

by the law during such part of the period from November 1 to April 1 as the Director, State Engineer determines the soil frost conditions are such, that the additional weight transported would be without damage to the road beds and limited to such roads as the engineer and the department may determine. That is the meat of the bill. It is a safety provision in that a sticker, a identification tag be placed in each vehicle where they use or want to use the excess weight on predetermined roads determined by the highway department. Each vehicle must have one. Now in the instance may be brought up that this is difficult to get a permit in the short period of time in which this is envisioned to be used, if you will recall our weather of 22, 24, 32 degrees below zero, these are the times that these could be used. It could not be used now and it is very doubtful whether it will be used any more this spring. But it is an energy conserving approach. Personally I believe that it will save more energy than all the daylight savings time that we are now going through at this time. A blanket permit could be issued for this purpose. The sticker the windshield stickers could be dispensed by the highway department to the county clerks or the county treasurers or someplace within the county. There is no fee for the sticker we have before us and all of the Senators have a letter from the highway commission voicing their opposition to this bill saying that although nobel in intent, section 39-72201 would be very difficult if not impossible to administer. We say that we question its validity for this reason. Now then let me tell you of the safeguards that I tried to build into this piece of legislation with the permits, with the stickers, and with the 15% load limit only a 15% increase I visited with the highway department in December. They said that they would let me know and I visited with Mr. Larry Strober in the highway department. He told me that a 15-20% increase would not damage roads under those conditions I did not use a higher figure I used the 15 in this bill because I was concerned of bridges if it would go up to 25% such as some special permits would allow. So we used the lower figure of the two and they did not voice any opposition at the hearing on this bill and I suppose that their concern is on dollars and cents and I wish that they would have expelled this out so we would have an idea as to what to offer if this is too great a burden for them, what fee to establish. I would recommend a no fee for this at this time. I move for the passage of LB941.

SPEAKER: Senator Stahmer, your light is on, did you wish the floor, Senator Stahmer passes. Any further discussion? Senator Nore.

SENATOR NORE: Mr. President, fellow members, I don't like to oppose my good friend Senator Burbach, but I have had a number of letter opposing this increase from my constituents so I must explain that I have to oppose the bill. I think that when we had the 5% allowance, or tolerance that got us into a lot of trouble now we are having trouble with bridge allotment and we are going to have to appropriate a tremendous amount of money for bridges and this will add to the expense. I personally I just can't go along with this piece of legislation.

SPEAKER: Senator Waldron.