

1 ☐ **Special Committee  
on  
Highway Weight Limits**

September 22, 2006

Alvin J. Geurts, P.E.  
Outagamie County Highway Commissioner

2 ☐ **Current Climate in  
County Government  
Requires:**

- Spending Limits
- Tax Freezes

3 ☐ **“Huge”  
Incentive for County Governments to Protect Their Investments**

4 ☐ **County Governments Have Tremendous Capital Invested in  
Highways & Bridges**

5 ☐ **AB678 / ACT167  
“Destroying”  
County Highways  
and Bridges**

- 6 ☐ **Specific Examples:**
- Ashland County
    - Highways are being rutted
  - Chippewa County
    - bridges weren't built to sustain the heavy loads

7 ☐

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9 ☐ **AB678 / Act167  
excludes  
Interstate Highways**

... Why?

- 10 ☐ What is the cost  
to taxpayers for allowing  
98,000 pound trucks?

... over 98,000 pound trucks?

- 11 ☐ "Pavement damage increases rapidly with higher axle  
loads, ..."

"... Actually increases faster than the loads increase."

According to the  
Wisconsin Transportation Bulletin # 8,  
November, 2003:

- 12 ☐ 40% more payload  
on a truck can cause  
100% more damage  
to the pavement

- 13 ☐ **Pavements**  
in Wisconsin are based on
- 20 year design life
  - Estimated number of ESAL's

14 ☐

- ☐ 1 Increase  
in =  
ESAL's
- ☐ 2 Decrease in  
Pavement  
Life

- 15 ☐ **Bridges**  
in Wisconsin are based on

- 75 – 80 year design life
- HS-20 loading

16 ☐

- ☐ 1 Increase  
Loadings =
- ☐ 2 Decrease  
Life  
Expectancy

17 ☐ I would respectfully request that this committee give consideration to the following items:

18 ☐ To ensure compliance of  
AB678 / ACT 167,

**Is current level of enforcement effective?**

19 ☐ If AB678 / ACT 167  
is allowed to continue as is,

**What is the cost to Wisconsin taxpayers considering the current damage being done to roads and bridges?**

20 ☐ On behalf of WCHA,  
I would like to Thank you for your consideration of this very important issue