

**VSW**

***Plan Review***

***Wisconsin***

**2024**

***Generated 10/18/2023***

## Permanent Scales

**Total Number** 12

### Locations

Installed at Safety and Weight Enforcement Facilities (SWEFs). Nine are interstate - all located on the National Network -Six of these, Hudson, Beloit, Madison, Superior, Sparta and Menomonie, have Pre-Pass and DriveWyze pre-screening. Kenosha SWEF does not have any prescreening. Four are non- Interstate and on the National Network. Locations of the SWEFs: Dickeyville - 11, 35 & 151 - Town of Jamestown in Grant Cty Madison - I-90 MP 145.5 - Town of Pleasant Springs in Dane Cty Beloit- I-39/90 MP 180 - Town of La Prairie in Rock Cty Kenosha - I-94 MP 349.8 - Village of Pleasant Prairie in Kenosha Cty Wrightstown on I-41 - Town of Kaukauna in Outagamie Cty Newton on I-43 MP 141 in Town of Centerville in Manitowoc Cty Abrams - 41 and 141 in Town of Little Suamico in Oconto Cty Coloma - I-39/51 in Town of Hancock in Waushara Cty Hudson - I-94 MP 8 in Town of Warren in St. Croix Cty Menomonie - I-94 MP 48.3 in Town of Red Cedar in Dunn Cty Sparta - I-90 MP 22.5 in the Town of Sparta in Monroe Cty Superior - Hwy 2 & 53 in Town of Parkland in Douglas Cty A map of the SWEF locations can be found at: <http://wisconsin.gov/Documents/dmv/com-driv-vehs/mtr-car-trkr/mc-safety/swefmap.pdf>

### Public Private (if any)

Public Private: The State Patrol occasionally uses private certified scales around the state. The list of certified scales is published on the Wisconsin Department of Agriculture's website:

<https://mydatcp.wi.gov/documents/dtcp/WisconsinVehicleScaleDirectory.pdf> Private certified scales are a valuable resource for personnel when they are not in close proximity to a State Patrol SWEF or do not have access to the portable wheel weighers.

## Portable Scales

**Number** 219

### Type (if used in sets, list number comprising a set)

Number: 211 Type: 211 Haenni portable wheel weighers (PWW). Six scales are considered a "set." Type: 8 Intercomp slow speed weigh in motion PWW's. State Patrol will be adding 14 more PWWs in FFY 2023-24 as part of the Menomonie SWEF Reconstruction project.

## Semiportable or Ramp Scales

**Number** 0

### Type (if used in sets, list number comprising a set)

## Weigh-in-motion (WIM) equipment

**Total Number** 36

### Locations

The following SWEFs are equipped with WIMs: Hudson (St. Croix Cty) mainline and ramp (2) and USH 12 bypass route (1) Menomonie (Dunn Cty) mainline (1) Coloma (Waushara Cty) ramps northbound and southbound (2) Kenosha (Kenosha Cty) ramp (1) Abrams (Oconto Cty) ramps northbound and southbound (2) Madison (Dane Cty) ramp and mainline (2) by-pass VWIM's on CTH N (2) and STH 73 (2) LaPrairie (Rock Cty) mainline and ramp (2) by-pass VWIM on I-43 (1) Superior (Douglas Cty) mainline northbound and southbound and ramps (4) Sparta SWEF (Monroe Cty) mainline and ramp (2) by-pass VWIM on STH 16 EB (1) The following are Virtual Weigh in Motion Sites: Hurley VWIM on US 2 which serves to monitor traffic between Michigan and Wisconsin (2) Butte des Morts bridge VWIM on US 41 - northbound and southbound (8) ST Croix River Crossing VWIM on STH 64 at Minnesota State Line (1) WIM SWEFs are identified on the State SWEF map found at: <https://wisconsin.gov/Pages/dmv/com-driv-vehs/mtr-car-trkr/mc-safety/scale-locations.aspx> VWIM locations are not indicated on public maps to prevent the bypassing of these critical enforcement tools.

