

CR 88-3

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CERTIFICATE

STATE OF WISCONSIN)
) s.s.
DEPARTMENT OF TRANSPORTATION)

TO ALL WHOM THESE PRESENTS SHALL COME, GREETINGS:

I, RONALD R. FIEDLER, Secretary of the Wisconsin Department of Transportation and custodian of the official records do hereby certify that the rule relating to the operation of "double bottoms" and certain other combination vehicles greater than 60 feet in overall length on the specified highways was duly approved and adopted by this department on May 9th, 1989.

I further certify that this copy has been compared by me with the original on file in this department and that the same is a true copy thereof, and of the whole of such original.



IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the official seal of the Department of Transportation at 4802 Sheboygan Avenue, in the City of Madison, Wisconsin, this 9th day of May, 1989.

RONALD R. FIEDLER, P.E.
Secretary

6-1-89

Clearinghouse Rule 88-3

ORDER amending s. Trans 276.07 (3), (4), (9), (12), (14), (15), (17) and (36), Wisconsin Administrative Code, and creating s. Trans 276.07 (38r) and a Note following s. Trans 276.07 (45), Wisconsin Administrative Code, to allow the operation of "double bottoms" and certain other combination vehicles greater than 60 feet in overall length on the specified highways.

Analysis Prepared by the Wisconsin Department of Transportation

General Summary of Rule. This rule amends s. Trans 276.07 (3), (12), (14), (15), (17) and (36), Wisconsin Administrative Code, and creates s. Trans 276.07 (38r), to add 8 segments of highway to the designated highway system, as provided by s. 348.07 (4), Wis. Stats. Sections Trans 276.07 (4) and (9) are amended to reflect the renumbering of former State Trunk Highway 15 as Interstate Highway 43. An advisory Note concerning weight limits is also added following s. Trans 276.07 (45), Wis. Admin. Code.

The highway segments added to the designated highway system by this rulemaking are:

1. State Trunk Highway 14 from Interstate Highway 90 north of Janesville to State Trunk Highway 11 east of Janesville;
2. State Trunk Highway 59 from U.S. Highway 12 in Whitewater to State Trunk Highway 83 at Genesee;
3. State Trunk Highway 69 from the Illinois Line to State Trunk Highway 11 at Monroe;
4. State Trunk Highway 73 from Interstate Highway 90 north of Edgerton to State Trunk Highway 19 in Marshall;
5. State Trunk Highway 89 from U.S. Highway 14 north of Darien to U.S. Highway 12 in Whitewater;
6. Rock County Trunk Highway "A" from U.S. Highway 14 east of Janesville to the east county line;
7. Walworth County Trunk Highway "A" from the west county line to State Trunk Highway 89 south of Whitewater; and the adjacent segment of,

8. Walworth County Trunk Highway "A" from State Trunk Highway 89 south of Whitewater to U.S. Highway 12 north of Elkhorn.

Generally, no person may operate any single vehicle with an overall length in excess of 40 feet, or any combination of 2 vehicles with an overall length in excess of 60 feet, or a semitrailer longer than 48 feet, or an automobile haulaway longer than 66 feet plus allowed overhangs, on Wisconsin's non-Interstate highways without a permit. Certain exceptions are provided under s. 347.07 (2), Wis. Stats., which implements provisions of the federal Surface Transportation Assistance Act in Wisconsin.

The effect of this amendment will be to extend the provisions of s. 348.07 (2) (f), (fm), (gm) and (gr) and s. 348.08 (1) (e), Wis. Stats., to 8 additional segments of highway. As a result of this amendment, vehicles which may legally operate on Interstate highways in Wisconsin will also be allowed to operate on the newly designated highways. Specifically, there will be no overall length limitation for a tractor-semitrailer combination, a double bottom or an automobile haulaway on the affected highway segments. There will be no length limitation for a truck tractor or road tractor when operated in a tractor-semitrailer combination or as part of a double bottom or an automobile haul-away. Double bottoms will be allowed to operate on the affected highway segments, provided neither trailer unit is longer than 28 feet 6 inches. Semitrailers up to 53 feet long will also be allowed to be operated, provided the kingpin to rear axle distance does not exceed 41 feet. This distance is measured from the kingpin to the center of the rear axle, or, if the semitrailer has a tandem axle, to a point midway between the first and last axle of the tandem. Otherwise, semitrailers, including semitrailers which are part of an automobile haulaway, are limited to 48 feet in length.

