



(FORM UPDATED: 08/11/2010)

**WISCONSIN STATE LEGISLATURE ...
PUBLIC HEARING - COMMITTEE RECORDS**

2005-06

(session year)

Senate

(Assembly, Senate or Joint)

**Committee on Natural Resources and
Transportation...**

COMMITTEE NOTICES ...

- Committee Reports ... **CR**
- Executive Sessions ... **ES**
- Public Hearings ... **PH**

INFORMATION COLLECTED BY COMMITTEE FOR AND AGAINST PROPOSAL

- Appointments ... **Appt** (w/Record of Comm. Proceedings)
- Clearinghouse Rules ... **CRule** (w/Record of Comm. Proceedings)
- Hearing Records ... bills and resolutions (w/Record of Comm. Proceedings)
(**ab** = Assembly Bill) (**ar** = Assembly Resolution) (**ajr** = Assembly Joint Resolution)
(**sb** = Senate Bill) (**sr** = Senate Resolution) (**sjr** = Senate Joint Resolution)
- Miscellaneous ... **Misc**



Wisconsin Department of Transportation

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June 19, 2006

The Honorable Alan Lasee
President, Wisconsin State Senate
Room 220 South, State Capitol
Madison, Wisconsin 53707

The Honorable John Gard
Speaker, Wisconsin State Assembly
Room 211 West, State Capitol
Madison, Wisconsin 53707

RE: CLEARINGHOUSE RULE 06-042 AFFECTING CH. TRANS 276, WIS. ADMIN. CODE

Gentlemen:

The Wisconsin Department of Transportation hereby withdraws **CR 06-042** which proposed to amend s. Trans 276.07(10) and (24), Wis. Admin. Code, relating to allowing the operation of double bottoms and certain other combination vehicles ("long trucks") on specified highways.

Clearinghouse Rule 06-042 was proposed to designate STH 49 from Waupaca to Iola, and STH 161 from Nelsonville to Symco as long truck routes. The Department held a public hearing on May 16, 2006 at the Hill Farms State Transportation Building in Madison. One person appeared at the public hearing on behalf of the Wisconsin Motor Carriers Association who voiced general support for permitting 53 foot trailers on all highways in the state. No other persons appeared at the hearing.

The Department concluded that the proposed long truck route from Waupaca to Iola is not suitable for designation as a long truck route. This section of STH 49 has a rather winding alignment and rolling profile. It is mostly rural with the Village of Scandinavia located between Iola and Waupaca. The Department determined that this section of STH 49 is a "marginal to poor" candidate for a long truck route 53 foot trailers or double-bottom trucks. This section has many no passing zones due the numerous horizontal and vertical curves in the roadway. Thus, there would be very limited safe passing opportunities for vehicles behind large slow moving trucks. The section from Waupaca to Scandinavia has 12 foot lanes and 6 foot shoulders (3 foot paved). The STH 49 section from Scandinavia to Iola, however, has only 11' lanes and 6' unpaved gravel shoulders. The average daily traffic on this section of roadway is 3300 vehicles per day.

The proposed long truck route from Nelsonville to Symco is also a poor candidate for a long truck route designation. Several segments of that highway have poor pavement condition. In addition, the roadway is too narrow for such traffic making this section of STH 161 a poor candidate for a long truck route. This section of highway generally has narrow 11 foot lanes and very narrow 2 foot to three foot gravel shoulders. This section of STH 161 also includes the urban section of lola, which has two 90-degree turns in downtown lola. These intersections were designed for trucks with a maximum length of 65 feet. Trucks with 53 foot trailers will have difficulty making these turns without affecting other traffic, causing collisions, or striking objects such as highway signs and curbs.

The STH 161 section between Nelsonville and lola is generally straight but with sections of a very rolling profile and many no passing zones due to the generally rolling profiles. The section from lola to Symco is also generally straight with a rolling profile and few passing zones. Both sections have several segments with poor or very poor pavement condition.

The Department also considered the reason provided by Krause Publishing Company and C. H. Robinson Worldwide, Inc., in requesting this rule making: to provide a legal route for vehicles to make deliveries to lola, WI. Recently enacted 2005 Wis. Act 363 will permit deliveries to be made to lola using 53 foot trailers within 15 miles of a designated long truck route. 2005 Wis. Act 363, s. 4, amending s. 348.07, Stats. The requester's goal of providing deliveries to lola can be met under this new law without the need to designate these stretches of highway as "long truck routes" that are appropriate for through traffic by trucks with 53 foot trailers and double-bottoms. Limiting long truck traffic on these routes to vehicles involved in deliveries should keep long truck traffic to a minimum and reduce the likelihood of accidents involving impatient drivers attempting to pass trucks on these curvy and hilly routes.

The Department's engineers analyzed the highways in question and concluded that they are not appropriate for long truck designation. Accordingly, by this letter, the Department withdraws proposed rule CR 06-042, pursuant to s. 227.14(6)(b), Stats.

Sincerely,



John J. Sobotik
Assistant General Counsel

cc: Sen. Glenn Grothman/Rep. Dan LeMahieu/Rep. John Ainsworth/
Sen. Neal Kedzie/Ron Sklansky/Gary Poulson/Ashwani Sharma