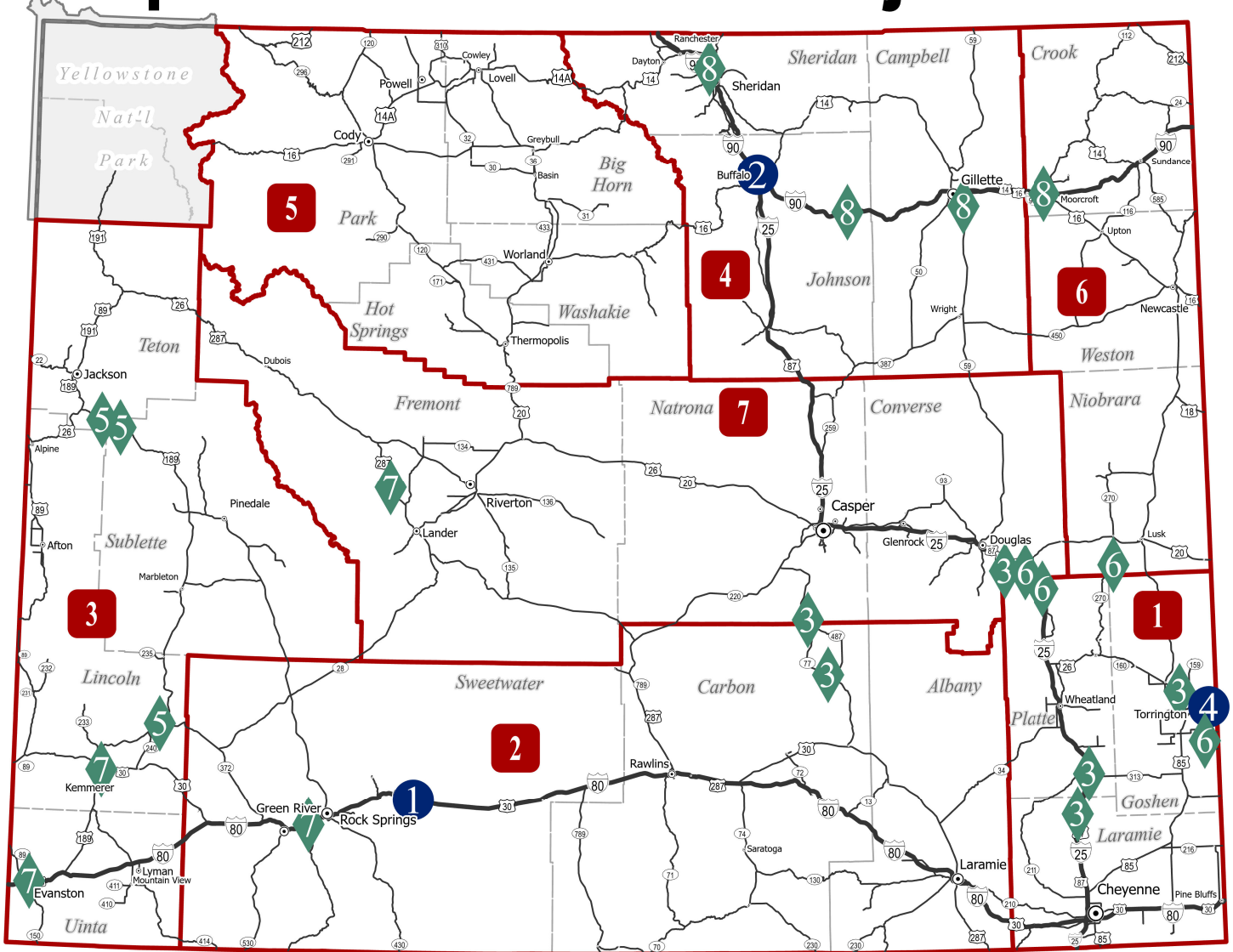
- Job 2 Federal Projects STP-P591008, ARSCT-P591A03, ARSCT-P591A04 & STP-E-P591009
 - Low bid is 25.3% higher than EE
 - Work - Full depth reclamation, milling, overlay, sidewalk, bridge rehabilitation (concrete repair, pedestrian railing, deck repair and epoxy overlay) and precast box culvert installation. Traffic signal, flashing beacon and lighting installations. Utility (water main & sewer service) installation.
 - This job has several phases each with different completion dates. Work within city/town limits has been coming in higher than EE.
 - The two low bidders are less than 1% difference.
 - The EE was low on mob, removal of box culverts, crushed base, hot plant mix, precast box culverts, sidewalk/curb & gutter, traffic control, water systems
 - **Recommend to award**