These vehicles and combinations are also allowed to operate on undesignated highways for a distance of 5 miles or less from the designated highway in order to reach fuel, food, maintenance, repair, rest, staging, terminal or vehicle assembly facilities or points of loading or unloading. After loading or unloading, these vehicles and combinations may also be operated on an undesignated highway for up to 5 miles in order to obtain access to a designated highway. Use of an undesignated highway merely as a through route between designated highways is not permitted.

Designation of STH 69 provides a long truck route from southwestern and south central Wisconsin into Illinois. There is no other designated highway to the Illinois border between Iowa and IH 90 at Beloit. However, designating STH 69 from the Illinois border to Monroe will not provide a practical route for all southbound long trucks. At the Illinois border, STH 69 becomes IL. 26. From the Wisconsin-Illinois border to Freeport, IL, the State of Illinois classifies IL. 26 as a "Class III" highway. This means that some of the longer vehicles and combinations allowed to operate on designated highways in Wisconsin cannot legally operate on IL. 26. For example, Illinois limits vehicle width on Illinois "Class III" highways to 96 inches, instead of the 102 inches allowed in Wisconsin. While double bottoms may be operated on an Illinois "Class III" highway, they may be no more than 60 feet in overall length. Semitrailers 53 feet long may be used on an Illinois "Class III" highway, but the kingpin to rear axle distance must not exceed 40 feet. The Wisconsin Department of Transportation requested that the Illinois Department of Transportation change the classification of IL. 26. The Illinois DOT has

declined to do so until the highway is reconstructed sometime in the future, since 8.4 miles of the route have lanes only 9 feet wide. The Wisconsin Department of Transportation is nevertheless designating STH 69 because it can provide a route for some long vehicles bound to and from south central Wisconsin. Testimony at the public hearings indicated carriers and shippers in south central Wisconsin wish to have greater access for 53 foot long semitrailers. These would apparently be legal on IL. 26, provided they meet the narrower Illinois width limit, the slightly shorter kingpin to rear axle limit, and have a wheelbase of 55 feet or less.

Designation of CTH "A" in Rock and Walworth Counties was requested by a local carrier, Markham Trucking, Inc., in order to be able to legally use 53 foot semitrailers to and from the Markham terminal on CTH "A." Requests for designation were also made by the carrier's shipper, Del Monte USA, and the Wisconsin Motor Carriers Association. Walworth County has classified CTH "A" as a class "B" highway, limiting vehicle wheel, axle, axle group and gross weights to 60% of the regular weight limits for class "A" highways. Until now, the Department has not knowingly designated a class "B" highway. Although longer vehicles and double bottoms may use a designated highway, these vehicles remain subject to the weight limits which apply to the highway and may not legally exceed weight limits despite their larger size and cargo capacity. In this case, the designation is justified because it provides access to a terminal and because the carrier requesting the designation can comply with the class "B" weight limits. The Department is adding a note to s. Trans 276.07, Wis. Admin. Code, cautioning motor carriers using designated county trunk highways, local roads and streets that local weight restrictions may apply.

The rule also makes non-substantive changes to s. Trans 276.07 (3), (4) and (9), Wis. Admin. Code. The changes are necessary because of the renumbering of STH 15, effective January 8, 1988. State Trunk Highway 15 east of Interstate Highway 90 is already a designated highway and is now renumbered IH 43. The portion of STH 15 west of IH 90 has been renumbered STH 81 and is not affected by the final draft of this rule.

Authority for Rule. Section 348.07(4), Wis. Stats., provides that the secretary of the department of transportation shall designate, by administrative rule, highways to which s. 348.07 (2) (f), (fm), (gm) and (gr) and s. 348.08 (1) (e), Wis. Stats., shall apply.

