



(FORM UPDATED: 08/11/2010)

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

2005-06

(session year)

Senate

(Assembly, Senate or Joint)

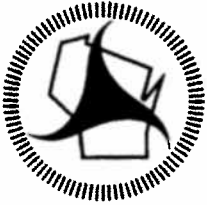
**Committee on Natural Resources and
Transportation...**

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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July 18, 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 06-068 AFFECTING CH. TRANS 276, WIS. ADMIN. CODE

Gentlemen:

The Wisconsin Department of Transportation is withdrawing **CR 06-068** which proposed to amend s. Trans 276.07(25), Wis. Admin. Code, relating to allowing the operation of double bottoms and certain other combination vehicles ("long trucks") on specified highways.

Clearinghouse Rule 06-068 was proposed to designate STH 180 from STH 64 at Marinette to USH 141 in Marinette County as long truck routes at the request of Tom Joy & Son, Inc., of Peshtigo. The Department held a public hearing on July 12, 2006 at the Hill Farms State Transportation Building in Madison. No one appeared at the public hearing, however, several written comments were received in support of the proposed rule making, and one written comment in opposition.

The Department concluded that the proposed long truck route is not suitable for designation as a long truck route for the following reasons:

- The proposed highway segment is old, winding and rough. Longer trailers would have a greater opportunity to have their rear tandems leave the roadway or entering opposing traffic lanes during cornering through curves.

- The winding curves would unacceptably cause trucks to repeatedly slow and accelerate. Some of these curves are extremely tight, which will cause longer trucks to track outside of their lane either by encroaching on the centerline or by driving on the shoulder.
- STH 180 has considerably more no-passing zones than the alternative STH 64 and USH 141 route. Cars behind long trucks on that highway would be forced to slow down when trucks do. This would probably result in people making improper or illegal passing decisions.
- Numerous school bus stops along the route at which sudden stopping may be required. The problem of vehicles tracking onto highway shoulders is even more problematic and dangerous where children are predictably waiting on road shoulders for buses.
- The distance between the STH 180 route and the alternative STH 64/USH 141 route is only 6-7 miles.

The Department also considered the reason provided by Tom Joy & Son, Inc., in requesting this rule making: to provide a legal route for vehicles to make deliveries to its customers. Recently enacted 2005 Wis. Act 363 will permit these deliveries to be made using 53 foot trailers within 15 miles of leaving a designated long truck route. 2005 Wis. Act 363, s. 4, amending s. 348.07, Stats. The requester's goal of providing deliveries to its customers can be met under this new law without the need to designate this stretch of highway as a "long truck route." Long truck route designations are appropriate for highways on which through traffic by trucks with 53 foot trailers and double-bottoms should be allowed. Limiting long truck traffic on this route to vehicles involved in deliveries should keep long truck traffic to the minimum needed for deliveries, thereby reducing the likelihood of accidents on the route.

The Department's engineers analyzed the highway in question and concluded that it is not appropriate for long truck designation from a safety standpoint. Moreover, designation is not needed for delivery purposes. In addition, the convenience of a safe alternative route was also considered. Accordingly, by this letter, the Department withdraws proposed rule CR 06-068, 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