

with the bill as I think it is now which is a little difficult for me to be sure about. But I am not aware that it is restricted to a farm license. Apparently the way it is written, it does eliminate single axle vehicles. It is only on the larger trucks, the ones that do...that have the potential for greater damage because you are talking 15 percent of 34,000 pounds if it is a tandem so there is probably more stress. As a matter of fact, the charts I have seen of stress factor on a tandem is slightly higher than on a single axle even when they are within their prescribed weight limits, and if they are overloaded, it accelerates even faster. In addition, the way the bill is written, struck the word "storage" which in our minds probably means that you cannot haul during the off-season, retains the word "stockpile" and I think general description or acceptance of the term that as a practical matter intermingle. Another problem I have is that it does suggest that they can have reasonable limitations or literally restrictions, not very well defined. Neither the county nor the state would have the authority I don't believe, at least not the clear-cut authority, to designate specifically the roads that could or could not be used. The marketplace is not the closest elevator. The marketplace could certainly...on semis could be a significant difference. It could be across the state as a matter of fact. And so it is not just a matter of a local convenience if you are going to put overweight vehicles...I think they could not probably be on the interstate, I think that is probably correct but that is because of federal regulations. For the state and county roads, I think the potential is unlimited. The number of permits apparently would be, at least the way I read the bill would be probably five for the year, one plus four renewals, which would mean about a five month period. They wouldn't have to be contiguous or continuous, rather. They could be scattered around. Because it is so broad now, in my opinion it is not limited to farmers, it is commercial as well. I think it is a precedent you do not want to give. It is not a hardship to stay within the weight limits, none whatsoever. Those of us who farm, we are already getting a break on a license. We don't have to pay on the fees the commercial one does if we are talking about farm trucks, and it seems to me that that break is enough. And the least, as a farmer, the least I can do is not add further deterioration to the roads and accelerate the cost for everybody else in the maintenance of that condition of that road. So I would urge the body to indefinitely postpone the