- Job 5 State Project SCP-TC-B243019
 - Low bid is 47.3% higher than EE
 - Work - Contract patching (mill and overlay)
 - Construction requirements have that the paving in Jackson on WY 22 and US 26/89 be completed by June 15, 2024. Work is only allowed from 8:00 a.m. to 4:00 p.m and contractor has to maintain two lanes of traffic at all times (all work is on 4 or 5 lane sections).
 - Completion date for the project is Oct 31, 2024
 - Patching pricing is very high due to the tight timeframe for work in Jackson, which only represents 20% of the patching miles.
 - The EE was low on mob, hot plant mix, binder, traffic control
 - **Recommend to reject all bids**

- Job 7 Federal Project HSIP-B249023
 - Low bid is 36.4% lower than EE
 - Work - Sign upgrades
 - Very good pricing from low bidder.
 - **Recommend to award**



April Commission Projects



1 Federal Project **NHPPI**
I803153 - FY 2024 STIP
Sweetwater County

4 Federal Project **NHPP**
N283012 - FY 2024 STIP
Goshen County

7 Federal Project **HSIP**
B249023 - FY 2024 STIP
Various Counties

2 Federal Project **STP**
P591008, ARSCT P591A04, ARSCT
P591A03, STP-E P591009
- FY 2024 STIP
Johnson County

5 State Project **SCP-TC**
B243019 - FY 2024 STIP
Various Counties

8 Federal Project **STP-GM**
B244021 - FY 2024 STIP
Various Counties

3 Federal Project **STP-PM**
B232018 - FY 2024 STIP
Various Counties

6 Federal Project **HISP**
B242010 - FY 2024 STIP
Various Counties

Legend

- Specific projects. One location or stretch of roadway.
- Projects with various locations.
- Transportation Commission District

STATE TRANSPORTATION IMPROVEMENT PROGRAM

FY-2024 ADDENDUM

APRIL

“The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 (or Metropolitan Planning Program, Section 104 (f)) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.”



STATE TRANSPORTATION IMPROVEMENT PROJECTS
STIP Addendum

From: 4/01/2024 to: 4/05/2024

County: Converse

Project	Comm Dist	General Location	LRS ID	Beg RM	End RM	Length	Cost \$1000					Character of Work	FY		
		Detail Location					PE	CE	CON	Fed	St	Oth		Remarks	
Added															
ARSCT	CN13A01	7	DOUGLAS	11702	99.58	99.58	0.00	54	54	538	0	0	645	RECONSTRUCTION	2026
			RICHARDS STREET FROM PEARSON ROAD TO THE RICHARDS STREET BRIDGE											APRIL '24 COMM/PE	
County: Converse Totals			Total Length:	0.00	Total Cost:		\$54	\$54	\$538	\$0	\$0	\$645	\$645		

FY 2024 April STIP Addendum - Project Descriptions

Converse County – CN13A01; FY 2026 reconstruction of approximately 950 feet of Richards Street from Pearson Road to the Richards Street Bridge in Douglas in conjunction with main project CN13078; ARSCT; requesting PE

