



## Fiscal Estimate Narratives

DOT 5/1/2013

LRB Number	13-1735/1	Introduction Number	SB-135	Estimate Type	Original
<b>Description</b> Annual or consecutive month permits for vehicles or combinations of vehicles transporting loads near the Wisconsin-Michigan border					

### Assumptions Used in Arriving at Fiscal Estimate

This bill authorizes the Department to issue an annual or consecutive monthly permit, the Wisconsin/Michigan Border Permit, to an oversize or overweight vehicle that is traveling in Florence County on USH2 between this state and Michigan and is in compliance with current size and weight provisions of Michigan law, which is 164,000 pounds.

#### Bridges

There are two Wisconsin/Michigan border bridges on USH2 in Florence County. These two bridges are border bridges with Wisconsin and Michigan sharing decision-making and expenses on bridge maintenance but assigning the lead for operations to only one state. Currently the two border bridges in Florence County have a load limit above the weight of these vehicles. The traffic from heavier truck traffic may, however, diminish the service life of the bridges or accelerate the deterioration on the two bridges, as it would on other bridges on the state trunk highway system.

#### Pavement

The pavement impacts of this bill are dependent upon the axle spacing and total loading of the truck and of each axle. The exact layout, spacing and number of proposed axles for the heavier loads are not known. Because of this, the department's analysis assumed there were no single axles other than the steering axle. Based on the described basic assumptions of the proposed truck axle configurations and finite amount of total load transported, the impacts of this bill to the state pavements are considered to be neutral.

### Long-Range Fiscal Implications

The additional stresses on state bridges on USH2 may diminish the service life of the bridges. Currently the two border bridges in Florence County have a load limit above the weight of these vehicles. The pavement impacts of this bill are dependent upon axle spacing and total loading of the truck and of each axle. The exact layout, spacing and number of proposed axles for the heavier loads are not known. A more definitive analysis requires more information about the specific configurations of the heavier trucks and the total expected number of trips. Therefore, only general pavement comparison could be made at this time. Using the described basic assumptions of the proposed truck axle configurations and finite amount of total load transported, the impacts of this bill to the state pavements are considered to be neutral.