

2001 SENATE BILL 57
WISCONSIN DEPARTMENT OF TRANSPORTATION
MARCH 5, 2001

1. Background

This report complies with Wisconsin Statutes 13.096, which imposes a responsibility upon the Department of Transportation to fully examine the impact of the proposed weight exception.

2. Exceptions Proposed in SB 57

Allows single trip permits to be issued for "specialized hauling rigs." A specialized hauling rig is defined as a vehicle, or combination of vehicles, that exceeds 100 feet in length and that is designed to transport nondivisible cargo that is exceptionally heavy. The permit will be issued for the hauling rigs so that they can detach portions of the cargo-bearing components and place them on the "deck" of the main trailer, thereby reducing the overall length of the vehicle. These permits will not be issued for "decked" vehicles over 120 feet in length or for over height vehicles.

3. Findings

Roadway and Bridge Impacts

Based on the current number of specialized hauling rigs that operate in Wisconsin, it is estimated that there will be 15-20 permits per year. Thirty permits per year were used in the analysis to account for growth in the industry that is anticipated to occur in the next several years. It was also determined, based on current operations, that the typical specialized hauling rigs are between 90,000 and 100,000 pounds. The majority of highway travel is estimated to be on the state's major highways which are built to higher standards than other roadways throughout the state.

The pavement structure analysis estimates that using 30 permits per year at 100,000 pounds would result in additional loading on the highways of 270 Equivalent Single Axle Loads (ESALs). An ESAL is defined as the equivalent of an 18,000 pound axle. For comparative purposes, the typical Interstate Highway in Wisconsin is designed to handle 900,000 ESAL loadings per year. Therefore, the impact of decking specialized hauling rigs will be negligible.

Similarly, the impacts to bridges in the state will also be negligible. On Highways 53 and 41, there is a concern if there happened to be two overweight vehicles operating on the same bridge at the same time. Since this proposal is only anticipated to add 30 overweight vehicles per year, the increased chances of dual bridge loading is very, very small.

Safety and Environmental Impacts

Reducing the overall length of vehicles that are over 100 feet has positive safety impacts. Making these trucks shorter benefits the traveling public by not taking up as much space on the highways and by making them easier to pass. Since this permit would not change the overall weight of the vehicle, it would not affect the acceleration and have little impact on braking characteristics. Therefore, from a safety and operational standpoint, this bill does not have a negative impact.

This bill would not affect the number of truck trips nor would it affect the overall weight of the vehicle. Therefore, there would be no environmental impacts from additional fuel usage and the resultant emissions from adoption of this bill.

4. Hardship and Cost Caused by Current Weight Limits

Most specialized hauling rigs are operated across state lines, going either to pick up a load or returning from delivering a load. This causes problems with operations across the Minnesota state line since they require decking of specialized hauling rigs. This means that at the state line, a hauler must stop and change the configuration of the rig.