## **Enforcement Agencies**

### **Agencies**

Agencies The lead enforcement agency is the Wisconsin Department of Transportation (WisDOT) - the Wisconsin State Patrol's Motor Carrier Enforcement Section is responsible for vehicle size and weight activities. A number of officers from other Wisconsin law enforcement agencies receive training at the Wisconsin State Patrol Academy to conduct size/weight activities. Once trained, non-WSP enforcement agencies work within their own communities to ensure commercial carriers operate within statutory or permitted size and weight limitations. The WSP does partner with local agencies that conduct size/weight special enforcement details. The Wisconsin State Patrol does not reimburse them nor collect their data. Lead Agency WisDOT, Division of State Patrol

### **Lead Agency**

WisDOT, Division of State Patrol

## **Personnel numbers from respective agencies assigned to weight enforcement**

**Total Number** 49

### **Description**

There are approximately 49 Wisconsin State Patrol FTE positions dedicated to size-weight activities (This translates to approximately 100 Wisconsin State Patrol inspectors using a portion of their time to conduct size/weight activities.) A number of officers from other Wisconsin law enforcement agencies receive training to conduct size/weight activities. Once trained, they work within their own agencies, independent of the work that the Wisconsin State Patrol does.

## **Funding**

**Facilities Funding Total** 1457480

### **Facilities Detail**

(\$457,180) These costs are approximate and cover general costs such as: fleet, data processing, materials and supplies, telephone, utilities, and contractual services. (\$1,000,300) These costs are related to the costs paid by the Division of Transportation System Development (DTSD) for maintenance, repairs, and upkeep of

facilities.

**Personnel Funding Total 3778768**

### **Personnel Detail**

Personnel costs include salary, fringe

**Funding Total 5236248**

## **Proposed plan of operation, including geographical coverage and hours of operation, in general terms**

### **Proposed schedule of operation of fixed scale equipment**

The Wisconsin State Patrol is active throughout the state with one or more SWEFs located in each of its 5 regions. Of Wisconsin's 12 SWEFs, 6 are border sites, strategically located around the perimeter of the state; the remaining 6 are located within the interior of the state. Staffing and shift hours are dependent on such things as the number of SWEFs in an area, traffic volume, SWEF location, availability of personnel, union-negotiated hours-of-work agreement, etc. Hours of operation at the scales are based on crash statistics and average daily travel. Because of staffing limitations, CMV enforcement in Wisconsin is targeted between the hours of 6:00 am and 6:00 pm, Monday through Friday when the majority of CMV-related crashes and highest traffic occurs. However, there is flexibility to staff special details to address enforcement issues that arise outside those hours of staffing. The SWEFs also serve as a hub of education to the motor carrier industry. The SWEFs host informational visits from members of the Wisconsin Motor Carrier Association, Technical Colleges and other motor carrier groups to educate carriers and drivers on the roles of inspections and size/weight enforcement on the general highway safety and infrastructure preservation and protection. The SWEFs also serve as a location to educate other non-enforcement members of WisDOT, such as DMV and oversize permit section employees, as to the role they play in highway safety. They get to see firsthand how the product they produce is used by the motor carrier industry and law enforcement. The Sparta SWEF has a 30 person classroom integrated into the construction. This will allow motor carrier related training to be held at the SWEF instead of in the classrooms at the State Patrol Academy. As the students are being educated about the motor carrier industry they can then transition to the observation area or the inspection bays to apply what they just learned. This classroom will also be available for WisDOT and law enforcement meetings. To further educate the general public on what role the SWEF's play in protecting the investment in highway maintenance and infrastructure the Wisconsin State Patrol has developed a 5 minute video. The video can be watched at this link: <https://www.youtube.com/watch?v=RU7c2TBqkGY>

### **Strategy for prevention of bypassing of fixed weighing facility location**

Wisconsin uses portable wheel weighers (PWWs) in its mobile size/weight enforcement. These PWWs are allocated to WSP Posts based on volume of large truck traffic patterns and permanent facility bypass activity and are typically assigned to inspectors in sets of six. Mobile size/weight enforcement details are planned and conducted at the regional level to maximize effectiveness in response to local large truck size/weight issues that include local highway construction projects, truck traffic complaints, highway damage, seasonal hauling, etc. Wisconsin has installed six VWIM stations to monitor direct SWEF by-pass routes. Information from the Virtual WIM stations can be monitored off-site at the SWEF or in the patrol cruisers through mobile data computers equipped with internet access. WisDOT's DTSD has continued using a strategy to help deploy more PWW in the field to DSP inspectors. When a large-scale transportation project is planned, part of the contract is for one or two sets of PWW to be part of the project. WisDOT believes this investment is needed to help protect

the highway project that was just completed. During past projects DTSD has also included the purchase of the hydraulic scale press needed to keep the PWW in compliance. Once all the DSP Posts were supplied with the presses, DTSD continues to include the sets of PWW in the project specifications. With smaller projects, DTSD tries to include pull-off sites or incorporating areas of park and rides for static weighing of vehicles. This partnership between the two WisDOT Divisions helps protect the investment in Wisconsin's highway system.

