



## 2009 SENATE JOINT RESOLUTION 45

September 16, 2009 - Introduced by Senators HANSEN, COWLES, HOLPERIN, PLALE, TAYLOR, LASSA, DARLING and KEDZIE, cosponsored by Representatives ZIGMUNT, BERNARD SCHABER, SOLETSKI, VAN ROY, MONTGOMERY, HINTZ, TURNER, VRUWINK, SPANBAUER, STEINBRINK, FIELDS, STRACHOTA, VOS and TOWNSEND. Referred to Committee on Transportation, Tourism, Forestry, and Natural Resources.

1     **Relating to:** calling on the Wisconsin congressional delegation to take action to  
2             grandfather preexisting highway weight limits upon the designation of USH 41  
3             as part of the Dwight D. Eisenhower system of interstate and defense  
4             highways.

5             Whereas, commercial truck transportation is an essential component of  
6             economic activity in every part of this state; and

7             Whereas, any opportunity to haul heavier loads by truck, consistent with the  
8             capacity of existing highways to carry those loads without unreasonable highway  
9             wear and damage, can add greatly to the efficiency of truck transportation, resulting  
10            in a substantial benefit to the state's economy as a whole; and

11            Whereas, a recent study of highway weight limits in Minnesota shows that,  
12            under specified circumstances, weight limits can be increased with a net benefit to  
13            the economy, when considering both the costs of protecting the highway  
14            infrastructure and safety and the benefits that would result from reducing the cost  
15            of truck transportation; and

1           Whereas, the state of Wisconsin is engaged in an ongoing effort to upgrade state  
2           numbered highways to interstate highway standards, and to convert state numbered  
3           highways to interstate highways, one result of which is that the weight limits for  
4           divisible loads of certain commodities on a newly designated interstate highway may  
5           be less than the weight limits on state numbered highways and local roads in the  
6           remainder of the state, thus forcing trucks off the interstates and onto state and local  
7           roads to capture the increased efficiency of heavier loads; and

8           Whereas, the diversion of heavy truck traffic onto state and local roads causes  
9           a variety of problems, such as safety hazards caused by large trucks driving through  
10          small towns or the operation of overweight trucks on local roads that are not policed  
11          by law enforcement personnel adequately trained in truck weight enforcement; and

12          Whereas, this problem occurs not just in Wisconsin but also nationwide, as  
13          shown by the many individual exemptions to interstate weight limits already  
14          adopted by Congress to grandfather preexisting weight limits on portions of state  
15          highways that have been converted to interstate highways; and

16          Whereas, Congress enacted legislation, in 23 USC 127, grandfathering certain  
17          preexisting state highway weight limits on I 39 from Portage to Wausau after its  
18          designation as part of the interstate system under 23 USC 103; now, therefore, be it

19                 ***Resolved by the senate, the assembly concurring, That*** the legislature of  
20          the state of Wisconsin respectfully urges the Wisconsin congressional delegation to  
21          use all means at its disposal to create an exception under 23 USC 127 grandfathering  
22          preexisting state highway weight limits on USH 41 upon its designation under 23  
23          USC 103 as part of the interstate system; and, be it further

