

the dump and so forth. I certainly, it is a one haul deal.

SENATOR WALDRON: OK, I was wondering about during harvest time, if that is when we have some of our biggest problems. Now, I am not opposing your bill Senator, but I would like to make a couple of observations. This is when you get into overloading the highways, if we are reaching that point and I don't know if we are reaching that point or not, you can create a some serious financial reconstruction problems. I would hate to see happen as a result of this bill, and that is why I would like to see the federal government take action in this area so as to make sure that we keep the larger trucks that are crossing Nebraska on the Interstate. If we increase the loading capacity for our primary highway systems, I think we will find that the larger trucks will be leaving the interstate and a..a..during the months of November to April and will be crossing on the old, it would be old highway 30 on a primary highway system. The problem is here that this system, except for the new segments that have been constructed during the last four or five years, were built at a little lower standard than the interstate and the recently constructed highway. So, I would like to point out then to the members that it could have some...the primary system where it hasn't been reconstructed during the past few years could deteriorate more rapidly as a result of increasing these loads. Now we are doing this for a good purpose in the fact that we are trying to put more loads on the truck so that our products can move rapidly too and from the market so our distribution of food products, primarily will not be held up. The thing of it is that we have got to waive the cost of the distribution of the products under the old system vs. the decrease or a...a..increased costs of the maintenance of the highways under the new system and I know that it is difficult to come up with cost figures, but that is basically what we have to do. Do you have some figures on that Senator?

SENATOR BURBACH: Senator Waldron, I do not have figures on this, however I do know that the highway department is in contact and is working with the federal agencies that control the interstate to make this and increase the weight limits there also. I can say that Colorado and Wyoming have had this change and some other states more assistance or distance from us. So there is a move or they are dealing with the highway department in Washington to get this tonnage increase on the interstate.

SENATOR WALDRON: That is the place to keep the larger trucks, because you know, they can move faster and they don't clog up the highway as much. But I just wanted to point this out that there could be some, if we divert these trucks on to the smaller roads and throughout the smaller communities it could create some financial problems with the older highways, because not the new one because the new ones that the highway department is building are very sturdy and are very sturdy highways once again. I think that....

SENATOR BURBACH: Senator Waldron, in answer to your last several questions, the highway department has the authority under this bill, for example lets use two roads that they can not leave the interstate and travel highway 30. This could be one of the roads not recognized for the extra weight. It is the entire bill...it relates to the highway department's authority for routes and frost conditions.

CLERK: Motion on the desk Mr. President.