http://newiprogressive.com/images/stories/S5/construction-traffic-i35-s5.jpg

As roads and bridges continue to deteriorate, former DOT Sec. Gottlieb presented a comprehensive long-term transportation funding solution that was rejected by Governor Walker. Sen. Kathleen Vinehout takes it to build an alternative state budget that provides solutions, not continued borrowing.

MADISON - Farmers in western Wisconsin are worried new bridge weight limits will add time and cost to their already stressful lives.

“This is a very serious concern for us,” Farm Bureau spokesman Rob Richard told Chris Hubbuch of the La Crosse Tribune. “We want to make sure farmers can get to and from their fields. If they can’t make the quickest, most efficient route they’re just adding wear and tear to other roads.”

The Department of Transportation recently lowered the weight limit on 184 bridges, mostly in western Wisconsin. This action met a 2018 federal deadline requiring a state evaluation of bridges.

Engineers looked at what is known as short-haul vehicles. These are vehicles defined by the feds as “closely spaced, multi-axle, single unit” trucks like dump trucks, milk trucks and manure hauling tankers. The vehicles have closely spaced axles that “concentrate weight in a much smaller footprint”, which can put more stress on, and possible damage to, the bridges.

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