### **Proposed schedule of deployment of portable scale equipment**

Portable scales are allocated to State Patrol regions and assigned to specific personnel. Portable scale assignments are based on large truck traffic patterns and SWEF by-pass activity at the discretion of the officer or as needed. As DTSD supplies more PWW the State Patrol is changing the fleet vehicles to accommodate the transportation of the PWW. This helps spread the enforcement to more areas of the State that may not have regular enforcement. Many of the strategies motor carrier enforcement sergeants and inspectors use to plan enforcement details with portable scale equipment is to work in the area of posted roads and bridges. These highways and structures are most vulnerable to damage because of their diminished capacity to carry legal weight limits. To assist State and local law enforcement and the motor carrier industry to identify the bridges that are posted on the State highway system, WisDOT has created and posted a map indicating the locations of the posted bridges. The map is available to the public to view so they can properly plan their route and avoid bridges with restricted weight limits. The posted bridge listing for state highway bridges is located at: <https://wisconsindot.gov/Documents/dmv/shared/bridges-posted.pdf>

### **Proposed schedule of deployment of semi-portable equipment**

No semi-portable equipment is currently in use by WSP.

## **Policy and practices with respect to overweight violators**

### **Overweight violators**

Size/Weight activities are scheduled as highway safety and highway preservation needs dictate. To increase penalties for repeat violations, the State Patrol produces a report to identify carriers convicted of oversize and overweight violations within the previous 12-month period. Automated printing of the "previous conviction" list, direct inquiry to ascertain the adjudication results of citations, and online inquiry to determine if a carrier was convicted within the previous 12 months of a size/weight violation are accomplished by importing data from DMV's master adjudication citation file into the MCES database. State statute 348.20 requires "the person holding the authority, certificates, licenses or permits evidencing operating privileges from the department" to be cited for "weight violations". Wisconsin law does not require the shipper to be cited for weight violations.

### **Offloading requirements for divisible loads**

Wisconsin Statutes and WisDOT State Patrol policy govern the reloading, shifting, and off-loading of cargo of overloaded vehicles. Authority can be found in Chapter 348.19 348.19(3) No operator of a vehicle shall fail or refuse to stop and submit the vehicle and load to a weighing or to drive the vehicle to a scale when directed to do so by a traffic officer except that a dual purpose motor home is not required to stop at weighing stations when it is being used as a motor home. No operator of a vehicle shall fail or refuse after a weighing to reload or unload as provided in this section or to comply with the directions of a traffic officer relative to such reloading or unloading. 348.19(2)(a)- Except as provided in par.(b) whenever after a weighing of a vehicle and load as provided in sub.(1) a traffic officer determines that the weight exceeds the limitations imposed by s.348.15, s.348.16 or 348.17(3) or (5) or any limitations posted as provided in s.348.17(1), the operator of such vehicle shall not proceed (except to drive to such place as directed by the traffic officer for the purpose of reloading or

