

March 3, 1980

LB 842

16,000 pounds. Just as an example, we put 20,000 pounds, put an overload of corn on its way to market at 55 mile an hour, we are going to put 4,000 pounds in 9,000 total weight, we are going to put 4,000 pounds more on that axle at 25 to 30 miles an hour. Just the speed difference alone cancels out the problem of the overweight on that axle because now that overweight on axle is good everywhere. It was good also at 75 miles an hour as well as 55 mile an hour and it is way too high for 30 miles an hour. This policy by the Department of Roads of necessity is inflexible. When things are inflexible, there has got to be a relief valve and that is the Legislature and the Legislature exercises its prerogative as we must do, as we must do for our agricultural friends, and which we must do for the people in first class cities. I request your support in advancing LB 842.

SPEAKER MARVEL: Okay, the Chair overlooked the lights of about three people so I will recognize Senator Kahle. Senator Keyes' light is on and Senator Nichol. Senator Kahle, and then we will come back to Senator Kelly for a close.

SENATOR KAHLE: Mr. Speaker, members, I don't know where Senator Kelly and crew are getting their figures but one of the things that I keep hearing from the Highway Department is that the thing that is ruining our highways is overloading, and as far as what Senator Keyes said, where in the world are you going to get that truck filled up at unless you are on a city street. So I just...we are going to have bills before the Legislature that are going to ask for billions of dollars to help get our highways back in shape. They are in bad shape right now, and yet we are passing some legislation here that allows someone to overload twenty-five percent which would be 24,000 pounds per axle on light city streets and then on highways, of course. Many of those dumps are out on county roads and on light asphalt construction and I just can't imagine...now if those trucks are made so they are heavier before they are loaded, how about a redesign. I don't know why they would have to be built just exactly that way so they hold all the weight on the back wheels but I am getting awful tired. I have been accused over the years. They have said, well, the guys that are ruining our highways are the farmers because they have a tendency to overload and many times they are fined for it. I have been. And I just can't imagine us passing legislation that allows this to happen and when our highways are in such terrible condition now, apparently, and the city streets are not in very good

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