

# ACCG Opposes HB 189 / SB 165 - Truck Weight Increase Legislation

## ACCG Position on Truck Weight Increases:

ACCG opposes legislation that increases allowable weight limits on local roads and bridges as increasing truck weights will result in a shorter lifecycle for county roads and bridges, costing county taxpayers more money to maintain and repair this critical infrastructure. Lastly, increasing the weight limit of commercial trucks will pose dangerous driving conditions for all travelers.

## County Transportation Infrastructure:

County and city governments own and maintain over 80% of the roads in Georgia. Counties are responsible for maintaining approximately 8,000 bridge structures. Most county roadways have a maximum 56,000 lb. design standard. As of January 2023, the total number of bridges with posting for weight restriction or closed to traffic in the state was 1,368 structures. Most of the posted bridges are on local roads.

## HB 189 / SB 165 Impacts to Local Roads and Bridges:

- HB 189 and SB 165 will double the number of load restricted posted bridges in Georgia, resulting in an estimated net increase of 1,408 bridges impacted by this legislation.
- Click [here](#) to see a map showing the current closed and posted bridges and the new bridges that will be posted if this legislation were to become law.
- A weight increase of 12.5% will increase the damage done by these heavy trucks by 60% and decrease pavement life by 40%.
- The Federal DOT weight limit is 80,000 pounds. This means that these heavier trucks are not allowed on the interstates but are restricted to local roads and state routes.

## Safety Concerns:

According to the Georgia Department of Public Safety's 2022 inspection data, 66% of inspected vehicles transporting unmanufactured forestry products were placed Out of Service (OOS). An OOS designation means the vehicle is unsafe to operate on the roadways.

Well-maintained brakes and tires are critical to stopping a truck in the shortest distance. 2022 DPS data shows that brake, tire, and suspension violations combined account for over 50% of all violations cited toward log trucks.

- 23.2% of OOS vehicles violations were for brakes.
- 18.7% of OOS vehicle violations were for load securement.
- 16.3% of OOS vehicle violations were for tires.
- 13.1% of OOS vehicles violations were for suspension.

ACCG STAFF CONTACT:  
KATHLEEN BOWEN  
ASSOCIATE DIRECTOR OF GOVERNMENTAL AFFAIRS  
404.788.5707 / KBOWEN@ACCG.ORG