5. Other Efforts to Resolve Problem

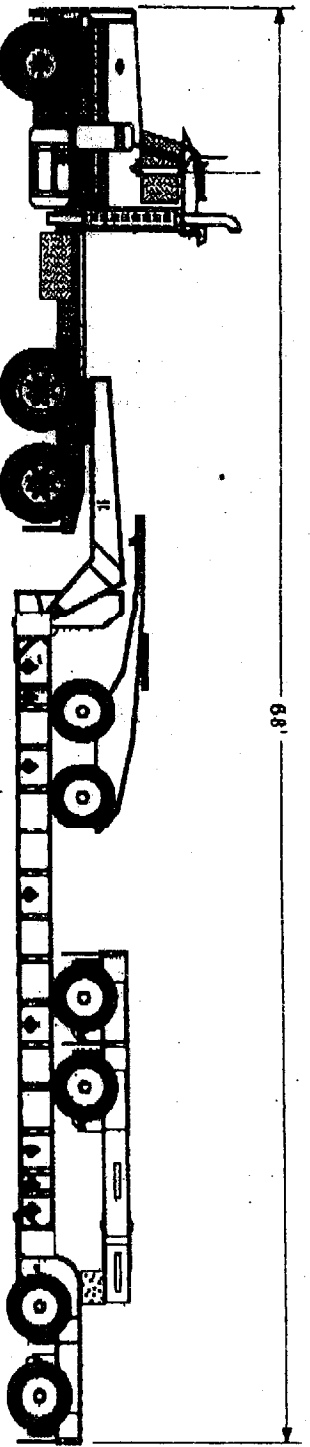
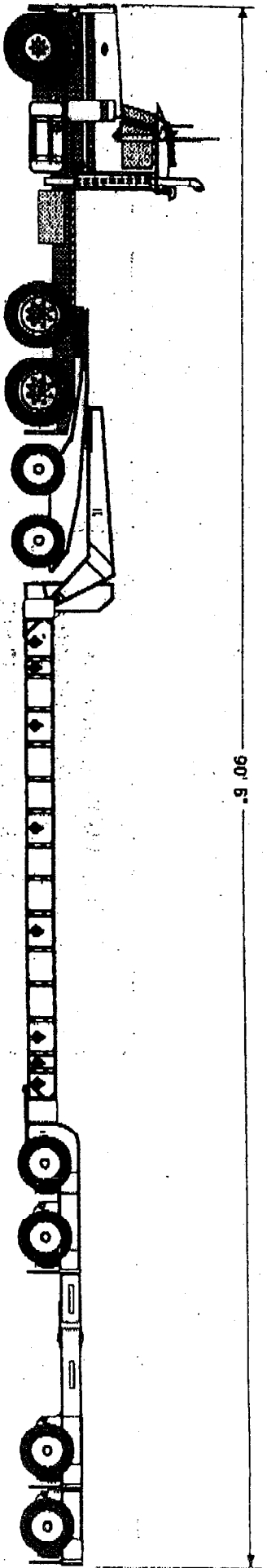
The industry has worked with the Department of Transportation on this issue, and the proposed bill is the direct result of that effort.

6. Motor Carriers Degree of Control Over Weight

Due to the types of loads being carried by these specialized hauling rigs, they are constructed to be very heavy duty and empty often exceed the 80,000 pound weight limit. The bill addresses how the empty vehicle is allowed to operate, either strung out over a greater length with lower axle weights or allowed to deck portions of the rig, thereby reducing the length but increasing axle weights.

7. Laws in Other States

Minnesota DOT requires that specialized hauling rigs be decked. Illinois allows both decking and strung out operation. Similar legislation is under consideration in Louisiana where they have the same situation as Wisconsin with their border states.



