

SENATOR CHRONISTER: Senator Nichol, you are the last one.

SPEAKER NICHOL: (Response inaudible.)

SENATOR CHRONISTER: Senator Warner to close.

SENATOR WARNER: Mr. President, members of the Legislature, I want to...I'd like to explain the difference. Current law permits a 25 percent gross, but you have to have the axles under the vehicle to protect the road, which puts the limit on the axle weight has to be within the prescribed requirements. What the bill does is permit a 15 percent per axle, which means that is how you get the damage. You can haul overweight vehicles on gross, if you have adequate number of axles, in fact the beet people can string another axle and they wouldn't have a problem, it is that simple. I understand it costs something to put another axle under it, but that in fact is how it can be done and then you are lessening the highway damage significantly. Now the figures I'm using, to demonstrate the amount of increased damage, come from the American Association of State Highway and Transportation Officials, interim guide for design of pavement structures. It's a nationally, AASHTO, nationally recognized. It is composed of all the state highway departments and other interested people, governmental units that deal with roads. They put out standards on a number of areas of highway use and construction as to appropriate standards. I'd suggest to you that the amendment you took off at least allowed a 15 percent one trip on an axle, which answered certainly the emergency problem, but now you've opened it up to nonemergency cases. And all you are doing is saying how many axles that vehicle needs to have under it. Whether you retain the number of axles, as to current law, it permits the overload but requires the number of axles so that load, that weight is distributed to be less damaging, or whether you go with this and you do what is the damage, which is the overweight on the axle, insufficient axles to carry the weight, that is what it should be called. This is a bill to permit trucks to have insufficient axles for the weight distribution which increases the damage to roads. I would hope you would indefinitely postpone the bill.

SENATOR CHRONISTER: Senator Warner has just closed. There is no other discussion. You are voting on whether to indefinitely postpone LB 122. Those in favor vote aye,