Fiscal Estimate. The Department estimates that there will be no direct fiscal impact from this rulemaking upon the state and anticipates no effect upon the fiscal liabilities or revenues of any county, city, village, town, school district, vocational, technical and adult education school district or sewerage district.

Copies of Rule and Contact Persons. Copies of this rule are available without cost upon request to the Office of General Counsel, P.O. Box 7910, Madison, WI 53707, telephone (608) 266-8810. For questions about this rulemaking, please call Robert Weber, Office of General Counsel, (608) 266-8810, or Harry Price, State Traffic Engineer, at (608) 266-2375.

TEXT OF RULE

Pursuant to the authority vested in the Wisconsin department of transportation by s. 348.07 (4), Wis. Stats., the department of transportation hereby amends s. Trans 276.07 (3), (4), (9), (12), (14), (15), (17) and (36), Wisconsin Administrative Code, and creates s. Trans 276.07 (38r), Wisconsin Administrative Code, listing highway segments designated for use by certain combination vehicles as provided in ss. 348.07 (2) (f), (fm), (gm), (gr) and 348.08 (1) (e), Wis. Stats., as follows:

SECTION 1. Trans 276.07 (3), (4), (9), (12), (14), (15), (17) and (36) are amended to read:

	[Route]	[From]	[To]
(3)	USH 10	Minn. 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 miles W. of Delavan	USH 14-STH 89, 5
	STH 11	STH-15 <u>IH 43</u> E. of Elkhorn	STH 31 in Racine
	USH 12	IH 94-CTH "EE" W. of Eau Claire	USH 10 at Fairchild
	USH 12	IH 90-94 at Lake Delton	Ill. Line at Genoa City
	STH 13	STH 82 S. of Adams	USH 2 in Ashland
	USH 14	USH 61 at Readstown	IH-90-at-Janesville <u>STH 11 E. of Janesville</u>
	USH 14	STH 11-89, 5 miles W. of Delavan	STH 67 in Walworth

	[Route]	[From]	[To]
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~~(4)-----STH-15---IH-90-at-Beloit-----USH-45-in-Greenfield~~

<u>(4)</u>	STH 16	STH 78 at Portage	IH 94 N. of Waukesha
	STH 17	USH 8 in Rhineland	Phelps
	USH 18	Iowa Line at Prairie du Chien	IH 90 S.E. of Madison
	USH 18	CTH "A" E. of Waukesha	IH 94 E. of Waukesha
	STH 19	Waunakee	STH 16 E. of Watertown
(9)	USH 41	National Avenue in Milwaukee	Garfield Avenue in Milwaukee
	USH 41	107th St. in Milwaukee	Mich. Line at Marinette
	STH 42	IH 43 N.W. of Sheboygan	STH 32 at Howards Grove
	STH 42	IH 43 at Manitowoc Bay	STH 57 S.W. of Sturgeon
	IH 43	IH-94-in-Milwaukee <u>IH 90 at Beloit</u>	USH 41 in Howard
	STH 44	STH 73 at Manchester	USH 41 S.W. of Oshkosh
(12)	STH 57	IH 43 N. of Saukville	STH 172 S. of Green Bay
	STH 57	IH 43 in Green Bay	Sturgeon Bay
	STH 59	STH-83-at-Genesee <u>USH 12 in Whitewater</u>	CTH "A" E. of Waukesha
[Route]		[From]	[To]

(14)	STH 65	STH 35 N. of River Falls	STH 64 at New Richmond
	STH 67	IH 94 S. of Oconomowoc	STH 109 S. of Iron Ridge
	STH 67	CTH "VV" W. of Iron Ridge	STH 28 in Mayville
	STH 67	CTH "B" S. of St. Cloud	STH 57 at Kiel
	STH 68	STH 33 at Fox Lake	STH 49 at Waupun
	STH 69	STH-11-at-Menrøe <u>Illinois Line</u>	CTH "PB" at Paoli
(15)	STH 70	STH 48 in Grantsburg	USH 53-63 in Spooner
	STH 71	Norwalk	STH 80 in Elroy
	STH 73	<u>IH 90 N. of Edgerton</u>	<u>STH 19 in Marshall</u>
	STH 73	USH 151 S.W. of Columbus	STH 54 in Wisconsin Rapids
	STH 73	STH 95 S. of Neillsville	STH 29 at Withee
(17)	STH 80	STH 11 S. of Cuba City	STH 133 in Muscoda
	STH 80	STH 33 in Union Center	STH 13 at Pittsville
	STH 81	STH 129 S.E. of Lancaster	STH 23 S. of Darlington
	STH 82	STH 80 N. of Elroy	USH 51 W. of Montello
	STH 87	USH 8 in St. Croix Falls	STH 48 S. of Grantsburg
	<u>STH 89</u>	<u>USH 14 N. of Darien</u>	<u>USH 12 in Whitewater</u>
	STH 89	IH 94 at Lake Mills	STH 73 in Columbus