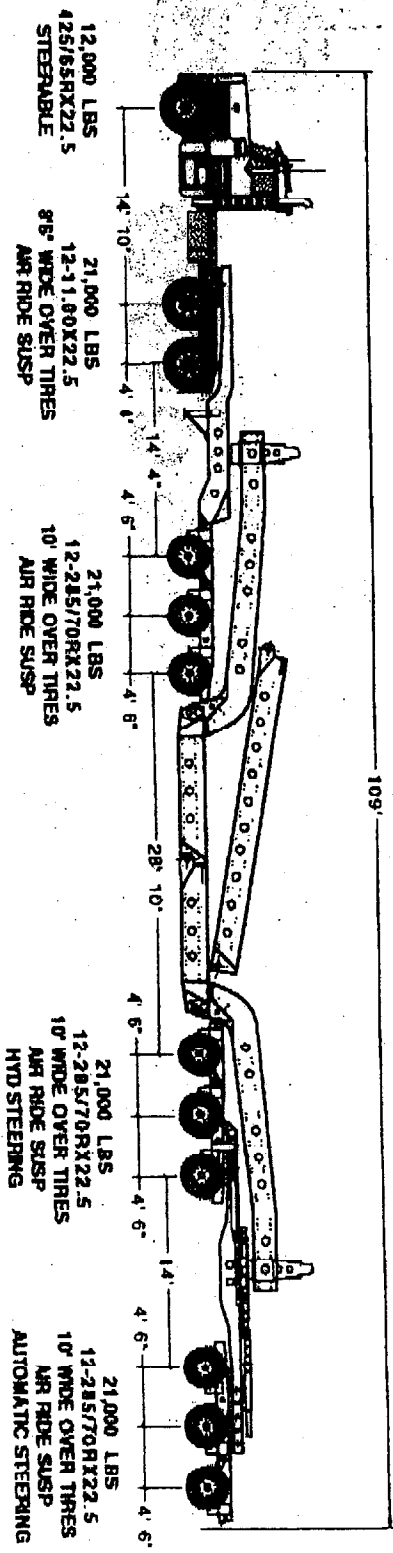
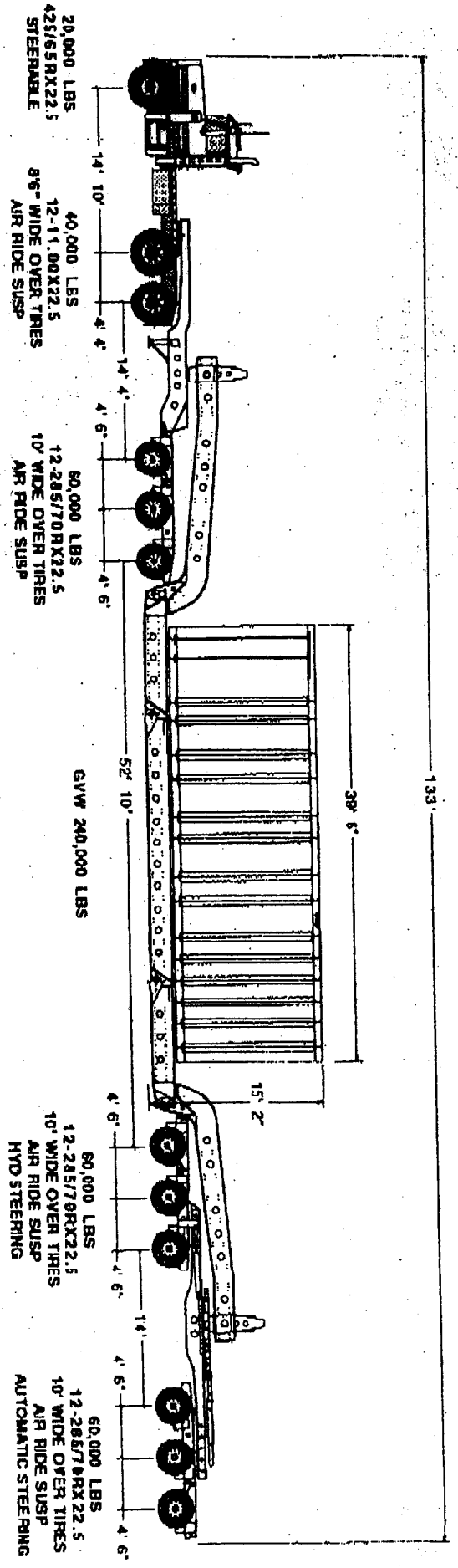
**PERKINS SPECIALIZED
TRANSPORTATION CONTRACTING**

