Meeting Summary

1. Welcome
   John Corbin welcomed the group to the meeting stressing the importance of their participation in the Truck size and Weight Study. Ken Leonard and Randy Halvorson provided an overview of the study and led the break out session discussion.

- Introductions

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<th>Name</th>
<th>Agency</th>
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<td>Alan Rommel</td>
<td>WisDOT NE Region</td>
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<td>Sgt. Mike Klingenberg</td>
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<td>David J. Moesch</td>
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<td>Tom Lorfeld</td>
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<td>Taylor County Highway</td>
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<td>William Burgener</td>
<td>Town Chairperson of Town of Merrill, Lincoln Co.</td>
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<td>Jeanne Dodge</td>
<td>Town Supervisor of Town of Stockton, Portage Co.</td>
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<td>Cindy Davis</td>
<td>Town of Stockton, Portage Co.</td>
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<td>Arnold Bauman</td>
<td>Town Supervisor of Town of Weston, Marathon Co.</td>
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<td>Ron Nye</td>
<td>Town Supervisor of Town of Rolling, Langlade Co.</td>
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<td>Roger Breske</td>
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<td>Thomas Coogan</td>
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<td>Anne Reshadi</td>
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<td>Judy Johnson</td>
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<td>John Corbin</td>
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<td>Randall Halvorson</td>
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<td>Ken Leonard</td>
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<td>Emily Silverson</td>
<td>TranSmart Technologies</td>
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Key concerns the attendees shared regarding truck regulations in Wisconsin:

- How the conversion from USH 41 to Interstate will affect freight issues.
- Local concern with wear and tear of local roads due to heavy vehicles diverting from state system and the need to place local ordinances deterring travel on local roads.
- Cannot maintain local facilities (i.e., gravel and paved roads, bridges, culverts, irrigation pipes, etc.) with current truck size and weight laws, very concerned with condition of roads if size and weight increases. Some local and county roads are not built for the increase in weight.
- Pulp truck weight increase concerns.
- Concern with safety issues relating to increase truck size.
- Increasing weights but requiring more axles might be okay for pavements but will still damage bridges.
- Increase in size and weight will impact the design of state facilities, such as roundabouts, work zone setups, intersections and signalized intersection timing.
- Wisconsin needs to be educated on the issues (infrastructure vs. commerce) and make sure the state is not put at a disadvantage.
Meeting Objectives

The Wisconsin Department of Transportation is conducting a study of Wisconsin truck size and weight (TSW) laws to identify potential changes to current TSW restrictions that could allow for economic development gains and greater employment within the State without negatively impacting roadway safety, roadway performance, and the costs to build and maintain infrastructure. This Workshop is part of the outreach effort for the study. It has the following objectives:

- Provide an opportunity for State and local agency representatives to share their expertise on how existing TSW laws impact the transportation network
- Learn from public agency stakeholders how changes to TSW laws would impact Wisconsin.

2. Study Introduction
   - Study History
   - Study Goals
   - Outreach Plan
   - Existing TSW Laws
   - Potential for Change

3. Breakout sessions (see responses below)
   - Key Questions on Impacts of TSW Laws
   - Discussion of Breakout Session Responses
   - Additional Outreach Opportunities
   - Questions

4. Meeting Adjourned

Break-out Session Discussion

1. IMPACT OF TRUCK SIZE AND WEIGHT LAWS TODAY

How do existing TSW laws impact your region today?

- The pulp industry now pays for loads by weight, so some pulp truck drivers carry oversize loads because the fine, if caught, does not outweigh the payment they receive from the pulp industry.
- Some truckers are taking shortcuts on local roads to avoid the scales. This has a negative impact on the local roads. The State Patrol Motor Carrier Enforcement tries to stop illegal drivers, but there is a large enforcement area they need to cover. Also, State Patrol can only fine truckers if they are caught with an illegal load on the highway and cannot look at previous scale records to fine drivers. Note: Minnesota’s Relevant Evidence Law allows state enforcement officials to examine weigh bills and issue civil penalties for overweight loads.
- Class B law (ss. 348.17) does not require trucks to receive local permission for traveling on the local roads unless the road is posted at a lesser weight for a specific reason.
- Should require a quad-axle to have a steering axle, similar to Minnesota. It was clarified that the lift axle can be within the driver’s reach, however the pressure regulator cannot.
- Intersection size is continually increasing due to increase in volumes. Designers need to pull radii back, typically there are right-of-way concerns and congestion plays a part when large trucks wait in the intersection to make a left turn.
• Oversize/overweight loads appear to be getting larger and larger. Where is the line drawn with the size of non-divisible loads?
• There are many questions regarding the variation in restrictions depending on the type of load. Some questions arise with unfair law practices when one industry is allowed a certain size/weight than another.