(36) ROCK COUNTY:

CTH "A"	USH 14 E. of Janesville	<u>East County Line</u>
CTH "J"	CTH "O" E. of Janesville	STH 11
CTH "O"	USH 51 in Janesville	CTH "J" E. of Janesville

SECTION 2. Trans 276.07 (38r) is created to read:

[Route]	[From]	[To]
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(38r) WALWORTH COUNTY:

CTH "A"	West County Line	USH 12 N. of Elkhorn
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SECTION 3. A note following s. Trans 276.07 (45) is created to read:

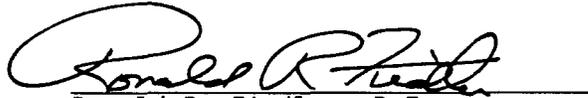
NOTE: The county trunk highways and other local roads or streets designated by s. Trans 276.07 (27) through (45), may be subject to weight restrictions imposed by local authorities and not known to the department. Seasonal weight restrictions may be imposed by local authorities under s. 349.16, Wis. Stats., but must be posted. Under s. 349.15, Wis. 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, Wis. 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.

(END OF RULE TEXT)

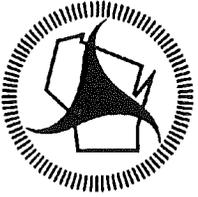
Department Findings: The department finds that addition of the highway segments described in this rule to the designated highway system is justified by several factors. Designation of these highways will allow affected industries and trucking companies to utilize more efficient routing between shipping points and destinations, thereby saving time and fuel. Allowing the use of larger combination vehicles and double bottoms on these routes will also increase the capacity of each shipment, thereby increasing productivity. All of these factors will foster competition. The department finds no reason to expect any adverse effect on the safety of users of these highways by reason of their addition to the designated highway system.

Effective Date: This rule shall take effect on the first day of the month following publication in the Wisconsin Administrative Register as provided in s. 227.22 (2) (intro.), Wis. Stats.

Signed at Madison, Wisconsin this 9th day
of May, 1989.



Ronald R. Fiedler, P.E.
Secretary
Wisconsin Department of
Transportation



Wisconsin Department of Transportation

Tommy G. Thompson
Governor

Ronald R. Fiedler, PE
Secretary

OFFICE OF GENERAL COUNSEL
P. O. Box 7910
Madison, WI 53707-7910

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MAY 12 1989

May 10, 1989

Revisor of Statutes
Bureau

Mr. Gary Poulson
Assistant Revisor of Statutes
30 West Mifflin Street
Suite 702
Madison, Wisconsin 53703

RE: Clearinghouse Rule 88-3
In the Matter of the Adoption of Trans 276, Wisconsin Administrative Code, Relating to the Operation of "Double Bottoms" and Certain Other Combination Vehicles Greater than 60 Feet in Overall Length on the Specified Highways

Dear Mr. Poulson:

Enclosed for filing, pursuant to sec. 227.20, Wis. Stats., is a certified copy of CR 88-3, an administrative rule relating to the above-entitled matter. This rule is submitted by the Wisconsin Department of Transportation.

Sincerely,


Robert F. Weber
Assistant General Counsel

RFW/jj

Enclosure

cc: Tom Walker
Maynard Schneider
Marv Schaeffer
Harry Price
Jim VanSistine
Jerome Blied
George Wenzel
Marcia Wiley
Tom Cantwell