

March 20, 1980

LB 774, 798, 842

CLERK: 43 ayes, 0 nays, 4 excused and not voting, 2 present and not voting, Mr. President. Vote appears on page 1334 of the Legislative Journal.

SPEAKER MARVEL: The bill is declared passed with the emergency clause attached. The Clerk will now read on Final Reading, LB 798.

CLERK: Read LB 798.

SPEAKER MARVEL: All provisions of law having been complied with, the question is, shall the bill pass with the emergency clause attached. Those in favor vote aye, opposed vote no. Have you all voted? The Clerk will record the vote.

CLERK: 43 ayes, no nays, 4 excused and not voting, 2 present and not voting, Mr. President. Vote appears on page 1335 of the Legislative Journal.

SENATOR CLARK PRESIDING

SENATOR CLARK: The bill is declared passed. The Clerk will now read....with the emergency clause attached. The Clerk will now read 842 on Final Reading. We have an amendment coming in on 842. Read the amendment.

CLERK: Mr. President, Senator Kahle moves to return 842 to Select File for a specific amendment. (read amendment).

SENATOR CLARK: Senator Kahle.

SENATOR KAHLE: Mr. President, members of the body, the other day when we discussed 842, I had some concerns about it and I have asked the State Director of the Highway System, Dave Coolidge to respond. When the bill was presented it sounded as though there would be no damage to the highways from the over loaded garbage trucks and I received the following letter that I put on all of your desks and I would like to read it into the record. "Dear Senator Kahle: In furtherance of our telephone conversation of this date, I'm enclosing a copy of a report and letter written to Senator Maurice Kremer on the subject contained in LB 842. This letter indicates that a 25% increase in axle weights over the present legal loads permitted in Nebraska roads will produce four times the wear or damage as that produced by the present legal axle weights. The Department of Roads in their pavement design considers the legal axle weights as the minimum and then evaluates the number of legal loads using that section of the highway in the pavement lifetime as well as the soil support conditions