



## Fiscal Estimate Narratives

DOT 1/15/2004

LRB Number 03-2136/1	Introduction Number AB-749	Estimate Type Original
<b>Subject</b> Seasonal weight limits exemption		

### Assumptions Used in Arriving at Fiscal Estimate

This analysis concentrated on typical conditions found for a weight restricted road due to spring thaw. A pavement structure consisting of 2.5 inches of asphalt over 6 inches of crushed gravel was selected as the standard model for this analysis. This pavement structure was assumed to be placed on a soil rated as poor. A legally loaded truck that would be allowed on this pavement structure under this bill was simulated as an 18,000 single axle load. These criteria were used as inputs into a pavement structural analysis software tool, with the results indicating a significant deformation of the subgrade of the pavement structure. This deformation distorts the underlying structure leaving ruts in the road. The ruts would not occur without the exemption provided by this bill.

Under this scenario it would be necessary to repair the ruts and provide an acceptable driving surface and to make the roadway safe. An adequate repair was estimated to be a 1.5 inch overlay of asphalt at a cost of \$35,000.00 per centerline mile of roadway.

Without knowing how many seasonal posted roads will be driven over by fully loaded trucks it is impossible to determine exact impacts of this bill. However, if it assumed that all roads with weight restrictions are subjected to at least some of the loads proposed by the legislation, the cost of repairs could be tremendous.

The local system is comprised of 97,143 miles of county, city, village and township roads. As much as seventy-five percent of these local roads may be weight restricted which equals 72,857 miles and could be affected by this bill.

### Long-Range Fiscal Implications