

(2) An automobile or boat haulaway exceeding 66 feet in length may operate on designated highways and 5-mile access routes provided the trailer or semitrailer portion of the combination does not exceed 48 feet plus authorized rear overhang.

(3) A stinger-steered automobile or boat haulaway exceeding 66 feet in length may operate on the national network and 5-mile access routes providing its overall length does not exceed 75 feet plus overhangs of not more than 3 feet to the front and 4 feet to the rear.

History: Cr. Register, December, 1984, No. 348, eff. 1-1-85; am. Register, January, 1993, No. 445, eff. 2-1-93.

Trans 276.06 Permits for vehicles operating in saddle-mount combination or motor buses. For enforcement purposes, no permit is required for vehicles operating in double or triple saddle-mount combination provided the overall length of the combination is 75 feet or less, or for the operation of any motor bus provided the overall length of the motor bus is 45 feet or less. This section applies to the national network and 5-mile access routes.

Note: The provision of Wisconsin law requiring a permit for these combinations (s. 348.27 (13), Stats.), was preempted by the federal rule (23 CFR 658.13 (d) (1) iii.) when these vehicles operate on the designated system and access routes.

Note: The provision of Wisconsin law requiring a permit for the operation of motor buses in excess of 40 feet in length (s. 348.07 (1), Stats.) was preempted by federal law (49 USC Appx. § 2311 (a) as amended by s. 4006 (b) of the Intermodal Surface Transportation Efficiency Act of 1991) when these vehicles operate on the federally designated system and access routes.

History: Cr. Register, December, 1984, No. 348, eff. 1-1-85; am. Register, July, 1992, No. 439, eff. 8-1-92; am. Register, January, 1993, No. 445, eff. 2-1-93.

Trans 276.07 Designated highways. The following highways are designated for purposes of the operation of the specified vehicles and combinations with lengths as stated in s. 348.07 (4), Stats.:

Route	From	To
(1) USH 2	MN Line at Superior	MI Line at Hurley
USH 2	MI Line W. of Florence	MI Line E. of Florence
(2) USH 8	MN Line at St. Croix Falls	MI Line at Norway, MI
(3) USH 10	MN Line at Prescott	IH 43 N. of Manitowoc
STH 11	USH 61-151 E. of Dubuque, Iowa	USH 51 in Janesville
STH 11	IH 90 E. of Janesville	USH 14-STH 89, 5 miles W. of Delavan
STH 11	IH 43 E. of Elkhorn	STH 31 in Racine
USH 12	STH 79 N.W. of Menomonie	STH 25 in Menomonie
USH 12	IH 94-CTH "EE" W. of Eau Claire	USH 10 at Fairchild
USH 12	IH 90-94 at Lake Delton	IL Line at Genoa City
STH 13	STH 82 S. of Adams	Bayfield
USH 14	MN Line at LaCrosse	IL Line
(4) STH 16	CTH "J" N. of Rockland	IH 90 E. of Sparta
STH 16	STH 78 at Portage	IH 94 N. of Waukesha
STH 17	USH 8 in Rhinelander	Phelps

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Route	From	To
USH 18	IA Line at Prairie du Chien	STH 134 N. of Cambridge
USH 18	STH 164 E. of Waukesha	IH 94 E. of Waukesha
STH 19	Waunakee	STH 16 E. of Watertown
(5) STH 20	IH 94 W. of Racine	STH 31 in Racine
STH 21	STH 27 in Sparta	USH 41 at Oshkosh
STH 22	USH 51 at North Leeds	STH 54 S. of Manawa
STH 22	STH 76 W. of Bear Creek	USH 45 in Clintonville
STH 22	STH 29 E. of Shawano	USH 41 in Oconto
STH 23	STH 11 E. of Shullsburg	IH 90-94 W. of Lake Delton
STH 23	USH 51 in Endeavor	Taylor Drive in Sheboygan
(5m) STH 22	USH 45 in Clintonville	STH 29 in Shawano
(6) STH 25	Minnesota Line	USH 8 in Barron
STH 26	IH 90 at Janesville	USH 151 S.E. of Waupun
STH 26	USH 151 N.E. of Waupun	USH 41 S.W. of Oshkosh
STH 27	USH 18 in Prairie du Chien	STH 171 at Mt. Sterling
STH 27	USH 14 S.E. of Viroqua	USH 8 in Ladysmith
STH 28	STH 33 in Horicon	USH 45 in Kewaskum
STH 28	STH 144 S. of Boltonville	STH 57 at Waldo
STH 29	USH 10 in Prescott	STH 35 in River Falls
STH 29	IH 94 W. of Elk Mound	USH 53 at Chippewa Falls
STH 29	STH 124 S. of Chippewa Falls	USH 41 in Green Bay
STH 29	USH 141 at Bellevue	STH 42 in Kewaunee
(7) STH 30	USH 151 in Madison	IH 90-94 E. of Madison
STH 31	Illinois Line	STH 20 in Racine
STH 32	IH 43 in River Hills	IH 43 E. of Grafton
STH 32	IH 43 N. of Port Washington	STH 57 in De Pere
STH 32	USH 41 N. of De Pere	STH 22 in Gillett
STH 32	USH 8 in Laona	STH 55 in Crandon
STH 32	USH 45 in Three Lakes	MI Line in Land O'Lakes
STH 33	STH 80 in Union Center	STH 32 in Port Washington
STH 34	STH 13 in Wisconsin Rapids	USH 51 N.E. of Knowlton
(8) STH 35	STH 11 N.E. of E. DuBuque	USH 14 at West Avenue in La Crosse
STH 35	STH 93 at Centerville	USH 63 at Hager City
STH 35	USH 10 in Prescott	IH 94 E. of Hudson
STH 35	USH 8 in St. Croix Falls	STH 48 in Frederic
STH 35	STH 70 N. of Siren	IH 535 in Superior
STH 36	STH 11 at Burlington	USH 45 in Franklin
STH 37	USH 10 at Mondovi	USH 12 in Eau Claire
STH 39	USH 151 in Mineral Point	STH 69 in Monticello
(8m) STH 37	STH 88 S. of Mondovi	USH 10 in Mondovi
(9) STH 40	IH 94 N.W. of Elk Mound	STH 64 N. of Bloomer

