

BUTLER COUNTY
DEPARTMENT OF PUBLIC WORKS
OFFICE OF COUNTY ENGINEER

TESTIMONY

Concerning House Bill 2242

Presented by Darryl C. Lutz, P.E., Butler County Engineer & Legislative Committee Chairman of the
Kansas County Highway Association

February 17, 2015

Mr. Chairman and Members of the House Transportation Committee:

I am Darryl Lutz, Butler County Director of Public Works/County Engineer and Legislative Committee Chairman of the Kansas County Highway Association (KCHA). The KCHA is an affiliate association of the Kansas Association of Counties and has membership from County Public Works and Highway Departments from over 100 Kansas Counties. I appreciate the opportunity today to present remarks on behalf of the KCHA. The KCHA is strenuously opposed to HB 2242.

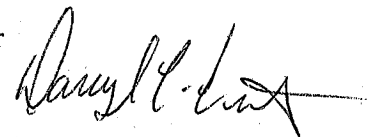
HB 2242 as proposed amends current legislation defining legal tire, axle and combination axle load limits for trucks in Kansas. The proposed bill would exempt all truck tractor and trailer combinations hauling construction materials on public roads and highways from any maximum weight limits, maximum axle loadings or maximum tire loadings. The bill further provides no provisions for repair or funding of repairs for damage to highways that would result from use by overloaded trucks.

Highways (and bridges) are designed and constructed based upon maximum axle loads as well as entire truck loads. Excess loads cause highway pavements and pavement structures to fail. The failure of pavement structures in relation to axle loadings is exponential. To put this into perspective, one 20,000# truck axle loading on a pavement has a service life impact of approximately 5,000 car axle loadings. So even increasing a truck axle loading by perhaps as little as 10% could be similar to shortening the life of a pavement by a factor of 1 ½ or more. Damaging a pavement structure is akin to breaking a piece of lumber or glass. Once they break, they can't be un-broke. With additional maintenance, short term serviceability could be partially restored, but, the long term serviceability is gone and cannot be restored without complete rehabilitation or reconstruction. Counties have an obligation to its constituents to protect and to maintain the very significant investments in the local highways and bridges. They already tend to have much lighter road pavements structures than the state. The challenges and costs of maintaining their roads is already significant just dealing with legally loaded truck loads, particularly for roads that are used as haul routes for major construction projects. The impacts of increased truck axle loads to County road systems based upon exempting maximum load limits for construction trucks would be financially devastating.

In closing, the KCHA recommends that HB 2242 be found unfavorably by the Committee and not passed.

I respectfully submit these comments and will gladly stand for questions.

Darryl C. Lutz, P.E., Butler County Director of Public Works/County Engineer
Legislative Committee Chair, KCHA



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