2. POTENTIAL CHANGE

Should the state change existing TSW laws? If so, how?
• The attendees would like to see uniformity in the TSW laws, between types of load restrictions (pulp, food, agriculture, waste, etc.) and between adjoining state restrictions. The extra weight allowances, such as a 10,000-pound margin for pulp haulers are exploited.
• Would be helpful if the state could provide a county and local weight limit map of roads that are not Class A, possibly through the WISLR system.
• The attendees present felt that the current TSW laws are sufficient, but don’t feel an increase in size/weight would be beneficial to the highway system. If there are changes in the TSW laws, many bridges will be negatively impacted.

3. IMPACTS OF CHANGE

If TSW laws were changed, what impact would they have on your region and on Wisconsin?
An increase in truck size/weights will have a very negative impact on the state highway facilities. The cost to repair or replace the roads is too high and many local units of government do not have the funding to maintain the roads. For example, some roads are built on marshlands and even when there is an increase in the number of axles required the “floating” construction is still impacted. Many roads in Wisconsin are very windy with tight curves and they are not designed for longer trucks. Many town roads do not have an adequate base to sustain heavier loads. Some local paving companies pave roads to and from plants with an agreement with the municipality that they do not post weight limits on those roads.

4. REVENUE

Do you think additional sources of revenue would need to be made available to help offset costs such as enforcement or roadway maintenance (if TSW laws were changed)? What sources of revenue should the state seek to meet these increased costs?
• It was suggested to dedicate the transportation fund to rehabilitate roads rather than construct new ones (preservation first).
• Stop transferring transportation funds to other state programs.
• Look at user based fees (pay for vehicle miles traveled)
• Implement heavy fines/surcharges to repeating violators and have the revenue go directly to the municipality affected by the violation.
• Train sheriffs in TSW law enforcement so that 80% of the violation revenue goes directly back to the county.
• Implement index gas tax
• Implement private partner funding
• Define fixed routes/corridors for industries and have those specific facilities funded by the permit fees from those industries.

5. STUDY METHODOLOGY

The study is examining a number of factors as part of the evaluation of proposed changes. Does the methodology presented today seem appropriate? What, if any, other factors should the team analyze?
• There is a variation in maintenance practices throughout the state and it needs to be consistent.
• Reduce the number of TSW law exceptions.
• Review “time of operation” fines and possible need to change in order to reduce the number of violations.
• Review company methodology when requiring drivers to travel for long periods of time. Fine both driver and company for violation.
• Analyze the impact of high-speed signalized intersections and truck stopping ability/clearance intervals.
• Analyze acceleration/deceleration lanes for trucks. Will increase safety and mobility of highways.

6. ADDITIONAL STAKEHOLDERS
Are there additional stakeholders we should be talking to as part of this study’s outreach effort?
• Long haul (oversize/overweight) carriers
• Local city planners

7. FREIGHT CHALLENGES
Describe freight transportation challenges facing Wisconsin.
• Impact of deregulation. A “re-regulation” is in order (i.e., protective tariffs).

8. TRENDS
What regional or national trends will affect transportation – especially goods movement – in the future?
• There has been a flood of small trucking companies.
• Majority of railroads are running at capacity.
• Some paper companies are buying pulp out of state or country in order to avoid the Wisconsin DNR regulations.

9. EXISTING BARRIERS
Please describe any barriers you observe that prevent efficient freight management in the region.
• Bridges and culverts lack sufficient structural integrity for freight movement
• Perhaps a boost in infrastructure funding will increase number of jobs in construction.
• Focus on preservation of roads rather than new construction of roads.
• Geometric design is a huge component, especially regarding roundabouts.
• The need to accommodate travelers and reduce congestion typically is not in favor of heavy truck travel.

Visit [http://www.topslab.wisc.edu/workgroups/wtsws.html](http://www.topslab.wisc.edu/workgroups/wtsws.html) for additional news on the Wisconsin Truck Size and Weight Study including the schedule for additional outreach events.