Route	From	To
(40m) CITY OF BELOIT:		
	Broad St. STH 213 in Beloit	USH 51 in Beloit
(41) CITY OF FOND DU LAC:		
	Pioneer Rd. Johnson Street	Scott Street
	Scott St. Pioneer Road	Main Street
(43) CITY OF JANESVILLE:		
	Delavan Dr. USH 51	East Corporate Limit
(44) CITY OF MILWAUKEE:		
	Silver Spring Dr. 73rd Street	East Corporate Limit
(44m) CITY OF RIPON:		
	Douglas St. E. Fond du Lac St.	Oshkosh St.
	Oshkosh St. W. Fond du Lac St.	Douglas St.
(45) CITY OF SUN PRAIRIE:		
	Main St. USH 151	STH 19

Note: The county trunk highways and other local roads or streets designated by s. Trans 276.07 (27) through (45) may be subject to weight restrictions imposed by local authorities and not known to the department. Seasonal weight restrictions may be imposed by local authorities under s. 349.16, Stats., but must be posted. Under s. 349.15, Stats., county trunk highways may be designated as Class "B" highways by the county highway committee. Similarly, other local authorities may designate highways they maintain as Class "B". Wheel, axle, axle group and gross weights are limited on Class "B" highways as provided by s. 348.16, Stats. Neither posting of Class "B" designations nor notification to the department is required. Therefore, the department recommends that motor carriers avoid overweight violations by verifying the applicable weight limits on these highways with the local authorities, before use.

Note: See s. Trans 276.09 (1) regarding applicability of s. Trans 276.07 (1m), (17m), (26m) and (40m).

History: Cr. Register, December, 1984, No. 348, eff. 1-1-85; emerg. am. eff. 6-6-86; am. Register, December, 1986, No. 372, eff. 1-1-87; am. (3) to (8), (12), (15), (17), (18), (21) to (24), (28) and (39), cr. (31m) and (38m); r. (42), Register, February, 1988, No. 386, eff. 3-1-88; am. (3), (4), (9), (12), (14), (15), (17) and (36), cr. (38r), Register, May, 1989, No. 401, eff. 6-1-89; cr. (11m), (17m), (26m) and (40m), Register, July, 1990, No. 415, eff. 8-1-90; am. (4), (6), (7), (13), (14), (15), (26) and (31), cr. (31r), Register, October, 1990, No. 418, eff. 11-1-90; am. (11), (13), (14) and (15), cr. (44m), Register, April, 1991, No. 424, eff. 5-1-91; am. (8), (11), (14), (17) and (18), cr. (8m), (17s) and (26s), Register, May, 1991, No. 425, eff. 6-1-91; am. (12), Register, September, 1991, No. 429, eff. 10-1-91; emerg. am. (8), eff. 10-11-91; am. (3), (6), (9), (13), (15), (16), (18), (21) and (24), Register, November, 1991, No. 431, eff. 12-1-91; am. (3), Register, December, 1991, No. 432, eff. 1-1-92; am. (8), (11), (17), (20) and (24), Register, March, 1992, No. 435, eff. 4-1-92; am. (1) to (8), (9) to (14), (17), (17m), (18), (21) to (24), (26) and (39), r. (8m), (17s) and (26s), cr. (15m), Register, July, 1992, No. 439, eff. 8-1-92; am. (6) and (13), Register, May, 1993, No. 449, eff. 6-1-93; am. (5), (10) and (36), r. (38r), Register, July, 1994, No. 463, eff. 8-1-94; am. (8), (10), (13), (14), (19), (24), (31), (39), cr. (38r), Register, December, 1994, No. 468, eff. 1-1-95; am. (15), (18), (22) and (24), Register, March, 1995, No. 471, eff. 4-1-95; cr. (15m), Register, January, 1996, No. 481, eff. 2-1-96.