1804276 Rawlins-Creston Junction/County Line East EBL

As of March 31, 2024

Starting Value: \$10,534,160

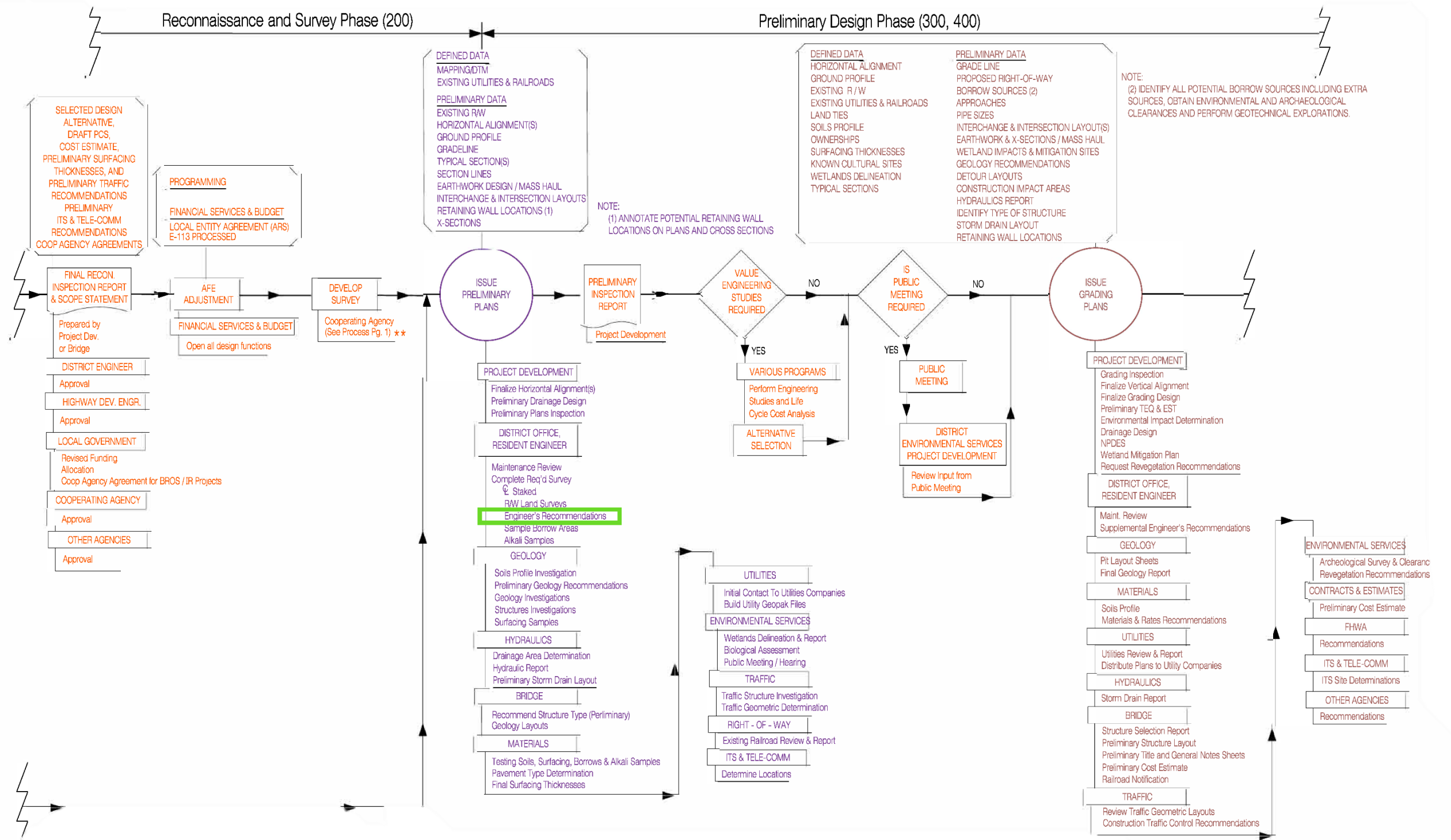
Total PE Only: \$928,273

PE Amount Expended: \$2,224.01

Percent of PE Dollars Expended: 0.23%

Work Completed

- Engineer's recommendations at 95%. Looking into cost efficient surfacing strategies and reconstruction areas off the ends of the bridges to decrease failure of the roadway. Will be issued the week of April 15th.
- Structure Rehabilitation Report will be issued by April 30th.