unloading) until such portion of the load has been reloaded or unloaded as may be necessary to reduce the weight of the vehicle and load to comply with the limitations imposed by s.348.15, s.348.16 or 348.17(3) or (5) and any limitations posted as provided in s.348.17(1). All material so reloaded or unloaded shall be cared for by and at the risk of the owner or operator of the vehicle. 348.19(2)(b)- If upon weighing a vehicle transporting livestock, a traffic officer determines that the gross weight of the vehicle exceeds the limitations imposed by s.348.15, s.348.16 or 348.17(3) or a limitation posted as provided in s.348.17(1), and if the point of apprehension is 15 miles or less from the destination of the vehicle, the traffic officer shall permit the operation of the vehicle to proceed to such destination without requiring the vehicle to be unloaded or reloaded as provided in par.(a). This paragraph does not apply to vehicles transporting livestock on the national system of interstate and defense highways, except for that portion of I 39 between USH 51 and I 90/94. 348.21(2)(b) - If the load on any wheel, axle or group of axles does not exceed the weight prescribed in s.348.15(3) or s.348.16 or in a declaration issued under s.348.175 by more than 2,000 pounds and if such excess can be reloaded within the normal load carrying areas, on any other wheel, axle, or axles, so that all wheels and axles are then within the statutory limits, the operator may reload as provided in this paragraph. A total of 2,000 pounds per vehicle or combination of vehicles may be reloaded under this subsection. If reloading is accomplished and all axles or group of axles are within the legal limits, no forfeiture may be imposed. A vehicle or combination of vehicles under this subsection which is not reloaded may continue to be operated upon the highway, but a forfeiture of \$50 shall be imposed for failure to reload. This forfeiture shall be paid upon the basis of the citation issued by the official to the court named in the citation. Failure to pay shall subject the operator to the penalty in par. (a) or sub.(3)(a) or (3g). Violations under this subsection shall not be considered as violations or prior convictions under par. (a) or sub (3) to (3r). In addition to Chapter 348, the WI State Patrol (WSP) has provided policies on offloading which include: \* It is required by statute and is the policy of WSP to require overweight motor carriers to offload and be made legal at the weighing location before being allowed to proceed. \* Transferring or offloading of vehicles transporting certain commodities such as livestock, fuel or hazardous materials at an alternate site avoids contamination of the product or allows the use of special equipment when transferring or offloading commodities that could present a danger to personnel or the environment. \* Whenever a carrier is overweight and transfer of a portion of the load to another vehicle is necessary to make the unit(s) legal, troopers and inspectors should determine if it is in the best interest of public safety to have the unit(s) transfer the commodity at the place of weighing or at a site reasonably near for reasons enumerated. When a unit(s) is allowed to use an alternate offloading site, an escort by a trooper or inspector may be necessary to ensure compliance and/or a return to the scale for reweighing to ascertain legality. \* Whenever a vehicle has multiple axle or axle group overloads the trooper or inspector will issue a citation for the largest overload. All other overloads are noted on the report as violations and all overloads must be made legal prior to proceeding. \* The policy of reloading and making loads legal before proceeding will be reinforced in training sessions. Assuring the policy is enforced uniformly statewide will further help protect the infrastructure. A general review of weighing policy and the discussion on the Frozen Road Law will be discussed.

**Administrative variance from the legal requirement (if offloading is mandatory by law)**

A vehicle or combination of vehicles under 348.21(2)(b) which is not reloaded may continue to be operated upon the highway, but a forfeiture of \$50 shall be imposed for failure to reload. This forfeiture shall be paid upon the basis of the citation issued by the official to the court named in the citation. Failure to pay shall subject the operator to the penalty in par. (a) or sub (3)(a) or (3g). Violations under this subsection shall not be considered as violations or prior convictions under par. (a) or sub (3) or sub.(3) to (3r).

**Administrative guidelines (if off-loading is permissible by law)**

N/A

## Policy and practices with respect to penalties

### Penalties

Chapter 348 REFERENCES ARE IN THE "ATTACHMENT" SECTION. Any person violating s.348.15 (weight limitations on Class A highways) or 348.16 (weight limitations on Class B highways or any weight limitation posted as provided in s.348.17(1) (special or seasonal weight limitations) or in a declaration issued under s.348.175 (seasonal operation of vehicles hauling abrasives or salt for highway winter maintenance) or authorized under s.348.17(3) or (5) (special or seasonal weight limitations) or in an overweight permit issued under s.348.26 or 348.27 may be penalized as follows: If the weight exceeds by more than 1,000 pounds the maximum set forth in s.348.15(3) or 348.16 or posted as provided in s.348.17(1) or in a declaration issued under s.348.175 or authorized under s.348.17(3) or (5) or in an overweight permit issued under s.348.26 or 348.27, the forfeiture shall be computed according to the following schedule and in the case of violation of s.348.15(3)(bg) or (br) shall be computed on the basis of the weights stated in s.348.15(3)(bg) or (br). Penalties for first conviction: For the first conviction, a forfeiture of not less than \$50 nor more than \$200 plus an amount equal to 1 cent for each pound of total excess load when the total excess is not over 2,000 pounds; 3 cents for each pound of total excess load if the excess is over 2,000 pounds and not over 3,000 pounds; 5 cents for each pound of total excess load if the excess load is over 3,000 pounds and not over 4,000 pounds; 8 cents for pound of total excess load if the excess load is over 4,000 pounds and not over 5,000 pounds; 15 cents for each pound of total excess load if the excess is over 5,000 pounds;