Trans 276.075 Designated access routes. The following highway is designated for the purpose of the operation of the specified vehicles and combinations with lengths as provided in s. 348.07 (4), Stats., to gain access to locations within the 5 mile limit as provided in s. 348.07 (4), Stats.:

Route	From	To
USH 12	STH 128 E. of Hersey	STH 79 N.W. of Menomonie

History: Cr. Register, July, 1992, No. 439, eff. 8-1-92.

Trans 276.08 Detours, bypasses and alternate routes. When a highway designated in s. Trans 276.07 or 276.075 is closed and detoured as authorized by s. 84.02 (10) (b), Stats., vehicles being operated under ss. 348.07 (2) (f), (fm), (gm), (gr), (4) and 348.08 (1) (e), Stats., may be operated

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on the detour until the regular route of the highway is reopened to traffic. When a bypass or alternate route is recommended by the department for a highway designated in s. Trans 276.07 or 276.075 in order to reduce congestion, improve access or improve public safety, vehicles being operated under ss. 348.07 (2) (f), (fm), (gm), (gr), (4) and 348.08 (1) (e), Stats., may be operated on the recommended bypass or alternate route. Notice of a recommended bypass or alternate route may be given by signs or other appropriate methods.

History: Cr. Register, December, 1991, No. 432, eff. 1-1-92; emerg. am. eff. 11-24-93; am. Register, April, 1994, No. 460, eff. 5-1-94.

Trans 276.09 Applicability. (1) The treatment of s. Trans 276.07 (11m), (17m), (26m) and (40m) applies beginning January 1, 1992, and ending when any one of the following occur:

(a) The department determines, by rule, that the state of Illinois has designated Illinois state trunk highway 26 from the Wisconsin border to U.S. highway 20, north of Freeport, Illinois, as a designated highway for the operation of vehicles and combinations of vehicles the overall length of which cannot be limited.

(b) The department, as a result of the Rock County Transportation Study authorized by 1989 Wis. Act 31, Section 3053 (7e), determines and designates a more feasible alternative route than the route provided under s. Trans 276.07 (11m), (17m), (26m) and (40m).

(c) On January 1, 1996.

(2) The treatment of s. Trans 276.07 (15m) applies when the state of Minnesota has designated Minnesota state trunk highway 70/county trunk highway 110 from the Wisconsin border to interstate highway 35.

(3) The treatment of s. Trans 276.07 (5m) applies after the segment of STH 22 from the Waupaca-Shawano county line to Shawano is reconstructed and all detours are removed in 1996.

Note: Sections Trans 276.07 (11m), (17m), (26m) and (40m) and 276.09 (1) shall expire on December 31, 1995.

History: Cr. Register, July, 1990, No. 415, eff. 8-1-90; 276.09 renum. to (1), cr. (2), Register, May, 1991, No. 425, eff. 6-1-91; r. and recr. (2), Register, July, 1992, No. 433, eff. 8-1-92; cr. (3), Register, January, 1996, No. 481, eff. 2-1-96.

Trans 276.10 Tire load carrying capacity in excess of 13,000 pounds. (1) Subject to the restrictions and limitations in sub. (2), the weight on the steering axle of a truck tractor may exceed 13,000 pounds if the sum of the maximum load carrying capacities of the tires used on that axle, as certified by the tire manufacturer, allows a greater steering axle load.

(2)(a) The actual weight on the steering axle of a truck tractor may not exceed the sum of the maximum load carrying capacities of the tires used on that axle and in any event may not exceed 20,000 pounds.

(b) The extra weight privilege allowed by this chapter is available only when the tires used on the steering axle of a truck tractor have the manufacturer's certified load carrying capacity embossed thereon in compliance with applicable federal regulations. If the tires on a steering axle have no certified load carrying capacity embossed on them, the steering axle is restricted to the 13,000 pound load limit prescribed in s. 348.15 (3) (b), Stats.

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(c) This chapter does not authorize the operator of a truck tractor to exceed the gross axle weight rating (G.A.W.R.) established by the manufacturer of the steering axle being used.

(d) The tires on the steering axle of a truck tractor exceeding the statutory 13,000 pound weight limit shall have equal load carrying capacity and shall be properly inflated.

History: Emerg. cr. eff. 3-9-78; cr. Register, June, 1978, No. 270, eff. 7-1-78; renum. from Hy 36.02, Register, July, 1991, No. 427, eff. 8-1-91.