WL32304 Kemmerer South Crossing

As of March 31, 2024

Starting Value: \$37,393,000 (Grant application Total Cost of the project)

Total PE Only: \$4,659,000 (Grant application PE Costs)

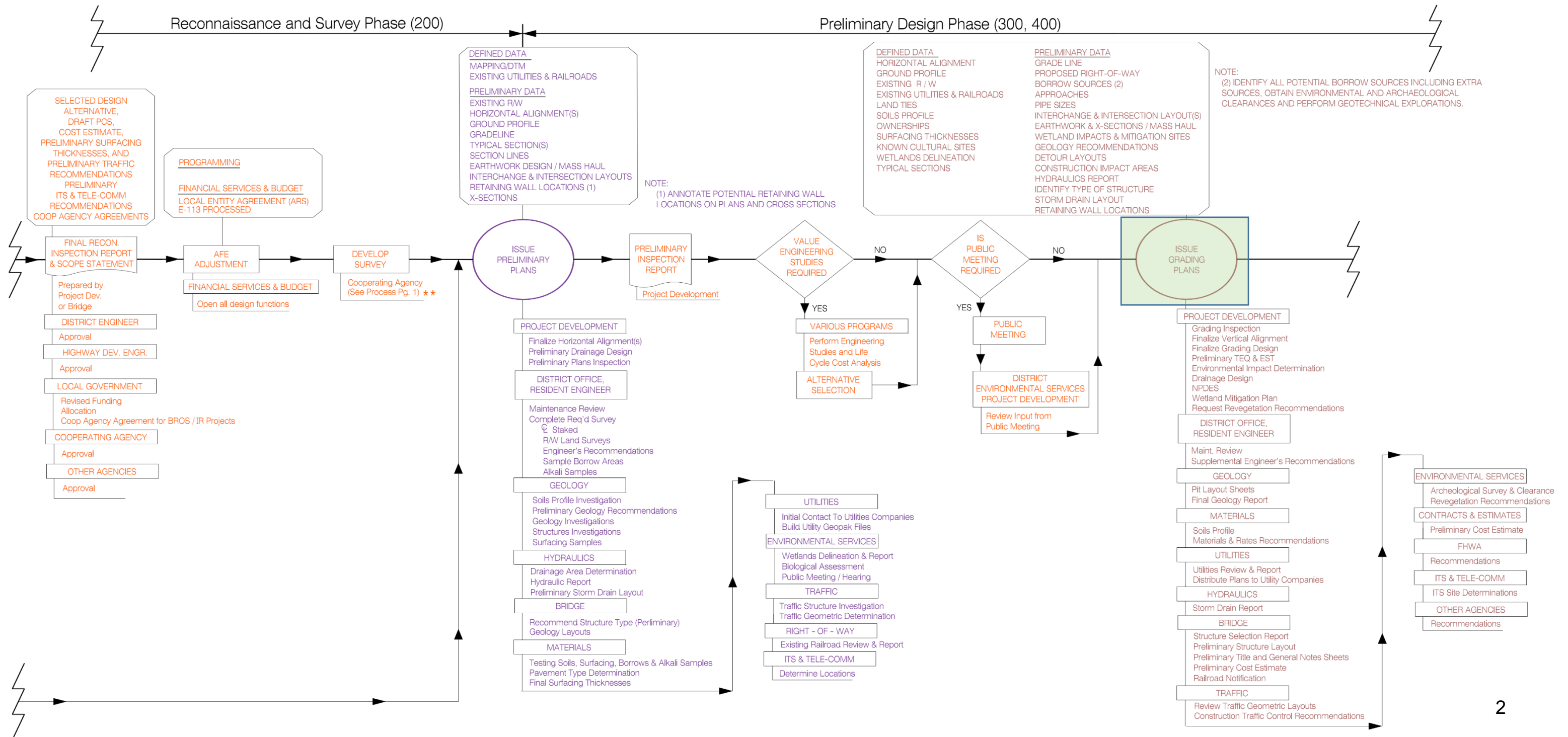
Amount Expended on PE: \$495,613.24

Percent of Dollars Expended on PE: 10.6% (+1.1% Increase)

Work Completed

- Continue to work on Preparing and Issuing Grading Plans at 60% (+20%)
- Preliminary Alignments, Templates and Earthwork at 60% (+20%)
- Preliminary Model Discussion at 100% (+50%)
- Right of Way Land Survey at 75% (+0%)
- Structure Selection Report at 40%
- Provided Tribes site visit for cultural concerns, no issues found

- Preliminary research on utilities in the area
- Designing detours for each wildlife underpass
- Soils samples submitted for classification
- Evaluating a long span MGS guardrail to minimize structure lengths and maximize openness ratio for wildlife
- Coordination with BLM and WGFD to find a window for drilling samples. Revegetation recommendations are complete



Transportation Commission

Meeting Information



Thank you for attending!