

September 22, 2006

Special Committee on Highway Weight Limits
Representative Mark Gottlieb, Chair
P.O. Box 8952
Madison, WI 53708

Dear Chairman Gottlieb,

My name is Kurt Boehlein and I work for New Berlin Redi-Mix out of New Berlin Wisconsin. I am also the current President of the Wisconsin Ready Mixed Concrete Association (WRMCA), which is a professional trade association representing over 130 ready mixed concrete producers throughout Wisconsin. I would like to first thank you, Mr. Chairman and members of the committee for allowing me to testify today on behalf of my industry.

The ready mixed concrete industry faces a unique problem when dealing with various weight limit laws in Wisconsin. The ready mixed concrete trucks that many of you have probably witnessed at one time or another driving around townships, villages and cities all have a carrying capacity that is not currently being met due to these various weight restrictions, while at the same time these trucks carry a perishable product that leaves little time in getting from one point to the next without ruining or damaging this product. In simpler words, these trucks are making many more trips to and from the plant in order to deliver the amount of product needed for any given project, while at the same time trying to avoid ruining the product due to the various time constraints that are inevitable when distributing ready mixed concrete. Avoiding fewer trips to move this perishable product faster would alleviate this unique issue our industry faces, while also eliminating the need to move our trucks more often over Wisconsin's roads.

Currently, based on Wisconsin axle-bridge or spacing requirements, our trucks are licensed for 73,000 lbs. With empty weights in excess of 33,000 lbs our producer members will transit 9.5 cubic yards or less of concrete per delivery. A typical five axle Wisconsin configuration has axle, suspension, wheels and tires that could carry in excess of 90,000 lbs or 14 cubic yards, according to a ready mixed concrete truck manufacturer Oshkosh Truck, allowing our members to transport up to fourteen cubic yards, an increase in efficiency of about 44%. The Vehicle Identification Plate attached to each and every ready mix truck indicates the individual GAWR, or Gross Axle Weight Rating that collectively



**Wisconsin
Ready Mixed
Concrete
Association**

HOW ideas GET built. ©

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add up to a gross weight in excess of 90,000 lbs, again, only limited by licensing and transmission. These trucks can bear the load.

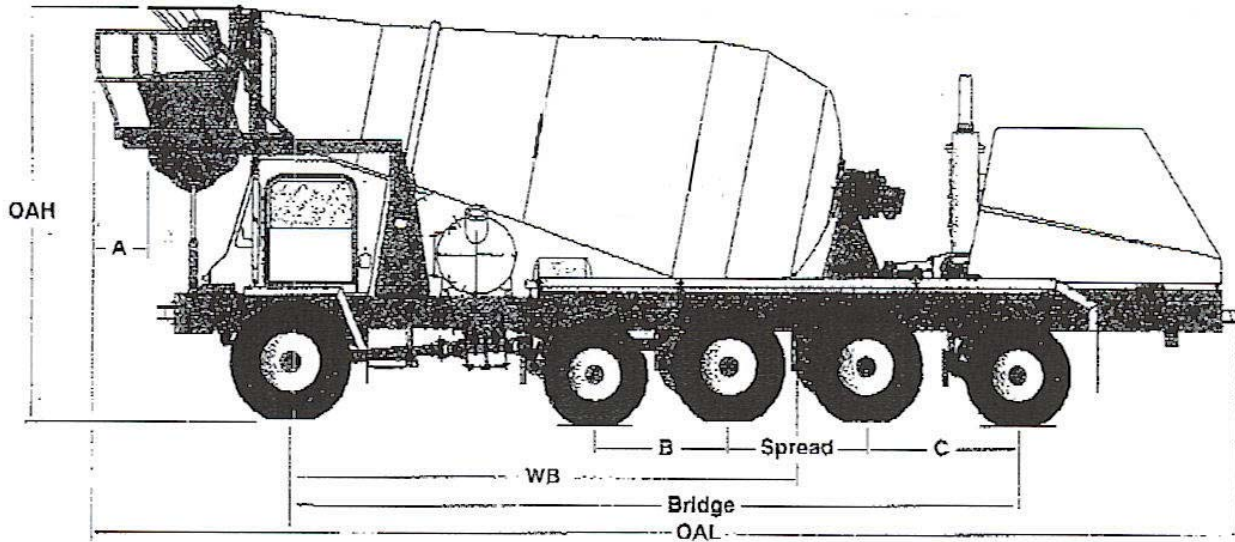
Again, the ready mixed concrete industry faces a unique problem relating to highway weight limits in Wisconsin and I humbly ask that this committee make a concerted effort to resolve this issue. Our trucks allow for a larger capacity, thereby reducing the amount of time our trucks are driving on the Wisconsin highway system. Please allow us to increase our capacity and service Wisconsin consumers more efficiently.

On behalf of myself, my company and the ready mixed concrete industry, I thank you for the opportunity to testify today on highway weight limits in Wisconsin. At this time, I would be happy to entertain any questions you may have.

Ready Mixed Concrete Truck Specification Fact Sheet

Ready Mixed Truck Configuration

S-Series Great Lakes



CONFIGURATION	Rear Suspension	OAL	OAH	Bridge	WB	A	Spread	B	C
6 x 6	AD246	35.17'	13.17'	234"	208"	20"	52"	n/a	n/a
8 x 6	AD246	36.25'	13.17'	279"	195"	20"	52"	n/a	58"
	RS460	35.08'							
	Chalmers	36.25'	196"		54"				
10 x 6	AD246	36.25'	13.17'	279"	195"	20"	52"	51"	58"
	RS460	35.08'							
	Chalmers	36.25'	196"		54"				

Data Plate Which is Attached to the Finished Vehicle

DOMESTIC

CSO 23932

DATE OF MANUFACTURE:		VEHICLE ID #	
GVWR : 80000		VEHICLE TYPE CLASSIFICATION TRUCK	
SAWR : FRONT	22800	LB W/	445/65R22.5 (L)
SAWR : FIRST INTER	13200	LB W/	11R22.5 (H)
SAWR : SECOND INTER	21000	LB W/	445/65R22.5 (L)
SAWR : THIRD INTER	21000	LB W/	445/65R22.5 (L)
SAWR : FOURTH INTER		LB W/	
SAWR : FIFTH INTER		LB W/	
SAWR : REAR	13200	LB W/	11R22.5 (H)
TIRES ON	22.5 X 13.00	RIMS, AT	120
TIRES ON	22.5 X 8.25	RIMS, AT	120
TIRES ON	22.5 X 13.00	RIMS, AT	120
TIRES ON	22.5 X 13.00	RIMS, AT	120
TIRES ON		RIMS, AT	
TIRES ON		RIMS, AT	
TIRES ON	22.5 X 8.25	RIMS, AT	120
PSI COLD	SINGLE	PSI COLD	SINGLE
PSI COLD	SINGLE	PSI COLD	SINGLE
PSI COLD	SINGLE	PSI COLD	SINGLE
PSI COLD	SINGLE	PSI COLD	SINGLE
PSI COLD		PSI COLD	
PSI COLD		PSI COLD	
PSI COLD	SINGLE	PSI COLD	SINGLE

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.