### Penalties for repeated violations

Upon the second conviction in a 12 month period, if the weight exceeds by more than 1,000 pounds the maximum set forth in s.348(15(3) or 348.16 or posted as provided in s.348.17(1) or in a declaration issued under s.348.175 or authorized under s.348.17(3) or (5) or in an overweight permit issued under s.348.26 or 348.27, the forfeiture shall be computed according to the following schedule and in the case of violation of s.348.15(3)(bg) or (br) shall be computed on the basis of the weights stated in s.348.15(3)(bg) or (br): A forfeiture of not less than \$100 nor more than \$300, plus an amount equal to: 2 cents for each pound of total excess load when the total excess is not over 2,000 pounds; 5 cents for each pound of total excess load if the excess is over 2,000 pounds and not over 3,000 pounds; 8 cents for each pound of total excess load if the excess is over 3,000 and not over 4,000 pounds; 12 cents for each pound of total excess load if the excess is over 4,000 pounds and not over 5,000 pounds; 18 cents for each pound of total excess load if the excess is over 5,000 pounds.

### Administrative directives, booklets or other written criteria

Chapter 348 - Attached.

## Policy and practices with respect to special permits for overweight

### Policy and practices

Wisconsin issues permits to carriers to allow operation of a vehicle or load that exceeds the statutory limits. Permits are generally issued for non-divisible loads, with some significant exceptions. Permits are issued by DMV and local highway maintenance authorities (for local roads and state trunk highways within the jurisdiction's boundaries only for certain types of permits). Weight-related permits are typically required if the vehicle weight exceeds: \* any one wheel or wheels supporting one end of an axle exceeds 11,000 lbs. \* a truck tractor steering axle exceeds 13,000 lbs. \* a single axle exceeds 20,000 lbs. \* a tandem axle exceeds 34,000 lbs. \* the maximum gross vehicle weight exceeds 80,000 lbs.

### **Administrative directives, booklets or other written criteria**

Copies of the following permit-related Trans Orders can be found in the attachments. Chapter Trans 230 (Permits for load exceeding size/weight and veh comb limits) Chapter Trans250 (OS and OW permits for vehicles and loads) Chapter Trans251 (Vehicle weight authorized by multiple trip permits) Chapter Trans252 (Escort vehicles) Chapter Trans253 (Permits operating near the WI-MI border) Chapter Trans254 (Single trip permits) Chapter Trans255 (Multiple trip permits) Chapter Trans256 (Single Trip Trailer-Train Permits) Chapter Trans258 (Seed Potato Overweight Permits) Chapter Trans259 (Raw Forest Products, Fruits Or Vegetables Permits) Chapter Trans260 (Single Trip Permits For Mobile Homes And Modular Building Sections) Chapter Trans261 (Multiple Trip Permits For Mobile Home And Modular Building Sections) Chapter Trans262 (Backhaul Permits) Chapter Trans263 (Multiple Trip Overweight Permits for Vehicles Transporting Granular Roofing Materials) Chapter Trans269 (Transportation of garbage or refuse permits) Chapter Trans276 (Size and weight of vehicles and vehicle combinations) Chapter Trans278 (Vehicle Weight Limit Exceptions)

### **Describe any modifications or additions to the plan based on experience and new developments in the enforcement program**

WisDOT has been using an automated OSOW Permit Issuance System for approximately three years. State Patrol has noticed an increase in unauthorized movements of commodities not authorized to be moved under a OSOW divisible load permit. During the March 2023 Motor Carrier Inspector in-service training 1.5 hours was dedicated to instructing regulations related to OSOW permit violations and size & weight laws. State Patrol monitors proposed legislative initiatives and offers comments when requested. There has been no changes in state regulation related to size and weight in the last year.

### **Short term (year beginning October 1 following submission of a vehicle size and weight enforcement plan)**

GOAL 1- Replace the Hudson SWEF located on Interstate 94 EB at MM 8. It will include the installation of new technology and the reconstruction of outdated facilities. The new SWEF will have two inside inspection bays, mainline WIM and mainline pre-screening technology. Other technologies which will be incorporated into the facility will include a mainline license plate reader, tire anomaly detector, USDOT reader and a ramp infrared brake checking system. Construction has started and DSP is planning to occupy the building in November of 2023. GOAL 2- Extensive remodeling of the Menomonie SWEF which is located on I-94 WB at MM 48 is planned. This project will include a remodel and an addition to the current building. The ramp and parking area concrete will be replaced. A new mainline weigh in motion system will also be included in this project. Work is anticipated to to being in CY 2024. GOAL 3-DSP will continue to focus our enforcement efforts toward increasing size/weight and motor carrier enforcement in general.

