

SENATOR WARNER: I want to make it clear that I would not support the bill with the amendments if that is anyone's assumption because the basic fundamental principle of expanding overweight trucks I am so opposed to because I know what it will lead to, and I appreciate Senator Haberman would never expand it, but I remember without much difficulty there was a half a dozen other, well, maybe not that many, two or three, I remember specifically other, amendments floating around in the last session to be attached on these bills, too, and no doubt they will show up before it gets to Final Reading. The amendment I have submitted up there, if you are going to insist on enactment of this legislation, at least would attempt to limit the damage somewhat in what I think would eventually lead to abuse. The first amendment would make it very clear that the second trip is not included. Senator Haberman indicated this was just to get the crop out of the field. In my opinion, it does not limit, even though the word "storage" because stockpile is there, it does not limit grain or anything else from a second trip in which there is no cloud that is going to bring a rainstorm that is a factor, not that that is a factor in the first place. But the first amendment would make it clear that it is only from the field to the first point, period. It seems to me it is certainly adequate to meet the complaint, the concern that has been expressed. The second amendment clearly states that the authority issuing the license can limit the road or roads on which the vehicle could travel. Now existing statute would...the way it is amended would apparently say "reasonable restrictions", whatever they might be, but this would make it very clear that they would be restricted to certain roads, and this becomes a very crucial factor when you start looking at bridges. Probably the potential for an overweight vehicle on the wrong bridge, it is more of a hazard, more immediate hazard obviously than a road surface because a bridge is not going to hold up when it is given weight in excess of what it is designed to carry, particularly if it is old, and particularly when you know from the surveys that have been done on bridge conditions across the state that there are just a whole host of them which would not carry additional weight. In addition, the amendment will also clarify what is meant in the number of permits. The amendment as offered there would reflect the twofold concern about permit fees. Twenty-five dollar fee for four months is, well, it is actually five, is actually less than the current one which was \$25 for three months.