FOR PERMIT OFFICE USE ONLY/DEMO

DRAWN BY

DATE

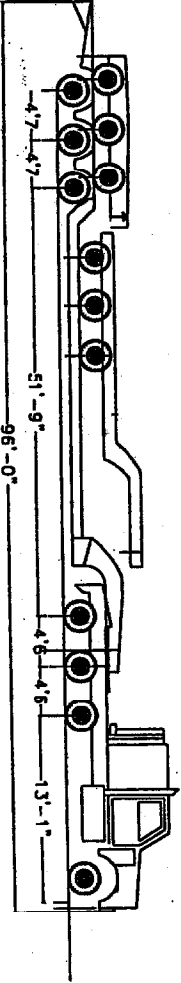
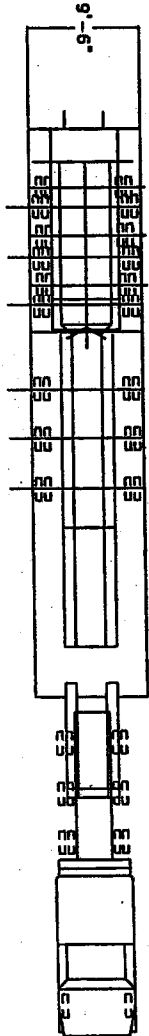
DRWG NO.
L0000000



PERMIT INFORMATION

Date:	Drawn by:
Scale: 1/4"	Revision: 00
FOR PERMIT OFFICE USE ONLY (VENDOR)	
PERSONS SPECIALIZED	
TRANSPORTATION CONTRACTING	
L 0 0 0 0 0 0	

ROBBINS
 MOTOR TRANSPORTATION
 COMPANY HEADQUARTERS
 P.O. BOX 30
 ASSAULT, PA 17023
 (610) 676-4222 FAX (610) 676-4245



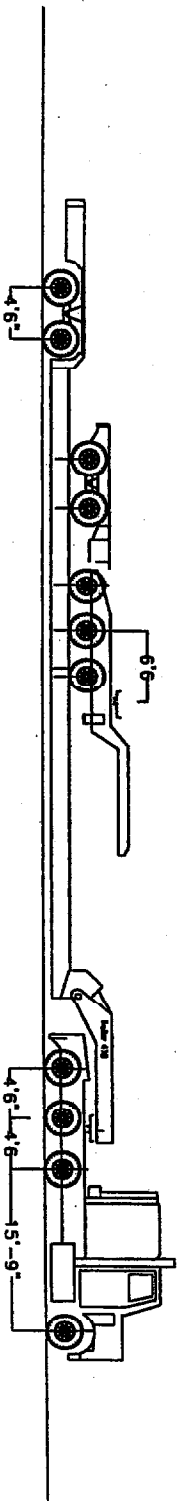
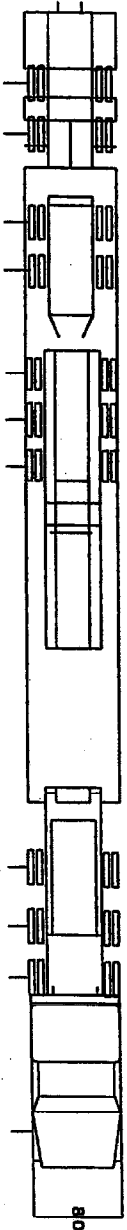
TRAILER	45000	TOTAL	92000	DRIVE	35000	STEER	12000	TARE WEIGHTS	
								PAYLOAD WEIGHTS	
								GROSS WEIGHTS	

SIDE ELEVATION

The following is the property of Robbins Motor Transportation Company. It is loaned to you for your use only and is not to be reproduced, copied, or distributed in any form without the express written permission of Robbins Motor Transportation Company.

DRAWING TITLE:	
PROJECT NO.:	DRAWING NO.:
DATE: 5/5/98	

Trailer# 410 with Jeep# 410 and Booster attached.



BOOSTER	TRAILER	TOTAL	JEEP	DRIVE	STEER	TARE WEIGHTS	PAYLOAD WEIGHTS	GROSS WEIGHTS
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____

DRAWING TITLE:

PROJECT NO:

Scale 3/32" = 1'-0"

DRAWING NO:

Not drawing to the property of Robbins Motor Transport. This drawing is confidential and not to be reproduced, modified, or distributed in any form without the written consent of Robbins Motor Transport.

ROBBINS
 MOTOR TRANSPORTATION
 CORPORATE HEADQUARTERS
 P.O. BOX 28
 BOSTON, PA 19029
 (610) 676-2222 FAX (610) 676-2635