### **Medium term (2-4 years after submission of the enforcement plan)**

GOAL 1- Reconstruct the Wrightstown SWEF. The new facility will serve a dual function. It will serve as a new Wrightstown SWEF and become the new Northeast Region State Patrol Headquarters. GOAL 2- A VWIM will also be placed on the southbound side of I41 south of DePere, WI. If heavy, those trucks will be brought back to the Wrightstown SWEF for weighing and inspection. GOAL 3-Replace the Virtual Weigh in Motion system on I-43 near Hwy 140. This will include a new weight validation pull off site near this interchange. GOAL 3 - Replace and upgrade Virtual Weigh in Motion Systems on I-41, I-43 and Hwy 73.

### **Long term (5 years beyond the submission of the enforcement plan)**

GOAL 1 -Reconstruct the Racine SWEF on I-94 EB which has been decommissioned. GOAL 2 - Partner with WisDOT - DTSD to further the State Patrol's size/weight enforcement program: -Continue to monitor developments in mainline WIM technology and remote VWIM technology. -Evaluate effectiveness of WIM and



VWIM installations. -Evaluate potential sites for installation of WIM and VWIM technology. GOAL 3 - Review the "Roadside Facilities 10-Year Program" with DTSD's Roadside Facilities Unit Staff. Continue work reviewing proposed SWEF upgrades and associated timeline for implementation. GOAL 4 - Continue discussions in regard to the Racine Weight validation site as it relates to establishing a new full-scale Racine SWEF.

**Provision for annual review and update of vehicle size and weight enforcement plan**

Wisconsin's Size/Weight Enforcement Plan is monitored through Special Detail Enforcement Reports, monthly SWEF Scale Logs, and individualized query reports utilizing an enforcement contact reporting database and a citation database maintained by the State Patrol.

**Evaluation of enforcement operations**

Wisconsin's Size/Weight Enforcement Plan is monitored through Special Detail Enforcement Reports, monthly SWEF Scale Logs, and individualized query reports utilizing an enforcement contact reporting database and a citation database maintained by the State Patrol.

**Documents**

Name	Description	Type	Size	Created By	Created On
348.pdf	CHAPTER 348	.pdf	501138	WBERGER1	8/10/2023 2:53:17 PM
278.pdf	TRANS 278	.pdf	33817	WBERGER1	8/10/2023 2:52:52 PM
276.pdf	TRANS 276	.pdf	133450	WBERGER1	8/10/2023 2:52:27 PM
269.pdf	TRANS 269	.pdf	58995	WBERGER1	8/10/2023 2:52:12 PM
263.pdf	TRANS 263	.pdf	66245	WBERGER1	8/10/2023 2:51:59 PM
262.pdf	TRANS 262	.pdf	58336	WBERGER1	8/10/2023 2:51:43 PM
261.pdf	TRANS 261	.pdf	76017	WBERGER1	8/10/2023 2:51:20 PM
260.pdf	TRANS 260	.pdf	74528	WBERGER1	8/10/2023 2:51:05 PM
259.pdf	TRANS 259	.pdf	51954	WBERGER1	8/10/2023 2:50:51 PM
258.pdf	TRANS 258	.pdf	61091	WBERGER1	8/10/2023 2:50:31 PM
256.pdf	TRANS 256	.pdf	56774	WBERGER1	8/10/2023 2:50:13 PM
255.pdf	TRANS 255	.pdf	79290	WBERGER1	8/10/2023 2:49:57 PM
254.pdf	TRANS 254	.pdf	80173	WBERGER1	8/10/2023 2:49:45 PM
253.pdf	TRANS 253	.pdf	59345	WBERGER1	8/10/2023 2:49:29 PM
252.pdf	TRANS 252	.pdf	56314	WBERGER1	8/10/2023 2:49:13 PM

250.pdf	TRANS 250	.pdf	60947	WBERGER1	8/10/2023 2:48:58 PM
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